



Planning for the Future

Core Strategy and Urban Core Plan for
Gateshead and Newcastle upon Tyne
2010-2030

Adopted March 2015

Review Report - March 2020

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Executive Summary

Newcastle City Council and Gateshead Council adopted the Core Strategy and Urban Core Plan (CSUCP) on 26 March 2015. Paragraph 33 of the revised NPPF (published in 2019) requires that policies within local plans: "should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary".

Reflecting ongoing collaborative work between the two councils' planning teams, and continued evidence of shared social, economic, and environmental issues between Gateshead and Newcastle, the review of the CSUCP has been carried out jointly between the councils. The review has considered the relevant factors recommended in Planning Practice Guidance (PPG), and its conclusions are consistent with the evidence and statements published by both local authorities through the examination of their respective land allocations and development management policies documents.

The review's assessment of the CSUCP's strategic objectives has found them to support the latest strategic ambitions of Gateshead Council (as set out in Thrive: our strategic approach) and Newcastle City Council (as set out in Shaping our future together: our medium term plan 2019-20 to 2021-22). The plan's policies are also concluded to support emerging activities by both councils to address air quality issues, and respond to the climate emergency.

The review has assessed all policies against relevant evidence. The broad conclusions for the main themes of the Plan are as follows:

Spatial Strategy

Sustainable growth is being achieved with progress across a range of allocated sites meeting identified needs, with the majority of development being focused in the existing built-up area.

Economic Prosperity

Employment land is being taken up as expected and despite challenging circumstances retail schemes are coming forward predominantly within centres. The policies are in conformity with the revised NPPF with no issues that would require a policy update.

Homes

The objectives and policies on homes are considered to still be relevant and aligned to the revised NPPF. Whilst housing delivery and supply has been less than expected in Gateshead, across the plan area plan-wide needs are being met, including strong delivery of new affordable housing completions.

Transport and Accessibility

The policies for transport are concluded to be effective, reflecting national policy and guidance and promoting accessibility and sustainable patterns of development whilst managing the impact of growth.

People and Place

Covering a wide range of policy issues such as health, climate change, flood risk and green infrastructure, the review concludes that policies in People and Place are being applied effectively and there is no evidence to suggest an update is required.

Minerals and Waste

No update is required to this chapter as the policies are in accordance with the NPPF and provide the strategic approach to the sustainable management and safeguarding of resources and facilities. The waste policy promotes the waste hierarchy and will contribute towards climate change mitigation.

Sub-Areas and Sites

Evidence shows that across Gateshead and Newcastle development is progressing on a number of sub-areas, key sites and neighbourhood and village growth sites, supported by investment in site-specific and strategic infrastructure. Examples include new schemes coming forward at Crawcrook, Sunniside and Follingsby in Gateshead, and at Callerton, Great Park, Hazlerigg and the Airport in Newcastle. The policies are effective in informing the development management process and the granting of permission on many schemes.

Delivery

The delivery and monitoring framework is considered robust and delivery policy DEL1 will continue to ensure the timely delivery of necessary and essential infrastructure to support CSUCP growth.

In regard to the Duty to Corporate, engagement with neighbouring local authority areas and with other prescribed bodies has not resulted in requests for the CSUCP to be updated, and there is no evidence from plan-making activity by neighbouring authorities, or from the policies and objectives of prescribed bodies that would suggest an update to the CSUCP is necessary.

Based on the commentary set out in this report and supporting appendices, including a detailed review of each CSUCP Policy Review (Appendix 1), it is concluded that the policies in the CSUCP continue to be in general conformity with the NPPF and PPG. The latest evidence and Data Monitoring Table (Appendix 2) shows that the policies are effective. Where performance has differed from the targets set in the CSUCP, the councils consider that this is a consequence of issues or trends that are outside the scope of the Local Plan, and updating CSUCP policies would not improve performance against the Plan's objectives.

1 Introduction

- 1.1 Newcastle City Council and Gateshead Council adopted the Core Strategy and Urban Core Plan (CSUCP) on 26 March 2015. The CSUCP is a strategic Local Plan document which sets out a clear framework for growth in Gateshead and Newcastle from 2010 to 2030. The CSUCP sets out key strategic policies for the quantity and location of new housing, retail and employment provision, together with transport and other infrastructure provision. It seeks to protect and enhance the natural and built environment, and contribute to climate change adaptation and mitigation.
- 1.2 The CSUCP was prepared in accordance with the relevant legislation and was found to be legally compliant. The CSUCP was also deemed “sound” subject to a number of main modifications, when assessed against the National Planning Policy Framework (NPPF) which was in force at the time of the examination (the 2012 NPPF).
- 1.3 Paragraph 33 of the revised NPPF (published in 2019) requires that policies within local plans: “should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary”. This requirement is also set out in Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). Accordingly, Gateshead Council and Newcastle City Council have undertaken this review to assess whether the policies of the CSUCP require updating either in full or in part.
- 1.4 The report has been structured to include the councils’ approach to the CSUCP review, including how we fulfilled the Duty to Co-operate and a comprehensive assessment of the performance of each policy by section and theme, considering all the factors set out in the PPG.
- 1.5 Based on the commentary set out in this report and supporting appendices including a detailed review of each CSUCP Policy Review (Appendix 1), it is concluded that the policies in the CSUCP continue to be in general conformity with the NPPF and PPG. The latest evidence and Data Monitoring Table (Appendix 2) shows that the policies are effective. Where performance has differed from the targets set in the CSUCP, the councils consider that this is a consequence of issues or trends that are outside the scope of the Local Plan and updating CSUCP policies would not improve performance against the Plan’s objectives.

Context

- 1.6 The CSUCP provides the first part of both councils’ Local Plans, containing an overall vision, objectives, spatial strategy and policies to deliver economic prosperity and create lifetime neighbourhoods. The Plan covers the whole of the area within the administrative boundaries of Gateshead and Newcastle and includes strategic policies and specific policies for the Urban Core, Sub-Areas and sites.

- 1.7 Both local authorities involved key stakeholders in identifying the CSUCP's overarching vision and themes. From these themes and initial evidence base work there emerged 12 strategic objectives delivering the CSUCP vision for sustainable economic growth. The CSUCP's themes and objectives also had regard to national and local plans, policies, strategies and evidence prepared by the Government, local authorities, and partner organisations. The CSUCP's objectives are discussed further in the plan conformity and policy performance chapters of this report.
- 1.8 As part of the Duty-to-Cooperate, Gateshead and Newcastle councils continue to work with neighbouring local authorities and prescribed bodies on a range of social, economic and environmental issues. Collaborative working between Gateshead and Newcastle Councils and partner organisations (including neighbouring local authorities) has contributed to the implementation of policies in the CSUCP.
- 1.9 The shared social and economic conditions of Gateshead and Newcastle local authority areas, in addition to their geographic proximity means that effective joint-working, established in the preparation of the CSUCP, continues to be an important element of plan-making and implementation for both local authorities. The Councils' planning teams collaborate on preparing and updating evidence to support their adopted and emerging local plan policies, most notably in producing evidence to inform and support emerging policies of the MSGP and DAP documents (including a jointly commissioned 2017 Gateshead and Newcastle upon Tyne Strategic Housing Market Assessment). Continued close working between the local authorities resulted in it being appropriate for the review of the CSUCP to be undertaken jointly.
- 1.10 In addition to Gateshead and Newcastle Councils working together, since 2016 Newcastle, North Tyneside and Northumberland Councils have been working to form a new mayoral combined authority. The new North of Tyne combined authority came into being in November 2018. In addition to the North of Tyne combined authority, the North East Combined Authority (which includes Durham County Council, Gateshead Council, South Tyneside Council and Sunderland City Council) continues to operate, with input from Newcastle, North Tyneside and Northumberland Councils to deliver transport, infrastructure and economic growth priorities of the region.
- 1.11 Implementation of the CSUCP requires partnership working and co-operation with a range of organisations, including developers, businesses, residents, community groups, transport and service providers and neighbouring authorities. The CSUCP also outlines how the councils intend to monitor and manage the Plan in terms of delivery of the spatial vision, strategic objectives and implementation of the strategy. The Councils' Infrastructure Delivery Plan (IDP) (2020) sets out the infrastructure required to deliver the Plan and has been updated to reflect new and emerging schemes.

- 1.12 Both Councils are, at the time of writing, preparing emerging land allocations and development management plans (Gateshead's Making Spaces for Growing Places [MSGP] and Newcastle's Development and Allocations plan [DAP]). These plans are non- strategic and will supplement and implement the strategic policies of the CSUCP. The plans have been prepared to similar timescales and were submitted for examination in Spring 2019, with DAP examination hearings taking place in July 2019, and MSGP examination hearings in October 2019. Subject to being found 'sound' following examination, and subject to Council approval, these documents are expected to be adopted in 2020. Accordingly, in carrying out the CSUCP review it is relevant to note the content of the emerging DAP and MSGP plans, and the extent to which these documents can support and fulfil requirements that are not already addressed by the CSUCP. The evidence prepared to inform the emerging DAP and MSGP plans provides relevant information that can also inform the CSUCP review. The content of the CSUCP review is consistent with the Councils' positions regarding relevant policy issues set out in the statements made to support the examination of the emerging DAP and MSGP documents.
- 1.13 In relation to MSGP, a letter from the Inspector has been published on the Council's website which confirms that MSGP will contribute to meeting the delivery of the CSUCP, and that the review process provides the Council with the opportunity to consider the strategic approach to housing supply in light of both the current national policy and the latest position on Gateshead's housing supply, as discussed in chapter 4 of this report.

Approach to Reviewing the CSUCP

- 1.14 Although there is no prescriptive approach in national policy setting out specific requirements for plan reviews, guidance is provided within Planning Practice Guidance (PPG). Paragraph ID 61-064-20190315 makes clear that: "The review process is a method to ensure that a plan and the policies within remains effective", while also noting that "Policies age at different rates according to local circumstances and a plan does not become out-of-date automatically after 5 years". Paragraph ID 61-063-20190315 notes that the requirement to review applies to all development plan documents, and both strategic and non-strategic policies.
- 1.15 PPG also sets out the information that can be considered when determining whether a plan or policies should be updated. Paragraph ID 61-065-20190723 states:
- "The authority can consider information such as (but not exclusively):*
- *conformity with national planning policy;*
 - *changes to local circumstances; such as a change in Local Housing Need;*
 - *their Housing Delivery Test performance;*
 - *whether the authority can demonstrate a 5 year supply of deliverable sites for housing;*
 - *whether issues have arisen that may impact on the deliverability of key site allocations;*
 - *their appeals performance;*

- *success of policies against indicators in the Development Plan as set out in their Authority Monitoring Report;*
 - *the impact of changes to higher tier plans;*
 - *plan-making activity by other authorities, such as whether they have identified that they are unable to meet all their housing need;*
 - *significant economic changes that may impact on viability; and*
 - *whether any new social, environmental or economic priorities may have arisen.”*
- 1.16 The approach taken to the CSUCP review complies with the PPG. Policies have been assessed to determine whether they continue to provide an effective basis for decision-making when considered against the relevant factors set out in PPG. The review assesses the effectiveness of all CSUCP policies, including the strategic policies CS1 to CS21, Urban Core policies UC1 to UC17, Sub-Areas and Sites policies for both Gateshead and Newcastle, and Delivery and Monitoring policy DEL1.
- 1.17 Appendix 3 of the CSUCP provides a comprehensive monitoring framework including trigger points and remedial actions for each policy (excepting policies CS1-4 which provide the Plan’s overarching spatial strategy and will be monitored by assessing the performance of a combination of other relevant policies in the Plan). The monitoring framework also sets out specific monitoring indicators and targets that form the basis of each Council’s Authority Monitoring Report. In keeping with PPG, the assessment of policy performance against the plan’s monitoring framework forms an integral part of the plan review. Data on performance against the CSUCP’s monitoring targets and indicators is provided in the Data Monitoring Table at Appendix 2, while the assessment of policy performance, at Appendix 1, also considers performance against targets and indicators.
- 1.18 The national planning policy context has evolved since the CSUCP’s adoption in March 2015. A revised NPPF was published in February 2019, while PPG has been updated to varying extents over the last five years. The CSUCP review therefore considers whether, and the extent to which, the plan’s policies are in conformity with the requirements of the new NPPF and relevant PPG at the point it has been prepared (January 2020). The assessment of policy conformity with national planning policy is presented in detail within the policy assessment table at Appendix 1. Where relevant, changes since the 2012 NPPF found in the 2019 NPPF are discussed within the policy performance chapter of this report.
- 1.19 In addition to the detailed assessment of specific policies at Appendix 1, the Policy Performance chapter of this report (reflecting the structure of the CSUCP, i.e. themes and sections of: Economic Prosperity, Homes, Transport and Accessibility, People and Place, and Minerals and Waste, Urban Core, and Sub-Areas and Sites) provides an assessment of whether relevant factors have implications for the effectiveness of CSUCP policies. The Policy Performance chapter also considers the conformity of the plan’s overarching Strategic Objectives with each councils’ latest priorities and objectives. This assessment of relevant factors considered by theme, in addition to the policy-specific assessment at Appendix 1, ensures the plan review provides a comprehensive appraisal of the effectiveness of the plan as a whole, taking into account all relevant factors.

2 Duty to Cooperate

- 2.1 PPG (paragraph ID 61-068-20190723) makes clear that plan-making authorities are expected to have regard to the Duty to Cooperate when undertaking a review of Local Plan policies. Engagement with neighbouring local authority areas, prescribed bodies and other stakeholders is important when determining whether factors such as: issues affecting the delivery of sites, plan-making activity in neighbouring areas, impact of changes to higher tier plans, significant economic changes impacting viability, or new social, environmental or economic priorities could have implications on the effectiveness of policies.
- 2.2 The expectation that plan reviews will be informed by engagement with neighbouring local authorities and prescribed bodies does not extend to a requirement for public consultation, although it should be noted that if plan reviews identify a need to update a plan or policies, plan-making authorities would be required to follow plan-making procedure, including preparation, publication and examination (PPG reference ID 61-069-20190723).
- 2.3 The Councils have taken a proactive approach to engaging with neighbouring authorities, prescribed bodies, and other stakeholders. Both Councils have held meetings with neighbouring local authority areas on the review as part of regular North of Tyne and South of Tyne planning policy team leaders' working groups, to discuss the emerging CSUCP review. At these meetings Gateshead Council and Newcastle City Council have explained the approach being taken to the plan review, and identified and discussed any potential cross-boundary issues. Neighbouring local authority areas have also been issued with a letter advising them of the Councils' work on a review of the CSUCP and inviting them to comment. Letters have also been issued to all prescribed bodies and to the North East Local Enterprise Partnership. The Councils' work on the CSUCP review has also been raised by the Councils in regular engagement meetings with representatives from prescribed bodies.
- 2.4 The only cross-boundary issues with neighbouring local authorities that have relevance to the CSUCP review relate to requests received by Gateshead Council in 2018 and 2020 from neighbouring authorities to accommodate some of their housing and employment land needs. These are summarised as follows.
- In May 2018 Durham County Council wrote to its neighbouring local authorities, including Gateshead, to ascertain whether they would be able to accommodate some of the housing needs identified within the emerging County Durham Plan without the need to release additional Green Belt land.
 - In May 2018 Sunderland City Council wrote to its neighbouring local authorities, including Gateshead, to ascertain whether they would be able to accommodate some of the housing needs identified in the emerging Sunderland Core Strategy and Development Plan without the need to release additional Green Belt land.

- In December 2018 South Tyneside Council wrote to its neighbouring local authorities, including Gateshead, to ascertain whether they would be able to accommodate some of the housing and employment land needs identified in the emerging South Tyneside Local Plan without the need to release additional Green Belt land. A similar request was received by Gateshead from South Tyneside Council in January 2020.
- 2.5 Gateshead Council formally responded to each of these requests saying that it would be inappropriate to increase Gateshead's housing targets by accommodating some of the housing growth identified in emerging Local Plans of neighbouring authorities. The priority for Gateshead Council is the need to increase housing delivery on the sites allocated in the Local Plan to meet Gateshead's own targets. With regard to South Tyneside Council's request that Gateshead accommodates some additional employment land needs, Gateshead Council's formal response noted that the relatively modest 'surplus' of employment land identified in Gateshead's 2018 Employment Land Review was needed to provide flexibility in the supply of employment land capable of responding to changing market conditions over the plan period. This position has been reiterated in 2020.
- 2.6 To the north of the River Tyne, neighbouring authorities of North Tyneside and Northumberland have sought to accommodate identified needs within their own local authority areas. The North Tyneside Local Plan was adopted in 2017 and, at the time of preparing this review, the Northumberland Local Plan is under examination.
- 2.7 In response to formal notification of the CSUCP review from prescribed bodies, both Historic England and Highways England confirmed that they do not consider there to be any substantive matters requiring an update to plan policies at this time. The Marine Management Organisation (MMO) also had no comments to make on the review and referred the Councils to the Marine Policy Statement for reference. The Councils met with Transport North East to discuss the approach to the review, where no issues were raised. The Councils also met with Newcastle International Airport in their role as the statutory consultee for aerodrome safeguarding, where no issues were raised. No response has been received from Homes England, the Environment Agency, the Clinical Commissioning Group (CCG) or the Office of the Rail Regulator (ORR) and it is assumed these organisations have no comments to make on the review.
- 2.8 In response to formal notification of the CSUCP review to neighbouring local authorities, South Tyneside Council confirmed they have no observations and Sunderland City Council, Durham County Council and Northumberland County Council confirmed that they do not consider there to be any substantive cross boundary matters which would warrant an update. North Tyneside Council confirmed that neither the adoption of the North Tyneside Local Plan 2017 nor the delivery of development and infrastructure in North Tyneside would have consequential implications for Newcastle or Gateshead which might lead to a need to review policies of the CSUCP.

- 2.9 It is relevant to note the councils view the duty to cooperate as an ongoing process of engagement that does not stop once local plan documents are adopted. Local Planning Authorities in the North East are at differing stages of plan preparation, and consequently Gateshead Council and Newcastle City Council have actively engaged with neighbouring local authorities on an ongoing basis to consider and address cross-boundary issues. Both Councils recently published Duty to Cooperate Statements to support submission of the DAP and MSGP documents. These statements identified relevant cross-boundary issues and the councils' discussions regarding cross-boundary issues. The statements were supported by Statements of Common Ground produced between the Councils and their neighbouring local authority areas. No representations from neighbouring local authority areas made during Regulation 19 consultation on MSGP or DAP plans raised issues of significance under the Duty to Cooperate and there were no relevant issues raised at the examination hearings.

Conclusion

- 2.10 Both councils continue to engage effectively with neighbouring local authority areas, as evidenced in the Statements of Common Ground signed between the councils and their neighbouring local authority areas. Although some areas of governance have changed since the adoption of the CSUCP (perhaps most notably the creation of a Mayoral Combined Authority for the North of Tyne in November 2018), they have not resulted in changes to plan-making activity that would require an update of the CSUCP. Ongoing collaborative working between the planning teams of Gateshead Council and Newcastle City Council on shared evidence and policy development indicates the local authorities are committed to the shared planning framework for their area. Engagement with neighbouring local authority areas and with other prescribed bodies has not resulted in requests for the CSUCP to be updated, and there is no evidence from plan-making activity by neighbouring authorities, or from the policies and objectives of prescribed bodies that would suggest an update to the CSUCP is necessary.

3 Plan Conformity

Conformity of Strategic Objectives with Council Priorities

- 3.1 In preparing the CSUCP, Gateshead and Newcastle Councils sought to align the vision and ambitions of their Sustainable Communities Documents, and implement this aligned vision through the strategic land-use policies of the CSUCP.
- 3.2 A jointly prepared 2010 Bridging Document brought together the shared challenges and objectives faced by both local authority areas up to 2030, and set out the spatial response. Based on the vision of Gateshead and Newcastle as sustainable cities, the Bridging Document identifies four key themes:
- Economic Growth and Prosperity;
 - Health and Wellbeing;
 - Homes and Thriving Neighbourhoods;
 - Sustainable Quality of Place
- 3.3 Building upon the shared vision set out in the Bridging Document, the CSUCP establishes a detailed Vision Statement (pages 36 and 37 of the CSUCP), according with the requirements of NPPF paragraph 15. The Spatial Vision can be summarised as: *"By 2030 Gateshead and Newcastle will be prosperous and sustainable cities that are unique and distinctive places – where people choose to live, work and visit because everyone can realise their full potential and enjoy a high-quality lifestyle"*.
- 3.4 The CSUCP establishes twelve Strategic Objectives, which seek to deliver the Vision Statement. They provide more detailed and specific objectives focussed on addressing challenges and opportunities associated with the four core themes of: Economic Prosperity, Homes, Transport and Accessibility, People and Place and Minerals and Waste.
- 3.5 Since the plan was adopted, Gateshead Council and Newcastle City Council have each identified and adopted new strategic priorities which seek to meet the identified needs of their communities.

Making Gateshead a Place Where Everyone Thrives

- 3.6 In 2017 Gateshead Council launched a new strategic approach: *'Making Gateshead a Place Where Everyone Thrives'*. Although the Spatial Vision established within the CSUCP was prepared before Gateshead's 'Thrive' agenda was launched, the Local Plan's Strategic Objectives share many commonalities with the five 'Thrive' pledges that have been developed to help and guide Gateshead Council make decisions.

- 3.7 The 'Thrive' pledges, and the key principles of: fairness and treating people with dignity and respect; people and families being at the heart of everything we do; and getting the best outcomes for local people, are centred around tackling inequality and increasing the number of people and families in Gateshead who are thriving. The Strategic Objectives set out in Gateshead's Local Plan, by necessity have a spatial dimension, and primarily relate to how the environment (and development) influences, and is influenced by, people and communities. The Council's statutory function as Local Planning Authority also demands that the Local Plan has close regard to protecting and enhancing our natural, built and historic environment, in accordance with legislation and national policy. The five 'Thrive' pledges are:
- Put people and families at the heart of everything we do;
 - Tackle inequality so people have a fair chance;
 - Support our communities to support themselves and each other;
 - Invest in our economy to provide sustainable opportunities for employment, innovation and growth across the borough; and
 - Work together to fight for a better Gateshead

Newcastle Shaping our Future Together

- 3.8 Newcastle City Council launched in 2019 'Shaping our future together: our medium-term plan 2019-20 to 2021-22'. This plan sets out the Council's financial and delivery plans for the next three years continuing to drive growth and investment whilst providing value for money, high-performing services. The Plan is structured around five key themed priorities which are aligned to the Spatial Vision in the CSUCP:
- Employment: creating more and better jobs
 - Education and skills: the best learning opportunities for all
 - Environment: a clean, green and safe Newcastle
 - Health and Social Care: a healthy, caring city
 - Housing: building more and better homes
- 3.9 As set out in the table below, it is possible to identify a direct relationship between each of the Local Plan's Strategic Objectives, and Gateshead Council's 'Thrive' pledges and Newcastle City Council's five key themed priorities.

Table 3.1: Strategic Objectives and Corporate Priorities

Strategic Objective	Relationship to <i>Making Gateshead Thrive</i>	Relationship to <i>Shaping our future together: our medium-term plan 2019-20 to 2021-22</i>
SO1: Encourage population growth in order to underpin sustainable economic growth	<p>Establishing attractive places to live with housing that meets local peoples' needs will support all Gateshead residents.</p> <p>Encouraging population growth (and growth in working age residents) plays an important role in sustainable economic growth, thereby delivering jobs growth and prosperity in Gateshead.</p>	<p>This objective directly relates to the 'Housing: building more and better homes' priority. Newcastle's positive approach to take advantage of new opportunities and to build on our already strong record in delivering housing. The Council has taken an active role in housing delivery across all tenures. In addition, the Council's continued investment in growth and jobs 'Employment: creating more and better jobs' has played a vital part in stimulating business confidence in Newcastle and laying foundations for future growth.</p>
SO2: To increase our economic performance, resilience, levels of entrepreneurship, skills and business formation by promoting Gateshead and Newcastle as the strong regional economic focus and by ensuring the supply of suitable, flexible and diverse business accommodation	<p>This objective directly relates to the Thrive pledge to invest in our economy.</p> <p>Promoting Gateshead's role within the region (by ensuring an appropriate supply of business accommodation) will strengthen our ability to fight for a better future for Gateshead.</p>	<p>Investing in more and better jobs is a key priority. The Council's capital investment plays an important role in improving economic opportunities across all parts of the city, boosting the economy, creating jobs and supporting skills. Under the Council's Employment: creating more and better jobs' priority, the Council has created a £1 million Life Chances Fund to improve access to economic opportunity for the city's most deprived residents.</p>

Strategic Objective	Relationship to <i>Making Gateshead Thrive</i>	Relationship to <i>Shaping our future together: our medium-term plan 2019-20 to 2021-22</i>
SO3: To increase our competitiveness by improving and expanding the role of the Urban Core as the regional destination for business, shopping, education, leisure, tourism and as a place to live	The Urban Core is the centre of commercial activity in the region, and development of sites such as Gateshead Quays and Baltic Business Quarter provides the most significant opportunity to expand economic activity (including jobs growth) in Gateshead.	This objective relates to several key Council priorities including 'Employment: creating more and better jobs' and 'Education and skills: the best learning opportunities for all'. The Council will be investing in our Urban Core key sites, The Helix, Stephenson Quarter and East Pilgrim Street including investing in the public realm on Pilgrim Street alongside office and retail developments. The Council will also continue to work with Newcastle University, bringing forward academic, commercial and residential developments at Newcastle Helix. Stephenson Quarter is developing into a leading office and knowledge district.
SO4: To ensure the provision of quality District and Local Centres with a diverse range of shops and services that are accessible to meet the needs of all local communities	Supporting provision of community facilities across Gateshead will help reduce inequalities, support Gateshead's communities, and contribute to sustainable economic growth across the borough.	This objective is supported by the Council's commitment to secure investment in our communities 'Health and Social Care: a healthy, caring city'. Buying goods and services from local organisations is part of the Council's wider approach to community wealth building.
SO5: Expand leisure, culture and tourism providing for all age groups and diversifying the evening economy	Supporting the expansion of tourism in Gateshead and diversifying the evening economy will make a positive contribution towards the borough's economic growth. Provision of leisure and cultural facilities will help reduce inequalities and support community cohesion.	The Council, under its 'Health and social care: a healthy, caring city' priority is committed to continuing to work with the culture and tourism sectors over the coming year with the aim of enhancing resilience and independence, optimising opportunities for growth and development and ensuring cultural assets to reflect, represent and enrich the lives of all residents and visitors.

Strategic Objective	Relationship to <i>Making Gateshead Thrive</i>	Relationship to <i>Shaping our future together: our medium-term plan 2019-20 to 2021-22</i>
SO6: Ensure that our residential offer provides a choice of quality accommodation in sustainable locations to meet people's current and future needs and aspirations; improving opportunities to live in the Urban Core; and providing a broader range of accommodation including in new neighbourhoods	Good quality housing has a fundamental role in supporting people to live happy and healthy lives. Attractive and well-designed neighbourhoods encourage community cohesion. This objective therefore makes a strong contribution to making sure Gateshead meets the needs of people and families, tackles inequalities, and supports our communities.	The Council believes everyone deserves to live in a decent home, have good quality community facilities in their local neighbourhoods and be supported if they have particular housing needs. The Council under its 'Housing: building more and better homes' priority is building more new homes for families who want to live in Newcastle, delivering much-needed affordable new housing and making more specialist properties available so that older, vulnerable or disabled people can continue living independently in the local community.
SO7: Manage and develop our transport system to support growth and provide sustainable access for all to housing, jobs, services and shops	An effective transport system makes a positive contribution to tackling inequality (supporting residents' access to housing, jobs and services), and supports economic growth, helping businesses prosper.	The Council under its 'Employment: creating more and better jobs' priority will continue to invest in the city's transport infrastructure for the benefit of residents and businesses.
SO8: Improve sustainable access to, within and around the Urban Core by promoting fast and direct public transport links to the heart of the Urban Core, increasing walking and cycling and minimising through traffic	<p>Effective transport to and within the Urban Core makes a significant contribution to tackling inequality (supporting residents' access to jobs and services in particular).</p> <p>Addressing congestion in our town centre will also help unlock development opportunities on key sites, making a significant contribution to the borough's economic growth.</p>	This objective is supported by the Council's 'Employment: creating more and better jobs' priority, continuing investment in the city's transport infrastructure including; developing and delivering on cleaner air, continuing to improve infrastructure in the Urban Core, including pedestrianisation, ongoing investment in maintenance and improvements and developing local cycling and walking plans.

Strategic Objective	Relationship to <i>Making Gateshead Thrive</i>	Relationship to <i>Shaping our future together: our medium-term plan 2019-20 to 2021-22</i>
SO9: Ensure the development and use of land protects, sustains and enhances the quality of the natural, built and historic environment, and ensuring our communities are attractive, safe and sustainable	This objective contributes to establishing an attractive and equitable natural, built and historic environment in Gateshead, contributing to reducing inequalities (particularly health inequalities), and supporting our communities.	This objective contributes to the Council's priority 'Environment: a clean, green and safe Newcastle'. Everyone has the right to live in a clean, pleasant and safe neighbourhood and the Council has a duty to protect the environment for future generations.
SO10: Provide the opportunity for a high quality of life for everyone and enhance the wellbeing of people to reduce all inequalities	Directly relates to <i>Tackling inequality so people have a fair chance</i> .	A key priority under 'Housing: building more and better homes' is active inclusion, providing the right housing to people and families is a fundamental building block of growing and sustaining communities across the city. So too is tackling inequalities and supporting people to overcome challenges to living a stable, happy life.
SO11: Reduce CO2 emission from development and future growth while adapting to the issues, mitigating adverse impacts and taking advantage of the opportunities presented by climate change	Mitigating the adverse impacts of climate change, and taking advantage of its opportunities will contribute towards tackling inequalities, and support our communities.	This objective relates to the Council's priority 'Environment: a clean, green and safe Newcastle, including developing and delivering on cleaner air for all communities for generations to come.
SO12: Improve the function, usability and provision of our green infrastructure and public spaces by providing a network of green spaces and features which are connected and accessible for all.	Improving access to better quality green infrastructure will contribute towards a wide range of benefits, including reducing health inequalities and supporting community cohesion.	This objective relates to the Council's priority 'Environment: a clean, green and safe Newcastle'. The Council is committed to providing opportunities to invest in open space, green infrastructure and children's play areas across the city. The transfer of parks and allotments to a charitable trust will ensure the city's most-loved assets can continue to flourish.

- 3.10 The commonalities between the CSUCP's Strategic Objectives and Gateshead's 'Thrive' agenda result from the independent and comprehensive assessment of key issues and challenges in Gateshead, set out in evidence prepared to support the CSUCP. Issues identified in evidence were translated into the Strategic Objectives that underpin the Local Plan. This process of assessing objectively prepared evidence has resulted in the development of Strategic Objectives that are thematically aligned to the 'Thrive' pledges. Nonetheless, there are clearly some areas where the planning system and development activity can make a greater contribution towards Making Gateshead Thrive, and the assessment of the relationship between the Local Plan's Strategic Objectives and Making Gateshead a Place Where Everyone Thrives highlights a particularly strong contribution towards the pledges to: Tackle inequality so people have a fair chance; Support our communities to support themselves and each other; and Invest in our economy to provide sustainable opportunities for employment, innovation and growth across the borough.
- 3.11 Newcastle City Council's 'Shaping our future together: our medium-term plan 2019-20 to 2021-22' incorporates the Council Plan. The Council Plan summarises what Newcastle City Council can achieve working with partners and communities. Newcastle's medium-term plan sets out how the Council raises and spends money across Newcastle now and proposals for the coming years. This Plan also sets out how the Council will measure progress against our priorities. The strategic objectives set out in the CSUCP align to the medium-term plan priorities.

Climate Emergency

- 3.12 Newcastle City Council and Gateshead Council each declared a climate emergency, on 3 April 2019 and 24 May 2019 respectively. Both councils have made significant progress in reducing their carbon emissions in recent years. However, in response to growing evidence and public awareness of the impacts of climate change, the climate emergency declarations acknowledged that more needs to be done to address and mitigate the impacts of climate change.
- 3.13 Both Councils are in the process of preparing detailed responses to the climate emergency declaration that will identify specific actions to achieve the commitments to make the Councils' activities carbon neutral by 2030. Although it is too early to identify what actions will be included in the Councils' Climate Emergency Action Plans, the wide range of council operations, and the cross-cutting nature of the councils' commitments in their climate emergency declarations mean the actions will cover a wide range of activities, with a scope that is broader than planning policy.

- 3.14 CSUCP objective SO11 seeks to reduce CO2 emissions from development and future growth while adapting to the issues, mitigating adverse impacts and taking advantage of the opportunities presented by climate change. Key principles introduced by policies in the plan that have a direct impact on climate change include:
- Focusing the majority of development in the existing built-up areas, with particular focus for higher density development and more intensive commercial uses in the urban core (policies CS1-4)
 - Supporting sustainable transport options, and promoting a hierarchy of sustainable modes of transport that promotes walking, cycling and public transport ahead of private car use (policy CS13)
 - Minimising the need to travel by supporting local facilities that meet residents' needs and contribute to sustaining the rural economy (policies CS7-9)
 - Requiring new development to minimise energy demand and equivalent CO2 emissions (policies CS1 and CS16)
 - Optimise the use of local renewable or low carbon energy (policy CS16)
 - Requiring development to avoid and manage flood risk taking into account climate change (CS17)
 - Protecting and enhancing green infrastructure ensuring increased carbon capture, wildlife corridors and potential urban shading (CS18).
- 3.15 It is relevant to note that the DAP and MSGP documents both contain detailed policies which address issues associated with climate change, and support implementation of the strategic CSUCP policies. These include policies on trees and landscaping, protecting and enhancing green infrastructure, biodiversity and habitats, flood risk and water management and managing environmental and health impacts of development.
- 3.16 The councils consider that the plan as a whole makes a positive contribution to minimising CO2 emissions and addressing climate change impacts, meeting the latest NPPF requirements. This view is supported by the conclusions of the Sustainability Appraisal Report and Strategic Environmental Assessment carried out to inform the Plan (December 2014). The councils' planning teams will continue to contribute towards both councils' response to the climate emergency. In this respect it should be noted that there is potential for other strategies and guidance to be used alongside the Local Plan to clarify how policies should be applied to development proposals.

Air Quality

- 3.17 Air quality has improved significantly in recent decades but there are still unacceptable levels of air pollution in some areas, particularly those locations with high volumes of traffic. We have faced challenges with higher levels of pollution, however, Gateshead and Newcastle Councils are working together to look at how we can deal with traffic related air pollution in our areas.

- 3.18 The CSUCP policies together with emerging DAP and MSGP policies will be used to help improve air quality where possible alongside other measures such as the proposed Clean Air Plan for Gateshead, Newcastle and North Tyneside and a range of sustainable transport initiatives.

Conclusion

- 3.19 Since the adoption of the CSUCP in 2015, both Gateshead Council and Newcastle City Council have published new corporate priorities in their "Making Gateshead Thrive" and "Shaping our future together" for Newcastle which set out the overarching approach both councils will take to meet the needs of their communities. As part of this review, the CSUCP's strategic objectives have been assessed against Gateshead's 'Thrive' agenda, and Newcastle's 'Shaping Our Future Together' medium-term plan. The CSUCP's objectives were found to be in general conformity with the councils' overarching strategies, contributing to delivering the both councils' strategic priorities.
- 3.20 Both local authorities have declared a climate emergency, and made commitments to make their activities carbon neutral by 2030. The local authorities are in the process of preparing Climate Emergency action plans, developed in close consultation with their communities and key stakeholders. The actions both local authorities identify in response to the climate emergency are likely to encompass a wide range of the councils' activities, and will not be limited to land-use planning. The councils consider that the plan as a whole makes a positive contribution to minimising CO2 emissions and addressing climate change impacts and improving air quality. Its policies are in keeping with the councils' aims of reducing carbon emissions, and can act to support the actions introduced in response to the Climate Emergency.

4 Policy Performance

Delivering our Spatial Strategy for Sustainable Growth (CS1), the Urban Core (CS2), Neighbourhood Area (CS3), Rural and Village Area (CS4)

- 4.1 The Councils are working with partners and are making good progress in delivering the plan's vision and Strategic Objectives. This is evidenced by the growth in new homes and economic development across the plan area, ensuring that our communities are sustainable and continue to thrive.
- 4.2 Progress on delivery of CS1 to CS4 is summarised below. However, as noted in the CSUCP's monitoring framework, the spatial strategy policies CS1 to CS4 have a long lead-in time, and rely upon the implementation of other policies in the Plan. These policies are not associated with individual performance indicators, and their implementation can therefore be best assessed by considering the effectiveness of other policies in the plan. Further details on specific sites and policy areas are provided in subsequent sections of this report and Appendix 1. The assessment of policies CS5-21, alongside Urban Core, site-specific, and delivery policies contribute to the overall conclusion that the spatial strategy remains effective and valid.
- 4.3 As set out below, sustainable development is coming forward across Gateshead and Newcastle to meet our objectively assessed needs. Land is being used effectively and in line with the requirements of policies in the plan. Allocations in the CSUCP and emerging DAP and MSGP provide a range of both strategic and smaller housing and employment sites to meet our identified needs, with the majority of development being focused in the existing built-up area, and the boundary of the Green Belt being maintained.
- 4.4 In the Urban Core there has been progress on the delivery of allocated Key Sites for example Newcastle Helix (formerly Science Central), Stephenson Quarter and Gateshead Quays. Various transport improvement schemes have been completed or are underway supporting the role and function of the Urban Core as a priority location for development in the region.
- 4.5 In the Neighbourhood Area, a number of Neighbourhood Growth Areas have planning approval and are progressing on site for example Kingston Park/Kenton Bank Foot (NN2) and Newcastle Great Park (NN4). Several brownfield sites in our Opportunity Areas have been delivered, for example Scotswood, Walker Riverside and Bensham and Saltwell helping to ensure strong and stable communities, by providing a range and choice of housing. Our Neighbourhood Area also contain Key Employment Areas and there has been significant economic development in these locations at Walker Riverside and Team Valley.
- 4.6 In the Rural and Village Area, a number of Village Growth Areas have planning approval and are progressing on site, for example Dinnington North (NV1) and Crawcrook (GV2). Our Rural and Village Area also contains Key Employment Areas and both Newcastle International Airport (KEA1) and Follingsby (KEA2) have attracted investment helping to provide capacity for a high-quality office park and for the expansion of distribution and logistics respectively.

Economic Prosperity

- 4.7 The economic prosperity chapter of the CSUCP containing policies CS5 to CS8 sets out the plan's approach to employment land, retail and town centre uses, and leisure, culture and tourism. Policies seek to deliver the plan's priorities of:
- Increasing levels of growth, investment and productivity
 - Improving skills and providing businesses with the right support
 - Expanding the role of the Urban Core as a focus for business, leisure and tourism, and as the regional retail centre
 - Promoting a strong network of district and local centres to meet the needs of all communities

NPPF Conformity

- 4.8 The plan's approach to economic prosperity makes a significant contribution to the economic and social objectives of sustainable development, set out in paragraph 8 of the NPPF.
- 4.9 The 2019 revised NPPF's approach to building a strong, competitive economy is broadly consistent with the 2012 NPPF. A notable addition in the 2019 NPPF is specific reference in paragraph 81 (criterion a) for planning policies to have regard to Local Industrial Strategies (LISs), although the 2012 NPPF sets out an expectation that local planning authorities will work together with Local Enterprise Partnerships (who commonly lead on preparation of LISs) in developing an understanding of business needs.
- 4.10 At the time of writing, the North East Local Enterprise Partnership (NELEP) is preparing a Local Industrial Strategy (LIS) for North East England (the seven local authorities in the NELEP area). The North East LIS will be a delivery plan that works with the Strategic Economic Plan, the region's overarching strategy for economic growth, with the aim of creating 100,000 new and better jobs by 2024. The LIS will be aligned to the UK's Industrial Strategy.
- 4.11 Although it is not yet possible to consider the compatibility of the LIS and the CSUCP, it should be noted that the CSUCP is considered to appropriately reflect the objectives of the SEP. The SEP sets out an overarching objective for growth of 100,000 more and better jobs between 2014 and 2024. This jobs growth target is not disaggregated to local authority areas, and is not directly aligned in the SEP to a commensurate household growth target for the area (whereas the CSUCP aligns household and jobs growth). The councils consider that the CSUCP's target for around 22,000 additional jobs (policy CS1, and translated into employment land requirements in policy CS6), and supporting growth in the knowledge-based economy and other key growth sectors are compatible with the SEP's ambition to provide more and better jobs. In this context, it is relevant to note that the CSUCP's quantitative jobs growth target is effectively a minimum target.

Monitoring data for CSUCP indicator 4 reveals jobs growth of 26,000 additional jobs between 2010 and 2017, while the estimated capacity of 157ha of net developable employment land (subject to proposed allocations in emerging DAP and MSGP documents being found sound) suggests that the plan remains sufficiently flexible to accommodate higher rates of economic growth. It can also be noted that the Inspector's report into the examination of the CSUCP considered the plan to be compatible with the SEP. Engagement with the NELEP has confirmed their view that the CSUCP is compatible with the SEP's ambitions.

- 4.12 The 2019 NPPF recognises the increased importance of storage and distribution facilities for economic growth, and makes specific reference to such facilities in paragraph 82. Although the 2012 NPPF did not make specific reference to storage and distribution facilities, it did require policies to be based on a robust understanding of business needs, to take account of the expansion or contraction in business sectors, and to identify and plan for new or emerging sectors likely to locate in their area. The allocation of approximately 22ha of net developable employment land at the South of Follingsby Lane Key Employment Area (policy KEA2) for B8 uses can be considered a direct response to evidence of demand for distribution and logistics facilities. The emerging MSGP and DAP plans also allocate sites of differing sizes across the plan area for industrial uses including B8 storage and distribution.
- 4.13 An assessment of the impacts of office proposals on existing centres is no longer a requirement of the NPPF. Accordingly, the Councils will assess relevant proposals on a case-by-case basis with appropriate regard to national planning policy.
- 4.14 NPPF paragraph 85(c) introduces a requirement to retain and enhance existing markets. While this is not addressed directly by CS7, the policy's introductory paragraph and criterion 2 can be applied to markets.

Performance against targets

- 4.15 CSUCP monitoring indicator 4 cites ONS data indicating growth of 26,000 jobs between 2010 and 2017 (the most recent data available). ONS data on jobs at local authority level can be seen to fluctuate significantly in short periods of time: combined data for Newcastle and Gateshead indicate growth of 9,000 jobs between 2014 and 2015, a decline of 7,000 jobs the following year, and growth of 11,000 jobs between 2016 and 2017. It is also relevant to note that data on workplace jobs includes a significant proportion of part-time jobs, whereas the CSUCP growth projections effectively provide a count of full-time equivalent jobs. Nonetheless, the overall trend suggests jobs growth so far in the plan period has been higher than anticipated by the econometric projections that informed the CSUCP.

- 4.16 The Plan does not specify a minimum target for take-up (development) of employment land – policy CS6 requires a minimum of 150ha of net developable employment land to be “identified and allocated” rather than developed. The figure of 150ha was calculated with the aim of providing a suitable degree of choice of sites and takes into account the replacement of losses, and therefore cannot be easily translated into an annualised requirement for employment land. Nonetheless, take-up of around 40ha of employment land across Gateshead and Newcastle from 2010-2018, and the current availability of around 157ha of net developable employment land (comprising CSUCP allocations and proposed sites in the emerging MSGP and DAP documents) indicates that, despite evidence of substantially higher jobs growth than anticipated by the Plan, the supply of employment sites broadly reflects the current level of demand, and does not impede business growth.
- 4.17 Higher than anticipated jobs growth in Gateshead and Newcastle can be considered in the context of historically high levels of employment in the UK as a whole. Latest ONS data indicates that the overall employment rate in the UK increased from around 73% to an estimated 76% between 2013 and 2019 - the highest level since comparable records began in 1971. The number of jobs in the UK economy has also increased to record high levels (estimated around 35.8 million workforce jobs), with a 14% increase in the number of jobs since 2010. Higher than expected jobs growth is therefore a phenomenon not limited to Gateshead and Newcastle.
- 4.18 However, there is considerable evidence that the plan has been able to accommodate jobs growth, and in this respect it is important to note that other targets and indicators in the plan that could be associated with jobs have seen relatively modest levels of growth. High levels of jobs growth in Gateshead and Newcastle have not translated into correspondingly high levels of demand for industrial land or premises across Gateshead and Newcastle. Take-up of employment land since the beginning of the plan period has been broadly in keeping with the rate of growth anticipated in the CSUCP (as discussed earlier in this section). The supply of employment land, in both quantitative and qualitative terms, is in keeping with the provisions of policies CS5 and CS6, and the councils have not been presented with a significant number of proposals for industrial development on land allocated for other uses. These factors indicate that, although jobs growth has been higher than anticipated since the start of the plan period, the CSUCP provides an appropriate degree of flexibility capable of accommodating this growth, and there is no need to update policies associated with economic growth.
- 4.19 Retail policies are being applied as anticipated - appendix 2 sets out evidence that new retail schemes are coming forward predominantly in support of existing centres and priorities, including at Gateshead’s Trinity Square and Newcastle’s Eldon Square. Policies NC1 and GC1 are being applied effectively to proposals for change of use, with no evidence that there has been any loss of primary retail frontage, whilst vacancy rates have fluctuated in both areas, with little overall change in Gateshead, and a decline in Newcastle. Change in centres is monitored through centre surveys and updates to retail health check evidence.

- 4.20 The Plan seeks to focus commercial, leisure and tourism facilities in the Urban Core and at accessible locations, including within the rural and villages area. Evidence shows that there has been a continuing increase in visitors to major attractions, and overnight visitors since 2010 (see monitoring indicators 14 and 15 in Appendix 2), whilst a number of new facilities have been developed or proposed, including a wedding, exhibition and conference venue at Pendower Hall and a new visitor centre and cafe at Winlaton (linked to the Land of Oak and Iron initiative). Emerging proposals for leisure-led mixed-use development in the Urban Core at Newcastle Quayside and at Gateshead Quays will further improve the attractiveness of Newcastle and Gateshead to visitors.

Economic Conditions / Delivery of Key Sites

- 4.21 Policy CS6 requires that 512,000sqm of office floorspace is provided, with the majority (75%) in the Urban Core. Current market conditions present some challenges for the delivery of office schemes (and affect commercial development more broadly) in Gateshead and Newcastle, although these market conditions are not markedly different to those prevalent during the preparation of the CSUCP. Delivery of office development has increased in recent years, partly due to public sector support for schemes in the Urban Core, including at Newcastle Helix (formerly Science Central) and Baltic Business Quarter.
- 4.22 The extension of permitted development rights for conversion of office (B1a) to residential (C3) has potential to affect the supply of office premises across Gateshead and Newcastle. However, there has been little impact to date, with permitted development rights mainly being used only in relation to small-scale or vacant premises.
- 4.23 Proposals for non-employment uses on allocated employment sites have the potential to affect the supply of sites and premises available to meet the needs of businesses operating in the B-use classes. However, the emerging MSGP and DAP documents seek to address this issue, and minimise adverse impacts. The proposed employment land allocations made in the emerging MSGP and DAP documents reflect latest evidence of the supply of, and demand for employment land in Gateshead and Newcastle, while both documents also propose criteria-based policies for determining applications for alternative uses on allocated employment land.
- 4.24 As noted in the policy review table (Appendix 1), delivery of development at Key Employment Area allocations, at Urban Core sites, and at other locations identified in policies CS5 and CS6, is progressing broadly as expected.

- 4.25 In terms of the retail market, the two prime shopping locations are Newcastle Retail Centre and the Metrocentre. A network of smaller town, district and local centres continue to provide the focus for local communities through their provision of shops, services and community facilities. However, there continue to be wide variations between centres in terms of quality and quantity of shops and services provided. The retail market is currently challenging due to several factors which continue to affect many retailers. Rising overheads, too much debt, the shift to on-line (share of on-line sales continues to rise) and changing tastes of consumers (demanding engagement and experience) continue to affect retailers to differing extents. This applies to almost all areas of England. Consequently, some mixed use schemes including retail development are taking longer to come forward than expected.
- 4.26 The changing leisure market in Gateshead and Newcastle Retail Centre has evolved, occupying floorspace previously occupied by retailers or other businesses. The discount food market (Lidl, Aldi and the Food Warehouse) and discount retailers (B&M and Home Bargains) have also taken advantage of vacant floorspace availability and have made gains. Demand by discounters is expected to continue.
- 4.27 Both Councils have supported redevelopment schemes within defined centres, providing modern facilities that are more attractive to occupiers, and meet the needs of residents. Gateshead Council has supported the implementation of schemes at Blaydon, Felling, Ravensworth Road and at Trinity Square in recent years to enhance the retail offer at those locations. Due to the challenging economic conditions, new retail development at East Pilgrim Street is expected to come forward later in the Plan period than originally envisaged. This large development site occupying a prominent location in Newcastle's Retail Centre is likely to come forward for mixed use development including an element of retail floorspace which will support the growth ambitions set out in the CSUCP. The approach set out in the CSUCP is therefore considered to be flexible to accommodate the development of this key site.

Conclusion

- 4.28 An assessment of the policies in the plan's Economic Prosperity chapter (presented in detail in Appendix 1) against the provisions of the 2019 NPPF shows the plan to be broadly in conformity with the revised NPPF.
- 4.29 ONS data indicates that jobs growth in both local authority areas has been higher than anticipated in the CSUCP. However, levels of employment land take-up over the plan period so far have been broadly as expected, and both councils are able to identify sufficient land to meet the identified needs of businesses (subject to the outcome of ongoing examinations into the MSGP and DAP documents).
- 4.30 Overarching economic conditions (influencing demand for commercial land and premises) are broadly similar to the prevailing conditions during the plan's preparation. Appendix 1 provides more detail on the implementation of development sites identified or allocated in the plan: although there may be variance in delivery of commercial development schemes over the past five years, the review has identified no issues that would suggest an update of the plan's policies in the Economic Prosperity chapter would be appropriate.

Homes

4.31 The Homes chapter of the CSUCP containing policies CS9 to CS12 sets out the plan's strategic approach to meeting housing needs and supporting existing communities. The policies seek to deliver the plan's priorities and strategic objectives of:

- Encouraging population growth in order to underpin sustainable economic growth
- Ensuring that our residential offer provides a choice of quality accommodation in sustainable locations to meet people's current and future needs and aspirations, providing opportunities to live in the Urban Core and providing a broader range of accommodation including in new neighbourhoods
- Providing the opportunity for a high quality of life for everyone and enhancing the wellbeing of people to reduce all inequalities

NPPF Conformity

4.32 The 2019 revised NPPF introduced a number of requirements with relevance to the CSUCP's policies for homes, including:

- Introduction of a standard method for calculating local housing need (as set out in national planning guidance). Local housing need should be used to determine the minimum number of homes needed in strategic policies. Paragraph 33 notes that: "Relevant strategic policies will need updating at least once every five years if their applicable local housing need figure has changed significantly, and they are likely to require earlier review if local housing need is expected to change significantly in the near future". Analysis of the implications of local housing need for the CSUCP is provided later in this section.
- Identify through development plan and brownfield registers land to accommodate at least 10% of housing requirement on sites no larger than 1 hectare (para. 68). The adoption of the emerging land allocations and development management plans in both local authorities will, when combined with the CSUCP and updates to brownfield land registers, meet this requirement in Gateshead and Newcastle.
- Housing Delivery Test / Action Plan - where Housing Delivery Test (HDT) performance indicates that delivery has fallen below 95% of the local planning authority's housing requirement over the previous three years, the authority should prepare an action plan in line with national planning guidance, to assess the causes of under-delivery and identify actions to increase delivery in future years (para 75). Further to this a 20% buffer should be added to the local planning authority's 5-year housing land supply if housing delivery falls below 85%; and application of the presumption in favour of sustainable development if housing delivery falls below 75%, subject to transitional arrangements. Analysis of the implications of the housing delivery test for the CSUCP is provided later in this section.

- Affordable housing – a requirement on major sites for 10% affordable home ownership unless this would exceed the level of affordable housing required in the area, or significantly prejudices the LPAs ability to meet the identified affordable housing needs of specific groups. Both local authorities continue to seek 15% affordable housing provision in accordance with Policy CS11, thus exceeding the NPPF requirement, and consider the affordable housing tenure against local needs in compliance with the NPPF.

4.33 PPG identifies information to be considered in preparing or reviewing a plan, with a focus on housing and delivery. Plan making activity by other authorities in relation to meeting housing need is addressed in the Duty to Co-operate chapter 2 above. The section below addresses other PPG considerations, including changing local circumstances and local housing need, Housing Delivery Test performance; demonstratable 5 year supply of deliverable sites for housing; and the deliverability of key site allocations. Other specific requirements introduced by the 2019 NPPF are addressed in Appendix 1, supplemented by more commentary on policies' performance below.

Local Housing Need

- 4.34 The CSUCP includes ambitious yet realistic housing provision requirements delivering 25,500 net new homes 2010-30 in Gateshead and Newcastle (stepped across 4 phases with 9,100 new homes to be provided by 2020 and 16,400 new homes 2020-30), based on assessments of housing need. Population has increased steadily across the plan area since 2010, in line with plan indicators.
- 4.35 Since the adoption of the plan the 2018 revised NPPF introduced a standard method for assessing local housing need. The standard method uses a formula based on national official projections of household growth and relative affordability of housing to identify the minimum number of homes expected to be planned for (a minimum annual housing need figure). The standard method addresses projected household growth and historic under-supply.
- 4.36 PPG advises that 2014-based household projections (rather than more recent 2016-based projections) for the area of the local authority are to be used to identify the baseline household growth over a projected 10 year period (10 consecutive years, with the current year being used as the starting point from which to calculate growth over that period). The table below applies this method to set out the baseline growth for Gateshead and Newcastle.

Table 4.1: Household Growth (2020-30)

	Households 2020	Households 2030	Total household growth	Average growth per year
Gateshead	92,538	96,631	4,093	409
Newcastle	128,107	137,471	9,364	936

- 4.37 The latest (2018) median affordability ratios for Gateshead and Newcastle are 5.32 and 5.75 respectively, and result in adjustment factors of 1.083 for Gateshead, and 1.109 for Newcastle. Applying the adjustment factor to the baseline growth of Gateshead and Newcastle results in a minimum local housing need figure of 443 dwellings per annum for Gateshead, and 1,039 dwellings per annum for Newcastle.
- 4.38 As set out in the table below, the local housing need figure for Gateshead is slightly below the annualised CSUCP housing requirement of 475 dwellings per annum, and due to the stepped housing requirement set out in policy CS10, significantly below the annualised housing requirement for years 2020 to 2030. For Newcastle, the local housing need figure is greater than the annualised CSUCP housing requirement of 880 dwellings per annum, and only slightly below the annualised housing requirement for the remaining plan period.

Table 4.2: Local Housing Need and CSUCP Housing Requirement (2020-30)

	Local Housing Need (calculated Jan 2020)	CSUCP housing requirement (net)	
		Annualised 2010 to 2030*	Annualised for remaining plan period (2020-2030)
Gateshead	443	475	560
Newcastle	1,039	880	1,080
Combined	1,536	1,355	1,640

* Includes an assumption that 1,000 households in Gateshead, and 600 in Newcastle would be accommodated within empty homes brought back into use over the period 2010 to 2020.

- 4.39 In 2017 the Councils commissioned Opinion Research Services to prepare a Strategic Housing Market Assessment that would support the emerging MSGP and DAP documents. The SHMA identified the full objectively assessed need for housing in Gateshead to be 7,848 dwellings over the 15 year period 2015-30, equivalent to 523 dwellings per year. The equivalent figure in Newcastle is 16,924 dwellings over the same period, equivalent to an average of 1,128 dwellings per year. Given the similarity between the OAN figures calculated in the 2017 SHMA, and the CSUCP housing requirements, the SHMA recommended the local authorities continue to use the CSUCP housing requirement as an appropriate basis for meeting quantitative housing needs.
- 4.40 Given the Government's stated intention of reviewing the LHN methodology, it is difficult to predict with much accuracy what local housing need calculated at future dates will be. However, the LHN is the starting point for assessing objectively assessed need and there is some evidence of decreasing levels of household growth in Gateshead and Newcastle (when compared to the 2014 household projections, 2016 household projections show growth that is around 35% lower in Gateshead, and 44% lower in Newcastle, while in England as a whole the projected growth is only 23% lower). In conclusion, the current evidence indicates very little overall variation between objectively assessed needs to 2030 and the CS10 housing targets.

Housing Delivery and the Housing Delivery Test (HDT)

- 4.41 Housing delivery across the plan area has shown an increased pace in delivery from 2010 onwards, increasing from approximately 360 in 2010/11 (220 in Gateshead and 140 in Newcastle) to 1,270 by 2016/17 (270 in Gateshead and 1,000 in Newcastle) due to reduced demolition and an increase in new homes in neighbourhoods and village areas.
- 4.42 The Government started to publish HDT results nationally in 2019. The results for Gateshead and Newcastle (2018 & 2019 measurements) are listed below.

Table 4.3: Housing Delivery Test Measurement (2018 & 2019)

2019	Housing Requirement (2016/17-18/19)	Housing Delivery (2016/17-18/19)	2019 Housing Delivery Test Result
Gateshead	1,353	813	60%
Newcastle	2,658	6,512	245%
2018	Housing Requirement (2015/16-17/18)	Housing Delivery (2015/16-17/18)	2018 Housing Delivery Test Result
Gateshead	1,373	685	50%
Newcastle	2,455	5,988	244%

- 4.43 It is worth noting that, owing to different ways of measuring both requirements and delivery in the HDT measurement rule book, figures will vary from the CSUCP monitoring data. In Newcastle, the HDT measurement, including delivery of purpose-built student accommodation, is higher than the delivery of housing accommodating general needs.
- 4.44 The results for 2019 indicate a significant high pace of delivery in Newcastle and slower than expected delivery in Gateshead. Whilst the CSUCP (Policy CS10) contains separate housing monitoring targets for each authority it is pertinent to note that across the plan area, the HDT 2019 results are higher than the measured cumulative requirements (at 183% or delivery of 7,325 dwellings compared to 4,011 combined requirements).
- 4.45 Although delivery in Gateshead in the 2018/19 measurement was above the 25% performance threshold stipulated in the NPPF (transitional arrangements), performance below the 95% threshold has required the preparation of a [Housing Delivery Test Action Plan](#), published by Gateshead Council in August 2019.

- 4.46 The HDT Action Plan sets out a number of specific measures which are being pursued to increase housing delivery including:
- Encouraging SME housebuilders into the market – including through granting Permission in Principle (PIP) on small sites
 - The Gateshead Regeneration Partnership - a joint venture between the Council, Home Group and Galliford Try
 - The Council as a developer – with a number of sites programmed to come forward
 - Allocating a wide range of sites within the Local Plan
- 4.47 The HDT Action Plan also notes that whilst the housing growth sites allocated in the CSUCP have come forward more slowly than expected, some of the larger sites in Gateshead, including Dunston Hill and Ryton, have recently been granted permission subject to S106 agreements, whilst permission has been resolved to be granted on a further four housing growth sites. Sites at Crawcrook North and South and Sunnyside South East are being built out. It is also relevant to note that programmed demolitions in Gateshead, which have in previous years significantly constrained Gateshead's net housing additions figures, are lower than in the early part of the plan period.
- 4.48 The combination of positive trends regarding Gateshead's housing delivery indicate that it is reasonable for Gateshead council to be confident of avoiding the minimum performance thresholds of the housing delivery test in the foreseeable future.

CSUCP Delivering Homes

- 4.49 Monitoring of policy CS10 (Delivering New Homes) is recorded and published annually in separate local authority AMRs. Appendix 2 of this report summarises performance against key plan indicators. There are separate provision targets for Newcastle and Gateshead. Delivery has generally exceeded the targets in Newcastle with a cumulative over-delivery of 1,600 dwellings in 2018/19 (taking into account additional dwellings released by the ongoing build out of purpose-built student accommodation), whilst in Gateshead recent delivery levels have been below the targets (by 100 dwellings in 2018/19).
- 4.50 The stepped delivery homes target for 2010-15 and 2015-20 incorporated a deduction to take into account the effect of student housing provision in Newcastle. 2,000 households (8,000 bed spaces) were assumed to be completed by 2020 based on a pipeline of completed and committed schemes. Completions of student accommodation has surpassed those assumptions in 2017 and it has been necessary, therefore, to make adjustments to assessments of housing supply and delivery to reflect the amount of accommodation that new student housing releases in the wider housing market. This is considered in more detail in Newcastle Housing and Economic Land Availability Assessment (2019).

- 4.51 Underpinning the delivery of sufficient quantum of new homes and in helping to ensure existing communities are sustainable places of quality and choice, the local authorities have put in place measures and interventions to bring empty properties back into use, demolishing housing which is no longer in demand and supporting renewal. With a target of 3% for vacancy levels by 2020, the data reflects fluctuating performance overall. In 2019 vacancy was 3.2% in Gateshead and 4.1% in Newcastle. In Newcastle the vacancy rate had reduced to 2.8% by 2016, however a recent increase in vacancy is attributable to the increased pace of delivery of purpose-built student accommodation and built to rent accommodation in recent years. It is likely that the market will settle as demand adjusts to this increased supply, with overall vacancy rates falling to 3% or below. Vacancy rates will be closely monitored in Newcastle and as the pace of student accommodation completions is reducing, the vacancy rate in the City is also expected to reduce. The Empty Homes Team in Newcastle continue to provide owners of empty homes with a wide range of assistance, and in 2018/19 supported owners to bring 753 long term empty properties back into use.
- 4.52 Policy CS11 addresses providing a range of and choice of housing in the market. The councils produced a SHMA update in 2017, which confirmed the continuing need for affordable housing, which was capped by the updated viability testing at 15%. Across the Plan area the 242 affordable units per year requirement has on average been exceeded since 2013/14.

Housing Land Supply

- 4.53 The Councils have monitored housing land supply on an annual basis since the adoption of the CSUCP. In Newcastle the buffer of deliverable sites in the Five-Year Housing Land Supply (5YHLS) to ensure choice and competition in the market has reduced from 20% (required on adoption) to 5% in compliance with paragraph 73 NPPF (in areas where HDT results exceed 85% of the requirement), whereas in Gateshead the 20% buffer to offset under-delivery remains.
- 4.54 The updated HELAA (December 2019) for Newcastle indicates 8.33 years' worth of housing land supply (at 167% of the requirement 2019/20-2023/24). This is based on a review of sites and supporting evidence to justify categorisation of sites as deliverable to the revised definition contained in the latest NPPF published in February 2019. The equivalent evidence for Gateshead using the higher buffer of 20% indicates a current shortfall with a 4.37 year supply (see updated housing evidence, January 2020, on the [MSGP Examination webpage](#)).

	Newcastle	Gateshead
Cumulative oversupply/undersupply	1,663	-105
a Five year requirement + Buffer (5% Newcastle / 20% Gateshead)	3,798	4,566
b The estimated five year supply (inc. assumed windfall)	6,330	3,989
c Five year supply as a percentage of requirement (including buffer)	167%	87%
d Five year supply (in years)	8.33	4.37

- 4.55 Although current evidence indicates that Gateshead does not have a five year supply of deliverable housing sites, this is considered to be a short term shortfall resulting from the slow progress in the signing of Section 106 Agreements which has delayed the issuing of planning permissions and the development of housing growth and other large housing sites in Gateshead. There is evidence that the situation is improving with, for example, the commencement of development at the Chopwell South housing growth site (208 units) and Clasper Village neighbourhood regeneration area (191 units), and permission granted at Pipewellgate (270 flats) and Wardley Colliery (144 houses). In addition, Homes England funding has been secured to unlock key brownfield sites, including the Freight Depot site (300 units), on which a planning application has recently been submitted.
- 4.56 There are several other mitigating factors which suggest that the short-term lack of a five year housing land supply in Gateshead does not warrant an update to the CSUCP. These factors include:
- Gateshead (through adopted CSUCP and emerging MSGP allocations) is able to demonstrate a significant surplus of housing supply against overall CSUCP targets, amounting to around 2,800 dwellings.
 - Through CSUCP housing allocations and proposed/emerging MSGP housing allocations, Gateshead has identified and seeks to allocate all suitable and deliverable/developable housing sites.
 - Developed land in Gateshead is tightly constrained by the Green Belt. It is likely that identifying a significant additional 'supply' of land in Gateshead would require amending Green Belt boundaries. However, former Green Belt sites allocated in the CSUCP (Village and Neighbourhood Growth Area sites) have come forward more slowly than expected, and there is no reason to consider further Green Belt release, if it could be justified, would improve Gateshead's five year housing land supply.
 - Although the CSUCP sets separate housing requirements for Gateshead and Newcastle, it may be noted that across the joint plan area (i.e. within the same housing market area), there is a sufficient supply of deliverable housing sites to provide a 6.17 years housing land supply (at 123% for 2019/20-2023/24).
 - If the requirement for the rest of the plan period is averaged out instead of using the stepped approach, as set out in policy CS10, Gateshead would currently have approximately a 5.8 year supply.
 - PPG advises that where an adopted housing requirement needs to be updated (reasons for updating could include an inability to demonstrate a five-year housing land supply), the five year housing land supply should be measured against the area's local housing need figure calculated using the standard method. For Gateshead the latest local housing need figure (447 per annum) is considerably lower than the adopted (stepped) housing requirement for years 2019-24 (average of 740 per annum) and applying this approach would therefore result in Gateshead having around an 8.9 year supply of deliverable housing sites.
- 4.57 An update of the CSUCP is not considered necessary taking the above factors into account. The Councils are committed to undertaking an annual update to evidence on housing supply, and to the position on five-year supply, whilst the impact of measures as set out in Gateshead's Housing Delivery Test Action Plan (2019) on housing supply and delivery will also be closely monitored.

Delivery of Key Site Allocations

- 4.58 As set out in tables 4.5 and 4.6 below, the planning and delivery of Urban Core Key Sites and Neighbourhood and Village Growth Areas is progressing and there has been a focus on enabling housing development to help address deliverability issues and facilitate delivery at the earliest opportunity.
- 4.59 Mixed-use development has been delivered at Science Central (now known as the Helix), Stephenson Quarter and Gateshead Quays Key Sites. Some Village Growth Area sites have gained planning permission and started to build out, and two sites are now complete (Dinnington North, (NV1), Phase 2C Kenton Bank Foot) (NN2). Five of the seven neighbourhood and village growth areas in Newcastle and seven of the eight growth areas in Gateshead benefit from planning permission (or a minded to grant resolution). In addition planning permission has been granted at Newcastle Great Park Cell A (NN4a) for 1,200 dwellings (See Table 4.5).
- 4.60 In Newcastle there are 10 sites across 5 growth areas currently under construction with approximately 500 recorded completions, whilst in Gateshead 3 sites across 2 growth areas are under construction (Crawcrook and Sunnyside) (See Table 4.6 below). Strategic growth areas have been supported by off-site and necessary infrastructure, including junction improvements (such as Blaydon roundabout), the committed widening of the A1 (anticipated commencement in 2023) and primary school provision in both authority areas. An updated Infrastructure Delivery Plan (IDP) is included at Appendix 3 and provides details of schemes.

Conclusions

- 4.61 The overall policy objectives and homes policies are considered to still be relevant across the plan period and aligned to the revised NPPF. A review of housing need (2014-based household projections) confirms very little variation in objectively assessed need from the new homes provision required to 2030 (policy CS10). The overall rate of re-use of empty homes has improved with some recent fluctuations, however, caution has been built into delivery assumptions to take fluctuations into account.
- 4.62 Delivery in Gateshead and Newcastle has increased since 2010 and whilst there has been a delay in the delivery of some of the neighbourhood and village growth areas, the majority now benefit from planning permission and some are under construction. Housing delivery across the plan area has been boosted by student accommodation completions and strong delivery of affordable housing. It is anticipated that the next phases of delivery of CS11 (2020-25) will see a significant increase in pace of delivery of new homes from allocation sites to meet the cumulative stepped targets.
- 4.63 The Government's housing delivery test measurement (2019) indicated mixed results, with strong delivery in Newcastle incorporating student completions, and relatively slower delivery in Gateshead. There are several mitigating factors relating to housing delivery and five-year housing land supply in Gateshead which suggest updating CSUCP housing policies would not be an appropriate response. It may also be noted that, if viewed across the plan area, both delivery and supply are sufficient to meet plan-wide needs.

Transport and Accessibility

- 4.64 The transport sections of the CSUCP contain policies CS13 and UC5-11. The policies seek to deliver the plan's priorities and strategic objectives of:
- Manage and develop our transport system to support growth and provide sustainable access for all to housing, jobs, services and shops; and
 - Improve sustainable access to, within and around the Urban Core by promoting fast and direct public transport links to the heart of the Urban Core, increasing walking and cycling and minimising through traffic.

NPPF Conformity

- 4.65 The principle of promoting sustainable transport and offering people a choice of how they travel, as stated in the 2012 NPPF, remains at the core of the 2019 NPPF transport section. The 2019 NPPF places greater emphasis on promoting walking and cycling, with reference made to the need for planning policies to provide for high quality networks and draw on Local Cycling and Walking Infrastructure Plans (LCWIPs), which is reflected in the councils' emerging DAP and MSGP documents.
- 4.66 Other relevant changes relate to parking. There is additional advice on parking and the NPPF states that the maximum parking levels should only be set where there is a clear and compelling justification. The emerging DAP and MSGP documents' approach to parking standards reflect this.

Delivery/Performance Against Targets

- 4.67 Our policies for sustainable economic growth recognise that an improved transport network is fundamentally important to the future prospects and liveability of Newcastle and Gateshead. The application of the CSUCP's policies relating to transport have resulted in good progress towards delivering a sustainable transport network.
- 4.68 Most transport schemes will have benefits for multiple modes and the schemes listed in Appendix 1 show the range of sustainable transport improvements which have been completed or are underway, especially in the Urban Core. In addition, as shown in Appendix 2 (monitoring indicator 24), there has been an increase in the number of planning permissions granted where the implementation of a travel plan was a condition of development in both areas.
- 4.69 The development of our walking and cycling network plans are important in promoting sustainable travel and have been prepared in accordance with guidance published by the Department for Transport. A draft version of the Newcastle LCWIP, which covers the entire administrative boundary, was sent to the Department for Transport in November 2019 and the final version is expected to be published in 2020. Two LCWIPs are being prepared in Gateshead; one for Deckham and Felling and one for Birtley and Kibblesworth. Both are expected to be published in 2020. The walking and cycling network plans will have an important role when having discussions with developers and will help to secure funding for future walking and cycling schemes.

- 4.70 Monitoring has shown a 38% increase in the number of cycling trips since 2010 in Newcastle and a 33% increase in Gateshead. The Cycle City Ambition (CCA) Programme provided grants to eight cities, or groups of cities, in England to increase levels of cycling. In the first phase of funding (2013), Newcastle was awarded £5.7 million and £10.6 million was awarded in 2014, after the Department for Transport announced a £114m extension to the existing Cycle City Ambition Grant programme. The bid for phase 2 funding identified specific routes and illustrated how the locations of the proposed routes reflect areas with high potential for modal shift, major housing and development sites and employment hubs in Newcastle and immediately surrounding areas.
- 4.71 During the plan period to date over 9km of cycling infrastructure was constructed within Newcastle with a further 6km constructed in North Tyneside in partnership with North Tyneside Council. An additional 10km of cycle routes in Newcastle have been designed and delivery will progress when funding is secured.
- 4.72 Progress against other targets has proved more challenging, with monitoring against indicator 26 (see appendix 2) showing a decline in public transport patronage in Tyne and Wear, most recently falling from 183.3 million trips in 2010/11 to 158.4 million in 2018/19. The number of Metro boardings within the Urban Core has fallen from 27.7 million to 25.2 million across the same period. However, this reflects national patterns, whilst reinvigoration of the Metro is continuing, and Nexus have secured funding from government for a new fleet of rolling stock. To help reverse the decline in patronage we are:
- working with partners to retrofit a significant number of buses across the area to the latest emissions standards, making them more appealing to users
 - continuing to work with bus operators on bus priority and how we can make improvements to bus journey time reliability
 - extending our Urban Traffic Management and Control network.
- 4.73 Bus priority measures, traffic signal upgrades and adjustments have been undertaken across the network, including on the Newcastle Bus Loop (Policy UC7 Public Transport) in order to facilitate more efficient public transport operations in the Urban Core. Upgrades which have taken place are set out in Appendix 1.
- 4.74 The Councils are part of joint working groups to bring forward the re-opening of the Leamside Line and the Ashington, Blyth and Tyne (also known as the Northumberland Line) railway line and funding bids and business cases have been prepared.
- 4.75 In July 2017, Newcastle and Gateshead were among 29 authorities to be named as being required to undertake a Feasibility Study into achieving compliance with Nitrogen Dioxide limit values in the shortest possible time.

- 4.76 The preferred package of measures includes a Clean Air Zone Class C in the centre of Newcastle and supporting measures, including funding for retrofitting vehicles and changes to traffic management on and near the Tyne Bridge. We are already working on a number of initiatives to improve air quality. These initiatives include:
- creating more efficient bus routes and upgrading vehicles with cleaner engine technology
 - improving cycle networks
 - improving our own fleet by introducing cleaner vehicles
 - upgrading traffic signals to keep traffic flowing and prevent congestion by co-ordinating movements through junctions
 - promoting initiatives such as car sharing and car clubs
 - providing more charging points for ultra-low emissions vehicles.
- 4.77 Highways England have made progress on a number of their major schemes within Newcastle, Tyne and Wear and the wider North East. Works on the A1 Western Bypass between Coal House and the Metrocentre were officially completed in July 2016 and involved the provision of an additional running lane in each direction. This has enabled continued development of the Scotswood to North Brunton Major Scheme, which will add an extra lane along a five mile stretch of the A1 between junctions 74 and 79. The A1 scheme north of the Tyne is expected to begin construction in Spring 2020. Further improvements of the A1 to the south of the Tyne between Birtley and Coal House are expected to start in 2020/21.
- 4.78 Various other major schemes have been designed, commenced or delivered including the Northern Access Corridor improvements from Cowgate to Haddricks Mill; road widening at Kingston Park Road; expansion of 20 mph zones; improvements to Blaydon roundabout, Sunderland Road and Kingsway North; and a programme of improvements for other junction schemes to support the major housing growth sites.
- 4.79 We continue to develop our Urban Traffic Control (UTC) through the upgrade of traffic signals and controllers, particularly in the Urban Core. This will improve efficiency both in terms of journey times and energy by moving to ultra-low voltage systems based on LED technology.

Conclusion

- 4.80 Policies CS13 and UC5-UC11 continue to be effective, reflecting national policy and guidance and promoting accessibility and sustainable patterns of development whilst managing the impact of growth. The policies are used alongside other plan policies to assist in making communities attractive and thriving places to live and help to secure improved transport connections to communities and employment areas. An updated IDP is included at Appendix 3 which provides a programme of schemes.

People and Place

- 4.81 The People and Place chapter of the CSUCP, containing policies CS14 to CS19, sets out the plan's strategic approach to health and wellbeing, place-making, climate change, flood risk, green infrastructure and the natural environment, and the Green Belt. The policies seek to deliver the plan's priorities of:
- Ensuring development protects, sustains and enhances the quality of the natural, built and historic environment, and ensuring our communities are attractive, safe and sustainable.
 - Reducing CO2 emissions from development and future growth while adapting to the issues, mitigating adverse impacts and taking advantage of the opportunities presented by climate change.
 - Improving the function, usability and provision of our green infrastructure and public spaces by providing a network of green spaces and features which are connected and accessible for all.
 - Avoiding and managing flood risk over the lifetime of development.
- 4.82 The People and Place chapter includes policies which cover a broad range of thematic issues. As such, this section of the CSUCP review report aims to provide a summary of each policy's performance and conformity to national planning policy. More detailed information on the assessment of each policy is set out in Appendix 1.
- 4.83 Policies in this chapter seek to ensure new development is of a high quality that contributes to a better quality built and natural environment in Gateshead and Newcastle. Policies are applied (alongside other policies of each council's Local Plan, and the provisions of the NPPF) by the councils' development management teams. Although there may be site specific circumstances (for example challenging viability on some sites) which affect the application of policies in some decisions, since the CSUCP's adoption there have been no overarching changes in economic conditions that would influence the councils' ability to apply policies in the People and Place chapter.

CS14 Wellbeing and Health

- 4.84 The policy is consistent with the requirements of the revised NPPF, and seeks to improve the health and wellbeing of residents. The policy is consistent with the 'agent of change principle' introduced through paragraph 182 of the revised NPPF. Criterion 3 of the policy, which relates to controlling the location of, and access to, unhealthy eating outlets has been successfully used by both local authorities, in conjunction with adopted SPDs, to control the provision of new A5 hot food takeaways in Gateshead and Newcastle. CS14 also relates to several policies in the emerging MSGP and DAP documents, including those which have regard to air quality, noise, design of new development, and provision/protection of open space, sports and recreation facilities. Although health indicators suggest there has been little significant improvement in the health of our residents, there is no evidence that changes to this policy would have a more positive impact on health and wellbeing. The councils therefore conclude that there is no need to update policy CS14.

CS15 Place-Making

- 4.85 This policy is consistent with the revised NPPF, and with the government's strengthened approach to good design linked to the publication of the National Design Guide. The policy is being applied successfully by both local authorities, in conjunction with design guidance set out in adopted SPDs. Both emerging MSGP and DAP documents contain policies that seek to supplement the provisions of CS15 in supporting place-making, high quality design and the conservation and enhancement of the historic environment. The policy is therefore considered to provide an effective basis for decision-making, and there is no requirement to update it.

CS16 Climate Change

- 4.86 The plan's policy on climate change is in general conformity with the revised NPPF. The cross-cutting nature of climate change means the policy is related to several other CSUCP policies, and emerging policies in MSGP and DAP, including those which seek to protect and enhance the natural environment / green infrastructure, manage flood risk, and improve the health and wellbeing of residents. Newcastle City Council has also prepared Sustainability Guidance to help guide developers when submitting a Sustainability Statement. Both councils have made considerable progress in implementing decentralised energy and heating networks which, in combination with other factors have contributed to significant reductions in CO2 emissions for both local authorities (beyond the 20% target set out in the CSUCP's monitoring framework – indicator 35).
- 4.87 As noted earlier in this report, both councils declared a climate emergency in 2019, and are now preparing action plans which will seek to deliver commitments of making council activities carbon neutral by 2030. So far, this work has not identified specific recommendations for the councils' approaches to new development or planning policy. The councils currently consider that policy CS16, in addition to other current and emerging policies, sets out an effective approach to minimising CO2 emissions that meets the latest NPPF requirements.

CS17 Flood Risk and Water Management

- 4.88 Policy CS17 is in general conformity with the NPPF. The emerging MSGP and DAP documents contain policies to manage flood risk and water quality for example, that will, once adopted, support the policy. Policy CS17 continues to provide an effective framework for delivering the requirements of national policy and managing flood risk through location, layout and design. The policy contributes to the councils' work with partner organisations (including the Environment Agency) to improve water quality. It is applied effectively through the development management process, and there is no evidence that the policy needs to be updated.

CS16 Green Infrastructure and the Natural Environment

- 4.89 The strategic approach to green infrastructure and the natural environment for people and wildlife set out in CS18 meets the expectations of the NPPF and PPG, and in conjunction with the proposed policies of the emerging MSGP and DAP documents, the policy provides an appropriate framework for delivering net gains for biodiversity (paragraphs 170 and 174 of the NPPF). Both councils are able to apply the policy to development proposals, and it has contributed towards delivery of new, and improved green infrastructure assets in both local authority areas. The policy is therefore considered to be effective to assess impact on the natural environment, and there is no requirement to update it.

CS19 Green Belt

- 4.90 The policy is consistent with national planning policy on Green Belts set out in the revised NPPF. CS19 provides the strategic approach to Green Belt in Gateshead and Newcastle, supplemented by more detailed emerging Local Plan policies where relevant. Since the plan's adoption the councils have successfully minimised deletions from, and inappropriate development in the Green Belt, and the policy is considered to continue to provide an effective basis for decision-making.

Conclusion

- 4.91 Information in Appendix 1, in addition to the summaries provided above, make clear that following a thorough review of policies in the People and Place chapter, the policies are able to be applied effectively by the local authorities, and there is no evidence that policies in this chapter need to be updated.

Minerals and Waste

- 4.92 The minerals and waste chapter of the CSUCP containing policies CS20 and CS21 sets out the plan's strategic approach to minerals and waste. The policies seek to deliver the plan's priorities of:
- Supporting levels of growth, economic performance and resilience
 - Ensuring development protects, sustains and enhances the quality of the natural, built and historic environment
 - Reducing CO2 emissions from development and future growth while adapting to the issues, mitigating adverse impacts and taking advantage of the opportunities presented by climate change

NPPF Conformity

- 4.93 The plan's approach to minerals and waste is in accordance with national policy and guidance.
- 4.94 The strategic approach to minerals in CS20 includes definition of the mineral safeguarding area, measures to avoid sterilisation of resources as a result of development and the requirement for a high standard of restoration and aftercare. The approach is underpinned by demand forecasts set out in a Local Aggregates Assessment which is prepared in collaboration with other authorities in the North East and updated annually, and data set out in Aggregate Working Party Authority Monitoring Report. The NPPF sets out a requirement to maintain a 7-year landbank of permitted reserves for sand and gravel, 10 years for crushed rock and 25 years for brick clay.
- 4.95 The strategic approach to waste in CS21 is aligned with the PPG and National Planning Policy for Waste (2014) in terms of driving waste management up the waste hierarchy, collaboration with other authorities, and being underpinned by a robust evidence base on capacity and arisings. The collaborative approach includes the South Tyne and Wear Waste Management Partnership focusing on arrangements for the management of municipal waste, and a broader group of North East authorities addressing jointly waste planning and evidence issues.
- 4.96 Policies CS20 and CS21 are supplemented by more detailed non-strategic policies in the DAP and MSGP.

Performance Against Targets

Minerals

- 4.97 The Joint Local Aggregates Assessment (2018) confirms in regard to Tyne and Wear that:
- the forecasted annual demand requirement for crushed rock is 361,000 tonnes and for sand and gravel is 230,000 tonnes;
 - there is currently an 18.7 year landbank for crushed rock and a 27.6 year landbank for sand and gravel (based on existing permitted reserves and rates of extraction), which exceeds the NPPF landbank requirements referred to above; and

- sand and gravel production is limited to one quarry and crushed rock production is currently limited to two quarries. Local Plans and decisions on planning applications should therefore support additional areas for aggregates extraction where environmentally acceptable.

Waste

- 4.99 In terms of municipal waste, Gateshead has collaborated with Sunderland and South Tyneside Councils (South Tyne and Wear Waste Management Partnership) to jointly procure a contract for the treatment and disposal of residual municipal waste. A Joint Municipal Waste Management Strategy (JMWMS)²⁴⁵ (October 2007/2012) was developed by the Partnership councils. The Strategy covers municipal waste management for the period 2007 – 2027. The JMWMS includes specific targets for recycling and composting of household waste (30% by 2010, 45% by 2015 and 50% by 2020) and for waste recovery (35% by 2010, 67% by 2015 and 75% by 2020). The Partnership will aim to minimise the landfill of biodegradable waste, within economic constraints, in order to reduce methane emissions.
- 4.100 Monitoring data shows that since the award and commencement of a contract, overall levels of municipal waste in Gateshead have reduced, whilst the amount landfilled has reduced significantly from 49,074 tonnes in 2012/3 to 351 tonnes in 2017/18 whilst during the same periods incineration with energy recovery has increased from 7,911 tonnes to 56,962 tonnes. Levels of recycling and composting have marginally decreased due to local authority charges being introduced.
- 4.101 Evidence shows that Gateshead retains significant overall licensed waste management capacity of around 2.6million tonnes per annum, and that there is broadly sufficient capacity to 2030.
- 4.102 Newcastle City Council published a new Waste Strategy for the City in 2019. Monitoring data shows that since 2005 and the publication of the last Waste Strategy the rate of recycling has increased from approximately 15% to 40% in 2017/18. A significant amount of waste material is now being used as fuel for heat and energy. Approximately 33% of waste collected is now being recovered with 28% being sent to landfill in 2017/18 compared to 85% in 2005.
- 4.103 In 2005, 182,000 tonnes of Municipal Solid Waste (MSW) was collected, of which 15% was recycled and the rest was landfilled. In 2017/18, 141,000 tonnes were collected and 40% was recycled. 28% was landfilled, most of which was made up of household waste.
- 4.104 Licenced waste management capacity in Newcastle is approximately 1.4 million tonnes per annum.

Economic Conditions / Delivery

- 4.105 The Brenkley Lane site in Newcastle has permission for the extraction of 2.4 million tonnes for coal and 200,000 tonnes of fireclay by opencast methods. The extraction, which commenced in 2011, is scheduled to occur in four phases over a period of 11.5 years. Permission was granted for the extraction of an additional 500,000 tonnes of coal from the area adjacent to the south eastern boundary of the existing Brenkley Lane Surface Mine in 2014 and the legal agreement signed in July 2015. Additional market interest is focused on open cast coal extraction at Dewley Hill in Newcastle.
- 4.106 There is currently no market interest in sand and gravel extraction in the area - the two most recent applications for sand and gravel extraction related to existing sites in Gateshead and were either withdrawn (DC/06/01387/MIWAS) or remain pending (1133/97).
- 4.107 Throughput of marine dredged sand and gravel at Gateshead Wharf in East Gateshead has been zero since 2012, whilst brick clay is extracted at Birtley Quarry (located in Durham) which feeds the adjacent Union Brickworks (located in Gateshead), and at Red Barnes (in South Tyneside) which feeds Throckley brickworks. Examinations into the DAP and MSGP have confirmed the existence of a minimum of a 25 year land supply for both these facilities.
- 4.108 Interest in the extraction of primary aggregates may pick up in future as economic conditions improve – proposals will be assessed at the time in accordance with National and Local Plan policies and criteria.

Conclusion

- 4.109 Following a thorough review of the mineral and waste policies, it is considered that they remain effective and in line with the NPPF, providing the strategic approach to the sustainable management and safeguarding of resources and facilities. Applying the principles of waste hierarchy will contribute towards climate change mitigation.

Newcastle Sub-Areas and Site Specific Policies

Newcastle Central Sub-Area

- 4.110 Newcastle's Central Sub-Area (policy NC1) contains the regional retail centre, surrounded by commercial and leisure uses. The Sub-Area contains Newcastle's major transport hubs and interchanges including Central Station, Haymarket and Eldon Square bus stations, and four metro stations. The Central Sub-Area also contains a high concentration of heritage assets. Policy NC1 seeks to promote the continued success of the Central Sub-Area by protecting and enhancing the role of Newcastle's regional centre, improving the environment and accessibility, continuing the regeneration of Grainger Town, refurbishing Central Gateway and Regenerating the Old Newcastle area. The policy is being applied effectively through the development management process. Newcastle Council is working with partners to invest in the Central Sub-Area including removing traffic from the Central Station portico and upgrading the public realm on Northumberland Street and the side streets down to the northern section of Pilgrim Street and Blakett Bridge to New Bridge Street West including sections of Grey Street / Grainger Street around the Monument. The work to the public realm over this area is to be phased over the next few years. Some of the transport improvements have been completed including along John Dobson Street. The Castle Keep and Black Gate have been refurbished.

East Pilgrim Street Key Site

- 4.111 Policy NC2 is specifically related to the allocation of the East Pilgrim Street Key Site. This site is a priority site for Newcastle Council and is supported by Accelerated Development Zone (ADZ) status. The Council has been working closely with partners and due to the challenging retail market, East Pilgrim Street Northern area is likely to come forward for mixed use development including an element of retail floorspace rather than being retail-led. Bank House (2019/0350/01/DET) and the southern block – 1-2 Pilgrim Place (2020/0174/01/DET) is expected to be developed for Grade A office accommodation. The Council will be investing in the public realm. East Pilgrim Street remains a strategically important site and the proposed mix-use development still accords with the principles set out in this policy.

Civic Sub-Area and Science Central Key Site

- 4.112 Regarding policies C1-C2, the Civic Sub-Area forms the northern edge of the Urban Core. This Sub-Area has a special contribution to make to the economic and cultural growth of Gateshead and Newcastle through science and educational development. The expansion of the Royal Victoria Infirmary (RVI) is now complete. There has been considerable progress at Newcastle Helix (formerly Science Central). The Council has been working with partners to bring forward academic, commercial and residential developments. The energy centre and district heating system for the site has been delivered and is now operating. Existing and new commercial or university buildings are, or will be, required to connect to the energy centre for heating and/or cooling and power. The site has seen the development of highly sustainable buildings including the addition of Photovoltaic (PV), and green roofs as well as connected to the energy centre. A number of improvements have taken place on the bus loop within this Sub-Area and on the pedestrian crossing on Gallowgate. Enabling works have been on site at Barras Bridge since March 2019 and have recently been

completed. These include the removal of the central reservation to allow for more flexible traffic management throughout any future works, footpath upgrades to key stretches of Barras Bridge on both the east and west side of the carriageway and improvements to the surface water drainage to reduce susceptibility of this area to future surface water flooding.

Discovery Sub-Area and Stephenson Quarter Key Site

- 4.113 Regarding policies D1-D3, the Discovery Sub-Area lies on the south-west edge of Newcastle. The Sub-Area has two distinct character areas; the northern area includes Newcastle College, the Discovery Museum and offices / hotels around the Boulevard, the second area contains many vacant and underused sites with major development potential, including Stephenson Quarter, Forth Yards and the former Calders site. Stephenson Quarter is developing into a leading office and knowledge district. A Development Framework has been adopted for Forth Yards, this includes opportunities for Green Infrastructure Enhancement and public open space. The Forth Yards area is located south of Scotswood Road and the line of the former Newcastle to Carlisle railway, and extends down to the Tyne. The area contains a large number of vacant or underused sites which are major development opportunities, including the Forth Goods Yard between the Redheugh and King Edward VII bridges, the Pottery Lane site, the former Calders site to the west, adjoining the Metro Arena, and the Newcastle Heliport site to the far west. This area has potential to deliver a significant number of new homes, office, leisure and other associated uses. Infrastructure appraisal work and transport modelling have been undertaken to inform the form and type of infrastructure works required to be delivered on each site. The policy is continuing to guide development in this area.

Quayside and Ouseburn Sub-Area

- 4.114 In regard to Policy Q01, the Quayside and Ouseburn Sub-Area includes Newcastle Quayside and the Ouseburn Valley extending from Redheugh Bridge along the Quayside to the former Spillers Mill and to the City Stadium in the north east. There are two documents guiding development in this Sub-Area including the Lower Ouseburn Valley Urban Design Framework and the Ouseburn Central Masterplan. Various mixed-use schemes have been developed for housing, offices and leisure including the Mailings housing scheme, Lower Steenbergs housing and offices, the Toffee factory and an apart hotel scheme. Permission has been granted for the Whey Eye observation wheel scheme which includes a family entertainment centre and various café and restaurant uses at Spillers Wharf on Newcastle Quayside. In accordance with this policy, this scheme will include improved public pedestrian and cycling links to the Urban Core and the Ouseburn.

AOC1 Newburn

- 4.115 In regard to Newburn area of change (AOC1), this site is a major brownfield allocation, which was allocated for residential development as a direct response to consultation as part of the preparation of the CSUCP. The site was previously allocated as employment land. Newburn Riverside is a key site in meeting the objectively assessed needs for housing. Development is anticipated to come forward in the last 2 phases of the plan period, as assumed in the CSUCP. Homes England are involved in bringing the site forward and a Masterplan is being prepared to demonstrate a comprehensive and coordinated approach to infrastructure provision and the development of this site.

Key Employment Area: Newcastle International Airport

- 4.116 Newcastle International Airport is the principal international gateway into the region and is a key driver of economic growth. The airport serves a key role as a major contributor to economic activity and regeneration in the North East and the wider region. The Key Employment Area consists of Newcastle Airport North (KEAa), which is allocated specifically for airport related development and three sites to the south (KEAb), (KEAc) and (KEAd) where these restrictions do not apply. These three sites have been allocated for small business / industrial units (KEAb), air freight and warehousing (KEAc) and for a large single user (Use Class B1) (KEAd). Site KEAb has planning permission for an Airport Business Park. Phase 1 of the Business Park is on site and expected to be complete in early 2020.

4.117 As set out in table 4.5 below, the planning and delivery of Newcastle's Neighbourhood and Village Growth Areas is progressing and there has been a focus on enabling housing development to help address deliverability issues and facilitate delivery at the earliest opportunity. The table identifies progress through development management, sites under construction, new homes delivered and the phasing of supporting infrastructure.

Table 4.5: Newcastle Neighbourhood and Villages - Site Specific Policies

Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
NN1 Lower, Middle and Upper Callerton	4 main sites	3,000	3 sites	None	2015/0897/01/DET, 2015/1543/02/RES, 2018/0382/01/DET	2,013	2	0	7
Delivery	<p>The Council adopted a masterplan for Callerton in 2016. Planning permission has been granted for the majority of the site allocations including an outline and detailed consents at Middle West Callerton / Middle East Callerton and hybrid consent at Lower Callerton.</p> <p>Construction began at both Middle West Callerton, Middle East Callerton with first phase completions anticipated in 2019/20. The Council is engaging with the housebuilders and landowners to help facilitate delivery of the long-term phasing for Upper Callerton.</p>								
Infrastructure	<p>Planning permissions have secured necessary infrastructure including a new primary school (planned on West Middle Callerton support the early phases); contributions towards secondary provision (new school proposed at Simonside); healthcare; ecology; sustainable urban drainage; highways works and bus service contributions; allotments; affordable housing, training and employment plan.</p> <p>Community infrastructure levy funding has also been secured for city infrastructure.</p>								

Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
NN2 Kingston Park/Kenton Bank Foot	6 main sites	800	6 sites	Reserved matters	2016/0643/01/DET, 2016/0643/03/RES, 2016/0643/43/RES, 2017/0989/01/DET	422	3	1	76
Delivery	The Council adopted a masterplan for Kenton Bank Foot in 2016. Planning permission has been granted for the majority of the site allocations including an outline and detailed consents to the north and middle of the growth area. The southern-most site was completed in 2018/19 with the build out of 57 units. Construction began at 3 of the remaining sites in 2019.								
Infrastructure	Planning permissions have secured necessary infrastructure including new primary school places (planned expansion of Kingston Park Primary School); contributions towards secondary provision (new school proposed at Simonside); healthcare; sports provision; sustainable urban drainage; highways works and bus service contributions; allotments; affordable and assisted living housing, training and employment plan. Community Infrastructure Levy funding has also been secured for city infrastructure.								
Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
NN3 Newbiggin Hall	3 sites	300	None	None	-	0	0	0	0
Delivery	This site is phased to deliver from 2025 - 30. The Council is engaging with the housebuilder and landowners to help facilitate delivery.								
Infrastructure	Access road to be secured for site 4828. Accesses to 4948/4950 alongside contributions towards off site education provision, highway works, sustainable urban drainage, ecology, allotments; affordable housing, training and employment plan.								

Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
NN4 Newcastle Great Park	3 sites	1,480	1 site	Outline - Newcastle Great Park Western Expansion; Reserved Matters - Cell A	2017/0666/02/RES, 2019/0666/01/OUT	1,200	0	0	0
Delivery	This area is phased to deliver completions in the next 5 years onwards as a continuation of the build out of the previously committed Newcastle Great Park. Newcastle Great Park has increased the pace of delivery with a general delivery rate of 200 dwellings. Cell A has outline planning permission for 1,200 dwellings combined with education provision for primary and secondary education. An outline planning application is pending for 900 units at NGP Western expansion. Together with the eastern site, the NGP expansion areas are phased in the plan to deliver from 2020-25.								
Infrastructure	Planning permissions have secured necessary infrastructure including new primary and secondary age school provision by 2021 (planned on Cell A to include a first school to support early phases and a secondary school serving a wider area); sports facilities and playing fields; sustainable urban drainage; highways works; ecology and landscaping; affordable housing. Additional infrastructure will need to be secured by the expansion areas including education provision (including a new primary school); highways works and community infrastructure levy.								

Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
NV1 Dinnington	3 sites	250	3 sites	None	2016/0956/01/DET, 2015/1673/01/DET	275	1	1	137
Delivery	Planning permission has been granted for all of the site allocations including detailed consents. The northern most site was completed in 2018/19 with the build out of 71 units. Construction began at the southern site in 2018/19 and is expected to be complete in the next 5 years..								
Infrastructure	Planning permissions have secured necessary infrastructure including new primary school places (the expansion of Dinnington First school); contributions towards secondary provision (new school proposed at Great Park); healthcare; sports provision; sustainable urban drainage; highways works; allotments; affordable housing; ecology; training and employment plan. Community Infrastructure Levy funding has also been secured for city infrastructure.								
Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
NV2 Hazlerigg and Wideopen	2 sites	500	2 sites	None	2015/1665/03/RES, 2015/1640/01/DET	622	2	0	170
Delivery	Planning permission has been granted for all site allocations including an outline and detailed consents, and delivery is planned over the next 5 years. Construction began in 2018/19 with a number of outlets running at Hazlerigg.								
Infrastructure	Planning permissions have secured necessary infrastructure including contributions towards new primary and secondary school places (planned expansion at Great Park); healthcare; sports provision; sustainable urban drainage; highways works; allotments; affordable and housing, training and employment plan; ecology and wildlife management. Rotary Way highways contribution. Community Infrastructure Levy funding has also been secured for city infrastructure.								

Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
NV3 Throckley	2 main sites	550	2 sites	None	2016/0643/43/RES, 2015/1796/32/RES, 2015/1796/60/RES, 2015/1185/02/RES, 2015/1796/59/RES, 2015/1796/29/RES	650	2	0	95
Delivery	<p>Planning permission has been granted for all the site allocations including an outline and detailed consents, and is forecast to deliver completions in the next 5 years.</p> <p>Construction began at the Southern site in 2017/18 and is substantially complete. The Northern site has been the subject of separate reserved matters by differing housebuilders, building out within separate outlets. This will help to increase the pace of delivery in a Mid housing market area.</p>								
Infrastructure	<p>Planning permissions have secured necessary infrastructure including new primary school places (planned expansion of Throckley Primary School); contributions towards secondary provision (new school proposed at Simonside); sports provision; sustainable urban drainage; highways works and bus service contributions; affordable housing; ecology and management plans; community building improvements; construction traffic management plan, inlet culvert; allotments; Hexham Road contributions; bus services and passes; training and employment plan.</p>								

Monitoring data as of 31/09/2019

Gateshead Sub-Areas and Site-Specific Policies

Gateshead Central Sub-Area and Gateshead Central Development Opportunity Sites

- 4.118 In regard to Gateshead's Central Sub-Area, policies GC1 and GC2 set out the approach to proposals within the Primary Shopping Area (PSA), measures to improve accessibility and the environment, and the approach on 3 development opportunity sites which are allocated for mixed-use development (Old Town Hall, High Street and Jackson Street areas). Policy GC1 is applied to proposals for change of use within the PSA whilst progress has been made elsewhere in improving facilities for cyclists and bringing forward a leisure scheme on the Old Town Hall site.

Southern Gateway Sub-Area and Gateshead Central Development Opportunity Sites

- 4.119 In regard to the Southern Gateway Sub-Area, policies SG1-SG3 set out the approach to a new residential area, including a minimum of 1000 new homes on the Exemplar Neighbourhood key site, and the approach on 2 development opportunity sites allocated for mixed-use development (Askew Road East and West). This provides the context for bringing forward development in this area, supplemented by the publication of a development framework for the Askew Road West site and a planned update of the exemplar Neighbourhood SPD, with the Council looking to bring forward development including through acquisition of land and buildings. An application for approximately 300 homes on the Freight Depot housing site has now been submitted. Elsewhere, measures will be undertaken to simplify the Urban Core Distributor Road in order to improve walking and cycling connections to Newcastle and the Quays, to address air quality and to create new public spaces in accordance with Policy UC16 Public Realm. Work has commenced to change the use of the former Windmill Nursing Home, referred to in Policy SG1 (3), to a religious institution with ancillary facilities.

Quays and Baltic Sub-Area and Gateshead Quays Key Site

- 4.120 In regard to the Quays and Baltic Sub-Area, policies QB1-3 set out the approach to the regeneration of the area for a mix of uses, with specific requirements relating to the environment, green infrastructure and flood risk, and a key focus on the Gateshead Quays Key Site and 5 development opportunity sites as set out in policy QB3. In relation to the key site (QB2) the Council has consulted on a draft development framework for the Quays, which includes proposals to deliver a new 12,500 seat arena, hotels, office and leisure space and to significantly improve the connection between the Quayside and Gateshead town centre. It is anticipated that the development would accelerate development on other sites including Baltic Business Quarter (QB3(5)), where new office development is coming forward to be completed early 2020. An application has been submitted for a mixed-use development at Pipewellgate (QB3 (2)) and for a hotel and serviced apartments at Hawks Road-Mill Road (QB3 (1)).

4.121 The planning and delivery of Gateshead's Neighbourhood and Village Growth Areas is progressing, as set out in table 4.6 below, with progress in terms of development management, sites under construction, new homes delivered and the phasing of supporting infrastructure set out.

Table 4.6: Gateshead Neighbourhood and Villages - Site Specific Policies

Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
GN1 – Dunston Hill	1 site	530	Hybrid application under consideration – full permission sought for part of site and outline permission for the other.	One - resolved to be granted on 21.11.18 subject to signing of S106 Agreement	DC/17/00170/FUL	582 (minded to grant)	0	0	0
Delivery	<p>The site is in two main parts – one owned by Persimmon and the other owned by the Council. A hybrid planning application was made with full permission sought for the Persimmon part and outline permission sought for the Council part. Planning permission has been resolved to be granted subject to the signing of a Section 106 Agreement.</p> <p>As part of the planning application, a masterplan for the whole site was approved and this provides for three distinct development areas. Phase A (75 homes) is proposed to be developed under the Charles Church brand, Phase B (277 homes) under the Persimmon brand and Site C (230 homes) by the Council.</p>								
Infrastructure	<p>Infrastructure to be delivered includes the following:</p> <ul style="list-style-type: none"> - New footpath in between access points into the site. - Improvements to the Tanfield Railway cycle path. - New pedestrian crossings on Whickham Highway. - Improvements to the Whickham Highway and A692 junction. - Provision of 30ha of land for habitat creation, contribution for off-site ecological compensation. - Preservation of Whickham Grand Lease Waggonway with interpretation boards and recreational link to Watergate Park. <p>CIL funding will also be secured for strategic infrastructure which could include primary school provision/expansion.</p> <ul style="list-style-type: none"> - Upgrades to public rights of way. - New park and ride facility. - Improvements to pedestrian facilities on Southfield Road. - Improvements to the junction of the B6317 and Dunston Bank. 								

Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
GV1 - Chopwell	2 sites	305	1 site	None	DC/18/00443/FUL	205	1	0	0
Delivery	<p>There are two sites – Middle Chopwell and South Chopwell. Planning permission has been granted for development on the South Chopwell site. The developer is Gleeson Regeneration.</p> <p>As part of the planning application, a masterplan for the whole site was approved. The masterplan shows the site being split between a northern (72 homes) and southern portion (133 homes).</p>								
Infrastructure	<p>Infrastructure to be delivered includes the following:</p> <ul style="list-style-type: none"> - Creation of replacement/translocation hedge planting and gapping up and long-term maintenance. - Improvement to flood management of the surrounding area including reducing surface water risk at Blackhall Mill. - Off-site contribution to biodiversity enhancement. - Links into adjacent footpath networks and a pedestrian crossing point. <p>In regard to the strategic infrastructure of local primary school provision, this would be covered by CIL. Whilst the sites are located in a nil charge CIL area, CIL can be used from receipts received from other parts of the Borough.</p>								

Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
GV2 - Crawcrook	2 sites	370	2 sites	None	DC/15/01098/FUL DC/15/01004/FUL	356	2	0	73
Delivery	<p>There are two sites – Crawcrook North (Taylor Wimpey) and Crawcrook South (Story Homes). Planning permission has been granted for development on both sites.</p> <p>As part of each planning application, a masterplan for each site was approved. In regard to the Crawcrook North site, the masterplan shows the site being developed in four phases – the first two phases in the southern part of site and the last two phases in the northern part of the site. In regard to the Crawcrook South site, the masterplan also shows the site being developed in four phases.</p>								
Infrastructure	<p>Infrastructure to be delivered includes the following:</p> <ul style="list-style-type: none"> - Contributions to extension to Emmaville Primary School to increase capacity of school commensurate with the anticipated populations of the developments. - Improvements to local flood management. - On site and off site biodiversity enhancement. - New signalised junction on A695. - New speed reduction measures on Crawcrook Lane and advance cycle stop lines at the junction of Crawcrook Lane and Main Street. <p style="text-align: right;">- Contributions to upgrading of roundabouts along the A695. - Provision of open space.</p> <p>The applications were approved prior to the adoption of CIL.</p>								
Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
GV3 - Highfield	1 site	70	None	None	N/A	0	0	0	0
Delivery	The site is in single ownership.								
Infrastructure	<p>Any application will need to address the following:</p> <ul style="list-style-type: none"> - Mitigation of biodiversity impacts and measures to maintain and enhance the adjacent Strother Hills SSSI and LWS. - Appropriate landscape buffer along southern boundary. - Open space, sport and recreational facilities, where necessary. <p style="text-align: right;">- Contribution to local primary school provision. - Drainage infrastructure.</p> <p>Any application will be CIL liable and CIL contributions can be used towards the strategic infrastructure of local primary school provision.</p>								

Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
GV4 – High Spen	2 sites	174	Full planning application for 185 homes on the High Spen East site under consideration. Previous outline permission for up to 142 homes on same site.	1	DC/18/00859/FUL DC/15/01041/OUT	185 homes (minded to grant)	0	0	0
Delivery	<p>There are two sites (High Spen East and High Spen West). In the case of High Spen East, an outline application for up to 142 homes was granted in 2016. Since then, the developer (Avant Homes) made a decision to change the type of homes on the site which resulted in an increased number, hence a new full application was submitted. Planning permission has been resolved to be granted subject to the signing of a Section 106 Agreement. The masterplan submitted with the application included a phasing plan to show the site developed in four phases.</p> <p>In regard to High Spen West, this site is owned jointly by the Council and Garesfield Golf Club and has now been jointly marketed.</p>								
Infrastructure	<p>Infrastructure to be delivered includes the following:</p> <ul style="list-style-type: none"> - New pedestrian crossings on Collingdon Road and Glossop Street. - Off-site biodiversity contribution for ecological compensatory works on Council land at The Folly south of Lead Road Greenside comprising the creation of 304m of new native hedgerow and the restoration and enhancement of 3ha of semi improved grassland. <p>In regard to the strategic infrastructure of local primary school provision, this would be dealt with by CIL.</p> <p>CIL funding will also be secured for strategic infrastructure which could include primary school provision/expansion.</p>								

Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
GV5 - Kibblesworth	1 site	225 (policy GV5 sets 225 as the limit)	Outline planning application for up to 225 homes under consideration	1	DC/16/01207/OUT	225 (minded to grant)	0	0	0
Delivery	Outline planning permission has been resolved to be granted subject to the signing of a Section 106 Agreement. The masterplan submitted with the planning application included a phasing plan, showing the site being built out over three phases. Phases 1 and 2 are situated to the north of Kibblesworth Bank and phase 3 is situated to the south of Kibblesworth Bank.								
Infrastructure	<p>Infrastructure to be delivered includes the following:</p> <ul style="list-style-type: none"> - Hags Lane/Lamesley Road Roundabout – replacement of roundabout with signalised 4-way junction incorporating cycle and pedestrian facilities. - Hags Lane/Greenford Lane priority junction – introduction of signals. - Coalhouse Roundabout – signalisation of A1 southbound off-slip approach and circulatory lanes, widening of Lamesley Road approach, widening on the Chowdene Bank approach to roundabout. - A167 Newcastle Bank/Lamesley Road junction – widening on approach to Newcastle Bank from Lamesley Road with cycle improvements; - Purpose-built roundabout into site from Kibblesworth Bank. - New bus stop. - Off-site biodiversity enhancement. - Improved green infrastructure links. - Improvements to rights of way. - Landscaped and ecological buffers along site boundaries. <p>CIL funding will also be secured for strategic infrastructure which could include primary school provision/expansion.</p>								

Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
GV6 - Ryton	1 site	550 (policy GV6 sets 550 as the limit).	1 site – two applications totalling 550 homes under consideration.	2	DC/16/00320/FUL DC/17/01376/FUL	550 (minded to grant)	0	0	0
Delivery	Although there is only one site, it is in multiple ownerships and two developers (Bellway and Taylor Wimpey) would build it out. Two applications were submitted from each developer. The applications included a masterplan which shows the entire site developed in four phases and includes a link road through the site.								
Infrastructure	<p>Infrastructure to be delivered includes the following:</p> <ul style="list-style-type: none"> - Future hedgerow management. - Improved flood management of surrounding area. - Improvements to the junction of Cushy Cow Lane and Stargate Lane. - Widening of Stargate Lane. - Link-road through the site. <p>CIL funding will also be secured for strategic infrastructure which could include primary school provision/expansion and upgrading to roundabouts along the A695.</p> <ul style="list-style-type: none"> - Landscape and ecological buffer along the southern boundary. - Off-site biodiversity enhancement. - New bus service serving the site. 								
Growth Area	Sites	Approx. Dwellings to 2030	Planning Permission	Pending Planning Application	Planning Reference	Permitted Units	Sites Under Construction	Sites Complete	Dwellings Complete
GV7 - Sunnyside	2	138	1 site	None	DC/18/00704/FUL	89	1	0	0
Delivery	There are two sites – Sunnyside North East and Sunnyside South East. Planning permission has been granted for development on the Sunnyside South East site. As part of the planning application, build rates were included which indicated a 3.5 year period from commencement to completion of the development.								
Infrastructure	<p>Infrastructure to be delivered includes the following:</p> <ul style="list-style-type: none"> - Footpath link to Tanfield Railway path. - Traffic calming scheme on Pennyfine Road. - On-site and off-site biodiversity enhancement. <p>CIL funding will also be secured for strategic infrastructure which could include primary school provision</p> <ul style="list-style-type: none"> - Extension of footpath on western side of Pennyfine Road. - Improvements to Tanfield Railway Path between Pennyfine Road and the A692. 								

Monitoring data as of 31/09/2019

MetroGreen Area of Change

- 4.122 In regard to MetroGreen Area of Change (AoC2), this is progressing as expected and the Council is producing an Area Action Plan in conjunction with other landowners and stakeholders in the area. This will also identify the infrastructure requirements for the area including flood mitigation and land remediation. The Council have identified which areas of MetroGreen are likely to come forward for development first. For one of these areas, where the majority of land is in Council ownership, a Development Framework is being produced to identify how the site can be developed and the amount of development that can be accommodated.

South of Follingsby Lane

- 4.123 In regard to the South of Follingsby Lane (KEA2) development site, good progress has been made with planning permission granted for up to 90,000m² of floor space for B2 (general industry) and B8 (storage and distribution). This included the enhancement of blue and green infrastructure in the area.

Delivery and Monitoring

- 4.124 The Delivery and Monitoring chapter of the CSUCP containing policy DEL1 sets out how planned growth and development in Newcastle and Gateshead will be sustainable and supported by necessary infrastructure. The policy seeks to deliver the plan's priorities of:
- Encouraging population growth in order to underpin sustainable economic growth
 - Increasing our economic performance, resilience, levels of entrepreneurship, skills and business formation by promoting Gateshead and Newcastle as the strong regional economic focus and by ensuring the supply of suitable, flexible and diverse business accommodation
 - Ensuring our residential offer provides a choice of quality accommodation in sustainable locations to meet people's current and future needs and aspirations
 - Managing and developing our transport system to support growth and provide sustainable access for all to housing, jobs, services and shops
 - Improving sustainable access to, within and around the Urban Core by promoting fast and direct public transport links to the heart of the Urban Core, increasing walking and cycling and minimising through traffic
 - Improving the function, usability and provision of our green infrastructure and public spaces by providing a network of green spaces and features which are connected and accessible for all

NPPF Conformity

- 4.125 Policy DE1 is considered to be consistent with the revised NPPF (February 2019) and PPG changes which require viability and infrastructure costs to be fully considered in the plan making and at development management stages.
- 4.126 Viability testing and assessments underpin the Local Plan (comprising the CSUCP and subsequent Local Plan documents) and the approach to infrastructure provision. The evidence prepared for the CSUCP examination includes strategic viability assessments of plan costs and the developer contributions necessary to deliver the neighbourhood and village growth areas. The NPPF states at paragraph 57 that it is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage, having regard to whether the Plan and viability evidence underpinning it is up to date. Policy DEL1 allows for other material consideration to be taken into account in the assessment of infrastructure provision and it will be for applicants to justify non-compliance with plan costs.
- 4.127 The CSUCP seeks to ensure that the levels of growth planned in Gateshead and Newcastle are supported by infrastructure and facilities, and the required level of affordable housing, which are deliverable at the appropriate time and in the right locations. DEL1 seeks to ensure that new development makes an appropriate contribution to these infrastructure requirements.

Performance Against Targets

- 4.128 The policy has provided the context for other Local Plan documents and specific proposals in terms of infrastructure requirements, affordable housing where relevant, other facilities and services, and off-site and cumulative impacts. Both Councils have prepared an Infrastructure Delivery Plan which has been updated annually at key stages in the Local Plan process and in support of each authority's CIL.
- 4.129 In relation to viability the policy will be applied where the need for an assessment has been justified by the applicant (in accordance with the NPPF).
- 4.130 The provision of developer contributions will be assisted through updated Planning Obligation SPDs for both authorities which will be consulted on in 2020 in association with MSGP and DAP. The Newcastle and Gateshead CILs were adopted in 2016 which help to fund the strategic infrastructure to support proposed development in the Plan.
- 4.131 In Gateshead, by December 2019, £273,987.74 had been received from CIL. This has not been spent yet, but a CIL advisory board has been set up to recommend which strategic infrastructure projects should be funded, with the final decision taken by the Council's Cabinet alongside decisions made on the capital programme. By December 2019, the following strategic infrastructure projects have been delivered:
- Increased capacity to Primary Schools through the expansion to Emmaville Primary School in Crawcrook. This was delivered prior to the adoption of CIL, through Section 106 contributions received from the new housing developments at Crawcrook North and Crawcrook South.
 - Signalisation of Blaydon Roundabout. This was delivered through Section 106 contributions received from the new housing developments at Crawcrook North and Crawcrook South.
- 4.132 In Newcastle, £5,795,180 of CIL receipt has been secured up to December 2019 with £942,733.36 having been received. Newcastle City Council has set up a CIL Board to assess the funding of major infrastructure projects required including projects to facilitate the delivery of the neighbourhood and village growth areas. The priority projects will be considered and included in the forthcoming Infrastructure Funding Statement to align with Newcastle City Council's capital programme. By December 2019, the following major infrastructure schemes have been delivered:
- New primary school provision at Dinnington First School. This will serve the increased pupil requirements of the major residential developments at Dinnington and Wideopen.
 - Highway improvements to the west of the A1 and Junction 17 (A1). These have been necessary to facilitate the increased traffic flows following development of the strategic land release sites for housing.

- 4.133 From December 2020, both local authorities will publish annual **Infrastructure Funding Statements (IFS)** setting out how much CIL and s106 contributions are collected, and the priorities for expenditure. This will document the monitoring of infrastructure provision supporting development growth and the delivery of the CSUCP.

Conclusions

- 4.134 Overall the delivery and monitoring framework is considered robust and delivery policy DEL1 will continue to ensure the timely delivery of necessary and essential infrastructure to support CSUCP growth.

5 Overall Conclusion

- 5.1 Based on the comprehensive analysis set out in this report, the Joint Core Strategy and Urban Core Plan continues to be in general conformity with the provisions of the NPPF and helps to deliver the key priorities and aims of both Councils. The Councils have therefore concluded that an update of the CSUCP or any of its component policies is not required at this time.
- 5.2 The review identifies the emerging DAP and MSGP allocations and development management policy documents, in addition to an emerging Area Action Plan for MetroGreen in Gateshead, as key Local Plan Documents that the Councils are progressing to enable the comprehensive and sustainable delivery of the CSUCP.
- 5.3 Detailed assessment of the effectiveness and validity of each CSUCP policy is provided at Appendix 1. Chapter 4 of this report provides a summary of key issues alongside broader, thematic trends. However, it is relevant to consider the conclusions in this review against the factors recommended by PPG (Reference ID: 61-065-20190723):
- ***Conformity with national policy***
The revised 2019 NPPF introduces or changes several different provisions of national planning policy across a range of topic areas. Specific implications are considered in detail within Appendix 1, and in chapter 4 of this report. Changes in national planning policy are concluded to not be so significant as to warrant updates to CSUCP policies.
 - ***Changes to local circumstances; such as a change in Local Housing Need***
The review has not identified significant changes in local circumstances that would result in the need to update the CSUCP. There is little difference between the annualised housing requirement in CS10, and the current Local Housing Needs figures for Gateshead and Newcastle.
 - ***Their Housing Delivery Test Performance***
Both local authorities have exceeded the minimum performance threshold of the Housing Delivery Test (avoiding the measures set out in footnote 7 [paragraph 11] of the NPPF).
 - ***Whether the authority can demonstrate a 5 year supply of deliverable sites for housing***
The homes section of chapter 4 considers this issue in more detail and concludes that, although Gateshead is unable to demonstrate a five year housing land supply currently, notable mitigating factors set out in paragraph 4.55 indicate it would not be appropriate to update the CSUCP's housing requirement policies. Newcastle City Council are able to demonstrate a 8.33 year housing land supply.
 - ***Whether issues have arisen that may impact on the deliverability of key site allocations***
Development on key site allocations is progressing broadly as expected, and no issues have arisen which suggest it would be necessary to update relevant CSUCP policies

- ***Their appeals performance***
CSUCP policies continue to be applied effectively by both local authorities' development management functions, and there is no evidence to suggest performance in appeals would justify an update to CSUCP policies
- ***Success of policies against indicators in the Development Plan as set out in their Authority Monitoring Report***
Appendix 2 assesses performance against indicators contained in the CSUCP's monitoring framework (used as indicators in each authority's Authority Monitoring Report). In broad terms, analysis shows CSUCP policies are having a positive effect on performance indicators, and any update to policies would not contribute to improved performance.
- ***The impact of changes to higher tier plans***
At the time of preparing this review, no higher tier spatial plans are in place that have relevance for the CSUCP. The Plan is consistent with the objectives of the North East Strategic Economic Plan.
- ***Plan-making activity by other authorities, such as whether they have identified that they are unable to meet all their housing need***
Engagement with neighbouring local authority areas during the preparation of this review has not identified any areas of concern or requests to consider updates to CSUCP policies. Gateshead and Newcastle councils continue to engage effectively with neighbouring local authority areas (and with each other) under the duty to cooperate when preparing and implementing local plan documents.
- ***Significant economic changes that may impact on viability***
Although viability remains a challenge for some types of development in some locations, economic conditions are similar to those prevalent at the time of the plan's adoption, and there is no need to update CSUCP policies in response to this issue.
- ***Whether any new social, environmental or economic priorities may have arisen***
This review has considered potential implications of issues that have increased in prominence since the plan's adoption in 2015. increased recognition of climate change impacts (in light of both councils' climate emergency declarations in 2019), and activities to address air quality issues are considered to be compatible with the plan's policies. The review also concludes the plan's objectives are compatible with each council's priorities set out in Gateshead's Thrive agenda, and in Newcastle's Shaping our future together: our medium-term plan 2019-20 to 2021-22.

5.4 The Councils will continue to monitor annually how CSUCP policies are being implemented and their efficacy in delivering identified objectives and targets set out in the CSUCP's monitoring framework.

- 5.5 Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) sets out the statutory period of five years within which to complete a plan review. However, PPG makes clear that where there are significant changes in circumstances, it may be necessary to review relevant strategic policies earlier than the statutory minimum. Accordingly, the Councils will continue to consider changes to relevant factors that may affect the effectiveness of the CSUCP's policies. These factors will include: significant changes to national policy; changes to local circumstances, including economic conditions; housing delivery and supply, and; any relevant changes to local or regional governance structures, policies, or strategies. The Councils' Authority Monitoring Reports provide an appropriate forum to consider the significance of any relevant changes, and the information published in them will be considered by the Councils to determine whether a review of the CSUCP before March 2025 is appropriate.

CSUCP Review Report March 2020 - Appendix 1: Policy Review Table

CSUCP Policy	Potential revision triggers (from Table 4 of the CSUCP)	Potential remedial actions including alternative to revising plan (from Table 4 of the CSUCP)	NPPF / PPG conformity issues	Other evidence /emerging policies in the MSGP / DAP	Performance against Plan target and objectives	Summary / conclusion
CS1 Spatial Strategy for Sustainable Growth	<p>Policies CS1 to CS4 set out the Plan's overarching strategic approach. They are not associated with individual indicators, and their effectiveness will be assessed through the monitoring of other policies in the Plan.</p> <p>Policy CS1 sets the Plan's overarching growth objectives, for delivery of approximately 30,000 homes, 22,000 jobs and a minimum of 150 hectares of employment land</p>	<p>Policies CS1 to CS4 set out the Plan's overarching strategic approach. As such, the Plan's monitoring framework does not identify specific remedial actions.</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 8, 17 and 20. The policy aims to deliver sustainable development and identifies the Councils' priorities for development including focusing growth in the existing built up area.</p>	<p>The emerging MSGP and DAP documents are consistent with and seek to implement the CSUCP's spatial strategy.</p>	<p>Overarching spatial strategy policies have a long lead-in time. Their implementation will be assessed through the monitoring of other policies in the Plan.</p>	<p>Progress on delivery of the Plan's spatial strategy is set out in more detail in the assessment of policies CS5 to CS21. The assessment of these policies indicates that the Plan's spatial strategy continues to provide an appropriate basis for meeting identified needs in Gateshead and Newcastle:</p> <ul style="list-style-type: none"> Evidence of housing needs, economic growth, and trends in the take-up of employment land indicate the overarching targets for 30,000 new homes, 22,000 jobs and at least 150ha of employment land remain appropriate. The policy's approach to focusing development in built-up areas and prioritising the Urban Core as the major location for commercial activity is consistent with national policy. Although specific development schemes will progress at different rates across the plan area, delivery of strategic priorities set out in CS1 are broadly on-track.
CS2 Spatial Strategy for the Urban Core	<p>Policies CS1-4 set out the Plan's overarching strategic approach. They are not associated with individual indicators, and their effectiveness will be assessed through the monitoring of other policies in the Plan.</p> <p>Policy CS2 sets the Plan's growth objectives for the Urban Core to deliver at least 380,000 sq m of offices, 50,000 sq m of retail, 3,750 homes</p>	<p>Policies CS1 to CS4 set out the Plan's overarching strategic approach. As such, the Plan's monitoring framework does not identify specific remedial actions.</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 8, 17, 20, 82 and 85. The policy aims to deliver sustainable development in the Urban Core, recognising specific locational requirements of different sectors.</p>	<p>The emerging MSGP and DAP documents are consistent with, and seek to implement the CSUCP's spatial strategy for the Urban Core.</p>	<p>Overarching spatial strategy policies have a long lead-in time. Their implementation will be assessed through the monitoring of other policies in the Plan.</p>	<p>Progress on delivery of the Plan's spatial strategy for the Urban Core is set out in more detail in the assessment of policies CS5 to CS21, Urban Core policies, and relevant Sub-Areas and Sites policies. The assessment of these policies indicates that the spatial strategy for the Urban Core continues to provide an appropriate basis for guiding development in the Urban Core.</p> <p>As the plan period progresses, the timescales, scale, and mix of uses related to development of some specific sites may evolve due to a range of factors, not least market conditions and drivers. However, the policy provides a sufficiently flexible framework that sets out principles and overall scale of development.</p>
CS3 Spatial Strategy for the Neighbourhood Area	<p>Policies CS1-4 set out the Plan's overarching strategic approach. They are not associated with</p>	<p>Policies CS1 to CS4 set out the Plan's overarching strategic approach. As such, the Plan's</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 8, 17 and 20. The policy aims to deliver sustainable development in</p>	<p>The emerging MSGP and DAP documents are consistent with, and seek to implement the CSUCP's spatial strategy for the Neighbourhood Area.</p>	<p>Overarching spatial strategy policies have a long lead-in time Their implementation will be assessed through the monitoring of other policies in the Plan.</p>	<p>Progress on delivery of the Plan's spatial strategy for the Urban Core is set out in more detail in the assessment of policies CS5 to CS21, and relevant Sub-Areas and Sites policies. The assessment of these policies indicates that the spatial strategy for</p>

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	<p>individual indicators, and their effectiveness will be assessed through the monitoring of other policies in the Plan.</p> <p>Policy CS3 sets the Plan's growth objectives for the Neighbourhood Area to deliver approximately 21,900 homes with investment in Neighbourhood Opportunity Areas, development of brownfield sites (Areas of Change), and Key Employment Areas</p>	<p>monitoring framework does not identify specific remedial actions.</p>	<p>the Neighbourhood Area helping to meet housing need.</p>			<p>the Neighbourhood Area continues to provide an appropriate basis for guiding development.</p> <p>As the plan period progresses, the timescales, scale, and mix of uses related to development of some specific sites may evolve due to a range of factors. However, the policy provides a sufficiently flexible framework that sets out principles and overall scale of development.</p>
CS4 Spatial Strategy for Rural and Village Area	<p>Policies CS1-4 set out the Plan's overarching strategic approach. They are not associated with individual indicators, and their effectiveness will be assessed through the monitoring of other policies in the Plan.</p> <p>Policy CS3 sets the Plan's growth objectives for the Neighbourhood Area to deliver approximately 4,350 homes</p>	<p>Policies CS1 to CS4 set out the Plan's overarching strategic approach. As such, the Plan's monitoring framework does not identify specific remedial actions.</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 8, 17 and 83. The policy aims to deliver sustainable development in the Village Area helping to sustain jobs.</p>	<p>The emerging MSGP and DAP documents are consistent with, and seek to implement the CSUCP's spatial strategy for the Neighbourhood Area.</p>	<p>Overarching spatial strategy policies have a long lead-in time Their implementation will be assessed through the monitoring of other policies in the Plan.</p>	<p>Progress on delivery of the Plan's spatial strategy for the Rural and Village Area is set out in more detail in the assessment of policies CS5 to CS21, and relevant Sub-Areas and Sites policies. The assessment of these policies indicates that the spatial strategy for the Neighbourhood Area continues to provide an appropriate basis for guiding development.</p> <p>As the plan period progresses, the timescales, scale, and mix of uses related to development of some specific sites may evolve due to a range of factors. However, the policy (and the Plan as a whole) provides a sufficiently flexible framework that sets out principles and overall scale of development.</p>
CS5 Employment and Economic Growth Priorities	<p>Various indicators related to economy and employment growth</p>	<p>Targeted action to address under delivery – release public sector assets, land assembly, public sector funding support.</p>	<p>Policy in general conformity with the NPPF paragraphs 8, 20 and section 6. The policy promotes economic growth in sustainable locations.</p>	<p>The 2016 Newcastle and Gateshead Employment Land and Property Demand Assessment Update broadly supports the economic growth priorities identified in CS5, highlighting the continued importance and</p>	<p>Economic growth and trends in commercial property are broadly consistent with the targets / objectives of this policy</p>	<p>The priorities identified in policy CS5 are consistent with the Councils' priorities for growth, the provisions of the NPPF, and with recently observed trends in economic growth and the commercial property market (discussed in more detail in this table within the assessment of policy CS6, and within</p>

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		<p>- update allocations / local plan.</p>		<p>relevance of those locations set out in the policy.</p> <p>The emerging MSGP and DAP documents are consistent with, and seek to implement the CSUCP's Employment and Economic Growth Priorities by measures including the allocation of Employment Areas and Sites.</p> <p>Engagement with the North East Local Enterprise Partnership in spring 2019 has indicated consistency between the CSUCP and the North East Strategic Economic Plan priorities. The NELEP has not responded to specific engagement on the CSUCP review, and it is assumed they have no observations to make.</p>		<p>the economic prosperity section of the CSUCP review report).</p> <p>It is also relevant to note that emerging MSGP and DAP documents make a strong contribution to delivering priorities set out in CS5, including through the allocation of employment areas and sites in an approach consistent with CS5 (in particular CS5.2).</p>
CS6 Employment Land	Various indicators related to economy and employment use development	<p>Targeted action to address under-delivery – release public sector assets, land assembly, public sector funding.</p> <p>- update allocations / local plan.</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 8, 20, 85, 86 and section 6. NPPF (paragraph 89) no longer requires impact assessment for office uses, and this will therefore be reflected in the Councils' approach to assessing relevant proposals through the Development Management process. This policy continues to perform a useful function, in accordance with the NPPF, by focusing major office development in sustainable locations and in locations where there are specific business needs.</p>	<p>The 2016 Newcastle and Gateshead Employment Land and Property Demand Assessment Update broadly supports the economic growth priorities identified in CS6.</p> <p>The emerging MSGP and DAP documents are consistent with, and seek to implement qualitative and quantitative requirements of CS6.</p> <p>Proposed site allocations from MSGP and DAP, alongside those from CSUCP amount to 157ha net developable employment land (68ha in Gateshead, 89ha in Newcastle). The identified capacity exceeds the minimum requirements of CS6.1 (of 150ha) and, once take-up since 2010 of 10ha in Gateshead are considered, meets the</p>	<p>The monitoring framework does not specify a minimum target for delivery (150ha in policy takes into account significant provision to allow choice, and replace losses)</p> <p>Notwithstanding this, take-up of around 40ha of employment land across Gateshead and Newcastle (10ha in Gateshead, 30ha in Newcastle) is broadly in keeping with the quantitative requirement of CS6 (in this context it is relevant to note the econometric forecasts used to inform the CSUCP indicated slower growth in the early parts of the plan period), while other economic indicators such as jobs growth show positive trends.</p> <p>Office floorspace completions to date (around 31,000sqm in Gateshead, 60,260sqm in Newcastle), when considered in addition to pipeline supply of sites (including those discussed in the assessment of Urban Core site allocations policies) are broadly on-track to deliver against the target in CS6.</p> <p>Office completions to date are principally within the Urban Core which complies with policies CS6 and UC1.</p>	<p>Trends in economic growth, delivery (take-up) of employment land and market indicators suggest that CS6 remains an effective approach to meeting identified needs for economic growth in Gateshead and Newcastle.</p> <p>Emerging MSGP and DAP documents seek to implement CS6, and have identified sufficient capacity to meet quantitative requirements. The approach to the distribution of office floorspace is consistent with the requirements of CS6.2, while prioritising the Urban Core as the focus for the majority of office development is consistent with both Councils' strategic objectives for economic growth (underpinned by development of specific schemes).</p> <p>The supply of employment land, including estimated supply of office floorspace, should continue to be monitored on an ongoing basis to ensure sufficient supply is maintained.</p>

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				<p>disaggregated requirements in paragraph 9.14.</p> <p>Approach to office development in emerging MSGP and DAP is consistent with quantitative and locational requirements of CS6.2.</p>		
CS7 Retail and Centres	<p>Developments not in keeping with hierarchy</p> <p>Significant decline in vitality / viability of centres</p>	<p>Identify reasons for under-delivery, and how/whether planning can address.</p> <p>-Specific actions, e.g. release public sector assets, support initiative to encourage vitality of centres, funding support etc.</p> <p>-potential review of the Plan.</p>	<p>Policy in general conformity with NPPF, in particular, paragraphs 20, 85 and section 7. The policy is also aligned with the updated PPG (22/07/19) which includes minor amendments to tighten wording relating to sequential and impact tests and increased support for town centres to adapt and change by providing a wide range of complementary uses.</p> <p>NPPF paragraph 85(c) introduces a requirement to retain and enhance existing markets. While this is not addressed directly by CS7, the policy's introductory paragraph, and criterion 2 can be applied to markets.</p>	<p>Emerging DAP and MSGP Policies DM3, DM4 and MSGP7 and MSGP8 support the approach established in the CSUCP by designating the boundaries of centres and providing a lower threshold for the assessment of retail impact on protected centres in the retail hierarchy. 3.ii, 3.iii, and 4 (impact assessment) will be supplemented by specific thresholds in MSGP and the DAP</p>	<p>Both Councils seek to support allocated centres, through delivery of new developments in accordance with the hierarchy set out in CS7, and the detailed policies of MSGP and DAP documents.</p> <p>Vacancy rates have fluctuated across centres, with little clear evidence of change (although some evidence of reduced vacancy in Newcastle centres).</p>	<p>The retail market is challenging due to several factors (including the rise of on-line sales) which will continue to affect many retailers. These conditions result in a volatile environment for the retail sector, which will nonetheless continue to provide some opportunities.</p> <p>CS7 continues to represent an appropriate hierarchy of centres (Newcastle retail centre providing the prime shopping location in the plan area, supported by Gateshead Town Centre and a network of smaller district and local centres; the Metrocentre continues to have a key role in the region's retail and leisure provision) and provides a framework that is sufficiently flexible to respond to / accommodate ongoing change in the retail sector.</p> <p>The policy is consistent with the NPPF and both Councils' current objectives for supporting designated centres. It is consistent with latest evidence, and is supplemented by relevant policies of the emerging MSGP and DAP.</p>
CS8 Leisure, Culture and Tourism	<p>Significant decline in the provision of community, leisure and tourism developments.</p>	<p>Identify reasons for reduced numbers of visitors.</p> <p>-potential intervention to target and improve publicity of the area.</p>	<p>Policy in general conformity with NPPF, in particular, paragraphs 83 and 92 to plan positively for social, recreational and cultural facilities and services and supporting a prosperous rural economy.</p>	<p>CS8 continues to reflect both Councils' priorities for leisure, culture and tourism facilities in the Urban Core and accessible locations, while supporting the visitor economy in the Rural and Village area.</p> <p>Emerging MSGP and DAP policies that seek to enhance green infrastructure assets, support high quality design (particularly in the Urban Core), and support retail facilities are, in particular,</p>	<p>Trends indicate increase in tourism in Gateshead and Newcastle since the beginning of the plan period.</p>	<p>The policy is in general conformity with the requirements of the NPPF and PPG. It is consistent with both Councils' objectives of supporting growth in the visitor economy, and of providing facilities that enhance the quality of life of existing residents.</p> <p>Evidence of increasing numbers of visitors to Gateshead and Newcastle (see Appendix 2) indicate the policy provides an effective basis to support relevant planning decisions.</p>

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				likely to make a positive contribution to the objectives of CS8.		
CS9 Existing Communities	<p>Significant underperformance in reducing dwelling vacancy.</p> <p>Significant reduction in the satisfaction level of residents.</p>	<p>Identify reasons why sustainability of existing communities has declined.</p> <p>- potential review of the Plan.</p>	<p>Policy in general conformity with NPPF in particular, paragraphs 8, 60, 61, 91 and 93. Both Councils continue to work with partners to ensure our existing communities are sustainable places to live.</p>	<p>Maintaining Sustainable Communities in Newcastle SPD was adopted in 2017- It reviews the current student housing market in the city, including the growth of the purpose built student accommodation market in the Urban Core, and sets out criteria against which planning applications are assessed.</p>	<p>The improvement/ regeneration of areas of existing housing is being successfully addressed through the identification of sites in each Local Plan and through Gateshead's Joint Venture Regeneration Partnership and Newcastle City Council's housing delivery programme (Fairer Housing Unit).</p> <p>Newcastle City Council and Gateshead Council have active programmes to bring empty properties back into use. The Councils' initiatives have helped to focus new student accommodation sustainably within the Urban Core, in accordance with CS9 and CS11.</p>	<p>The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.</p>
CS10 Delivering New Homes	<p>Delivery consistently and significantly below CS10.</p> <p>Resident's satisfaction- Unable to identify a 5 Year Housing Land Supply</p>	<p>Identify reasons for under-delivery, and how/whether planning can address.</p> <p>Specific actions, e.g. release public sector assets, funding support etc.</p> <p>Publish a housing delivery test action plan</p> <p>-potential review of the Plan.</p>	<p>Policy in general conformity with NPPF, in particular, paragraphs 17, 20, 22 and Section 5 requiring in plan making local housing needs assessments; changes to the assessment of 5 year housing land supply and delivery; and planning for larger scale development.</p> <p>Aligned with PPG ref. I.D. 68-039-20190722 as it includes stepped requirements to reflect step changes in the level of housing expected to be delivered across the plan period.</p> <p>Ongoing duty to cooperate with neighbouring authorities – no current agreement to meet unmet needs from neighbouring areas.</p>	<p>Local Housing Need figures published in 2018 are lower for Gateshead and aligned for Newcastle when compared with Local Plan targets</p> <p>Potential for new Local Housing Need method to be published for consultation - likely that new Local Housing Need figures will be lower than CSUCP target.</p> <p>The MSGP and DAP policies and allocations support the CSUCP policy.</p> <p>Gateshead and Newcastle Strategic Housing market Assessment 2017 confirmed the new homes target.</p> <p>Gateshead Housing Topic Paper 2019</p> <p>Gateshead Housing Delivery Test Action Plan 2019</p> <p>Newcastle Housing and Economic Land Availability Assessment (HELAA) 2019 addresses the 5</p>	<p>Newcastle has a 8.33 year land supply (including a 5% buffer)(31/32019). Updated evidence published in February 2020 for the MSGP examination confirms that Gateshead has a 4.37 year land supply . However, it should be noted that for the plan area as a whole there is a 6.17 year supply (31/3/19)</p> <p>Housing Delivery across the whole plan area has shown an increased pace in delivery from 360 net new homes in 2010/11, to over 800 in 2014/15 and 1000+ since 2015/16.</p> <p>Housing delivery in Newcastle is cumulatively higher than the CSUCP target 2010-2018. The 2019 HELAA identifies an additional 1, 600 dwellings above the target (2018/19). The housing delivery test in Newcastle upon Tyne also exceeded the identified homes required.</p> <p>Whilst housing delivery in Gateshead has not met the targets in the CSUCP (685 net additional dwellings were delivered against a requirement for 1373 over the period 2015/16 to 2017/18) the delivery rate has improved over the last year (net completions of 394 in 2018/19) and the Council's published Housing Delivery Test Action Plan sets out the measures being adopted by the Council to increase delivery.</p>	<p>The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF and housing is being delivered across the plan area.</p> <p>Housing delivery across the plan area has shown:</p> <ul style="list-style-type: none"> • an increased pace of both gross and net new homes since adoption of the plan; • increased student accommodation delivered in the urban core; and • new homes in neighbourhood and village growth areas starting to deliver on site (see site specific policies). <p>Despite some delay in planning stages within growth areas, it is anticipated the next phase of delivery of CS11 (2020-25) will see a significant increase in pace of delivery of new homes from allocation sites.. Gateshead's 2019Housing Delivery Test Action Plan sets out a range of measures which will increase delivery in Gateshead</p> <p>Newcastle City Council has consistently demonstrated a five year housing Land supply since the plan adoption. Current evidence indicates Gateshead is unable to demonstrate a five year housing land supply. However, relevant mitigating factors set out in the CSUCP review report suggest it would be inappropriate to respond to the absence of a five year housing land supply by updating the</p>

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				year housing land supply and delivery.	The assumed student accommodation delivery of 2,000 units in Newcastle in the short term has now been met.	housing requirement of CS10.This is considered to be short term in advance of housing growth sites being developed, whilst it is worth noting there is a 6.17 year supply across the Plan area as a whole.
CS11 Providing a Range and Choice of Family Housing	<p>Delivery consistently and significantly below CS10</p> <p>Resident's satisfaction</p>	<p>Identify reasons for inadequate housing choice.</p> <p>-Specific actions, e.g. release public sector assets, funding support etc.</p> <p>-potential review of the Plan.</p>	<p>Policy in general conformity with NPPF, in particular, paragraphs 61, 62 and 64. And chapter 5. NPPF requirement on major sites for 10% affordable home ownership unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.</p> <p>PPG ref I.D. 63-001-20190626 and 63-002-20190626 refer to the importance of addressing the housing needs of older people and disabled people respectively. This is in general conformity with policy CS11 which encourages the increased provision of suitable accommodation for the elderly and those with special needs, as well as encouraging more wheelchair-accessible homes.</p> <p>PPG Housing Optional Technical Standards allows local authorities to take forward additional standards in relation to internal space standards (NDSS standard confirmed since the adoption of the CSCUP) ;</p>	<p>Gateshead and Newcastle Strategic Housing Market Assessment (& Addendum) 2017, supports the CSUCP approach in terms of the overall need and the specified affordable housing requirement.</p> <p>Gateshead & Newcastle upon Tyne Compliance with NDSS spacing standard targets and implementation of the standard 2019, and Gateshead & Newcastle upon Tyne Housing for People with Disabilities 2019, include additional evidence updates.</p> <p>Delivery of homes to meet specific needs are supported by Gateshead Housing Strategy 2019-30, and Newcastle City Council – Specialist Housing Delivery Plan (2017-21) and housing delivery programme.</p> <p>DAP and MSGP plans include Accessible and Adaptable and Space Standards, as well as policies supporting Specialist Residential Accommodation. Additional site allocations are proposed in the emerging local plans which facilitate the delivery of general needs and specialist accommodation on allocation sites.</p> <p>Maintaining Sustainable Communities SPD in Newcastle (2017) has helped to assess</p>	<p>The Councils are broadly on-target for delivering 60% family homes (criterion 1), with 63% of new homes completed with 3 bedrooms or more in Gateshead (2017/18), and an increasing average of family homes from 48% (2010/11-14/15) to 58% (2015/16- 2017/18) in Newcastle. The expectation is that the build out of the growth areas (with minimum requirements) will help to increase the overall numbers of private homes with 3 or more bedrooms.</p> <p>The policy is assisting in the delivery of specialist accommodation on a number of sites in Gateshead and Newcastle.</p> <p>Across the Plan area the 242 affordable housing unit assumption and requirement has on average been exceeded since 2013/14.</p> <p>Purpose built student accommodation is being focused within the Urban Core.</p>	<p>The Policy is considered to be effective, supported by up to date evidence, and consistent with the NPPF and both Councils’ current objectives.</p> <p>Implementation in the first 2 phases of the plan indicate:</p> <ul style="list-style-type: none"> • Progress has been made to deliver 60% of new private housing with 3 or more bedrooms • Accessible and adaptable homes and wheelchair housing polices in the DAP/MSGP local plans will help to boost the delivery to the building regulation standards • DAP/MSGP local plans will help facilitate the delivery of a range of older persons and specialist accommodation to meet increasing needs • Nationally described space standards proposed in the DAP/ MSGP local plans seek to require compliance with the national minimum internal space standards sought by CS11 • Strong delivery of affordable housing gross completions in both local authority areas • Strong delivery of student accommodation within the urban core

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			accessible and adaptable homes (replacing the lifetime homes standard that was the equivalent standard on adoption of the CSUCP); and water efficiency standards where justifiable.	student accommodation proposals in the urban core.		
CS12 Provision for Gypsies, Travellers and Travelling Showpeople	Significant under provision of spaces provided.	Regular review of evidence base. Identify reason for under provision. potential review of Plan.	Policy in general conformity with NPPF paragraphs 5 and 6. The Government's 'Planning Policy for traveller sites' sets out how travellers' housing needs should be assessed. Policy CS12 conforms with the governments aims as set out in the policy paper, for example some key issues covered are; the need to reduce tensions between settled and traveller communities, Local Authorities making their own assessment of the need for traveller sites, providing sites which are accessible to local services e.g. schools, and protecting local amenity and environment.	Gateshead Gypsy Traveller Accommodation Assessment 2017 Gateshead and Newcastle Upon Tyne Strategic Housing Market Assessment 2017 There is no identified need in Newcastle. For Gateshead, evidence identified a potential need for an additional two pitches to reflect population growth to 2030 – however, this need reduces to zero after taking into account the planning definition of Gypsies or Travellers, and ORS evidence suggesting that nationally only 10% of households which are interviewed meet the planning definition.	In Gateshead 20 pitches are provided at the site at Baltic Road Felling There are no authorised or unauthorised gypsy and traveller sites in Newcastle and the evidence shows that there is no immediate need for a transit site to be provided in Newcastle.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
CS13 Transport	Significant amount of development is not within expected public transport travel times to services. Significant increase in traffic flows. Significant decrease in levels of public transport patronage.	Identify reasons for unsustainable travel patterns. -potential review of the Plan.	Policy in general conformity with NPPF, in particular, paragraphs 98, 102, 104, 108 and 109. The policy continues to perform a key role in promoting sustainable travel choices and ensuring the effects of development on the existing transport network is mitigated. This is in accordance with PPG Travel Plans, Transport	DAP transport policies DM 10 Pedestrian and Cycle Movement, DM11 Public Transport, DM12 Parking and Servicing, DM13 Road Hierarchy, DM14 Mitigation and Highway Management will support the implementation of this policy. As will Gateshead MSGP Policies MSGP 16 and MSGP 17. Newcastle's and Gateshead Local Walking and Cycling	A1 improvements South of the Tyne from Lobley Hill to Metrocentre are complete, and further improvements between Birtley and Coalhouse are programmed to start in 2020/21 (2. iv). A1 improvements North of Tyne from Scotswood to North Brunton are due to commence in March 2020 (2 iv). As part of the region we have supported Metro re- invigoration – Nexus have produced the 'Metro Futures' document – further feasibility work on potential extensions to the Metro and rail network is planned to start in 2020 (1 v).	The Policy is considered to be effective, supported by up to date evidence, and consistent with the NPPF and both Councils' current objectives. The Councils have successfully and will continue to support sustainable travel, cycling trips have increased and the cycle network has been extensively improved. We have extended our Urban Traffic Management and Control network since 2015 which allows us to more efficiently manage vehicles and ensure that public transport journey times are more reliable.

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			<p>Assessments and Transport Statements ref I.D. 42-013-20140306. Any development with a significant adverse impact on the transport network will need to be evaluated through transport assessment or statement.</p>	<p>Infrastructure Plans will give greater clarity to where improvements are required.</p> <p>Newcastle Council will update Transport Assessments, Travel Plans and Parking Developer Guidance. Design Guidelines for Gateshead will be brought forward as a future supplementary planning document.</p> <p>Gateshead are carrying out a review of Park & Ride proposals in the borough.</p>	<p>We support the re-opening of regional heavy rail lines for passengers and freight. The re-opening of the Ashington, Blyth and Tyne line is included in the North East Transforming Cities Fund bid. Re-opening of the Leamside Line is part of the Northern Powerhouse Rail proposition produced by Transport for the North. The business case is currently with Government. (2 iii).</p> <p>Other road improvement schemes include:</p> <ul style="list-style-type: none"> • Blaydon Roundabout, partial signalisation to improve the flow of all movements • Cowgate, turning the old roundabout with pedestrian subways into a signalised junction with bus and cycle lanes and street level crossings • Heworth, removing the signalised roundabout and replacing with a signalised junction to improve flows • Killingworth Road, widening the road and improved pedestrian, cycling and bus facilities • Team Valley, signalising the roundabout at the north end of Kingsway to incorporate new crossing facilities and bus priority • Haddricks Mill, works to include realigning the lanes, re-positioning the mini-roundabouts and new pedestrian and cycling facilities. <p>The Joint Transport Committee are leading on assessment for additional cross-river capacity (2 v).</p> <p>The Urban Traffic Management Control coverage has been improved to help manage the movement of traffic across the area (2 vi).</p> <p>The Councils will continue to reduce unnecessary through traffic through schemes such as John Dobson Street and Central Gateway (2 vii).</p>	<p>The Councils are continuing to work with bus operators on bus priority and how we can make improvements to bus journey time reliability.</p>
CS14 Wellbeing and Health	Significant decline in wellbeing and health of communities.	Identify reasons for under performance against targets for improving wellbeing and health and consider planning interventions.	Policy in general conformity with NPPF, in particular, paragraphs 8, 91, 117, 118, 122, 178, 180, 181 and 182. The wellbeing and health of communities is a priority for both councils. Gateshead	The following MSGP and DAP policies support the CSUCP Policy DM10 Pedestrian and Cycle Movement, DM20 Design, DM23 Residential Amenity, DM24 Environmental and Health	The policy is being successfully applied in conjunction with adopted SPDs. The Authority Monitoring Report reports that there is an overall decline in the number of A5 premises in Gateshead. In Newcastle the number of applications for hot food takeaways has reduced.	CS14 is integral to the refusal of A5 uses in conjunction with the Hot Food Takeaway SPDs. Health indicators are not showing an improvement in health, however there is no evidence to suggest that an amendment to CS14 would have a significant positive impact at this time.

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		<p>-potential SPDs.</p> <p>Potential review of the Plan.</p>	<p>and Newcastle Councils have adopted SPDs to control the location of, and access to unhealthy eating outlets.</p>	<p>Impacts of Development and DM30 Protecting and Providing for Open Space, Sports and Recreational Buildings and Land.</p> <p>MSGP6 Targeted recruitment & training requirements; MSGP19 Residential Amenity; MSGP20 Noise; MSGP21 Air Quality; MSGP25 Design Quality; MSGP40/41 Protecting / Provide open space ,sport and recreation space</p> <p>Newcastle and Gateshead Council’s have adopted Hot Food Takeaway SPDs following the adoption of CSUCP, which supplements CS14. The SPDs have been very successful in conjunction with CS14.</p>	<p>Obesity rates are still increasing in Gateshead and Newcastle, this is true for England as a whole. The Councils continue to work closely with Public Health England.</p>	<p>Other policies that interlink with health such as design, open space, green infrastructure and transport are also contributing towards health indicators.</p>
CS15 Place Making	<p>Significant decline in the quality of completed development.</p> <p>Significant increase in the loss of, or damage to heritage assets</p>	<p>Identify reasons for under-performance / under delivery.</p> <p>- potential review of the policy’s requirements.</p>	<p>Policy in general conformity with NPPF, in particular, paragraphs 8, 125 and 185. The policy continues to support high quality design and successful place making in line with national policy.</p>	<p>Both councils have adopted SPDs providing design guidance. Emerging MSGP and DAP documents include policies which, alongside CS15, seek to support good place-making, high quality design, and the conservation and enhancement of the historic environment.</p>	<p>The policy is being successfully applied in conjunction with adopted SPDs and Guidance.</p> <p>The policy has been used as part of advice on various schemes.</p> <p>Newcastle’s heritage at risk (HAR) registers for 2010 and 2019 show that the number of at-risk buildings and structures subject to the secular planning system has gone down. A notable success last year was the removal of the Grade I listed All Saints’ Church from the register. This landmark historic building was previously vacant and managed by Newcastle City Council, but has been returned to its ecclesiastical use on a long-term lease and sensitively refurbished.</p> <p>The overall increase in the number of entries on the HAR register mainly reflects the inclusion of a number of churches owned by religious organisations have been added, reflecting efforts by Historic England to target funding opportunities.</p> <p>In Gateshead the same 5 structures have been on the Heritage at Risk (HAR) register since it was first published in 1999. The total number of sites on the</p>	<p>The Policy is considered to be effective and consistent with both Councils’ current objectives, as well as the NPPF.</p>

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					register remains broadly static, a number of SAM have been removed and churches added. Recently, both Crowley Dam and Whinfield Coking Ovens (both SAM) have been removed. Schemes for their repair and conservation were driven by the landscape partnership, Land of Oak and Iron.	
CS16 Climate Change	<p>Significant decline in air quality</p> <ul style="list-style-type: none"> -less than 20% reduction in CO2 emissions by 2020 -under-delivery of renewable energy schemes - no increase in decentralised energy 	<p>Identify reasons for under-performance / under delivery.</p> <ul style="list-style-type: none"> - potential review policy's requirements. 	<p>Policy in general conformity with NPPF, in particular, paragraphs 8, 149, 153 and 181. The policy continues to perform a useful role to minimise and adapt to climate change.</p>	<p>There are various policies in the DAP and MSGP which will support CS16 in helping to address the impacts of climate change. These include policies on green infrastructure, trees, flood protection, biodiversity and environmental and health impacts of development.</p> <p>Newcastle City Council has also prepared Sustainability Guidance to help guide developers when submitting a Sustainability Statement.</p>	<p>Gateshead has seen a small increase in the number and capacity of renewable energy schemes.</p> <p>There has been progress on the delivery of decentralised energy networks.</p> <p>Newcastle is developing energy and district heating centres at Newcastle Helix and Scotswood which will be completed by 2020.</p> <p>Gateshead has developed an Energy Centre to serve development in the Urban Core in East Gateshead.</p> <p>Over the last 2 years Newcastle has secured funding for 66 buses with exhaust catalytic abatement technology to bring the vehicles up to Euro 6 standard. Newcastle is also proposing to revise the taxi licensing policy to ensure cleaner emission vehicles are used by our licensed vehicle operators.</p>	<p>The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.</p> <p>Air Quality monitoring shows that there has not been a significant decrease/change in NO2 emissions but as part of our plans to improve air quality Newcastle, Gateshead and North Tyneside are working on a Clear Air Zone Feasibility Study.</p> <p>Together the CSUCP and the MSGP and DAP policies will provide a suite of policies to address these matters</p> <p>Both Newcastle and Gateshead Councils have declared climate emergencies and are preparing strategies to work towards their pledges to be carbon neutral by 2030. These strategies will set out priorities to address climate change and will help to deliver the policy. It is not considered that changes to current CSUCP policy are feasible without further changes to national policy in this regard.</p>
CS17 Flood Risk and Water Management	<p>Significant planning permissions granted contrary to Environment Agency advice.</p> <p>Significant number of dwellings at risk from flooding.</p> <p>Significant number of new developments that do not incorporate SUDS.</p>	<p>Identify reason for under-performance / under delivery.</p> <ul style="list-style-type: none"> - potential review policy's requirements. - potential review of strategic site selection. - potential review of the Plan. 	<p>Policy in general conformity with NPPF, in particular, paragraphs 118, 149, 156 and 157-165. The policy continues to perform a useful role, delivering the requirements of national policy and managing flood risk through location, layout and design.</p>	<p>DAP Policy DM26 Flood Risk and Water management, MSGP30 Flood risk management and MSGP31 Water quality and river environments</p> <p>Both Councils have updated Level 1 Strategic Flood Risk Assessment (2017)</p> <p>Work has started on a SUDS SPD for Gateshead</p>	<p>The policy is being applied effectively through the development management process in order to minimise new development at risk of flooding as indicated by the Strategic Flood Risk Assessment.</p> <p>The Councils are working with the Local Lead Flood Authority and the Environment Agency to ensure that dwellings are not at risk of flooding.</p> <p>SUDS schemes are being secured across Newcastle and Gateshead (see Appendix 2).</p> <p>Evidence from the Environment Agency has indicated that river quality has been maintained.</p>	<p>The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.</p>

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	Decline in water quality.					
CS18 Green Infrastructure and the Natural Environment	<p>Significant adverse impacts on areas of ecological importance.</p> <p>Significant reduction in the satisfaction level of residents.</p>	<p>Identify reason for under-performance / under delivery.</p> <p>- potential review of the policy's requirements.</p>	<p>Policy in general conformity with NPPF, in particular, paragraphs 8, 20, 91, 170, 171 and 181. The policy continues to perform a useful role setting out the strategic approach to green infrastructure and the natural environment. This strategic approach is in line with the PPG as it identifies the existing and potential network of green infrastructure as well as any gaps to be addressed. This is evidence based and includes assessments of quality (ref I.D. 8-007-20190721)</p>	<p>Policies in the DAP and MSGP support the delivery of green infrastructure together with the following evidence reports:</p> <p>NewcastleGateshead Green Infrastructure Strategy Report (2011)</p> <p>Gateshead-Green Infrastructure Delivery Plan-Update 2017</p> <p>Newcastle Green Infrastructure Delivery Framework 2018</p> <p>Gateshead-Geodiversity-Audit-2019</p> <p>Newcastle Geodiversity Audit 2019</p>	<p>The policy is being applied effectively through the development management process. It has supported delivery of improved, and new GI assets in Gateshead and Newcastle</p> <p>For Newcastle strategic sites are starting to deliver and Section 106 funding has been secured including at NGP Havannah Nature Reserve, Lower Callerton and Throckley North .</p> <p>For Gateshead Section 106 funding has been secured for Dunston Hall and Crawcrook South.</p>	<p>The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.</p>
CS19 Green Belt	<p>Significant amount of green belt deletions. Significant increase in inappropriate developments within the green belt.</p>	<p>Potential review of strategic approach to site selection.</p> <p>- potential review of the Plan.</p>	<p>Policy in general conformity with the NPPF, in particular, section 13. The policy sets out the extent of the Green Belt boundary which forms a wide band of protected land around Gateshead and Newcastle.</p>	<p>MSGP includes:</p> <ul style="list-style-type: none"> - Two small housing allocations on brownfield sites within the Green Belt requiring a change to the Green Belt boundary (further to the recommendations of the Inspector for the CSUCP). - A small number of other previously developed sites within the Green Belt have permission and are also proposed for allocation but don't require a change to the boundary. Settlement Envelopes in MSGP will allow appropriate infilling for some settlements within the Green Belt <p>Newcastle's DAP includes Policy DM31 Green Belt - a criteria based policy to assess</p>	<p>CS19 provides the strategic approach to Green Belt in Newcastle and Gateshead supplemented by emerging more detailed Local Plan policies where relevant.</p>	<p>The Councils have successfully minimised deletions from and inappropriate development in the Green Belt. The broad extent of the Green Belt endures.</p>

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				applications within the Green Belt.		
CS20 Minerals	Significant under provision of sand and gravel and crushed rock.	Identify / review Area of Search. Identify reason for under-performance / under delivery. Review evidence base.	Policy is in general conformity with the NPPF, in particular, paragraph 204, by including: - the whole of the plan area as a Mineral Safeguarding Area. - measures to avoid minerals being sterilised by non-mineral development - a requirement for a high standard of restoration and aftercare It is supported by a robust evidence base including the Local Aggregates Assessment prepared collaboratively with neighbouring authorities, and the annual aggregates monitoring report.	MSGP and the DAP include criteria based policies to assess proposals against. DAP includes an area of search policy for Dewley Hill (DM34) and MSGP includes site specific safeguarding policies and designations (MSGP 51, 52 and 53). An Area of Search Report (2017) was published in support of MSGP.	The requirement for Tyne and Wear is to contribute approximately 3.7 million tonnes for sand and gravel and 5.7 million tonnes for crushed rock (2017-2032) as set out in the Local Aggregates Assessment 2018. This equates to an annual demand requirement of 230,000 tonnes for sand and gravel and 361,000 tonnes for crushed rock. The level of permitted reserves at existing mineral sites in Tyne and Wear is sufficient to meet our needs and the sub regional apportionment to a date beyond 2030 for both sand and gravel and crushed rock.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF. Given the reducing number of permitted sites there is a need to continue to safeguard resources by retaining this policy, and look to make a contribution to future aggregate provision to ensure a sufficient landbank of permitted reserves, which is being addressed through the DAP, MSGP and the development management process.
CS21 Waste	Significant increase in the amount of waste sent to landfill.	Identify reasons for under-performance / under delivery. Review evidence base.	The Policy is in general conformity with the NPPF para 20 and the Government's 'Planning Policy for Waste' by - supporting the waste hierarchy - setting out broad criteria on preferred locations and impacts - being based on a collaborative approach with neighbouring authorities in order to identify and plan for future needs.	CS21 and more detailed emerging Local Plan policies (MSGP46-50 & DM34) reflect a robust evidence base including - waste arisings and capacity report 2012, and update 2016) prepared collaboratively - data from the Waste Data Interrogator - Municipal Waste Management Strategies Newcastle adopted a Waste Strategy in 2019 which seeks to reduce waste and minimise the impact of waste on the environment	Both authorities monitor waste capacity through their Authority Monitoring Reports, and are committed to working jointly with neighbouring authorities to update Local Plan evidence on arisings and capacity to understand future needs. Both authorities have significantly reduced waste to landfill over recent years (see Appendix 2) whilst remaining landfill capacity is focused in Gateshead associated with the reclamation of former quarry sites.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
Urban Core Policies						

CSUCP Policy	Potential revision triggers (from Table 4 of the CSUCP)	Potential remedial actions including alternative to revising plan (from Table 4 of the CSUCP)	NPPF / PPG conformity issues	Other evidence /emerging policies in the MSGP / DAP	Performance against Plan target and objectives	Summary / conclusion
UC1 Office and Business Development	<p>Unable to identify and allocate sufficient employment floorspace.</p> <p>Unable to maintain a five-year employment land supply.</p>	Identify reasons for under-performance and specific remedial actions, e.g. release public sector assets, land assembly, funding.	Policy in general conformity with the NPPF, in particular, paragraphs 8, 20, 85 and 104.	<p>The quantity of office space set out in the policy is consistent with the Plan's strategic policies (CS2 and CS6).</p> <p>Evidence of take-up on sites, and wider strategies being implemented by the local authorities and partners to bring forward development indicate that the sites identified in part 2 of the policy remain the most significant locations for office development in the Urban Core</p>	<p>The Urban Core is the key employment area in the North East. A number of sites are allocated in UC1 to cater for Grade A office development.</p> <p>Take-up in the early part of the plan period was slower than anticipated initially, notwithstanding this, progress towards meeting the Plan targets has increased recently. East Pilgrim Street (2.i), Stephenson Quarter (2.iv) and Newcastle Helix (formerly Science Central (2.v.)), benefit from Accelerated Development Zone status. The Newcastle Gateshead Accelerated Development Zone is unlocking growth across the Urban Core and these sites are the key drivers of new office development in Newcastle. The ADZ is forecast to generate significant jobs growth, returning the area to its pre-recession economic trajectory.</p> <p>Development has commenced on sites within Baltic Business Quarter(2.iii), and the council is working with partners to bring forward a mixed-use development at Gateshead Quays (2.ii), including a conference centre, which will provide a catalyst for wider development.</p>	<p>The policy's approach to development in the Urban Core is consistent with strategic policies in the CSUCP (most notably CS1, CS2, CS5 and CS6), all of which are considered to be appropriate in the context of latest evidence, the NPPF and local objectives.</p> <p>The specific sites identified within the policy remain the most significant locations for supporting office development in the Urban Core, and reflect each local authority's strategic approach to supporting economic growth in the Urban Core.</p>
UC2 Retail (A1)	<p>Retail developments not in keeping with hierarchy.</p> <p>Significant decline in vitality and viability.</p> <p>Significant loss of primary retail frontage.</p>	Identify reasons, and specific remedial actions.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 85 and 104.	Emerging DAP and MSGP Policies DM3, DM4 and MSGP7 and MSGP8 support the approach established in the CSUCP including the provision of a lower threshold for the assessment of retail impact on protected centres in the retail hierarchy.	<p>Growth rates are lower than predicted reflecting the position with the retail economy across the country.</p> <p>East Pilgrim Street (1.) Northern area is likely to come forward for mixed use development including an element of retail floorspace.</p> <p>Improvement in Gateshead Centre has been focused on the redevelopment of Trinity Square (2.) which was completed in 2014, improving the quality and range of units and uses in the centre with associated investment in public realm and public art.</p> <p>More recent monitoring indicates a high level of vacancy in Gateshead's Primary Shopping Area including some units within the new scheme.</p>	The retail economy is challenging and while the 50,000 square metres of additional retail floorspace has not come forward to date, the policy is considered to be effective and consistent with both Councils' current objectives as well as the NPPF, to protect Newcastle and Gateshead's Primary Shopping Areas alongside supporting the development of a key site in Newcastle's Retail Centre,
UC3 Leisure and Tourism	Significant decline in the provision of community, leisure and tourism developments.	Identify reasons for reduction.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 85 and 104	<p>The following MSGP and DAP policies and evidence support the CSUCP policy.</p> <p>MSGP8 Retail and Leisure Impact Assessment</p>	The policy is applied to relevant proposals through the development management process and Development Frameworks have been prepared.	Permission has been granted for an observation wheel and a family entertainment centre and various café and restaurant uses at Spillers Wharf on Newcastle Quayside.

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	<p>Significant decline in the number of overnight visitors.</p> <p>Significant decline in visitor numbers to major attractions</p>			<p>DAP DM4 Retail and Leisure Impact Assessment</p> <p>Gateshead Quays Development Framework 2019</p>	<p>The number of visitors to Gateshead and Newcastle combined has increased from 1.96 million in 2015 to 2.22 million in 2018.</p> <p>New commercial leisure facilities associated with the Great Exhibition of the north developed at Hillgate Quay at Gateshead Quays are extending the night time offer.</p>	<p>Application is expected in 2020 for a new 12,500-seat arena, a conference and exhibition centre, hotels, and restaurants on Gateshead Quays.</p>
UC4 Homes	<p>Significant reduction in resident satisfaction.</p> <p>Delivery consistently below CS10.</p> <p>Cannot identify a 5yhs.</p>	<p>Identify reasons for under-delivery, and how/whether planning can address.</p> <p>Specific actions, e.g. release public sector assets, funding support etc.</p> <p>Potential review of the Plan</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85 and section 5</p>	<p>Monitoring data</p> <p>Exemplar Neighbourhood SPD (2013 - to be updated)</p> <p>Gateshead Quays Development Framework 2019</p> <p>Revised Draft Forth Yards Development Framework 2019</p> <p>Science Central West Development Framework 2016</p> <p>East Pilgrim Street Development Frameworks 2016</p> <p>Ouseburn Central Masterplan (2008)</p>	<p>The Gateshead Urban Core development sites which include housing (3.iv, v. and vi) are coming forward slower than expected however:</p> <ul style="list-style-type: none"> - An application has been received for 270 units on the Brett Oils site at Gateshead Quays - An application is expected in 2020 on the Freight Depot site (300+ units) forming part of the Exemplar Neighbourhood - An application has been received for a Permission in Principle (PIP) at Askew Road West (for 140-190 homes) <p>Newcastle urban core has benefited from significant student accommodation, however, steady progress has also been made towards the provision of 2,000 homes through granting planning permission and delivering general needs dwellings in the urban core. By 2018/19 900 homes on sites that have been completed or are under construction. This has been boosted by the development of build to rent schemes and office conversions.</p> <p>Residential conversions of upper floors in the Urban Core have been slower than anticipated.</p>	<p>The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.</p> <p>Gateshead has consulted and is promoting High Street South - Regeneration Proposal (October 2019) as part of the Exemplar Neighbourhood (2.)</p>
UC5 Primary and Secondary Pedestrian Routes	<p>Lack of progress on improving routes to and through the identified sites.</p>	<p>Identify reasons for lack of implementation.</p> <p>Explore options to address under delivery.</p> <p>Consider review.</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 102, 103, 104 and 108</p>	<p>DAP transport policy DM 10 Pedestrian and Cycle Movement will support the implementation of this policy. As will Gateshead MSGP Policies MSGP16 and MSGP 17.</p> <p>Newcastle Council will update Transport Assessments, Travel</p>	<p>The policy is being delivered through a combination of the development management process with relevant proposals required to provide opportunities for enhancement, and Council initiatives. Improvements include:</p> <p>Newcastle:</p> <ul style="list-style-type: none"> • Barras Bridge, • Neville Street/Grainger Street, 	<p>The Councils, working with partners, have already delivered many Primary and Secondary Pedestrian Routes and will continue to work to secure future improvements.</p>

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				Plans and Parking Developer Guidance. Design Guidelines for Gateshead will be brought forward as a future supplementary planning document.	<ul style="list-style-type: none"> • Bigg Market, • proposed at Bath Lane, Northumberland Street • Gallowgate • Science Central <p>Gateshead:</p> <ul style="list-style-type: none"> • Askew Road/Nelson Street/Swinburn Street • Wellington Street • High West Street/Charles Street/High Street <p>A bus/cycle/pedestrian route into the Town Centre from Sunderland Road is under construction.</p>	
UC6 Cycling	Significant decrease in number of cycling trips.	<p>Identify reasons for lack of implementation.</p> <p>Explore options to address under delivery.</p> <p>Consider review.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 91, 102 and 104	<p>DAP transport policy DM 10 Pedestrian and Cycle Movement will support the implementation of this policy, as will Gateshead MSGP Policies MSGP16 and MSGP 17.</p> <p>Newcastle’s Local Walking and Cycling Infrastructure Plan (referred to in both NPPF and DAP) will give greater clarity to where improvements are required.</p> <p>Newcastle Council will update Transport Assessments, Travel Plans and Parking Developer Guidance. Design Guidelines for Gateshead will be brought forward as a future supplementary planning document.</p>	<p>The policy is delivered through a combination of the development management process, with relevant proposals required to provide opportunities for enhancement, and Council initiatives. Improvements have been undertaken at:</p> <p>Newcastle:</p> <ul style="list-style-type: none"> • John Dobson St, • Durrant Road • New Bridge St, • Grainger St, • St Nicholas St, • Westgate Rd • Proposed at Barras Bridge & St Thomas Church grounds • Neville Street • Science Central <p>Gateshead:</p> <ul style="list-style-type: none"> • Wellington Street • West Street/High Street/Charles Street • Askew Road/Nelson Street • Bus/cycle/pedestrian route into the Town Centre from Sunderland Road is under construction. 	The Councils, working with partners, have already delivered significant improvement in cycling infrastructure and monitoring data shows number of cycle trips has increased (see Appendix 2).
UC7 Public Transport	Significant amount of development is not within expected public transport travel times to services.	<p>Identify reasons for lack of implementation.</p> <p>Explore options to address under delivery.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 102, 103 and 104	DAP transport policy DM 11 Public Transport will support the implementation of this policy, as will Gateshead MSGP Policies MSGP16 and MSGP 17.	<p>The policy is delivered through a combination of the development management process, with relevant proposals required to provide opportunities for enhancement, and Council initiatives.</p> <p>Newcastle:</p>	The Councils, working with partners, have already delivered significant improvement to the public transport system

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	Significant decrease in levels of public transport patronage.	Consider review.		Newcastle will update Transport Assessments, Travel Plans and Parking Developer Guidance. Design Guidelines for Gateshead will be brought forward as a future supplementary planning document.	<p>Bus Loop upgrades which have taken place to date include:</p> <ul style="list-style-type: none"> • John Dobson Street Bus Priority measures, • Newgate Street / Clayton Street Junction upgrade • Newgate Street widening and connection of pedestrian crossings to Urban Technical College), • Grainger Street / Nunn Street junction, • Market Street / Grey Street junction, • Grainger Street / Market Street, • Newgate Street / Clayton Street / Bigg Market. <p>Percy Street / Barras Bridge underway with view to recommence works in January 2020, and Percy Street / Prudhoe Place identified in Transforming Cities Bid.</p> <p>Gateshead: Improvements to increase bus reliability completed at High West Street/High Street/Charles Street junction.</p> <p>A bus/cycle/pedestrian route into the Town Centre from Sunderland Road is under construction.</p> <p>Significant improvements to bus priority between Gateshead Interchange and Newcastle are proposed as part of Transforming Cities bid. These works have been incorporated and expanded as part of the Clean Air Zone (CAZ) proposal.</p>	
UC8 Freight and Servicing	Significant number of planning permissions within Freight Management Area without a Delivery Service Plan.	<p>Identify reasons for lack of implementation.</p> <p>Explore options to address under delivery.</p> <p>Consider review.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 104 and 181	<p>DAP transport Policy DM12 Parking and Servicing will support the implementation of this policy, as will Gateshead MSGP Policies MSGP16 and MSGP 17.</p> <p>Newcastle has updated Transport Assessments, Travel Plans and Parking Developer Guidance.</p> <p>Design Guidelines for Gateshead will be brought forward as a future supplementary planning document.</p>	The policy is delivered through the development management process, with relevant proposals required to provide a delivery service plan.	Freight Management Plans are being submitted with relevant applications in the Urban Core

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UC9 General Traffic	Significant increase in traffic flows.	Identify reasons for lack of implementation. Explore options to address under delivery. Consider review.	Policy in general conformity with the NPPF, in particular, paragraph 104	DAP transport Policy DM13 Road Hierarchy will support the implementation of this policy, as will Gateshead MSGP Policies MSGP16 and MSGP 17.	The policy is delivered through Council initiatives. We will continue to reduce unnecessary through traffic through schemes such as John Dobson Street and Central Gateway. The left turn into Askew Road from the A167 has been banned. Significant changes will be required as part of the CAZ proposal.	There has not been a significant increase in traffic flows.
UC10 Car Parking	Significant increase in the provision of long stay parking.	Identify reasons for lack of implementation. Explore options to address under delivery. Consider review.	Policy in general conformity with the NPPF, in particular, paragraph 102	DAP transport Policy DM12 Parking and Servicing will support the implementation of this policy. Newcastle will update Transport Assessments, Travel Plans and Parking Developer Guidance.	The policy is delivered through a combination of the development management process, with relevant proposals required to provide opportunities for enhancement, and Council initiatives.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
UC11 Gateways and Arrival Points	Significant decline in the quality of completed development. Failure to implement identified schemes.	Identify reasons for lack of implementation. Explore options to address under delivery. Consider review.	Policy in general conformity with the NPPF, in particular, paragraphs 102 and 127	The following MSGP and DAP policies and evidence support the CSUCP policy. DM20 Design MSGP Design quality Gateshead Placemaking SPD	The policy is delivered through the development management process, with relevant proposals required to provide opportunities for enhancement. The policy has been used as part of advice on various schemes in the urban core including Hawks Road/Mill Road, Pottery Lane, Cemex and the Whey Eye Wheel.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
UC12 Urban Design	Significant decline in the quality of completed development.	Identify reasons for lack of implementation. Explore options to address under delivery. Consider review.	Policy in general conformity with the NPPF, in particular, paragraphs 125 and 127	The following MSGP and DAP policies and evidence support the CSUCP policy. DM20 Design DM21 Shopfronts and Signage MSGP25 Design Quality Gateshead Placemaking SPD	The policy is delivered through the development management process. It sets out a series of criteria that is applied during the assessment of relevant development proposals to ensure they contribute to good design and place-making including schemes permitted at: Pipewellgate - mixed-use (DC/19/00943/FUL) Bottle Bank - office development (DC/18/00799/FUL) Hawks Road - hotel and serviced apartments (DC/19/00785/FUL) The regeneration of six brownfield sites at Lower Steenberg's Yard, Ouseburn for residential and commercial space.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.

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UC13 Respecting and Managing Views within, from and into the Urban Core	Significant decline in the quality of development. Significant loss of, or damage to heritage assets.	Identify reasons for lack of implementation. Explore options to address under delivery. Consider review.	Policy in general conformity with the NPPF, in particular, paragraphs 125 and 127	The following MSGP and DAP policies and evidence support the CSUCP policy. DM20 Design MSGP25 Design Quality will support the implementation of this policy.	The policy is delivered through the development management process, with relevant proposals assessed in terms of impacts on a series of views including: Bottle Bank - office development (DC/18/00799/FUL) Hawks Road - hotel and serviced apartments (DC/19/00785/FUL) The North East Futures University Technical College (UTC) at Stephenson Quarter in the Urban Core.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
UC14 Heritage	Significant decline in the quality of development. Significant loss of, or damage to heritage assets.	Identify reasons for lack of implementation. Explore options to address under delivery. Consider review.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 184 and 185	The following DAP and MSGP policies and evidence support the CSUCP policy. DM15 Conservation of Heritage Assets; DM16 Conservation and Enhancement of the Setting of Heritage Assets; DM17 Preservation of Archaeological Remains and Archaeological Work; DM18 Building Recording; DM19 Battlefield of Newburn Ford 1640; MSGP24 Areas of Special Character; MSGP26 Conservation and Enhancement of Heritage Assets; MSGP27 Heritage at Risk; MSGP28 Archaeology	The policy is implemented through the Development Management process by approving new development that maximises opportunities to sustain and enhance the significance of heritage assets and their setting, supported by other of Sub-Area & Site Specific Policies and guidance, including development briefs and frameworks, and the maintenance and updating of the Local List of Buildings, Parks and Gardens; the Conservation Area Character Assessments and Management Strategies and Heritage at Risk Registers. Specific examples include: In Gateshead permitted mixed use development at Pipewellgate (DC/19/00943/FUL), and the Gateshead Quays Development Framework are both influenced by UC14. Heritage assets in Newcastle which have been enhanced include Leazes Park, and the former Military Vehicle Museum in Exhibition Park, for example.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
UC15 Urban Green Infrastructure	Considerable adverse impacts on areas of ecological importance. Resident satisfaction levels.	Identify reasons for lack of implementation. Explore options to address under delivery. Consider review.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 150 and 171	The following DAP and MSGP policies and evidence support the CSUCP policy. DM27 Protecting and Enhancing Green Infrastructure MSGP33 Maintaining, protecting and enhancing green infrastructure and MSGP39 River Tyne will support the implementation of this policy.	The policy is being implemented through the development management process by securing new Green Infrastructure assets as part of development proposals to further enhance the Urban Green Infrastructure Network. It is also reflected in sub-area and site-specific policies, and in the Gateshead Quays Development Framework. In Newcastle, green roofs and walls have been secured on sites in the Urban Core at Newcastle Helix and Strawberry Place. Trees, shrubs and wildlife areas have been created and planted at Leazes Park	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.

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				Newcastle has a Green Infrastructure Delivery Framework which monitors Green Infrastructure and identified projects to be implemented.	Quayside Businesses and Kittiwakes group set up to ensure safety of nesting kittiwakes. Pictorial meadows have been planted at Newcastle Civic Centre.	
UC16 Public Realm	Significant decline in the quality of development.	Identify reasons for lack of implementation. Explore options to address under delivery. Consider review.	Policy in general conformity with the NPPF, in particular, paragraphs 125 and 127	DM20 Design and MSGP25 Design Quality will support the implementation of this policy.	The Policy is being applied through the development management process and to Development Frameworks and masterplans, with additional detail in Sub-Areas and Site Specific Policies Section where appropriate. Public Realm provision & improvements are included in permitted development at Pipewellgate ((DC/19/00943/FUL) and Newcastle Helix for example.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
UC17 Public Art	Significant and persistent under provision of public art.	Identify reasons for under delivery. Explore funding opportunities.	Policy in general conformity with the NPPF, in particular, paragraphs 124 and 127	Gateshead Placemaking SPD (2012), and intention to update in 2020.	The Policy is being applied effectively through the development management process focusing on key sites and Development Opportunity Sites, whilst public art is also promoted within the Gateshead Quays Development Framework, Exemplar Neighbourhood SPD. Newcastle Helix has a public art strategy which is integral with the public realm and purpose of the buildings. A number of the buildings have science or technological art work on their façade for example the Urban Sciences and Biosphere buildings.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
NC1 Newcastle Central Sub-Area	Significant lack of employment and retail floorspace and housing provision. Vitality and viability of the centre declines considerably. Significant loss of primary retail frontage. Significant decrease in the number of cycling trips.	Identify reasons for under delivery. Consider targeted action. Update evidence base. Consider review.	Policy in general conformity with the NPPF, in particular, paragraphs 85, 91, 92, 102, 104, 127 and 185	The following DAP policies support the CSUCP policy. DM10 Pedestrian and Cycle Movement and DM20 Design will support the implementation of this policy.	The policy is being applied effectively through the development management process. The Council is working with partners to invest in the Central Sub-Area including removing traffic from the Central Station portico and upgrading the public realm on Northumberland Street and the side streets down to the northern section of Pilgrim Street and Blakett Bridge to New Bridge Street West including sections of Grey Street / Grainger Street around the Monument. The work to the public realm over this area is to be phased over the next few years. Some of the transport improvements have been completed including the Great North Cycleway along John Dobson Street. The Castle Keep and Black Gate have been refurbished.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.

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	Completed developments do not improve quality of place.					
NC2 East Pilgrim Street Key Site	<p>Significant lack of employment and retail floorspace and housing provision.</p> <p>Vitality and viability of the centre declines considerably.</p> <p>Significant loss of primary retail frontage.</p> <p>Significant decrease in the number of cycling trips.</p> <p>Completed developments do not improve quality of place.</p>	<p>Identify reasons for under delivery. Consider targeted action.</p> <p>Update evidence base.</p> <p>Consider review.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 20, 85, 91, 102, 127 and 185		<p>East Pilgrim Street Northern area is likely to come forward for mixed use development including an element of retail floorspace.</p> <p>The Council will be investing in the public realm on Pilgrim Street alongside office and retail developments by the major land owner.</p> <p>Bank House is to be developed for 120,000 sq ft of Grade A office accommodation. The Council is expecting a detailed application for the remainder of the southern block: 1-2 Pilgrim Place for 250,000 sq. ft of Grade A office accommodation.</p>	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
C1 Civic Sub-Area	<p>Significant lack of employment floorspace included within the development.</p> <p>Insufficient land is made available for employment uses.</p> <p>Significant lack of housing provision.</p> <p>Significant decrease in the number of cycling trips.</p> <p>Insufficient provision of renewable energy</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p> <p>Consider review.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 20, 91, 92, 102, 104 and 181	<p>The following DAP policies support the CSUCP policy.</p> <p>DM10 Pedestrian and Cycle Movement and DM27 Protecting and Enhancing Green Infrastructure will support the implementation of this policy.</p>	<p>The policy is being applied effectively through the development management process.</p> <p>There has been considerable progress at Newcastle Helix (formerly Science Central). The Council is working with partners including Newcastle University and Legal and General on the Helix site supporting academic research and innovation. The expansion of the RVI is complete.</p> <p>The Council is working with partners to invest in the Civic Sub-Area.</p> <p>A number of improvements have taken place on the bus loop within this Sub-Area and on the pedestrian crossing on Gallowgate. Enabling works have been on site at Barras Bridge since March 2019 and have recently been completed. These include the removal of the central reservation to allow for more flexible</p>	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.

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	generating development.				traffic management throughout any future works, footpath upgrades to key stretches of Barras Bridge on both the east and west side of the carriageway and improvements to the surface water drainage to reduce susceptibility of this area to future surface water flooding.	
C2 Science Central	<p>Significant lack of employment floorspace included within the development.</p> <p>Insufficient land is made available for employment uses.</p> <p>Significant lack of housing provision.</p> <p>Significant decrease in the number of cycling trips.</p> <p>Insufficient provision of renewable energy generating development.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p> <p>Consider review.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91, 104, 150 and 151	<p>The following DAP policy supports the CSUCP policy.</p> <p>DM20 Design will support the implementation of this policy.</p> <p>Newcastle's Science Central West Development Framework has been prepared to guide development of the site</p>	<p>There has been considerable progress at Newcastle Helix (formerly Science Central). The Council has been working with partners to bring forward academic, commercial and residential developments. The energy centre and district heating system for the site has been delivered and is now operating. Existing / new commercial / university buildings are or will be required to connect to the energy centre for heating / cooling and power. The site has seen the development of highly sustainable buildings including the addition of Photovoltaic (PV) and green roofs as well as connected to the energy centre.</p> <p>The Science Central West Development Framework alongside Policy C2 has helped to ensure the delivery of 'seamless' public realm treatments (with any development being required to tie into adjacent plots) and the delivery of attractive public squares/spaces on the site.</p>	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
D1 Discovery Sub-Area	<p>Significant lack of employment floorspace included within the development.</p> <p>Insufficient land is made available for employment uses.</p> <p>Decline in facilities.</p> <p>Significant lack of housing provision.</p> <p>Significant decrease in the number of cycling trips.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p> <p>Consider review.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 91, 92, 102 and 104	A Development Framework has been adopted by Newcastle City Council for Forth Yards and has recently been updated. This includes opportunities for Green Infrastructure enhancement and public open space.	<p>Newcastle College has improved and expanded the existing campus in recent years to meet the demand for further teaching accommodation, including the £16m refurbishment of the landmark Parsons Building, completed in 2016.</p> <p>They have also developed the 'Discovery School' building immediately east of the campus, which was completed in 2018. The building however is currently not in active use. Further teaching accommodation and other uses may be pursued over the remainder of the plan period as the college further develops it's estates strategy.</p> <p>The area contains a large number of vacant or underused sites which are major development opportunities, including the Forth Goods Yard between the Redheugh and King Edward VII</p>	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.

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	Completed developments do not improve quality of place.				bridges, the Pottery Lane site, the former Calders site to the west, adjoining the Metro Arena, and the Newcastle Heliport site to the far west. This area has potential to deliver a significant number of new homes, office, leisure and other associated uses. Infrastructure appraisal work and transport modelling have been undertaken to inform the form and type of infrastructure works required to be delivered on each site.	
D2 Stephenson Quarter	<p>Significant lack of employment floorspace included within the development.</p> <p>Insufficient land is made available for employment uses.</p> <p>Decline in facilities.</p> <p>Significant lack of housing provision.</p> <p>Significant decrease in the number of cycling trips.</p> <p>Completed developments do not improve quality of place.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p> <p>Consider review.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 20, 92, 102, 104 and 185		<p>Stephenson Quarter is developing into a leading office and knowledge district. Phase 1 is already complete with a 4* hotel, multi-storey car park, conference / music venue and fully occupied Grade A office space. Further office residential space will be created during phase 2, with a focus on tech-based companies and quality landscaping across the site.</p> <p>A business-focused technical college has been completed.</p>	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
D3 Forth Yards	<p>Significant lack of employment floorspace included within the development.</p> <p>Insufficient land is made available for employment uses.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p> <p>Consider review.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 91, 102 and 104	<p>A Development Framework has been adopted for Forth Yards and has recently been updated.</p> <p>The Development Framework will inform planning applications expected for this site over the next 5 years.</p>	The Forth Yards area is allocated as a longer term Development Opportunity Site with the potential to deliver a significant number of new homes, office, leisure and other associated uses. Infrastructure appraisal work and transport modelling have been undertaken to inform the form and type of infrastructure works required to be delivered on each site.	<p>The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.</p> <p>There is potential for earlier delivery for mixed use development before the end of the plan period with investment in infrastructure.</p>

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	<p>Decline in facilities.</p> <p>Significant lack of housing provision.</p> <p>Significant decrease in the number of cycling trips.</p> <p>Completed developments do not improve quality of place.</p>				<p>Funding for the new east -west road, that will help unlock development potential is currently sought through the small sites fund, with the potential for delivery within the plan period.</p> <p>The Forth Yards Development Framework (2016) is being revised to inform planning applications expected for this site over the next 5 years, and is anticipated to be adopted in Spring 2020.</p>	The requirements of the policy will be applied as and when a scheme for the site comes forward.
QO1 Quayside and Ouseburn Sub-Area	<p>Significant lack of employment floorspace.</p> <p>Considerable decline in facilities.</p> <p>Significant lack of housing provision.</p> <p>Significant decrease in the number of cycling trips.</p> <p>Completed developments do not improve quality of place.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p> <p>Review funding opportunities.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91, 102, 104, 156 and 185	<p>Lower Ouseburn Valley Urban Design Framework (2005)</p> <p>Ouseburn Central Masterplan (2008)</p>	<p>The Quayside and Ouseburn Sub-Area has been characterised by various mixed-use schemes that have been developed for housing, offices and leisure including the Mailings housing scheme, Lower Steenbergs housing and offices, the Toffee factory and an apart hotel scheme.</p> <p>The Whey Eye scheme will include improved public pedestrian and cycling links to the Urban Core and the Ouseburn.</p>	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.
AOC1 Newburn	Land is not developed for housing.	<p>Identify reasons for under delivery.</p> <p>Consider targeted action to address issues.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91, 94, 96, 102, 104, 108, 156 and 170	DAP Development Management policies will apply as necessary.	<p>The policy provides the context for assessing proposals on the Area of Change through the development management process.</p> <p>The policy and evidence supporting the allocation of this site anticipated development build out from 2023/24. Positive engagement with the land owner (Homes England) would indicate that these timescales can be achieved.</p>	<p>The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.</p> <p>The requirements of the policy will be applied as and when a scheme for the site comes forward.</p>
NN1 Lower, Middle and Upper Callerton	Land is not developed for housing.	Identify reasons for under delivery.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91,	DAP Development Management policies will apply as necessary,	Planning permission has been granted for the majority of the site allocations including detailed consents at	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.

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		Consider targeted action to address issues. Significant lack of housing provision with the development.	94, 96, 102, 104, 108, 156 and 170	supported by an adopted masterplan. <u>Callerton Masterplan 2016</u> Development is CIL liable.	Middle West Callerton, Middle East Callerton and hybrid consent at Lower Callerton. Construction has begun at both Middle West Callerton, Middle East Callerton with completions anticipated in 2019/20. Overall, delivery has been delayed in the early planning stages, however, engagement is ongoing with the landowners of Upper Callerton and steady progress across all phases will deliver against the policy.	Delivery of the early phases are on site.
NN2 Kingston Park/Kenton Bank Foot	Land is not developed for housing.	Identify reasons for under delivery. Consider targeted action to address issues. Significant lack of housing provision with the development.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91, 94, 96, 102, 104, 108, 156 and 170	DAP Development Management policies will apply as necessary, supported by an adopted masterplan. <u>Kenton Bank Foot Masterplan 2016</u> Development is CIL liable	Planning permission has been granted for the majority of the site allocations. Phase 2c is now complete, Phases 1a, 1b, 4/2d are on under construction with completions due in 2019/20. Phases 2a/3a are the subject of a pending reserved matters application. Phases 2b/3b are anticipated to come forward as later phases.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF. Delivery of the early phase is complete and subsequent phases are on site.
NN3 Newbiggin Hall	Land is not developed for housing.	Identify reasons for under delivery. Consider targeted action to address issues. Significant lack of housing provision with the development.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91, 94, 96, 102, 104, 108, 156 and 170	DAP Development Management policies will apply as necessary, supported by Development Framework.	Preapplication discussions have taken place, and planning consents are expected to come forward in the later phases of the plan.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF. The requirements of the policy will be applied as and when a scheme for the site comes forward.
NN4 Newcastle Great Park	Land is not developed for housing.	Identify reasons for under delivery. Consider targeted action to address issues. Significant lack of housing provision	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91, 94, 96, 102, 104, 108, 156 and 170	DAP Development Management policies will apply as necessary, supported by the adopted masterplan. <u>Newcastle Great Park Masterplan (2006)</u> Development is CIL liable on the expansion sites (NN4 b/c)	Development growth at Great Park (NN4d) has accelerated in pace since 2015 (on cells C, F and D) and Cell A (NN4a) has gained outline planning permission (and pending reserved matters) for residential development and primary/secondary age education facilities (for provision in 2021) The eastern/western expansion sites are to be delivered in the next phases of the CSUCP. The eastern expansion site is anticipated can be delivered	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF. Progress has been made in development management , and delivery of the allocation sites is anticipated as an extension of the current build out at Great Park, in order to provide for the educational needs of the wider area.

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		with the development.			once A1 improvements have been completed in CSUCVP phase 2020-25.	
NV1 Dinnington	Land is not developed for housing.	Identify reasons for under delivery. Consider targeted action to address issues.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91, 94, 96, 102, 104, 108, 156 and 170	DAP Development Management policies will apply as necessary, supported by Development Framework. Development is CIL liable	Dinnington North site is now complete and Dinnington South site is under construction with completion in this next phase of the plan.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF. Delivery of the early phase is complete and subsequent phase is on site.
NV2 Hazlerigg and Wideopen	Land is not developed for housing.	Identify reasons for under delivery. Consider targeted action to address issues.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91, 94, 96, 102, 104, 108, 156 and 170	DAP Development Management policies will apply as necessary, supported by Development Framework/ adopted masterplan. Development is CIL liable at NV2b.	Hazlerigg and Wideopen sites have detailed consent and are under construction in phases, with completion in this next phase of the plan (to 2020).	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF. Delivery of the early phases are on site.
NV3 Throckley	Land is not developed for housing.	Identify reasons for under delivery. Consider targeted action to address issues.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91, 94, 96, 102, 104, 108, 156 and 170	DAP Development Management policies will apply as necessary, supported by Development Framework	Planning permissions are in place for both sites and Throckley south is substantially complete. Throckly North benefits form outline planning permission and will be delivered by different providers in phases. Phase 1a is under construction with completions anticipated inn 2019/20. The road infrastructure is under construction and a further phase has reverred matters approval.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF. Delivery of the early phases are on site.
KEA1 Newcastle International Airport	Land is not developed for employment uses	Identify reasons for under delivery. Consider targeted action to address issues.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 102, 104, 108 and 156	DAP Policy DM25 Aircraft Safety	Phase 1 Airport Business Park is on site and expected to be complete in early 2020 (2.i.). Bellway plc is building a new UK Head Office at the Airport Business Park. The development will provide 175,000 sq. ft. of premium office accommodation. Once the site is fully operational, businesses there are expected to employ around 2,000 people. A new access into the site at Newcastle International Airport will be complete by Summer 2020. This will ensure that this employment site is accessible, whilst improving pedestrian and cycling links to nearby public transport.	The Policy is considered to be effective and consistent with both Councils' current objectives, as well as the NPPF.

CSUCP Policy	Potential revision triggers (from Table 4 of the CSUCP)	Potential remedial actions including alternative to revising plan (from Table 4 of the CSUCP)	NPPF / PPG conformity issues	Other evidence /emerging policies in the MSGP / DAP	Performance against Plan target and objectives	Summary / conclusion
GC1 Gateshead Central Sub-Area	<p>Significant lack of employment and retail floorspace and housing provision.</p> <p>Vitality and viability of the centre declines considerably.</p> <p>Significant loss of primary retail frontage.</p> <p>Significant decline in visitor numbers from 2012 levels.</p> <p>Completed developments to not improve quality of place.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p> <p>Update evidence base.</p> <p>Consider review.</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 102, 103, 104 and 150</p>	<p>Gateshead Retail Health Check Report Update (2015)</p> <p>Convenience Retailing Commentary on Market Position (2016)</p> <p>Gateshead Retail Impact Report (2018)</p>	<p>The Policy is being applied effectively to retail proposals and provides the context for environmental and accessibility improvements. Examples include:</p> <ul style="list-style-type: none"> • Refusal of a proposed change of use from retail to A2 being upheld at appeal (DC/15/00400 /COU) (1b) • An improved pedestrian & cycling route at West Street/High Street/ Charles Street and Askew Road/ Nelson Street (3 vii) 	<p>The objectives of the policy remain valid and will be implemented as and when proposals come forward and/or funding becomes available.</p> <p>It is noted that primary retail frontage is no longer designated outside of Gateshead Centre, and the effectiveness of the policy on the PSA will be kept under review.</p>
GC2 Gateshead Central Development Opportunity Sites	<p>Significant lack of employment and retail floorspace and housing provision.</p> <p>Vitality and viability of the centre declines considerably.</p> <p>Significant loss of primary retail frontage.</p> <p>Significant decline in visitor numbers from 2012 levels.</p> <p>Completed developments to not improve quality of place.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p> <p>Update evidence base.</p> <p>Consider review.</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 102, 103 and 104</p>	<p>Through the RIBA Future Place programme GT3 architects have been commissioned to review the central town centre strategy-work is due for completion in Spring 2020.</p> <p>MSGP development management policies and borough-wide designations will apply if necessary</p>	<p>The policy provides the context for assessing proposals on the Development Opportunity Sites through the development management process.</p> <p>A lease agreement has been signed with a developer to bring forward a commercial leisure scheme on the Old Town Hall Area in accordance with the requirements of the policy.</p>	<p>The policy remains valid and in accordance with the NPPF, and will be applied to proposals as and when they come forward.</p>
SG1 Southern Gateway Sub-Area	<p>Considerable decline in leisure and tourism facilities</p>	<p>Identify reasons for under delivery.</p>	<p>Policy in general conformity with the NPPF, in particular,</p>	<p>Exemplar Neighbourhood SPD (2013) and intention to update this in 2020.</p>	<p>The policy is being reflected in development frameworks and through the development management process including:</p>	<p>The Policy remains valid and in accordance with the NPPF, and will be applied to proposals as and when they come forward.</p>

CSUCP Policy	Potential revision triggers (from Table 4 of the CSUCP)	Potential remedial actions including alternative to revising plan (from Table 4 of the CSUCP)	NPPF / PPG conformity issues	Other evidence /emerging policies in the MSGP / DAP	Performance against Plan target and objectives	Summary / conclusion
	<p>Significant lack of housing provision</p> <p>Completed developments do not improve quality of place.</p>	Consider targeted action.	paragraphs 20, 23, 85, 91,102, 103 and 104	Askew Road (West) Development Framework (2019)	<ul style="list-style-type: none"> • Bus/cycle/pedestrian route into the Town Centre from Sunderland Road is under construction (SG1 1 i) • Permission granted for extension & conversion of former Windmill Hills nursing home to a non-residential institution) (DC/18/01058/FUL) (SG1 3 ii) • providing the focus and context for the Council in bringing sites forward (including Exemplar Neighbourhood and Askew Road West) 	
SG2 The Exemplar Neighbourhood Key Site	<p>Considerable decline in leisure and tourism facilities</p> <p>Significant lack of housing provision</p> <p>Completed developments do not improve quality of place.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91, 96, 102, 103 and 104	Exemplar Neighbourhood SPD (2013) and intention to update this in 2020.	<p>The policy is being applied effectively through the development management process and development frameworks, to create a sustainable neighbourhood including:</p> <p>DC/14/00346/FUL Erection of a foodstore at Sunderland Road (SG2 1)</p> <p>A bus/cycle/pedestrian route into the Town Centre from Sunderland Road under construction (SG2 vi)</p>	The Policy remains valid and in accordance with the NPPF, providing the focus for the Council in bringing sites forward (including High Street South) as part of a new sustainable neighbourhood, and in assessing applications as and when submitted.
SG3 Southern Gateway Development Opportunity Site	<p>Considerable decline in leisure and tourism facilities</p> <p>Significant lack of housing provision</p> <p>Completed developments do not improve quality of place.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 85, 91, 96, 102, 103 and 104	Askew Road (West) Development Framework (2019)	The policy has informed the Permission in Principle application at Askew Road west (DC/19/01042/BPIP) (SG3 2)	The Policy remains valid and in accordance with the NPPF, providing the focus and context for the Council in bringing sites forward and in assessing applications as and when submitted.
QB1 Quays and Baltic Sub-Area	<p>Significant lack of employment and retail development.</p> <p>Considerable decline in leisure and tourism facilities.</p> <p>Significant lack of housing provision.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p>	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 91, 96, 102, 103 and 104	Gateshead Quays Development Framework (2019)	<p>The policy is being applied effectively through the development management process and is broadly reflected in the Quays Development Framework</p> <p>It provides the context for environmental and accessibility improvements such as improved cycling facilities at Askew Road (QB1 ii) and a continuous recreational riverside route (QB1 v) (reflected in the permitted mixed-use scheme at Pipewellgate DC/19/00943/FUL)</p>	The Policy remains valid and in accordance with the NPPF, providing the context for the Council in bringing sites forward, and for subsequent and more detailed policies (QB2 & QB3). The Policy is taken into account as and when applications are submitted. Along with allocations on adjacent sites it will ensure that infrastructure requirements (transport, environmental and flood) are dealt with in a coordinated manner.

CSUCP Policy	Potential revision triggers (from Table 4 of the CSUCP)	Potential remedial actions including alternative to revising plan (from Table 4 of the CSUCP)	NPPF / PPG conformity issues	Other evidence /emerging policies in the MSGP / DAP	Performance against Plan target and objectives	Summary / conclusion
QB2 Gateshead Quays Key Site	<p>Significant lack of employment and retail development.</p> <p>Considerable decline in leisure and tourism facilities.</p> <p>Significant lack of housing provision.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 91, 92, 102, 104 and 185</p>	<p>Gateshead Quays Development Framework (2019)</p>	<p>The policy is being applied effectively through the development management process and is addressed by the development framework.</p> <p>The Policy is broadly reflected in the Quays Development Framework.</p>	<p>The Policy remains valid and in accordance with the NPPF, providing the focus and context for the Council in bringing sites forward and in assessing applications as and when submitted. Along with allocations on adjacent sites it will ensure that infrastructure requirements (transport, environmental and flood) are dealt with in a coordinated manner.</p>
QB3 Quays and Baltic Development Opportunity Sites	<p>Significant lack of employment and retail development.</p> <p>Considerable decline in leisure and tourism facilities.</p> <p>Significant lack of housing provision.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 91, 92, 102, 104 and 185</p>	<p>Gateshead Quays Development Framework (2019)</p>	<p>The policy is being applied effectively through the development management process – specific examples include:</p> <ul style="list-style-type: none"> - DC/19/00785/FUL – mixed use development at Mill road (QB3 1) - Pipewellgate - mixed-use (DC/19/00943/FUL) (QB3.2) - DC/18/00084/FUL 6 storey office block with associated landscaping at Baltic Quarter (QB3 5) 	<p>The Policy remains valid and in accordance with the NPPF, providing the focus and context for the Council in promoting development and in assessing applications as and when submitted. Along with allocations on adjacent sites it will ensure that infrastructure requirements (transport, environmental and flood) are dealt with in a coordinated manner.</p>
AOC2 Metrogreen	<p>Significant lack of employment and retail development.</p> <p>Considerable decline in leisure and tourism facilities.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action.</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 91, 92, 102, 104 and 156</p>	<p>MSGP Development Management policies and borough-wide designations will apply. The contribution of Metrogreen to development is included within the MSGP evidence base, including housing capacity.</p>	<p>An Area Action Plan (AAP) is being progressed to set out the mix and distribution of development and associated infrastructure requirements at Metrogreen. The Council will consult on a draft AAP in Summer 2020.</p>	<p>The policy remains relevant in setting out the broad approach to this area of change providing the context for more detailed policies which will be set out in the AAP. Proposals on specific sites and relating to existing businesses, including those at the Metrocentre, are being processed and assessed effectively in advance of the AAP in accordance with the requirements of this policy and the preferred approach to proposals at Metrogreen.</p>
GN1 Dunston Hill	<p>Land is not developed for housing.</p>	<p>Identify reasons for under delivery.</p> <p>Consider targeted action to address issues.</p> <p>Significant lack of housing provision</p>	<p>Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 94 and 102</p>	<p>MSGP Development Management policies and borough-wide designations will apply if necessary.</p> <p>Development is CIL liable.</p>	<p>Permission has been resolved to be granted subject to a Section 106 Agreement for a hybrid scheme with full details of 352 dwellings (Persimmon part of site) and outline for up to a further 230 dwellings (Council part of site). 582 dwellings in total against a policy requirement of approx. 530 homes (application ref. DC/17/00170/FUL). The requirements of GN1 were reflected in the scheme that was resolved to be granted.</p>	<p>It is anticipated that development will commence on the Persimmon part of the site in 2020. A detailed application will need to be submitted and approved for the Council part of the site and a development framework is being prepared.</p>

CSUCP Policy	Potential revision triggers (from Table 4 of the CSUCP)	Potential remedial actions including alternative to revising plan (from Table 4 of the CSUCP)	NPPF / PPG conformity issues	Other evidence /emerging policies in the MSGP / DAP	Performance against Plan target and objectives	Summary / conclusion
		with the development.			In particular, infrastructure to be delivered includes as follows: New footpath in between access points into the site, upgrades to public rights of way, improvements to the Tanfield Railway cycle path, park and ride facility, new pedestrian crossings on Whickham Highway, improvements to pedestrian facilities on Southfield Road, improvements to the Whickham Highway and A692 junctions, improvements to the junction of the B6317 and Dunston Bank, provision of 30ha of land for habitat creation, contribution for off-site ecological compensation, preservation of Whickham Grand Lease Waggonway with interpretation boards and recreational link to Watergate Park. In terms of the strategic infrastructure of local primary school provision, this would be covered by CIL.	
GV1 Chopwell	Land is not developed for housing.	Identify reasons for under delivery. Consider targeted action to address issues.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 94 and 102	MSGP Development Management policies and borough-wide designations will apply if necessary.	Two sites allocated – GV1a (Middle Chopwell) and GV1b (South Chopwell). In regard to Middle Chopwell there has been little progress in bringing the site forward. In regard to South Chopwell, permission has been granted for 205 dwellings against a policy requirement of approx. 216 dwellings (Gleeson Regeneration) (application ref. DC/18/00443/FUL. The requirements of GV1 were reflected in the scheme that was resolved to be granted. In particular, infrastructure to be delivered includes as follows: Creation of replacement/translocation hedge planting, gapping up and long-term maintenance, improvement to flood management of the surrounding area including reducing surface water risk at Blackhall Mill, off site contribution to biodiversity enhancement, links into adjacent footpath networks and a pedestrian crossing point. In regard to the strategic infrastructure of local primary school provision, this would be covered by CIL.	It is anticipated that development will commence on the South Chopwell site in 2020
GV2 Crawcrook	Land is not developed for housing.	Identify reasons for under delivery. Consider targeted action to address issues.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 94 and 102	MSGP Development Management policies and borough-wide designations will apply if necessary.	Two sites allocated - GV2a (Crawcrook North) and GV2b (Crawcrook South). Both sites under construction/ partly occupied. Crawcrook North being developed by Taylor Wimpey and Crawcrook South being developed by Story Homes. Planning permission granted for both developments in December 2016 (Crawcrook North – DC/15/01098/FUL - for 187 homes) (Crawcrook South – DC/15/01004/FUL – for 169 homes). Both schemes	It is anticipated that both developments will be completed in 2021.

CSUCP Policy	Potential revision triggers (from Table 4 of the CSUCP)	Potential remedial actions including alternative to revising plan (from Table 4 of the CSUCP)	NPPF / PPG conformity issues	Other evidence /emerging policies in the MSGP / DAP	Performance against Plan target and objectives	Summary / conclusion
					were approved prior to the adoption of CIL. The requirements of GV2 were reflected in both schemes approved. In particular, infrastructure delivered, or to be delivered is as follows: Contributions to extension to Emmaville Primary School to increase capacity of school commensurate with the anticipated populations of the development, improvements to local flood management; contributions to upgrading of roundabouts along the A695, on site and off site biodiversity enhancement, provision of open space, new signalised junction on A695, new speed reduction measures on Crawcrook Lane and advance cycle stop lines at the junction of Crawcrook Lane and Main Street.	
GV3 Highfield	Land is not developed for housing.	Identify reasons for under delivery. Consider targeted action to address issues.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 94 and 102	MSGP Development Management policies and borough-wide designations will apply if necessary. Development will be CIL liable.	No pre-application discussions have taken place and no planning application has been submitted. The site is anticipated to be developed towards the end of the plan period.	The requirements of the policy will be applied as and when a scheme for the site comes forward.
GV4 High Spen	Land is not developed for housing.	Identify reasons for under delivery. Consider targeted action to address issues.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 94 and 102	MSGP Development Management policies and borough-wide designations will apply if necessary. Development is and will be CIL liable.	Two sites allocated – GV4a (High Spen West) and GV4b (High Spen East). For High Spen West land ownership issues have delayed the site coming forward. For High Spen East - outline permission was granted in 2016 for up to 142 homes (ref. DC/15/01041/OUT). An amended scheme from Avant Homes for 185 homes (ref. DC/18/00859/FUL) has been resolved to be granted subject to a Section 106 Agreement. The requirements of GV4 were reflected in both schemes. In particular, infrastructure to be delivered includes: new pedestrian crossings on Collingdon Road and Glossop Street, off site biodiversity contribution for ecological compensatory works on Council land at The Folly south of Lead Road Greenside comprising the creation of 304m of new native hedgerow and the restoration and enhancement of 3ha of semi improved grassland. In regard to the strategic infrastructure of local primary school provision, this would be dealt with by CIL.	It is anticipated that the High Spen East site will commence development in 2020. It is uncertain when the High Spen West site will come forward.
GV5 Kibblesworth	Land is not developed for housing.	Identify reasons for under delivery.	Policy in general conformity with the NPPF, in particular,	MSGP Development Management policies and	Permission has been resolved to be granted subject to a Section 106 Agreement for an outline scheme for up to 225 dwellings (application ref. DC/16/01207/OUT).	It is anticipated that development will commence in 2022, although note that a reserved matters or full application will need to be approved first.

CSUCP Policy	Potential revision triggers (from Table 4 of the CSUCP)	Potential remedial actions including alternative to revising plan (from Table 4 of the CSUCP)	NPPF / PPG conformity issues	Other evidence /emerging policies in the MSGP / DAP	Performance against Plan target and objectives	Summary / conclusion
		Consider targeted action to address issues.	paragraphs 20, 23, 94 and 102	borough-wide designations will apply if necessary. Development is CIL liable.	The requirements of GV5 were reflected in the scheme (including the capacity of the site which has an upper limit). In particular, infrastructure to be delivered includes: Haggs Lane/Lamesley Road Roundabout – replacement of roundabout with signalised 4-way junction incorporating cycle and pedestrian facilities; Haggs Lane/Greenford Lane priority junction – introduction of signals; Coalhouse Roundabout – signalisation of A1 southbound off-slip approach and circulatory lanes, widening of Lamesley Road approach, widening on the Chowdene Bank approach to roundabout; A167 Newcastle Bank/Lamesley Road junction – widening on approach to Newcastle Bank from Lamesley Road with cycle improvements; purpose-built roundabout into site from Kibblesworth Bank; new bus stop; off site biodiversity enhancement; improved green infrastructure links; improvements to rights of way; landscaped and ecological buffers along site boundaries. In regard to the strategic infrastructure of local primary school provision, this would be covered by CIL.	
GV6 Ryton	Land is not developed for housing.	Identify reasons for under delivery. Consider targeted action to address issues.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 94 and 102	MSGP Development Management policies and borough-wide designations will apply if necessary. Development is CIL liable.	Permission has been resolved to be granted in March 2019, subject to Section 106 Agreements for two applications for two parts of the site (Bellway application ref. DC/16/00320/FUL, Taylor Wimpey application ref. DC/17/01376/FUL). The requirements of GV6 were reflected in the schemes including the capacity of the site which has an upper limit. In particular, infrastructure to be delivered is as follows: Future hedgerow management, landscape and ecological buffer along the southern boundary; improved flood management of surrounding area; off site biodiversity enhancement; improvements to the junction of Cushy Cow Lane and Stargate Lane; widening of Stargate Lane; new bus service serving the site; link-road through the site. In regard to strategic infrastructure through contributions to local primary school provision and upgrading to roundabouts on the A695, these would be covered by CIL.	It is anticipated that development will commence in 2020.
GV7 Sunnyside	Land is not developed for housing.	Identify reasons for under delivery.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 94 and 102	MSGP Development Management policies and borough-wide designations will apply if necessary.	Two sites allocated – GV7a (Sunnyside NE) and GV7b (Sunnyside SE). In regard to Sunnyside NE there has been slow progress in bringing the site forward due to multiple land ownership. For Sunnyside SE permission	It is anticipated that the development will be completed by 2022. For Sunnyside South East, permission granted for 1 less dwelling than the approximate number set out in GV7b.

CSUCP Policy	Potential revision triggers (from Table 4 of the CSUCP)	Potential remedial actions including alternative to revising plan (from Table 4 of the CSUCP)	NPPF / PPG conformity issues	Other evidence /emerging policies in the MSGP / DAP	Performance against Plan target and objectives	Summary / conclusion
		Consider targeted action to address issues.		Development is CIL liable.	was granted in November 2018 for 89 homes (ref. DC/18/00704/FUL). Site is now being built out by Avant Homes. The requirements of GV7 were reflected in the scheme that was granted. In particular, infrastructure to be delivered is as follows: Footpath link to Tanfield Railway path; extension of footpath on western side of Pennyfine Road; traffic calming scheme on Pennyfine Road; improvements to Tanfield Railway Path between Pennyfine Road and the A692; on-site and off-site biodiversity enhancement. In regard to strategic infrastructure through contributions to local primary school provision this would be covered by CIL.	
KEA2 South of Follingsby Lane	Significant lack of employment floorspace	Identify reasons for under delivery. Consider targeted action to address issues.	Policy in general conformity with the NPPF, in particular, paragraphs 20, 23, 80, 81, 82, 117 and 118	MSGP policies seek to support the implementation of development at Follingsby South, and the objectives of KEA2: MSGP2 Key Employment areas; MSGP4 Loss of Employment Land; MSGP31 Water Quality and River Environments.	The policy is being used in the development management process to bring forward distribution and logistics development at the site (see reference DC/18/00237/OUT) The policy is effective in guiding and testing proposals on the site including the implementation of an ecological buffer on the southern/eastern boundaries in association with the Follingsby Max development coming forward. The site now benefits from several permissions, allowing a range of potential development options to come forward, as the developer and the council seek to secure (an) occupier(s). Permissions include scope for a substantially greater quantity of employment floorspace (up to 225,000sqm) than the approximately 90,000sqm figure identified in KEA2, and also allow a relatively small amount of B2 use. Although these options differ from the policy, they are considered to allow development that accords with the Council's broad approach of supporting distribution and logistics development on the site, and allow greater flexibility, capable of attracting business occupiers.	In light of permissions granted for development on the site, the policy is considered to remain appropriate and effective.
DEL1 Infrastructure and Developer Contributions	Rate of delivery of new homes consistently below CS10. Persistent and significant under	Identify reason for under delivery. Consider targeted action to address issues.	The policy is in general conformity with the NPPF including paragraph 34, 57 and 62. It is noted that para 57 states that It is up to the applicant to demonstrate	MSGP Infrastructure Delivery Plan Update (2019) Gateshead Planning Obligations SPD (2016)	The policy has provided the context for other Local Plan documents and specific proposals in terms of infrastructure requirements, affordable housing where relevant and off-site and cumulative impacts.	Policy DEL1 is consistent with the NPPF which states viability can be a consideration where changes in circumstances have occurred that affect viability since the plan was adopted.

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	<p>delivery of employment floorspace.</p> <p>Significant decline in the provision of community, leisure and tourism developments.</p> <p>Significant decline in the vitality and viability of retail centres.</p> <p>Underperformance against the timescale for implementation of the IDP schemes.</p>	<p>Review viability assessments.</p> <p>Review delivery mechanisms</p> <p>Review IDP schemes.</p>	<p>whether particular circumstances justify the need for a viability assessment at the application stage, having regard to whether the Plan and viability evidence underpinning it is up to date.</p>	<p>Guidance Note for Developers on Viability Appraisal in Newcastle upon Tyne (January 2020)</p> <p>DAP Infrastructure Delivery Plan Update and Schedule (2018)</p> <p>Newcastle Planning Obligations SPD (2016)</p>	<p>In relation to viability the policy will be applied where the need for an assessment has been justified by the applicant (in accordance with the NPPF).</p> <p>Updated Planning Obligation SPDs will be consulted on in association with MSGP and DAP.</p>	<p>The policy allows for other material consideration to be taken into account and it will be for applicants to justify non-compliance with plan costs (in accordance with the NPPF and with reference to the viability evidence base underpinning the authorities' Local Plans)</p>

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Appendix 2: Data Monitoring Table

Ref	Topic Area	To Monitor	Monitoring Framework (data collection)
1	Population	Demographic change	Estimate of total population
2			Population by broad age group (0-15, 16-64 and 65 and over) in absolute terms, and as a proportion of the total
3	Employment	Economic activity	Business survival rate (annual VAT registrations minus de-registrations / 10,000 population)
4			Total number of jobs
5			Proportion of working-age residents in employment
6		Training agreements	Number of targeted recruitment and training agreements linked to development schemes, by type
7		Education and skills	
			Proportion of working age population qualified to at least NVQ level 3 equivalent
8		Employment land and premises	Employment floorspace
9	Employment land supply		Amount of employment land (ha) available by type and location
10	Retail	Retail developments	Approvals, completions and losses of retail developments, by location (in/edge/out-of-centre, and rural) and gross internal floorspace (m2)
11		Performance of retail	Vitality and viability health checks of centres, including: total units and total floorspace (m2), and % vacant units and % vacant floorspace
12			

			Loss of primary retail frontages in Urban Core
13	Leisure, Culture and Tourism	Community, leisure and tourism developments	Approvals, completions and losses of community, major sport, leisure and tourism developments, by location (in/edge/out-of- centre, and rural), type and size.
14		Tourist numbers	Number of overnight visitors in NewcastleGateshead
15			Number of visitors to major attractions
16	Existing Communities	Empty homes	Number of vacant dwellings, and as a proportion of total housing stock. By total vacant and vacant for more than six months.
17	Resident Satisfaction with homes	Resident satisfaction with homes	Resident satisfaction with (by location): Their home as a place to live The choice of housing in their area The quality of housing in their area
18	Housing Delivery	Housing developments (within trajectory)	Housing approvals, completions and losses by location, type, affordable and greenfield / brownfield (within trajectory showing net additional dwellings per year from the start of the plan period)
19		Housing land supply (within trajectory)	Housing land supply (within trajectory showing projected net additional dwellings to the end of the plan period)
20	Gypsy and traveller accommodation	Number of spaces provided	Net additional pitches provided in the reporting year, and total provision as a % of the identified need.
21	Transport and Accessibility	Accessibility of residential development	Amount of new residential development within 10, 20 and 30mins travel time by public transport to a GP, hospital, primary school, secondary school, large employer, food stores, major retail
22		Cycling trips	Number of cycling trips, indexed to base year

23		Traffic flows	Weekday traffic flows, river crossings and inner and outer Newcastle cordons
24		Commitment from new development to modal shift	Planning permissions granted with implementation of a travel plan as a condition of development, by location, type and size of development
25		Freight	Planning permissions granted within the Freight Management Area with implementation of a Delivery Service Plan
26		Public Transport Patronage	Number of passengers boarding and alighting the Metro and number of passengers boarding buses in the Urban Core
27		Car Parking	Short and long stay car parking provision in existing centres
28	Wellbeing and Health	Health trend	Rank of health deprivation and disability score, by local authority
29		Healthy lifestyles	
30		Satisfaction with area	Proportion satisfied with their area as a place to live, by location, age, gender and ethnicity
31		Air quality	Mean reading (24hr / annual average) for NO2 within AQMAs
32	Place-Making	Quality of place, including public realm	Significant buildings and housing scheme audit
33		Historic Built Environment	Change in the extent and quality of the historic built environment: Number of scheduled monuments, grade I, II*, II listed buildings, battlefields, historic parks and gardens, conservation areas and other heritage assets; Loss of, or addition to heritage assets Additions or removals from the risk register Recorded damage to heritage assets

34		Public art	Planning approvals for schemes which include provision of public art, by location and type
35	Climate Change	CO2 emissions	Per capita CO2 emissions
36		Renewable energy	Installed capacity of renewable energy generating development by type
37		Sustainability standards	% of new developments above relevant government scheme for sustainable development standards
38		Implementation of heat networks	Capacity of decentralised energy networks, by installed capacity, and committed capacity
39	Flooding and Water	Flooding / water quality	Number of planning permissions granted contrary to Environment Agency advice on grounds of flood risk or water quality
40			Number and proportion of completed new developments which will be at risk from fluvial, tidal surface water and sewer flooding indicated by the SFRA
41		Surface water management	Completed new developments which: incorporate SUDS discharge surface water to a watercourse discharge surface water to sewers and combined sewers
42	Green Infrastructure and the Natural Environment	Ecology	Changes in areas of ecological importance, comprising areas designated for their intrinsic ecological value, including sites of national, regional or local significance.
43		Allotments	
44		Water quality	% of river length assessed as fairly good or very good for chemical quality and biological quality, by river.
45		Open space quality	Proportion of residents satisfied with "Parks and green spaces"

46 47	Protecting the Green Belt	Green Belt	Green Belt additions and deletions Planning applications and permissions advertised as departures from Green Belt policies
48	Minerals and Waste	Mineral extraction	Planning applications and approvals for mineral extraction by type, projected quantity and location
49		Waste management	Amount (tonnes) of municipal waste arising, by management type and percentage of municipal waste sent to landfill
50			Licensed and projected capacity of waste management facilities (existing and approved), by type.
51	Delivery	Infrastructure Delivery	Annual update of the Infrastructure Delivery Plan
52		Viability	Median House price, by type Assumed office rents

Population

Indicator:	1. Estimate of total population		
Source:	ONS 2018-based mid-year estimates		
Target:	Combined population of more than 500,000 by 2030		
	Gateshead	Newcastle	Combined
2010	198,731	276,681	475,412
2011	200,349	279,092	479,441
2012	200,272	281,893	482,165
2013	200,098	285,821	485,919
2014	200,781	288,340	489,121
2015	201,724	290,764	492,488
2016	202,628	293,713	496,341
2017	202,419	295,842	498,261
2018	202,508	300,196	502,704
Summary:	ONS data indicate the Plan's population growth objective has been achieved		

Indicator:	2. Population by age group		
Source:	ONS 2018-based mid-year estimates		
Target:	Maintain or increase number of residents aged 16-64 (for each local authority)		
	Gateshead	Newcastle	Combined
2010	128,814	190,295	319,109
2011	129,423	193,331	322,754
2012	128,470	195,773	324,243
2013	127,805	196,933	324,738
2014	127,706	198,362	326,068
2015	128,206	200,275	328,481
2016	128,316	201,484	329,800
2017	127,939	204,802	332,741
2018	128,029	204,802	332,831
Summary:	ONS data indicate the number of working age residents in Gateshead has fallen slightly since 2010, but has increased in Newcastle.		

Employment

Indicator:	3. Business survival rate – net new businesses per 10,000 residents			
Source:	ONS Business Demography			
Target:	Improve business survival rate (for each local authority)			
	Gateshead	Rolling 3 year ave.	Newcastle	Rolling 3 year ave.
2010	-6.29	-	-3.07	-
2011	1.5	-	5.02	-
2012	-0.75	-1.85	3.19	1.71
2013	9.00	3.25	13.64	7.29
2014	7.47	5.24	7.11	7.98
2015	3.47	6.65	6.53	9.10
2016	5.18	5.37	5.96	6.53
2017	14.33	7.66	1.86	4.78
2018	5.43	8.31	4.16	3.99
Summary:	ONS data suggest an improvement in business survival since 2010			

Indicator:	4. Total number of (workplace) jobs		
Source:	Nomis (ONS jobs density)		
Target:	Increase the number of jobs (for each local authority)		
	Gateshead	Newcastle	Combined
2010	96,000	187,000	283,000
2011	101,000	190,000	291,000
2012	97,000	191,000	288,000
2013	96,000	190,000	286,000
2014	101,000	195,000	296,000
2015	106,000	199,000	305,000
2016	103,000	195,000	298,000
2017	104,000	205,000	309,000
Summary:	Workplace jobs have increased in both local authority areas		

Indicator:	5. Proportion of working-age residents (aged 16-64) in employment		
Source:	Nomis (ONS annual population survey, 12 months to March)		
Target:	Increase employment (for each local authority)		
	Gateshead	Newcastle	Combined
2010	67.8%	60.2%	63.3%
2011	67.5%	64.5%	65.7%
2012	64.9%	62.8%	63.6%
2013	66.6%	60.6%	63.0%
2014	69.0%	60.3%	63.7%
2015	72.2%	65.0%	67.9%
2016	73.3%	65.2%	68.3%
2017	71.8%	65.8%	68.1%
2018	73.8%	68.5%	70.6%
2019	74.2%	67.8%	70.3%
Summary:	Employment among working age residents has increased in both local authority areas		

Indicator:	6. Training agreements		
Source:	Local authority planning teams		
Target:	Increase number of agreements (for each local authority)		
	<p>Gateshead: contributions from four developments since 2010. Recruitment and training schemes may have been brought forward without the need for contributions</p> <p>Newcastle: 137 permissions or conditions since 2010 have required the submission of a Training and Employment Management Plan</p>		
Summary:	Both local authorities consider the Plan supports the delivery of recruitment and training agreements		

Indicator:	7. Proportion of residents trained to at least NVQ level 3 equivalent		
Source:	Nomis (ONS annual population survey)		
Target:	Increase skills (for each local authority)		
	Gateshead	Newcastle	Combined
2010	39.7%	48.8%	45.1%
2011	45.0%	54.7%	50.8%
2012	47.3%	54.2%	51.5%
2013	49.9%	55.2%	53.1%
2014	49.2%	56.4%	53.6%
2015	51.4%	57.5%	55.1%
2016	53.5%	60.8%	58.0%
2017	49.8%	60.9%	56.7%
2018	49.2%	61.3%	56.6%
Summary:	ONS data indicate skills have increased significantly in both local authority areas since 2010		

Employment land and premises

Indicator:		8. Employment floorspace (sqm completed floorspace)									
Source:		Local planning authorities									
Target:		Identify and allocate 150ha net developable employment land; provide a minimum of 512,000sqm of office floorspace (combined target)									
		2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total
Gateshead	B1a	11,541	7,264	5,096	3,579			69	223	2,994	30,766
	B1b	120					1,162	72		5,190	6,544
	B1c	198					1,162	895		872	3,127
	B1 total	11,859	7,264	5,096	3,579		2,324	1,036	223	9,056	40,437
	B2	1,146	1,812		1,129	330	2,913		3,387		10,717
	B8	3,618		3,642	1,627		4,661	1,897	2,723	1,044	19,212
	Total	16,623	9,076	8,738	6,335	330	9,898	2,933	6,333	10,100	70,366
Newcastle	B1a		8,647	15,016	3,499	19,190					46,352
	B1b		2,367		1,522						3,889
	B1c										-
	B1 total		11,014	15,016	5,021	19,190	5,658		4,940	8,245	69,084
	B2		22,619	7,842	6,500	1,827	932		984	213	40,917
	B8		2,078	1,350	631	1,648	933		1,744	1,624	10,008
	Total		35,711	24,208	12,152	22,665	7,523		7,668	10,082	120,009
Combined	B1a		27,452	20,112	7,078	19,190	-	69	223	2,994	77,118
	B1b		2,487		1,522	-	1,162	72	-	5,190	10,433
	B1c		198	-	-	-	1,162	895	-	872	3,127
	B1 total		30,137	20,112	8,600	19,190	7,982		6,199	17,301	109,521
	B2		25,577	7,842	7,629	2,157	3,845		4,371	-	51,634
	B8		5,696	4,992	2,258	1,648	5,594		6,364	2,668	29,220
	Total		61,410	32,946	18,487	22,995	17,421		16,934	20,182	190,375
Summary:	The CSUCP employment land requirement does not easily translate into an annualised floorspace target which performance can be compared against, but trends in the provision of employment floorspace have been broadly positive.										

Indicator:	9. Employment land supply (allocated sites, area in hectares)		
Source:	Local planning authorities		
Target:	Maintain an adequate employment land portfolio to 2030 (combined target)		
	Gateshead	Newcastle	Combined
Urban Core sites	10.7	11.04	21.74
Other allocations	50.1	58.91	109.01
Total	60.8	69.95	130.75
<p>Nb. Supply as set out in the Councils' 2017/18 Annual Monitoring Reports. When proposed allocations in emerging MSGP and DAP are considered, employment land supply amounts to around 68ha in Gateshead, 89ha in Newcastle.</p>			
Summary:	Both local authority areas are able to identify a sufficient supply of employment land, capable of meeting identified needs.		

Retail

Indicator:	10. Retail developments		
Source:	Local planning authorities		
Target:	Focus retail development in centres, in keeping with retail hierarchy (for each local authority)		
<p>Investment in and improvement of centres within Gateshead's and Newcastle's retail hierarchy remains a priority to ensure that community facilities remain viable and offer an appropriate range of shops and services.</p>			
<p>In Gateshead a number of schemes have come forward during the plan period including:</p> <ul style="list-style-type: none"> - The redevelopment of Trinity Square in Gateshead centre including new supermarket, other units, student accommodation and a new public square; and a new Vue multiplex cinema (4,290sqm) and two restaurants (each 1,891sqm) - Development and redevelopment including new food store provision in Blaydon, Felling, Birtley, Ravensworth Road, Pelaw and Wrekenton centres - Outside of the hierarchy schemes have come forward: <ul style="list-style-type: none"> - to support the role of the Metrocentre including the Metroasis retail and food scheme at Hollinside Road and the refurbishment and reconfiguration of the former Mediterranean Village for food and drink uses primarily, including an additional 1,370sqm - the insertion of a 1,754sqm mezzanine floor at Unit 7, Retail World in Team Valley, and the erection of new A1 and A3 units and Tenth Avenue West 			
<p>In Newcastle a number of schemes have come forward during the plan period including:</p> <ul style="list-style-type: none"> - The redevelopment of Eldon Square to include a new restaurant quarter providing 21 new catering units within the current Sidgate and High Friars Malls - A Lidl store on the edge of Shields Road at Walkergate local centre - 1,532 square metres Aldi food stores developed at Edgefield Avenue and at Walker Road local centre - Marks and Spencer's Simply Food Convenience Store opened in Gosforth in 2014 - 2,165sqm of retail floorspace A1/A3 completed as part of a scheme to convert the former Co-Operative at Newgate Street 			

<ul style="list-style-type: none"> - An application at the Cloth Market approved to create a mixed use development - A development of 50 shipping containers to create a 2 story mixed use development comprising of retail (Class A1), restaurant/cafe (Class A3) bars (Class A4) built at the former Odeon Cinema site at Pilgrim Street 	
Summary:	Retail policies are being applied effectively to relevant proposals, with existing centres providing a focus for new development coming forward.

Indicator:	11. Performance of retail (% vacant units)	
Source:	Local planning authorities	
Target:	Improve vitality and viability of designated centres (for each local authority)	
	Gateshead	Newcastle
2010/11	12.0%	13.5%
2011/12	14.2%	13.5%
2012/13	12.7%	12.4%
2013/14	17.2%	16.1%
2014/15	15.2%	12.5%
2015/16	15.8%	13.7%
2016/17	15.8%	11.6%
2017/18	8.9%	8.4%
2018/19	14.4%	9.8%
Summary:	Vacancy rates have fluctuated in both areas, with little overall change in Gateshead, and some decline in Newcastle	

Indicator:	12. Loss of primary retail frontage	
Source:	Local planning authorities	
Target:	Minimise loss of primary retail frontage (for each local authority)	
<p>The CSUCP designates primary retail frontage in both Newcastle’s Retail Centre and Gateshead’s Primary Shopping Area (PSA) as addressed in policies NC1 and GC1. Whilst the extent of primary retail frontage is not monitored specifically, retail surveys are carried out on at least an annual basis and proposals for change of use within these areas are assessed in terms of the resulting impact on the extent of primary retail frontage and the vitality and viability of the centre.</p> <p>The policies are therefore applied effectively during the development management process with evidence that related decisions are being upheld at appeal.</p>		
Summary:	There has been no loss of primary retail frontage.	

Leisure, culture and tourism

Indicator:	13. Community, leisure and tourism developments
Source:	Local planning authorities
Target:	Improve provision of facilities (for each local authority)
<p>This indicator is defined as the approvals, completions and losses of community, major sport, leisure and tourism developments, by location (in/edge/out of centre, and rural), type, and size.</p> <p>For Gateshead relevant proposals include:</p> <ul style="list-style-type: none"> • Jump arena Trampoline centre was opened in 2017 at Delta Bank Road • Change of use of a former go kart track (sui generis) to an indoor trampoline park (D2) also in 2017 at Forge Road (3,550sqm) • Great Exhibition of the North – temporary permission was granted (December 2017) to create a temporary urban garden at Hillgate Quay including the placing and stacking of 90 steel shipping containers for a mix of uses, which including A1, cafes and restaurants, bars, galleries etc...Permission will expire on 13th December 2022 • The Land of Oak and Iron Visitor Centre and cafe at Winlaton opened in 2018 • Erection of special education needs primary school for 170 pupils at Shipcote Lane <p>For Newcastle relevant proposals include:</p> <ul style="list-style-type: none"> • A wedding, exhibition and conference venue at Pendower Hall • A 4 screen cinema at Grey Street • A mixed use development at the Cloth Market which includes a cinema and nightclub • A number of sport and leisure facilities have been approved such as a 3 storey sports hall at Richardson Road and an indoor trampoline park and adventure centre at Benfield Business Park. • At Science Central a learning and teaching centre, has been approved, as well as a National Innovation Centre for Ageing and Data. • There have been other educational facilities approved including the provision of a new school to replace an existing school at Dinnington and a new teaching block at the Royal Grammar School. 	
Summary:	The policies relating to community, leisure and tourism developments are being applied effectively to relevant proposals

Indicator:	14. Tourist numbers (overnight visitors)																				
Source:	NewcastleGateshead Initiative																				
Target:	Increase number of visitors from 2010 levels (combined)																				
	<table border="1"> <thead> <tr> <th></th> <th>Gateshead and Newcastle visitors combined (millions)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>1.65</td> </tr> <tr> <td>2011</td> <td>1.72</td> </tr> <tr> <td>2012</td> <td>1.97</td> </tr> <tr> <td>2013</td> <td>1.93</td> </tr> <tr> <td>2014</td> <td>1.92</td> </tr> <tr> <td>2015</td> <td>1.96</td> </tr> <tr> <td>2016</td> <td>2.10</td> </tr> <tr> <td>2017</td> <td>2.14</td> </tr> <tr> <td>2018</td> <td>2.22</td> </tr> </tbody> </table>		Gateshead and Newcastle visitors combined (millions)	2010	1.65	2011	1.72	2012	1.97	2013	1.93	2014	1.92	2015	1.96	2016	2.10	2017	2.14	2018	2.22
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2016	2.10																				
2017	2.14																				
2018	2.22																				
Summary:	Visitor numbers have increased significantly since 2010																				

Indicator:	15. Visitors to major attractions																				
Source:	NewcastleGateshead Initiative																				
Target:	Increase number of visitors from 2010 levels (combined)																				
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2017	4.49																				
2018	4.39																				
Summary:	Visitor numbers have increased significantly since 2010																				

Existing communities

Indicator:	16. Empty homes								
Source:	Local planning authorities								
Target:	Reduction of total vacancy to 3% (for each local authority)								
	Gateshead				Newcastle				
	Total vacant		Long-term vacant		Total vacant		Long-term vacant		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
2010	4,204	4.5%	2589	2.8%	4,502	3.7%	1,883	1.5%	
2011	4,020	4.3%	2413	2.6%	4,882	3.9%	2,658	2.1%	
2012	4,090	4.4%	2643	2.8%	5,075	4.1%	2,811	2.3%	
2013	4,145	4.5%	2,593	2.8%	4,398	3.5%	2,021	1.6%	
2014	3,726	4.0%	1,983	2.1%	4,920	3.9%	2,360	1.9%	
2015	3,240	3.5%	1,709	1.8%	4,380	3.5%	2,159	1.7%	
2016	3,177	3.4%	1,592	1.7%	3,551	2.8%	1,551	1.2%	
2017	3,431	3.7%	1,660	1.8%	4,769	3.7%	2,572	2.0%	
2018	3,642	3.8%	1,353	1.4%	4,952	3.8%	2,561	1.9%	
2019	3,109	3.2%	1,231	1.3%	5,410	4.1%	2,674	2.0%	
Summary:	In 2019 vacancy was 3.2% in Gateshead and 4.1% in Newcastle. In Newcastle the vacancy rate had reduced to 2.8% by 2016, however a recent increase in vacancy is attributable to the increased pace of delivery of purpose-built student accommodation and built to rent accommodation in recent years. It is likely that the market will settle as demand adjusts to this increased supply, with overall vacancy rates falling to 3% or below.								

Indicator:	17. Residents' satisfaction with homes								
Source:	Residents' surveys								
Target:	Satisfaction at or above 2012 levels (for each local authority)								
	<p>This indicator sought to provide information from the Council's residents' survey regarding satisfaction with: (a) their home as a place to live; (b) the choice of housing in their area, and; (c) the quality of housing in their area. A review of the content of residents' surveys has highlighted that the questions (b) and (c), relating to satisfaction with housing in the area (rather than the respondent's own home) are highly dependent upon a respondents' awareness of the local housing market, and consequently may not provide a valid and objective assessment of housing conditions, or of resident's views.</p> <p>The 2017 Gateshead and Newcastle Strategic Housing Market Assessment (SHMA) provides an assessment of housing need in Gateshead, including affordable housing need and the needs of specific groups.</p>								
Summary:	Evidence from the 2017 SHMA provides a better measure of housing needs and preferences in Gateshead and Newcastle. It broadly supports the CSUCP's policy approach to the range and choice of housing provided in Gateshead and Newcastle.								

Indicator:	18. Housing developments (within trajectory)					
Source:	Local authority planning teams					
Target:	Rate of delivery as set out in CS10 (for each local authority)					
	Gateshead			Newcastle		
	Net completions	CSUCP target (net dpa)	Affordable (gross)	Net completions	CSUCP target (net dpa)	Affordable (gross)
2010/11	221	96	37	140	280	190
2011/12	197	96	131	293	280	144
2012/13	278	96	75	-103	280	123
2013/14	90	96	169	506	280	97
2014/15	73	96	187	743	280	289
2015/16	251	484	98	762	960	134
2016/17	269	484	61	1,005	960	325
2017/18	161	484	64	950	960	447
2018/19	394	484	60	2,606	960	207
Summary:	<p>Gateshead net completions have fallen below the CSUCP requirement in recent years, but Newcastle's net completions were cumulatively on-target by 2014/15. Increases in delivery in 2018/19 are attributable to assumed releases of homes as a result of continued completions of student accommodation in Newcastle.</p> <p>Please note completions data from 2018/19 onwards in Newcastle will include an assumed release of homes as a consequence of student accommodation completions as well as new build and changes of use. This is because the assumed reduction in the homes target in Newcastle (CS10) (phases 2010-20) for student accommodation completions was met in 2017. A delay of one year between student accommodation completions and assumed release of homes into the market has been applied, thus the increase in delivery first features in the 2018/19 monitoring data.</p> <p>Both local authority areas have met the minimum requirement for affordable housing.</p>					

Indicator:	19. Housing land supply (within trajectory)		
Source:	Local planning authorities		
Target:	Provision to meet identified need (for each local authority)		
	Five Year Housing Land Requirement and Supply Data	Newcastle	Gateshead
	Cumulative oversupply/undersupply (dwellings)	1,663	-105
a	Five year requirement + Buffer (5% Newcastle/ 20% Gateshead)	3,798	4,566
b	The estimated five year supply in dwellings (inc. assumed windfall)	6,330	3,989

Five Year Housing Land Supply Calculation			
c	Five year supply as a percentage of requirement (including buffer)	167%	87%
d	Five year supply (in years)	8.33	4.37
Summary:	Newcastle is able to demonstrate in excess of eight years' supply of deliverable housing sites. Gateshead's supply of deliverable housing sites currently amounts to less than five years.		

Gypsy and traveller accommodation

Indicator:	20. Number of gypsy and traveller pitches provided
Source:	Local planning authorities
Target:	Provision to meet identified need (for each local authority)
<p>Gateshead: In 2011 work completed extending an existing site, located at Baltic Road Felling, by six pitches to provide total capacity for 20. The site at Baltic Road is the only gypsy and traveller site in Gateshead, and no further expansion has been carried out. A Gypsies, Travellers and Travelling Showpeople Needs Assessment has been produced and found no increased demand for pitches by recognised Gypsies and Travellers however over the plan period to 2030 the report suggested a need to provide an additional two pitches to reflect population growth rates in Gateshead.</p> <p>Newcastle: Newcastle currently has no gypsy and traveller pitches on managed sites. The Gypsies, Travellers, and Travelling Showpeople Needs Assessment (2017) found no need for gypsy and traveller provision in Newcastle. There is no immediate need for a transit site to be provided in Newcastle.</p>	
Summary:	Identified needs for gypsy and traveller pitches are being met

Transport and accessibility

Indicator:	21. Accessibility of residential development
Source:	Local planning authorities
Target:	Optimise accessibility of new residential development (for each local authority)
<p>This indicator provides an assessment of the accessibility (measured by public transport travel time) of new residential development to a range of facilities and services. Supporting development in sustainable locations is a fundamental objective for plan-making, represented in the CSUCP. However, this indicator provides detailed information where performance is affected not just by the location of residential development, but by the availability and frequency of public transport services, and the availability of facilities.</p>	

The indicator also provides a relatively narrow indication of accessibility which does not consider the broader sustainability of development (in terms of meeting the needs of new and existing residents), and where performance in a single year can be affected by development at a small number of large sites. Other CSUCP monitoring indicators related to transport (traffic flows, public transport patronage etc.) provide an effective measure of development accessibility.

Summary: Other CSUCP indicators provide an effective measure of development accessibility

Indicator:	22. Cycling trips, indexed to 2010	
Source:	Local authority transport planning teams	
Target:	Increase number of cycling trips (for each local authority)	
	Gateshead	Newcastle
2010	100	100
2011	112	101
2012	125	103
2013	136	106
2014	122	111
2015	127	116
2016	126	127
2017	126	131
2018	133	138
Summary:	Numbers of cycling trips have increased significantly since 2010 in both areas	

Indicator:	23. Traffic flows, indexed to 2010			
Source:	Local authority transport planning teams			
Target:	Minimise traffic flows (for each local authority)			
	Gateshead		Newcastle	
	Inner cordon	River crossings	Inner cordon	River crossings
2010	100	100	100	100
2011	100	100	100	101
2012	96	99	99	102
2013	96	97	98	103
2014	97	98	99	104
2015	100	98	101	106
2016	99	95	101	107
2017	96	99	100	109
2018	93	95	100	110
2019			97	107

Summary:	Traffic flows have reduced slightly in Gateshead, but increased slightly on Newcastle river crossings. Newcastle carry out manual cordon counts for traffic flows at: Tyne Bridge, High Level Bridge, Swing Bridge, Redheugh, Scotswood, Tyne Tunnel and Balydon. Gateshead carry out automatic cordon counts for traffic flows focusing on the central bridges; Tyne Bridge, High Level, Swing Bridge and Redheugh.
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Indicator:	24. Planning permissions with implementation of a travel plan as a condition of development															
Source:	Local planning authorities															
Target:	Increase number of travel plans associated with new developments (for each local authority)															
	<table border="1"> <thead> <tr> <th></th> <th>Gateshead</th> <th>Newcastle</th> </tr> </thead> <tbody> <tr> <td>2015/16</td> <td>26</td> <td>21</td> </tr> <tr> <td>2016/17</td> <td>23</td> <td>15</td> </tr> <tr> <td>2017/18</td> <td>25</td> <td>13</td> </tr> <tr> <td>2018/19</td> <td>32</td> <td>20</td> </tr> </tbody> </table>		Gateshead	Newcastle	2015/16	26	21	2016/17	23	15	2017/18	25	13	2018/19	32	20
	Gateshead	Newcastle														
2015/16	26	21														
2016/17	23	15														
2017/18	25	13														
2018/19	32	20														
Summary:	Both local authorities consider the Plan supports the increased implementation of travel plans															

Indicator:	25. Planning permissions within the Freight Management Area with implementation of a Delivery Service Plan										
Source:	Local planning authorities										
Target:	Minimise number of relevant planning permissions without a Delivery Service Plan (applicable to Newcastle only)										
	<table border="1"> <thead> <tr> <th></th> <th>Newcastle</th> </tr> </thead> <tbody> <tr> <td>2015/16</td> <td>1</td> </tr> <tr> <td>2016/17</td> <td>3</td> </tr> <tr> <td>2017/18</td> <td>9</td> </tr> <tr> <td>2018/19</td> <td>11</td> </tr> </tbody> </table>		Newcastle	2015/16	1	2016/17	3	2017/18	9	2018/19	11
	Newcastle										
2015/16	1										
2016/17	3										
2017/18	9										
2018/19	11										
Summary:	Newcastle City Council considers the Plan supports the implementation of Delivery Service Plans										

Indicator:	26. Public transport patronage – number of passengers boarding and alighting in the Urban Core
Source:	Local planning authorities
Target:	Increase levels of public transport patronage (for each local authority)

	PT passenger journeys in Tyne and Wear per annum (millions)	Metro boardings and alightings in the Urban Core (millions)
2010/11	183.3	27.7
2011/12	178.7	26.1
2012/13	178.4	26.3
2013/14	172.6	24.4
2014/15	172.3	26.1
2015/16	170	28.1
2016/17	167.9	26.1
2017/18	157.6	25.4
2018/19	158.4	25.2

Summary: Public transport patronage has declined, likely due to a combination of factors which are part of a wider (national) trend.

Indicator:	27. Car parking – short and long-stay parking provision in existing centres					
Source:	Local authority transport teams					
Target:	Minimise long-stay parking, maximise short-stay (for each local authority)					
	Gateshead		Newcastle			
			Short stay		Long stay	
	Short stay	Long stay	on-street	off-street	on-street	off-street
2015/16	145	2,035	1,033	293	1,063	5,271
2016/17	145	2,035	1,033	293	1,063	5,271
2017/18	145	2,035	1,094	311	1,217	5,274
2018/19	145	2,590	1,050	329	1,212	5,508

Summary: Increase in long-stay parking in Gateshead, small increase in short-stay parking in Newcastle

Wellbeing and health

Indicator:	28. Rank of health deprivation and disability score, by local authority		
Source:	Indices of Deprivation		
Target:	Improve health ranking (for each local authority)		
	Gateshead	Newcastle	
2010	17	N/A	
2015	23	22	
2019	24	30	

Summary:	IMD data indicates an improving health rank
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Indicator:	29. Adult participation in sport at least once per week (% total population)	
Source:	Active People Survey (Sport England)	
Target:	Increase participation (for each local authority)	
	Gateshead	Newcastle
2010/11	30.8%	32.2%
2011/12	39.6%	38%
2012/13	37.4%	37%
2013/14	31.5%	37.7%
2014/15	26.4%	37.8%
2015/16	29.7%	35.2%
<p>In 2015/16 Sport England launched the Active Lives Survey, which includes a measure of the amount of exercise carried out by residents each week (below). The new survey does not collect data that would allow us to continue to measure adult participation in sport.</p>		
	Gateshead	Newcastle
2015/16	74.2%	76.9%
2016/17	71.3%	77.2%
2017/18	74.3%	75.4%
2018/19	67.5%	75.4%
Summary:	Survey data indicate little change in sports participation, but a slight decrease in physical activity	

Indicator:	30. Residents' satisfaction with their area as a place to live	
Source:	Residents' survey	
Target:	Satisfaction at or above 2012 levels (for each local authority)	
	Gateshead*	
2012	64.50%	
2016	75%	
2018	64%	
<p>*In 2016 Gateshead Council switched from postal residents' surveys to an online survey format.</p> <p>Results from the Newcastle residents survey (2017) indicates that satisfaction with the home is a key factor in someone being happy with their local area as a place to live. Two-thirds of respondents (66%) feel they strongly belong to their local area; this finding is unchanged compared to the 2015 findings. Three-quarters (76%) of respondents are satisfied with their area as a place to live, whilst 18% are dissatisfied. This represents a fall in satisfaction (and increase in dissatisfaction) compared to 2015.</p>		
Summary:	Newcastle no longer carries out annual residents surveys	

Indicator:	31. Air quality – mean reading (24hr / annual average) for NO2 within Air Quality Management Areas
Source:	Local authority environmental health teams
Target:	Maintain or improve air quality (for each local authority)
<p>Gateshead: The town centre Air Quality Management Area (AQMA) was declared in 2005 due to exceedances of the NO2 annual mean objective (set at 40 µg/m3). NO2 levels in the AQMA have been compliant for 7 years or so (the ‘worst’ sites peaking at around 38 µg/m3), and concentrations have generally continued to fall at residential locations within the AQMA. Consequently, Defra recently suggested reviewing the extent of the AQMA. NO2 levels remain compliant at all measured locations outside of the AQMA. Levels of particulates (PM10 and PM2.5) remain stable and comfortably below UK, EU and WHO objectives both inside and outside of the AQMA.</p> <p>The UK Government operates an extensive national monitoring network, reporting results to the European Commission. Gateshead was identified as an area where modelled levels of NO2 would continue to exceed the statutory annual mean objective level on its strategic road network beyond 2020, possibly necessitating the declaration of a Clean Air Zone (CAZ). The areas in question (A167 Tyne Bridge and A1 Swalwell/Dunston) are not areas where there is relevant public exposure requiring action under Local Air Quality Management requirements (i.e. residential). Monitoring carried out to date as part of the CAZ study show roadside noncompliance on and immediately adjacent to the Tyne Bridge (typically in the range of 40-45 µg/m3).</p> <p>Newcastle: the main pollutant of concern is nitrogen dioxide emissions, with the primary source being from road vehicle exhaust. Newcastle City Council currently have two air quality management areas due to monitored exceedances of the UK annual mean nitrogen dioxide (NO2) objective in the City centre (2008) and Gosforth (2008) areas. NO2 levels in both air quality management areas continue to be above legal maximums, with the main source being from road traffic. Levels of particulate matter (PM) continue to be below UK/EU limits.</p> <p>Newcastle, in conjunction with Gateshead and North Tyneside councils, was identified by the UK Government as potentially having persistent exceedances of EU NO2 limits. These limits are based around concentrations, rather than exposure (as in air quality management areas). The particular roads of concern for this are the A1 and A167/A167(M), where there is limited immediate residential exposure. Following extensive work, the Council in January 2020 agreed to submit a proposal for a Clean Air Zone Class C (covering buses, taxis, HGVs and LGVs) in central Newcastle and Gateshead, to be introduced in 2021. This scheme, if introduced, would have significant positive impacts on air quality within the Clean Air Zone and beyond. The Councils monitoring network is used to ensure that results from our air quality modelling are realistic and will be used to monitor the effectiveness of the Clean Air Zone.</p>	
Summary:	Readings suggest a decline in Gateshead AQMAs, with little change in Newcastle AQMAs

Place-making

Indicator:	32. Significant buildings and housing schemes audit
Source:	Local planning authorities
Target:	Increase quality of completed developments, as measured through audit (for each local authority)
<p>Gateshead: Due to limited resources, the Council has not carried out any quality audits of completed developments since the Plan's adoption in 2015. However, it is relevant to note several projects in Gateshead have won design awards, including:</p> <ul style="list-style-type: none"> • Proto: the emerging technology centre won several national awards, including Chartered Association of Building Engineers (CABE) Extension Award, 2019, and a Gold (Community Use) Award from the Green Organisation, Green Apple Award for the Built Environment & Architectural Heritage 2019 • Land of Oak and Iron Heritage Centre won a New Build Award from CABE in 2019 • Ravensworth Road redevelopment won RICS North East Regeneration Project of the Year in 2019. <p>Newcastle: The council has not carried out any quality audits of residential developments since the Plan's adoption in 2015. However, the award winner of the 2017 Lord Mayor's Design Awards was Newcastle High School for Girls. The Lord Mayor was particularly impressed with the investment in the education of the city's children demonstrated by this scheme. 31 Another winner included the New Building award to the Live Theatre, a sustainability award to the Urban Sciences Building, and the conservation award went to the Boiler Shop.</p>	
Summary:	Both councils consider the Plan provides appropriate support to high quality design in new developments.

Indicator:	33. Change in the extent and quality of the historic built environment
Source:	Heritage at Risk Register (English Heritage)
Target:	Minimise loss of, or damage to heritage assets; minimise additions to, and increase removals from the risk register (for each local authority)
<p>Gateshead: The 2010 Heritage at Risk Register identified 6 buildings and structures and 3 scheduled monuments as being at risk, as well as a joint Gateshead/Newcastle entry for Newburn Battlefield. This did not change until 2014, when one conservation area was added along with a joint Gateshead/Sunderland entry for Bowes Railway. In 2015, one scheduled monument was removed, leaving 2 on the register. In 2016 2 new scheduled monuments were added and the next addition was the Church of St Chad (Listed Place of Worship Grade 2). There have been no changes to this since 2017.</p> <p>Newcastle:</p> <p>A comparison of the HAR registers for 2010 and 2019 shows that the number of at-risk buildings and structures subject to the secular planning system has gone down. A notable success last year was the removal of the Grade I listed All Saints' Church from the register. This landmark historic building was previously vacant</p>	

	<p>and managed by the Council, but has been returned to its ecclesiastical use on a long-term lease and sensitively refurbished.</p> <p>The overall increase in the number of entries on the HAR register mainly reflects the inclusion of a number of churches owned by religious organisations, reflecting efforts by Historic England to target funding opportunities.</p>
Summary:	Changes in the number of entries in the Heritage at Risk Register for both local authority areas are a consequence of activities / trends operating outside the influence of CSUCP policies. Policy CS15 (Place-Making) continues to be applied by both local authorities to support and safeguard the historic environment.

Indicator:	34. Planning approvals for schemes which include provision of public art
Source:	Local planning authorities
Target:	Increase provision of public art (for each local authority)
<p>Gateshead: Public art installations have been delivered within new developments or supported by contributions from developments. Between 2010 and 2015 these include installations within Riverside Park, artworks provided within Gateshead Housing Company developments e.g. Kibblesworth and also the 'halo' artwork at Trinity Square. In 2016/17 there was a further piece of public art added at Chase Park as a continuation of the 'marking the ways' project. There is an ongoing scheme adjacent to the railway underpass near Armstrong Street, Bensham.</p> <p>Newcastle: The Council has been encouraging new developments in strategically important locations – including strategic transport projects – to include public art. This has delivered artwork at the Urban Sciences Building as well as at an underpass at the Cowgate Junction in 2015/16. In the following monitoring period (2016/17), the Bewick Court mural was included as part of the transformation of John Dobson street in efforts to make the area more attractive for people and business. In 2017/18, there were no additional schemes.</p>	
Summary:	New installations continue to be provided in Gateshead and Newcastle

Climate change

Indicator:	35. Per capita CO2 emissions (Kt CO2 per annum)	
Source:	Local authority environmental health teams (from BEIS / ONS)	
Target:	20% CO2 reduction (for each local authority)	
	Gateshead	Newcastle
2010	7.2	6.6
2011	6.5	6.0
2012	6.7	6.2
2013	6.6	6.0
2014	6.0	5.2
2015	5.7	5.0
2016	5.5	4.7
2017	5.3	4.4

Summary:	Both local authority areas have exceeded the 20% target by 2015
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Indicator:	36. Installed capacity of renewable energy generating development, by type				
Source:	Local planning authorities				
Target:	Increase provision of renewable energy generating development (for each local authority)				
	Gateshead			Newcastle	
	Domestic Solar PV	Non-Domestic solar PV	Domestic Wind	Domestic Solar PV	Non-Domestic solar PV
	Total (cumulative) Number/Estimated capacity Kw			Total (cumulative) Number/Estimated capacity Kw	
Pre April 2015				1,693 (4,786)	148 (1,444)
2015/16	1,641 (5,421)	104 (2,122)	1 (10)	2,069 (6,390)	606 (2,984)
2016/17	1,690 (5,577)	105 (2,141)	1 (10)	2,139 (6,658)	651 (4,187)
2017/18	1,749 (5,841)	114 (2,988)	1 (10)	2,185 (6,789)	708 (4,331)
2018/19	1,768 (6028)	115 (3011)	1 (21)	2,232 (6,949)	714 (4,506)
Summary:	Installations of renewable energy generating development have increased since the plan's adoption				

Indicator:	37. Proportion of new developments above relevant government scheme for sustainable development standards				
Source:	Local planning authorities				
Target:	No target set				
<p>Policy CS16 of the submission draft CSUCP required development to deliver a good level of sustainability, and made reference to the Code for Sustainable Homes (CSH) and Building Research Establishment Environmental Assessment Method (BREEAM) as measures of the sustainability of buildings. Following submission of the CSUCP, the Government progressed a review of sustainability standards applying to new developments, highlighting the potential to withdraw or replace the requirements of CSH and BREEAM. In consequence, policy CS16 of the adopted CSUCP removed specific reference to CSH and BREEAM.</p> <p>In March 2015 the Government withdrew CSH and BREEAM, and integrated some performance standards into Building Regulations and further enhancements to Building Regulations standards are expected to be introduced later this year.</p> <p>In 2019, the councils both declared a Climate Emergency which committed to make Newcastle and Gateshead local authority areas carbon neutral by 2030. The councils are currently developing ambitious programmes of interventions that will take advantage of opportunities to influence through the Councils# full range of policies, programmes, projects and services.</p>					

<p>Newcastle: On 3 April 2019, the council declared a Climate Emergency to make Newcastle carbon neutral by 2030. The council is currently developing an ambitious programme of interventions of what we as a council can influence through out policies, programmes, projects and services.</p> <p>Planning has prepared guidance to be used in Development Management to provide guidance on the approach to sustainable design and construction for residential, non-residential and mixed-use developments in accordance with the requirements set out in Policy CS16 (Climate Change) of the Core Strategy and Urban Core Plan (CSUCP).</p>	
Summary:	Sustainability standards have been withdrawn, with some elements incorporated into building regulations.

Indicator:	38. Capacity of decentralised energy networks, by installed capacity, and committed capacity
Source:	Local planning authorities
Target:	Increase provision of decentralised energy networks (for each local authority)
<p>Gateshead: Operated by Gateshead Energy Company, a mixture of residential and commercial properties are served with low carbon heat from Gateshead Energy Centre on Quarryfield Road since March 2017. Commercial customers including Gateshead College, The Sage Gateshead and Baltic Centre for Contemporary Art have been served with power via a dedicated high voltage electricity network since October 2016. This network, over the last year, was then further extended to also include Gateshead Leisure Centre, Gateshead Library and the Prince Consort Offices. The dedicated electricity network has already been extended east to serve two further Council Depots with electricity. The low carbon heat network has also been extended to additional high-rise buildings in the town centre.</p> <p>An ERDF funded project, to bring Plastic Pipes to the UK Market, has extended the network to a cluster of public buildings around Gateshead Leisure Centre and Shipley Art Gallery. The extension left provision for a new school and was completed in August 2018.</p> <p>Newcastle: Since 2010, work has commenced on two decentralised energy networks: Newcastle City Council has entered into a long-term partnership with developers Barratt and Keepmoat, to deliver 1,800 new houses at Scotswood in Newcastle. The project includes the delivery of a district energy scheme from the development, which is now under construction in partnership with Energy firm Eon.</p> <p>A District Energy Centre at the Newcastle Helix Site was opened in January 2020. This facility uses a 5km network of underground pipes to supply heating and cooling to 10 buildings and up to 450 homes planned on the site. This site has a natural gas fired combined heat and power unit that generates cost effective low carbon energy. A chilled water and private electricity network will provide cooling in warmer months and electricity to the buildings.</p> <p>The revised Forth Yards Opportunity Site Development Framework, adopted by the council in January 2020 requires developments to demonstrate how the energy</p>	

hierarchy has been followed, working with a district energy provider to consider developing a district energy system.

Summary:	Decentralised energy schemes are being implemented in Gateshead and Newcastle, broadly as anticipated by the Plan.
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Flooding and water

Indicator:	39. Number of planning permissions granted contrary to Environment Agency advice on grounds of flood risk or water quality																
Source:	Environment Agency																
Target:	Minimise number of permissions granted contrary to EA advice (for each local authority)																
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2016/17	4 (objections withdrawn)	0															
2017/18	2 (objections withdrawn)	0															
2018/19	3 (objections withdrawn)	0															
Summary:	Where the Environment Agency has objected to proposals on grounds of flood risk or water quality, their concerns have been addressed through the Development Management process, indicating the Plan's approach is appropriate.																

Indicator:	40. Number and proportion of completed new developments which will be a risk from fluvial, tidal surface water and sewer flooding indicated by the SFRA	
Source:	Local planning authorities	
Target:	Minimise new development at risk of flooding indicated by the SFRA (for each local authority)	
	<p>It is not practical to assess the number or proportion of completed individual units (dwellings or commercial units) which will be at risk of flooding as indicated in the SFRA. Accordingly, information contributing to the monitoring of this indicator has considered sites, rather than individual units.</p> <p>No housing developments in Gateshead and Newcastle with units completed since the adoption of the CSUCP will be at high risk of tidal and fluvial flooding based on the SFRA.</p>	
Summary:	No units completed contrary to SFRA advice	

Indicator:	41. Completed new developments which: incorporate SuDS discharge surface water to a watercourse, or; discharge surface water to sewers and combined sewers	
Source:	Local planning authorities	
Target:	Minimise and control surface water runoff according to hierarchy (for each local authority)	
	<p>The Councils' AMRs report on the implementation of SuDS features largely on a site-specific basis, which does not translate easily to the monitoring of trends. Notwithstanding this, evidence from the implementation of schemes (rather than from planning approvals which may not be implemented) indicates that the Councils are able to apply the requirements of the drainage hierarchy in policy CS17.</p>	
Summary:	The objectives of the drainage hierarchy are being met	

Green infrastructure and the natural environment

Indicator:	42. Changes in areas of ecological importance, comprising areas designated for their intrinsic ecological value, including sites of national, regional or local significance																																
Source:	Local authority natural environment teams																																
Target:	Minimising adverse impacts on areas of ecological importance																																
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Summary:	The quality of SSSIs across Gateshead and Newcastle remains mixed. Both local authorities are taking opportunities to improve the quality of SSSIs, working with partner organisations where appropriate.																																

Indicator:	43. Number of allotment sites and plots	
Source:	Local planning authorities	
Target:	Maintain or increase access (for each local authority)	
	<p>Gateshead: There are 119 allotment sites in Gateshead, 59 of which are owned by the Council. Within Council-owned sites, there are around 1,300 plots. There has been no notable change to the number of plots or sites since the Plan’s adoption.</p> <p>Newcastle: There are 60 allotment associations in Newcastle and a further 30 individual plots, including a new development in Blakelaw (Springfield Allotments Association). Newcastle Council has given Urban Green a 125 year lease to manage the allotments and parks in the city. The freemen of the city manage the allotments on the Town Moor. Further information on Urban Green is available at: https://urbangreennewcastle.org/</p>	
Summary:	No significant change in the number of allotment sites or plots	

Indicator:	44. Proportion of river length assessed as fairly good or very good for chemical quality and biological quality, by river				
Source:	Environment Agency				
Target:	(for each local authority)				
Gateshead:					
	Water Framework Directive Status 2009	Water Framework Directive Status 2015	Water Framework Directive Status 2016	Hydro-morphological Designation	
Blaydon Burn	Good	Moderate	Moderate	Natural	
Stanley Burn	Moderate	Good	Moderate	Natural	
River Derwent from Burnhope Burn to River Tyne	Moderate	Moderate	Moderate	Heavily Modified	
River Team from source to Tyne	Moderate	Moderate	Fail	Heavily Modified	
River Don from source to Tyne	Moderate	Poor	Moderate	Heavily Modified	
<p>The Northumbria River Basin Management Plan 2015 provided an assessment of river quality in terms of its Water Framework Directive Status. The Environment Agency undertook further monitoring of these waterbodies in 2016: there has been a deterioration of water quality at Stanley Burn and the River Team, however the River Don's status has improved. The Council is working with partners such as Tyne Rivers Trust, the Environment Agency and Northumbrian Water through the River Don Catchment Partnership on measures to improve the River Don's WFD status.</p>					
Newcastle:					
		2013	2014	2015	2016
Ouseburn from source to Tyne	Overall water body	Moderate	Moderate	Moderate	Moderate
	Ecological status	Moderate	Moderate	Moderate	Moderate
	Chemical status	Good	Good	Good	Good
Newburn (Trib. of Tyne)	Overall water body	Moderate	Moderate	Moderate	Moderate
	Ecological status	Moderate	Moderate	Moderate	Moderate
	Chemical status	Good	Good	Good	Good
<p>The figures indicate that the river quality of the Tyne, Ouseburn and Newburn has been maintained or improved which is in line with the council's target.</p>					
Summary:	Data indicate river quality has been maintained				

Indicator:	45. Open space quality
Source:	Residents' surveys
Target:	Satisfaction at or above 2012 levels (for each local authority)
<p>Gateshead: Gateshead's 2012 residents' survey indicated that around 38% of residents were satisfied (either "very satisfied" or "fairly satisfied") with the upkeep of grass verges, flower beds, trees and shrubs in streets and public spaces, and 59% were satisfied with parks and green spaces. The 2012 residents' survey provides the most up to date and relevant information on Gateshead residents' attitudes towards open space provision in the Borough.</p> <p>As part of the 2016 open space assessment, a survey of residents showed that while the majority were satisfied with the number and quality of general amenity sites (grassed areas, natural areas, parks, foot/cyclepaths) there was also consensus that there is a deficiency of play/recreation facilities for children and young people.</p> <p>Newcastle: The Newcastle Residents Survey carried out in 2017 indicates that 33% of respondents consider that parks and green spaces as being most important in making somewhere a good place to live.</p> <p>An Open Space Study has been prepared by Ethos Environmental Planning to provide a robust assessment of the needs and deficiencies of open spaces in Newcastle. As part of this process an Open Space Quality Audit was prepared to assess the quality of open spaces across the city. The audit was undertaken at 462 open spaces and 125 children and youth play spaces, the details of which helped to inform the open space standards in the Development and Allocations Plan, Part 2 of Newcastle's Local Plan. These standards will be used when making planning decisions. The council will monitor the provision of open spaces in the city with a target to maintain or improve open spaces.</p>	
Summary:	Evidence from surveys carried out as part of open space assessments indicate that residents are broadly satisfied with open space in their area, although facilities for children and young people were viewed less favourably in both areas

Indicator:	46. Green Belt additions and deletions
Source:	Local planning authorities
Target:	Minimise deletions from the Green Belt (for each local authority)
<p>There have been no additions or deletions to the Green Belt in Gateshead or Newcastle since the adoption of the CSUCP.</p>	
Summary:	No additions or deletions to Green Belt in either local authority area since the Plan's adoption.

Indicator:	47. Proposals and permissions advertised as departures from Green Belt policies
Source:	Local planning authorities
Target:	Minimise inappropriate development in the Green Belt (for each local authority)
<p>Gateshead:</p> <p>Since the adoption of the plan, permission has been granted on five proposals advertised as departures from Green Belt policies:</p> <p>Tyne Valley Motorhomes, Lobley Hill Road, Byermoor - Change of use of land to extension to existing motorhome sales and service facilities. (DC/18/00659/FUL): NPPF para 146 allows for engineering operations in the Green Belt (i.e. they are not "inappropriate development") - the part of the application site that is within Gateshead boundary is the land proposed to be used for access on the site, with tarmac and gravel surfacing consistent with the existing arrangement.</p> <p>Sacred Heart Roman Catholic Primary School, Lobley Hill Road, Byermoor - Formation of hard standing to support car parking, manoeuvring and dropping off passengers (retrospective) (DC/16/00898/FUL): The potential harm to the Green Belt by reason of inappropriateness and any other harm are limited, and the significant improvements that would flow from the scheme weigh heavily in its favour.</p> <p>Stampley Moss Farm, Thornley Lane, Rowlands Gill - Outdoor equestrian training arena (DC/17/00830/FUL): Proposal was reported to Planning Committee with a recommendation to refuse. Committee considered the proposal would be inappropriate development but that by reason of the benefits to the local area, arising from increased equestrian facilities and economic benefit, very special circumstances exist that clearly outweigh the intrinsic harm to the Green Belt and any other harm. The Committee considered that compensation of ecological harm could be required by condition.</p> <p>Land Adj Public Car Park, Spa Well Road, Winlaton Mill - Local Heritage Centre with cafeteria and office suite, access paths and overspill parking (DC/16/00705/FUL) - The proposal constitutes inappropriate development that will harm the Green Belt. However, cumulatively the benefits of the proposal constitute very special circumstances that would clearly outweigh the harm to the green belt along with any other harm.</p> <p>Land On North Side Of Lead Road (Penny Hill) - Construction of gas powered standby generation plant (DC/18/01009/FUL) - The scheme would diminish the openness of the Green Belt, albeit only for the anticipated 25 year lifespan of the facility. The benefits of the proposal carry significant weight, as do the consequential economic and social benefits through provision of infrastructure.</p> <p>Newcastle:</p> <p>In 2015/16 there were two schemes advertised as departures from green belt policies.</p> <ul style="list-style-type: none"> • 2014/1457/01/DET Erection 14 dwellings (comprising 8 dwellings in the north walled garden and 6 dwellings in the south walled garden) • 2015/1470/01/DET Change of use from Class A2 and D1 to Class C3 (flat) (Retrospective) <p>An application was approved for the restoration and conversion of Woosington Hall to incorporate a 32-bed hotel, restaurant and spa complex (2014/1925/01/DET). This application is within the Green Belt, however it was considered that re-using the existing buildings including the listed building and re-instatement of the historic park and garden, thus securing the long term preservation of a heritage asset would on 40 balance demonstrate the 'very special</p>	

circumstances' to justify the development within in the green belt. An application was approved for the installation of floodlighting columns at Newcastle Racecourse (2015/1731/01/DET) (retrospective). The application follows on from the previous granting of planning permission in 2014. It is considered that the economic benefits, in terms of additional prestigious race meetings and opportunities... represent very special circumstances to justify the development within the Green Belt.

A reserved matters application was approved for the erection of 492 dwellings at Cell D, (1999/1300/236/RES). The only built part of this development would require the use of Green Belt land is the Spine Road south of the proposed housing area of Cell D. Green Belt land is also proposed to be use for flood mitigation measures, ecological mitigation and the development of strategic pedestrian and equestrian routes. An application was approved for the redevelopment of North Stand at Newcastle Falcons Rugby Club, (2017/1451/01/DET). It was considered that car parking areas proposed within Green Belt is justified based on very special circumstances.

Summary:	Policy CS19 provides the strategic approach to Green Belt in Newcastle and Gateshead - the Councils have successfully minimised deletions from and inappropriate development in the Green Belt, the broad extent of which endures.
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Minerals and waste

Indicator:	48. Applications and approvals for mineral extraction
Source:	Local planning authorities
Target:	3.1m tonnes sand and gravel, 3m tonnes crushed rock (Tyne and Wear target)
<p>Gateshead: An application to consolidate activities and aftercare at Blaydon Quarry/Landfill site (DC/12/01266/MIWAS), including a landfill capacity of 3.68m cubic metres, was approved in September 2015. An application for the change of use from general industry (use class B2) to a waste transfer station (sui generis) for the storage, sorting and recycling of household and industrial waste (non-hazardous) (up to 75,000 tonnes per annum) at Unit 9C Ryton Industrial Estate, Newburn Bridge Road Ryton NE21 4SQ (DC/15/00546/COU) was approved in August 2015.</p> <p>Newcastle: The Brenkley Lane site in Newcastle has permission for the extraction of 2.4 million tonnes for coal and 200,000 tonnes of fireclay by opencast methods. The extraction, which commenced in 2011, is scheduled to occur in 4 phases over a period of 11.5 years. Permission was granted for the extraction of an additional 500,000 tonnes of coal from the area adjacent to the south eastern boundary of the existing Brenkley Lane Surface Mine in 2014 and the legal agreement signed in July 2015.</p>	
Summary:	The Joint Local Aggregates Assessment (2018) confirms in regard to Tyne and Wear that the forecast annual demand requirement for crushed rock is 361,000 tonnes and for sand and gravel is 230,000 tonnes, whilst there is currently an 18.7 year landbank of permitted reserves for crushed rock and a 27.6 year landbank for sand and gravel, which exceeds NPPF landbank requirements. Local Plans and decisions on planning applications should support additional areas for extraction where environmentally acceptable.

Indicator:	49. Amount (tonnes) of municipal waste arising, by management type and percentage of municipal waste sent to landfill			
Source:	Local authorities			
Target:	Minimise amount of waste sent to landfill; monitor waste capacity to 2030 (for each local authority)			
Gateshead:				
	Gateshead			
	2015/16	2016/17	2017/18	2018/19
Landfill	1,567	1,926	351	482
Recycled	20,239	21,118	20,186	18,414
Composted	8,134	8,340	7,795	9,072
Incinerated	55,563	54,789	56,962	58,648
Total	85,503	86,290	85,294	86,616
Newcastle:				
	Newcastle			
	2015/16	2016/17	2017/18	2018/19
landfill	49,185	28,238	26,714	33,885
Reused/Recycled	48,587	58,432	55,266	53,950
Energy from waste	37,356	41,491	44,873	49,052
Other	7,016	15,345	14,156	1,671
Total	142,143	144,106	141,009	138,558
Summary:	Since the plan's adoption both local authorities have seen a decline in the amount of waste sent to landfill			

Indicator:	50. Licensed and projected capacity of waste management facilities	
Source:	Local authorities	
Target:	Monitor waste capacity to 2030 (for each local authority)	
Gateshead:		
		Licensed Annual Capacity
Landfill		1,031,500
Physico Chemical Treatment Facility		410,000
Household, commercial and industrial waste transfer station		629,994
Composting Facility		74,999
Metal Recycling (Vehicle Dismantling & end of life vehicle facility)		173,583
Metal Recycling Site		224,994
Transfer Station (Non-biodegradable Waste)		24,999
Household Waste Amenity Site		111,499
Special Waste Transfer Station		71,238
Clinical Waste Transfer Station		112,000
In-House Storage Facility		4,500
Total		2,686,569
Newcastle:		
Type	Site Name	Capacity
Metal Recycling	Quality Row MRS	300000
Biological treatment	Nestle UK Ltd	101833
Non-Haz Waste Transfer/ Treatment	Trojan Skips Ltd	74999
Physical Treatment	Byker Reclamation Plan	150000
CA Site	Walbottle Road CA Site	24999
Composting	Sandhills	24999
Haz Waste Transfer	Newcastle (Throckley) Service Centre	4999
Metal Recycling	Station Road	74999
Clinical Waste Transfer	Newcastle Site	4999
Non-Haz Waste Transfer	John Arthur and Son limited	2499

Inert Waste Transfer	Cityworks – Newington Road	74999	
Non-Haz Waste Transfer	MG L Demolition Ltd	151500	
CA Site	Byker Waste Reception Site	75000	
CA Site	Paradise Yard	74999	
Metal Recycling	Walker Station (Former Grievesons Yard)	15600	
CA site	Brunswick Waste Reception Site	75000	
Non-Hz Waste Transfer/ treatment	The Transfer Station	75000	
Physical-Chemical Treatment	Newcastle Clinical Waste Treatment Plant and Transfer Station	29054	
Non-Haz Waste Transfer	Ellington Road Composting Facility EPR/UP3494ZL	120000	
Summary:	The area benefits from a range of public and commercial facilities providing significant waste management capacity. This includes a number of processing, treatment, transfer and disposal facilities, with evidence assembled post CSUCP adoption identifying significant additional capacity coming forward within this area and the wider region.		

Delivery

Indicator:	51. Annual update of the Infrastructure Delivery Plan
Source:	Local planning authorities
Target:	(for each local authority)
<p>Following the Community Infrastructure Levy (CIL) Examination in summer 2016, Gateshead Council and Newcastle City Council introduced the CIL in early 2017. Gateshead Council and Newcastle City Council submitted a February 2016 update to the Infrastructure Delivery Plan (IDP) as part of the primary evidence supporting the CIL examination, and then a further update to support the emerging MSGP and DAP Local Plan documents.</p> <p>A further update to the IDP is appended to this report (Appendix 3)</p>	
Summary:	IDP has been updated

Indicator:	52. Median house price by type, and assumed office rents							
Source:	Land Registry (house prices) Colliers International (assumed office rents)							
Target:	Within +/- 10% from adoption date of the Plan (combined target)							
Median house price:								
	Gateshead				Newcastle			
	Detached	Semi-detached	Terraced	Flats	Detached	Semi-detached	Terraced	Flats
2015/16	£225,000	£140,000	£120,000	£83,000	£269,950	£154,950	£150,000	£124,000
2016/17	£225,000	£138,000	£118,000	£92,500	£258,950	£157,000	£153,750	£124,950
2017/18	£242,000	£145,000	£120,000	£89,475	£265,000	£160,000	£148,000	£125,000
2018/19	£247,000	£147,000	£121,500	£91,500	£275,950	£163,000	£150,000	£120,000
Office rents (per sqft):								
	Gateshead		Newcastle					
	Grade A	Grade B	Grade A	Grade B				
2015	£17.00	£11.50	£21.50	£15.00				
2016	£17.00	£11.50	£23.00	£15.00				
2017	£17.00	£11.50	£23.00	£16.00				
2018	£17.00	£11.50	£23.50	£16.00				
2019	£17.50	£11.50	£24.00	£16.50				
Summary:	Median house prices for semi-detached dwellings and flats in Gateshead have increased by slightly more than 10%. Median house prices in Newcastle have changed overall little since the plan's adoption.							

CSUCP Review Report March 2020 - Appendix 3: Infrastructure Delivery Plan Update (Dec 2019)

KEY	TBC = To Be Confirmed	SHORT TERM 2011-20	MEDIUM TERM 2020-25	LONG TERM 2025-30
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Ref	Scheme	Location	Estimated Cost	Delivery Responsibility	Potential Funding Sources	Phasing
1. Critical Schemes - required to facilitate delivery of the Plan						
T1	A1: Lobley Hill - Create parallel roads between junctions [COMMITTED]	Lobley Hill and Team Valley	£64m	Highways England	National Roads Programme	2014-15
2. Essential Schemes - required to facilitate development						
T1	A1 Birtley to Coalhouse	Widening of A1 between Washington Services and Coal House junction including replacement of the Allerdene bridge over the ECML.	£237m	Highways England	National Roads Programme	2020-25
T2	A1: Route Based Strategy [COMMITTED]	A1 Corridor through Newcastle & Gateshead, including new lane at Seaton Burn to Scotswood Rd	£250m	Highways England	Department for Transport Road Investment Strategy, National Roads Programme, Pinch Point, Local contribution	2013-23
T3	West Rd Bus Corridor - West Rd, improved junctions/signal improvements to prioritise bus movements	West Road and Westgate Road, Newcastle	£6.3m	Council	Developer contributions. Devolved funding through Local Transport Body / Local Growth Fund, DfT Major schemes funding	2014-23
T4	Bensham Rd (A692) Bus Corridor [COMMITTED]	Bensham Road/Lobley Hill Road, incl. junction with Kingsway at north end of Team Valley	£3.4m	Council	DfT Local Pinch Point Fund, developer contributions and Council funding	2013-15
T6	Park and ride scheme: Eighton Lodge	Eighton Lodge	£7.2m	Council	Local Growth Fund, Developer Contributions,	2020-25
T6	Gosforth Bus Corridor Phase 1 - improved junctions to prioritise bus movements. Including Hollywood Avenue/ Great North Road junction improvements [COMPLETE]	Gosforth	£3.5m	Council, Sustrans	DfT Cycle Safety Fund, Developer contributions	2013-20
	Gosforth Transport Improvements Phase 2 - Cowgate to Haddricks Mill improved junctions (incorporating Cow Hill and Blue House)	Gosforth	£20m	Council	Developer contributions. Devolved funding through Local Transport Body / Local Growth Fund, DfT Major schemes funding	2013-21
T7	Park and ride scheme: Follingsby	Follingsby	£4.2m	Council	Developer Contributions, Local Growth Fund	2020-25
T8	Park and ride scheme: Dunston Hill	Dunston Hill	£3.2m	Council	Developer Contributions, Local Growth Fund	2020-25
T9	Durham Road Bus Corridor Phases 4-6 and 7	Saltwell, Low Fell, Chowdene and Lamesley	£2.0m	Council	Local Growth Fund, developer contribution	2020-25
T10	Great North Cycleway [PARTIALLY COMPLETE]	Durham Road/Tyne Bridge/Great North Road (outside of Urban Core)	£3m	Council	LTB, Cycle City Ambition Fund, Developer Contributions	2011-20
T11	Strategic Cycle Routes	Newcastle	TBC	Council	DfT, Council, Cycle City Ambition Fund, Partners	2011-30+
T12	Scotswood Road/ Bridehead Improvements (Phase 1)	Scotswood	£4.2m	Council	Council/Developer/NE Growth Deal	2015-25
T13	Cowgate Roundabout improvements [COMPLETE]	A167, Stamfordham Rd. /Ponteland Rd./ Two Ball Lonnen	£6m	Council	Local Pinch Points funding, Council	2011-20
T14	Metro Reinvigoration, includes: Track, Station improvements, Structures, Power, Metro Cars, smart ticketing and gating, Depot works, Signalling [COMMITTED]	Gateshead and Newcastle	£385m	Nexus	Central Government Funding	2011-25

T15	Partial signalisation of roundabout at Junction 38: A69 Blucher Interchange	Newcastle	£115,000	Council	Developer contributions and HIF	2021
T16	Signal controlled junction 39 West Rd/Silver Lonnen	Newcastle	£479,000	Council	Developer contributions.	2029
T17	Signal controlled junction 41: A167 Stamfordham Rd/Pooley Rd	Newcastle	£935,000	Council	Developer contributions and HIF	2021
T18	Signal controlled junction 42: A167 Stamfordham Rd/Springfield Rd	Newcastle	£1,082,000	Council	Developer contributions and HIF	2021
T19	Signal controlled junction 45: A167 Ponteland Rd/Springfield Rd	Newcastle	£1,099,000	Council	Developer contributions.	2022
T20	Partial signalisation of roundabout at junction46: A167 Ponteland Road/Etal Ln	Newcastle	£1,618,000	Council	Developer contributions.	2022
T21	Carriageway widening junction 49: B1318 Great North Rd/A1056/Rotary Way and lane reallocation and exit widening (east of junction 12): A1 North Brunton Interchange	Newcastle	£11.5m	Council	Developer contributions, Transforming Cities, Housing Infrastructure Fund	2023
T22	Signal controlled junction junction 52: B6918 Ponteland Rd/Station Rd	Newcastle	£139,000	Council	Developer contributions and HIF	2021
T23	Partial signalisation of roundabout at junction 4: A695 Scotswood Rd/Scotswood Bridge	Newcastle	£146,000	Council	Developer contributions.	2023
T24	Carriageway widening junction 5: A695 Scotswood Rd/A1 slip	Newcastle	£2,503,000	Council	Developer contributions.	2023
T25	Carriageway widening junction 9: A167 Stamfordham Rd/A1	Newcastle	£131,000	Council	Developer contributions and HIF	2021
T26	Carriageway widening junction 10: A167 Ponteland Rd/A1 A696	Newcastle	£546,000	Council	Developer contributions.	2022
T27	Junction 11: Kingston Park Rd/A1 signalisation of roundabout	Newcastle	£330,000	Council	Developer contributions.	2030
	Junction 17: Kingston Park Road – addition of third/right turn lane (COMPLETE)	Newcastle	£877,000	Council	Developer contributions	2018
T28	Lane reallocation and exit widening at junction 12: A1 North Brunton Interchange	Newcastle	£11m	Council	Developer contributions.	2021
T29	Roundabout at junction16: Broadway/Kingston Park Rd	Newcastle	£470,000	Council	Developer contributions.	2024
T30	Signal controlled junction 22: Brunton Ln/Brunton Rd	Newcastle	£528,000	Council	Developer contributions and HIF	2021
T31	Signal controlled junction 31: B6324 Stamfordham Rd/Newbiggin Lane	Newcastle	£696,000	Council	Developer contributions.	2030
UE2	Go Digital Newcastle (incorporating the Local Broadband and Super-Connected Cities plans) [COMPLETE]	Citywide	£8-12m	Council	Government DCMS and Council	2013-15
E1	Expansion of Junior High Middle School from 6FE to 7FE	Gosforth Middle School	£1.8m	Council	Basic need	2020-25
E2	Expansion of Gosforth Park First School from 1.5FE to 2FE	Gosforth Park First School	£1.6m	Council	Basic need	2020-25
E3	Expansion of Middle School	Gosforth Central Middle School	£2.3m	Council	Basic need	2020-25
GI & W1	MetroGreen Flood Alleviation & Mitigation; and Green Infrastructure (subject to review as part of MetroGreen AAP)	a) Raised defence or landraising along riverbank to mitigate tidal flood risk	£3.6m	Council/ Developer	Developer Contributions Local Flood Levy Regional Flood Defence Levy Lead Local Flood Authority Funds Flood Defence Grant in Aid (Up to 50%)	2020-30
		b) Surface Water Management at MetroGreen - strategic land drainage network integrated with multi-functional green space.	£0.2m	Developer	Developer Contributions Local Flood Levy Regional Flood Defence Levy Lead Local Flood Authority Funds Flood Defence Grant in Aid (Up to 50%)	2020-31
		c) Strategic flood mitigation and river restoration of the River Derwent - including multi-functional GI, access, flood storage.	TBC	Council/ Developer		2020-32

GI & W2	Shibdon Meadow flood alleviation and wetland habitat creation	Restoration and creation of wetland habitats, benefitting a variety of wildlife, particularly wading birds.	£250,000	Council Durham Wildlife Trust	Potential for use of Landfill Tax Developer Contributions	2015-2020
Essential schemes for Growth Areas						
GA1	Dinnington, Hazlerigg, Wideopen Village Growth Areas, Great Park and Kingston Park/Kenton Bank Foot Neighbourhood Growth Areas					
GA1.1	Junction improvements & Indicative Access Road A696	Airport A696 to Great Park A1	£20.7m	Development consortium, Airport, Council	Local Growth Fund, Developer contributions,	2020-30
GA1.2	Brunton Road highway improvements [PARTIALLY COMPLETE]	A696- Brunton Lane, Kingston Park	£4.5m	Developer, Council	Developer Contributions	2015-30
GA1.3	8FE Secondary (and Middle) School	Newcastle Great Park	£25m	Department for Education	DFE (Free School Programme)	2020-30
	2FE First School (new)	Newcastle Great Park	£8m	Council, provider	Developer contributions, basic need	2020-30
GA1.4	2FE primary (new)	Newcastle Great Park (Western Expansion)	£8.3m	Developer, Provider, Council	Developer contributions, basic need	2025-30
GA1.5	First School [COMPLETE]	Dinnington	£6.3m	Council, Department for Education	DFE	2018
GA1.6	Expansion of existing primary school to 3FE	Kingston Park	£3m	Developer, Council	Developer contributions	2020-25
GA1.7	Expansion of existing primary school to 2FE	Milecastle Primary School (Lower Callerton)	£2.6m	Council	Developer contributions, basic need	2020-25
GA1.8	New health centre provision (redeveloping existing provision and/or new provision)	Great Park and vicinity	TBC	NHS Local Area Team, Clinical Commissioning Group(s), GP partner	NHS England/ GP partner	2020-30
GA1.9	New health centre provision (redeveloping existing provision and/or new provision)	Dinnington	TBC	NHS Local Area Team, Clinical Commissioning Group(s), GP partner	NHS England/ GP partner	2020-30
GA1.10	District Centre facilities	Great Park and vicinity	TBC	Facility providers	Consortia, providers	2025-30
GA2	Throckley Village , Newbiggin Hall, Upper Callerton, Middle Callerton and Lower Callerton Neighbourhood Growth Areas					
GA2.1	Junction improvements & Indicative Access Road A696 to West Middle Callerton	Between A696 to W. Middle Callerton (largely through development areas.)	TBC	Development Consortium	Developer contributions	2020-30+
GA2.2	New health centre provision (redeveloping existing provision and/or new provision)	Callerton / Newbiggin Hall	TBC	NHS Local Area Team, Clinical Commissioning Group(s), GP partner	NHS England/ GP partner	2020-30
GA2.3	2FE Primary School (new)	Middle Callerton	£8.3m	Developer, council, provider	Developer contributions, basic need	2020-25
GA2.4	2FE Primary School (new)	Upper Callerton	£8.3m	Developer, provider	Developer contributions, basic need	2027/28
GA2.5	Expansion of existing primary school to 2FE	Throckley Primary School	£980,000	Council	Basic need	2020-25
GA2.6	8FE Secondary School	Simonside, Newbiggin Hall	£25m	Department for Education	DFE (Free School Programme), Developer Contributions	2020-25
GA2.7	Improved community centre provision	Upper and Middle Callerton vicinity	£1.5m	Developer, provider, NCC	Developer Consortium, providers	2020-30
GA2.8	Local Centre facilities	Callerton	TBC	Facility Providers	Developer Consortium, providers	2020-30
GA2.9	Access Road to Throckley North	Throckley	£0.8m	Developer	Developer	2020-30
GA2.10	Access Road to Newbiggin Hall	Etal Way, Newbiggin Hall	£0.6m	Developer	Developer	2020-30
GA3	West Villages - Ryton, Crawcrook, Chopwell, Sunnyside, High Spen, Highfield					
GA3.1	Extension to Bus Lane on A694 to Winlaton Mill to support existing bus service	Chopwell, High Spen, High Field	£0.98m	Council	Developer Contributions	2017-30
GA3.2	A695/Greenside Road Junction Improvement	Crawcrook	£0.40m	Council	Developer Contributions	2017-30
GA3.3	A695/Woodside Lane Junction Improvement	Ryton	£0.72m	Council	Developer Contributions	2017-30
GA3.4	Cushy Cow Lane/Stargate Lane Junction Improvement	Ryton	£0.31m	Council	Developer Contributions	2017-30
GA3.5	Stargate Lane, between Cushy Cow Lane and A695	Ryton	£0.19m	Council	Developer Contributions	2017-30
GA3.6	Stargate Lane/A695 Junction Improvement	Ryton	£0.64m	Council	Developer Contributions	2017-30
GA3.7	A695/Beweshill Lane Junction Improvement	Ryton	£0.85m	Council	Developer Contributions	2017-30
GA3.8	A695/A1114 Junction Improvement	Ryton	£0.31m	Council	Developer Contributions	2017-30
GA3.9	A1/A694 Junction Improvement	Ryton	£0.62m	Council	Developer Contributions	2017-30
GA3.10	A694/Mill Road Junction Improvement	Chopwell	£0.19m	Council	Developer Contributions	2017-30
GA3.11	A694/B6310 Junction Improvement	Chopwell	£0.36m	Council	Developer Contributions	2017-30
GA3.12	A694/B6315 Junction Improvement	Chopwell	£0.31m	Council	Developer Contributions	2017-30
GA3.13	A694/B6314 Junction Improvement	Chopwell	£0.36m	Council	Developer Contributions	2017-30
GA3.14	A694/Thornley Lane Junction Improvement	Chopwell	£0.012m	Council	Developer Contributions	2017-30
GA3.15	A694/Noel Ave Junction Improvement	Chopwell	£0.012m	Council	Developer Contributions	2017-30
GA3.16	New pedestrian crossing facilities around B6315/Glossop Street Junction	High Spen	£0.19m	Council	Developer Contributions	2017-30
GA3.17	New crossing facility across B6315 Collingdon Road	High Spen	£0.07m	Council	Developer Contributions	2017-30
GA3.18	Secondary School investment/improvement	Ryton	Secured	Council	Priority School Building Programme (PSBP)	2017-20

GA3.19	Extension/expansion of Primary Schools due to development in the Charles Thorp Planning Area	Charles Thorp Secondary School Planning Area	£4.5 million	Council	Developer Contributions, Council	2018-30
GA3.20	Strategic Water Scheme - Chopwell	Upgrades to public sewerage system and surface water management (site specific)	TBC	NWL, developer, Council	NWL, Developer contributions, Council	2017-30
GA3.21	Blaydon Town Centre Roundabout - congestion mitigation [COMPLETED]	Crawcrook, Ryton, Winlaton		Council	Developer Contributions	
GA4	Dunston Hill and Sunnyside Growth Area					
GA4.1	Tanfield Railway Cycle Route improvements	Dunston Hill, Sunnyside	£1.70m	Council	Developer Contributions	2020-30
GA4.2	Continued improvements to internal cycle routes in Team Valley and removal of on-street car parking	Team Valley employment sites	£0.31m	Council	LTP/Developer Contribution	2017-30
GA4.3	A692/B6317 Junction Improvement	Dunston Hill, Sunnyside	£0.12m	Council	Developer Contributions	2017-30
GA4.4	B6317/Dunston Bank Junction Improvement	Dunston Hill	£0.31m	Council	Developer Contributions	2017-30
GA4.5	B6317 Pedestrian Improvements - 4 new crossings	Dunston Hill	£0.36 m	Council	Developer Contributions	2017-30
GA4.6	Southfield Road Improvement - access to school	Dunston Hill	TBC	Council	Developer Contributions	2017-30
GA4.7	Improved access to Tanfield Railway Path - Shepton Villas, Sunnyside	Sunnyside	£0.003m	Council	Developer Contributions	2017-30
GA4.8	Extension/expansion of Primary School due to development in the Whickham Secondary School Planning Area	Whickham Secondary School Planning Area	£0.2m	Council	Developer Contributions	2013-15
GA5	Kibblesworth and Birtley Growth Area					
GA5.1	Lamesley Roundabout improvements	Kibblesworth	£0.31m	Council	Developer Contributions/s106	2017-30
GA5.2	Extension/expansion of Primary Schools due to development in the Lord Lawson Planning Area	Lord Lawson Secondary School Planning Area	£0.06m	Council	Targeted Basic Needs, Developer Contributions	2020-21
GA5.3	Birtley Medical Hub	Durham Road, Birtley	tbc	tbc	tbc	tbc
GA6	Leam Lane & Follingsby Growth Area					
GA6.1	Follingsby South Roundabout (A195) improvements	Follingsby (ELR)	£0.93m	Council	Local Growth Fund/Council/Developer Contribution	2017-30
GA6.2	A195 (New Rd) Bus Lane	Follingsby (ELR)	£0.12m	Council	Local Growth Fund/Council/Developer Contribution	2020-30
GA6.3	Green infrastructure buffers and enhancement of River Don Wildlife Corridor. Implementation of SUDS and surface water management. Implementation of SUDS, river restoration and habitat creation.	Creation of SuDS, flood meadows, and protection of habitats, for example great crested newt, water vole and wetland bird species	£1.7m	Developer	Developer Contributions, funding, Environment Agency, Rivers Trust, Durham Wildlife Trust, NWL, NE LNP, River Don Partnership	2015-20
GA6.4	Leam Lane SuDS and wetland	Creation of SuDS and wetland habitat	TBC	Lead Local Flood Authority	NWL, River Don Partnership	2015-25
GA6.5	Upper River Don improvements	Improved land management practices and mitigation of contamination	TBC	Landowners, NWL, Environment Agency	Rivers Trust, NE LNP, River Don Partnership	2015-2025
GA7	Newburn Riverside Area of Change					
GA7.1	2FE Primary School (new and relocation of existing 1FE school)	Newburn	£9.3m	Developer, provider, NCC	Developer contributions Council, Basic Needs	2025-30
GA8	Saltwell Growth Area					
GA8.1	New Build Special School	Saltwell School Site, Avenue Road, Shipcote	£11.6m	Council, Developer	2018-20 Education Funding Agency Basic Need, SEN capital grants, School maintenance capital grant, CIL.	2018-20
3. Projects requiring further feasibility work						
T32	Potential New Tyne Crossings	East / West of Urban Core	£0.12m	Council	Developer contributions Devolved Local Transport Body Funding (incl. local contribution of 10-25%).	2025-30
T33	Local Cycling and Walking Infrastructure Plan: Prioritised walking and cycling network plans	Newcastle	TBC	Council, Developer	Council, Developer, DfT	2019 - 2025
GA6.6	Electricity Network Upgrade	East Gateshead	TBC	Northern Powergrid	Northern Powergrid / Council / Developer Contribution	2015-20
4. Transformational Schemes - to meet long term aspirations						
UE4	Low carbon projects/renewable energy projects at MetroCentre and Team Valley	MetroCentre Team Valley	TBC	Council	TBC	Feasibility Study 2014
	River Tyne, banks and other waterways access and public realm improvements including in the Urban Core and on the Keelman's Way	Keelman's Way improvements - path and GI/Wildlife corridor, Felling Shore and Dunston Staiths. Requires sensitive riverside treatment to protect mudflats of Local Wildlife Site from disturbance Stella Riverside (outside of private housing) MetroGreen Riverside access	TBC	Council Developer contributions	Developer Contributions	2020-30

GI & T1		Derwent Crossing Bridge improvements		Council	2020-30	2015-30
GI & W3	Team Valley Flood Alleviation and Mitigation: and Green Infrastructure	Green Infrastructure - GI route, cycling, biodiversity and landscape enhancement.	TBC	Council	Developer Contributions, Lottery, Landfill Tax	2015-30
		Strategic flood mitigation infrastructure and catchment management of River Team. Upper River Team, incl. Lamesley Flood Pastures - enhancing flood storage capacity and biodiversity from Urpeth to Team Valley, including creation of wetland bird habitat. Lower Team mitigation measures:- daylight of culvert and removal of weir Eslington Park, flood storage on Black Burn, river restoration, TVTE Surface Water Management Plan - retrofit strategic SuDS, TVTE - river defence.	£10m (subject to outcome of feasibility work commissioned by the EA, & valuation of land to be purchased for flood storage and wetland habitat)	Council, with Environment Agency, DWT, UK Land, NWL, Highways England, Natural England, RSPB	Local Flood Levy Flood Defence Grant in Aid - subject to outline business case in October 2018. Water Environment Improvement Fund Lead Local Flood Authority Funds, DEFRA funding for Higher Level Stewardship, Private sector Businesses and landowners	2015-30
GI1	Development of Wardley Manor Forest Park	Enhancement of Forest Park, including management of woodland planting areas. Substantial, multi-functional GI project, providing improved access to the countryside.	TBC	Council	Heritage Lottery Fund, Landfill Tax, Forestry Commission Woodland Grants scheme. Match from developers at Leam Lane	2020-30
T17	Pedestrian/Cycle Bridge Feasibility Study: - Blaydon/Newburn	Blaydon Station to Newburn Riverside	£10.0-12.4m	GC/NCC	Local Growth Fund. Local contribution required	2020-30
	- Old Scots Rail (Paradise Cycle Bridge)	Restoration of former Scotswood Railway bridge				
T18	Reopening of the Leamside Line	Re-instatement of the rail line between Pelaw and Tursdale, County Durham	£200m	DfT, Network Rail, Rail North, NECA Council	DfT National Rail Programme (National Level Funding)	2020-30
T19	Refurbish Heworth Metro and public transport access	Heworth	£8.4m	Council/Nexus	Local Growth Fund /Developer Contribution	2020-30
T20	Pedestrian/Cycle Bridge Feasibility Study: - Blaydon/Newburn - Old Scots Rail (Paradise Cycle Bridge)	Blaydon Station to Newburn Riverside	£8.3-10.3m	GC/NCC	Devolved Local Transport Body Funding. Local contribution required	2020-30
		Restoration of former Scotswood Railway bridge				
T21	East Gateshead Station	New Station on the Durham Coast Line serving the Gateshead Quays area	£10m	DfT, Network Rail, Rail North, NECA Council	New Station Fund, Regional Growth Fund, Council	2020-2030
T22	West Tyneside Cycleway	New/improved cycle way linking Team Valley to Blaydon	£2m	Council	Regional Growth Fund/Developer Contributions	2020-30
T23	Coalhouse Roundabout Reconfiguration	Improvements to Coalhouse roundabout - junction of A1 Lamesley Road and Kingsway	£10m	Council	Regional Growth Fund/Developer Contributions	2020-30
T24	Follingsby Pedestrian Bridge	Pedestrian/Cycle bridge over the Leamside Line linking A184 and Follingsby Business Park	£4m	Council/Network Rail	Regional Growth Fund/Developer Contributions	2020-30
T25	Follingsby Lane Improvements	Improvements to Follingsby Lane allowing bus access to IAMP	TBC	Council	Regional Growth Fund/Developer Contributions	2020-30
W 1	Upgrade of or alternative to Howdon Sewage Treatment Works - implementation of Surface Water Removal Strategy (June 2012)	Combined surface water and sewage treatment works scheme	TBC	NWL lead on strategic requirements. Developer leads on local requirements	NWL	2020-30
GA2.8a	Junction improvements & Indicative Access Road Middle to Lower Callerton	Between Middle Callerton (NN1 b) to Lower Callerton (NN1a)	£5.5m	Development consortium, Council	Developer contributions, Single Local Growth Fund, ERDF, HCA	2020-30+
GA2.8b	Junction improvements & Indicative Access Road Lower Callerton to A69	Between Lower Callerton (NN1a) to A69.	£7m	Development consortium, Council	Developer contributions, Single Local Growth Fund, ERDF, HCA	2020-30+
GA3	West Villages - Ryton, Crawcrook, Chopwell, Sunnyside, High Spenn, Highfield					
GA3.13	Derwent Cycle Route Improvements - Chopwell to C2C route	Chopwell, High Spenn, High Field	£0.31m	Council	Developer Contributions	2017-30
GA3.14	Cycle route improvements - upgrade of rights of way to provide links to cycle network	Crawcrook, Ryton	£0.31m	Council	Developer Contributions	2017-30
GA3.15	Riverside Cycle Route improvements	Crawcrook, Ryton	£0.62m	Council	Developer Contributions	2017-30
GA3.16	Pedestrian and Cycle access improvements at Wellington Rd under railway	Metrogreen	£0.12m	Council	LTP/Developer Contribution	2017-30
GA5	Kibblesworth and Birtley					
GA5.6	Bowes Cycle Route improvements (Regional Route 11)	Kibblesworth	£1.24m	Council	Developer Contributions	2017-30
GA5.7	Angel Cycle Route	Link from the Angel of the North to Old Durham Road	£0.52m	Council	LTP/Developer Contribution	2017-30
NA1	Pelaw and Heworth					
NA1.1	Extension/expansion of Primary School due to development in the Heworth Grange Secondary School Planning Area	Heworth Grange Secondary School Planning Area	£300,000	Council	Developer Contributions	2017-19

	Newcastle Flood Risk Management					
W4	Coast Road Drainage Scheme	Heaton	£0.2M	LLFA	Environment Agency / Northumbrian Water / Council	by 2021
W5	Fawdon Flood Alleviation Scheme	Fawdon	£0.2M	LLFA	Environment Agency / Northumbrian Water / Council / Nexus	by 2021
W6	West Gosforth Flood Alleviation Scheme	West Gosforth	£0.2M	LLFA	Environment Agency / Northumbrian Water / Council	by 2021
W7	Scrogg Road FAS	Walker	£0.55M	LLFA	Environment Agency / Northumbrian Water / Council	by 2021
W8	Appletree Gardens FAS	Walkergate	£0.22M	LLFA	Environment Agency / Northumbrian Water / Council	by 2021
W9	Fairways Estate FAS	Dene	£0.17M	LLFA	Environment Agency / Northumbrian Water / Council	by 2021
W10	Newcastle Local FAS - Kingston Park	Kingston Park	£0.2M	LLFA	Environment Agency / Northumbrian Water / Council	by 2021
W11	Newcastle Local FAS - City Wide	Across western edge of the city	£0.91M	LLFA	Environment Agency / Northumbrian Water / Council	by 2021
W12	Jasmine Close	Walkergate	£0.22M	LLFA	Environment Agency / Northumbrian Water / Council	by 2021
W13	Ouseburn Catchment	Parklands/Fawdon	From Ouseburn SWMP	TBC	Environment Agency / Northumbrian Water / Council / Developers	2020-2025
W14	Crag Hall Dene Culvert	East Gosforth	TBC	LLFA	Environment Agency / Northumbrian Water / City Council / Nexus	TBC
W15	Newcastle City Centre SWMP - Area A Scotswood/Benwell	Scotswood Benwell	£8.8M	LLFA	Environment Agency / Northumbrian Water / Council	2021-2030
W16	Newcastle City Centre SWMP - Area C Wingrove Arthurs Hill	Wingrove Arthurs Hill	£29.6M	LLFA	Environment Agency / Northumbrian Water / Council	2021-2030
W17	Newcastle City Centre SWMP - Area E Town Moor	Town Moor	£9.4M	LLFA	Environment Agency / Northumbrian Water / Council	2021-2030

URBAN CORE

KEY	TBC = To Be Confirmed	SHORT TERM 2011-20	MEDIUM TERM 2020-25	LONG TERM 2025-30
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Ref	Scheme	Location	Estimated Cost (2013)	Delivery Responsibility	Potential Funding Sources	Phasing	
1. Essential Schemes - required to facilitate development							
SC	Newcastle Science Central site	Civic Sub Area St James Boulevard, Newcastle City Centre				2011-30	
SC1	Site enabling, remediation and interim site infrastructure [COMPLETE]	Civic Sub Area	£3.6m	Newcastle Science City Partnership	RGF £6m; ERDF £4-5.7m; Newcastle University £9.3m, Newcastle City Council £9.3m,	2011-2015	
SC2	Westgate Road/Corporation Street upgrading junction and new/resurfaced carriageways and footways [COMPLETE]	Civic Sub Area	£0.45m			2011-2015	
SC3	Bath Lane/Corporation Street/St James Boulevard junction Supercrossing and upgrading signals	Civic Sub Area	£0.6m			2021-2025	
SC4	Stanhope Street/Diana Street Upgraded/new signal and upgrading of carriageways and footways	Civic Sub Area	TBC			2021-2025	
SC5	Barrack Road/Pitt Street amendment to junction to enable access to site [COMPLETE]	Civic Sub Area	£0.7m			2015-2020	
SC6	Public Squares [Knowledge Square and Gateway Square COMPLETE / Science Square COMMITTED]	Civic Sub Area	£1.32m			2015-2020	
SC7	Major Links - Wellington Street North, Knowledge Link North/ South, Corporation Street. (COMPLETE)	Civic Sub Area	£1.38m			2019	
SC8	Secondary-Access - Live Work Street, North Home Street, South Live Work Laner etc.	Civic Sub Area	£2.398m			Developer receipts, NCC, Uni, LGF, ERDF, other external grant (all TBC)	2021-2025
SC9	Services - reinforcement of electrical network, utility networks, service diversions [2 PLOTS COMPLETE AND 3 PLOTS COMMITTED]	Civic Sub Area	£1.440m			2015-2020	
SC10	Drainage - future phases [PHASE 1 COMPLETE / PHASE 2 COMMITTED]	Civic Sub Area	£2.010m			2015-2020	
EPS	East Pilgrim Street	Newcastle Central Sub Area		Developers , Council	Developer, External grants, Accelerated Development Zone (TBC), Nexus	2010-2030	
EPS1	Demolition- Odeon [COMPLETE] Watson House, Norham House [COMMITTED] Dex, Commercial Union House, Worwick St Bus Station	Newcastle Central	£4-5m	Council, Developers	ADZ (TBC), Developers	2013-2020	
EPS2	Site remediation/ temporary uses	Newcastle Central	£2-3m	Council, Developers	ADZ (TBC), Developers	2013-2020	
EPS3	Multi storey car park East of John Dobson Street on Durrant Road, access from Central Motorway	Newcastle Central	£9.4m	Developers , Council	Developer, Accelerated Development Zone (TBC), Nexus	2020-2025	
EPS4	New Bridge Street. Extension of the main shopping street 1. New Bridge St. between Pilgrim St and John Dobson St. - New surfacing to serve pedestrians /cyclists. 2. Further surfacing improvements on John Dobson St.	Newcastle Central	£1.0m - £1.5m	Developers , Council	Developer, Accelerated Development Zone (TBC), DfT	2020-2025	
EPS5	Manors pedestrian and cycle bridge.	Newcastle Central Sub Area	£5.8m	Developers, Council	Developer, ERDF, Accelerated Development Zone (TBC), Nexus	2011-2020	
EPS6	Relocating bus movements in preparation of new bus station	East Pilgrim St, Newcastle Central Sub Area	£3.9m	Council, Nexus	Developer, Accelerated Development Zone	2025-30	

EPS7	Improvements to bus facilities (short term). Rerouting of buses stopping on Blackett Street and diverting to new stopping facility on Market St / Newgate St (trial).	Newcastle Central Sub Area	£1.0m - £1.5m	Developers, Council	Developer, Accelerated Development Zone (TBC),	2011-20
EPS8	New Bus station facility (long term) to maximise public transport accessibility and rerouting to facilitate extension of shopping streets to New Bridge St West and Pilgrim St.	Newcastle Central Sub Area	£7m	Developers, Council	Developer, Accelerated Development Zone (TBC),	2020-30
EPS9	Open Spaces: 1. New gateway space at top of Pilgrim St 2. Improvements to area around cultural hub of library / Laing Gallery 3. Space next to Plummer Tower and Central Courtyard space in southern block	East Pilgrim St, Newcastle Central Sub Area	£3-4m	Developers, Council	Developer, Accelerated Development Zone,	2013-30
SQ	Stephenson Quarter	Discovery Sub Area		Developers, Council	Developers, Council,	2011-15, 2015-20
SQ1	Enabling Works incl. new and improvement to existing retaining walls [PART COMPLETE]		£3.3m		Developer	2011-20
SQ2	Access Improvements to Stephenson Quarter	1. Forth Street 2. Junction of Forth Street and Forth banks. [COMPLETE]	£3-4m	Developers, Council	Developer Northumbria Police	2011-20
SQ3	New pedestrian/cyclist improvements 1. East- west route from Pottery lane to Clavering Place and new north- south route through site.	Discovery Sub Area	TBC	Developer	Developer	2011-20
SQ4	New Open Spaces 1. Hawthorn Square [COMPLETE] 2. Stephenson Square 3. Southern area	Discovery Sub Area	1. £0.36m 2. TBC 3. TBC	Developer	Developer	2011-20
GQ	Gateshead Quays	Quays & Quayside Sub Area		Council	Variety	2015-30
GQ1	New public car parking at Mill Road/Hawks Road & Church St	Quays & Quayside Sub Area	£25m	Council	Council	2020-30
GQ2	Clearance and remediation of Kaufmann Site	Quays & Quayside Sub Area	£1m (site now cleared - to be remediated as part of the development)	Council	Council	2015-20
GQ3	New north/south road serving Gateshead Quays	Quays & Quayside Sub Area	TBC	Council	Council, Regional Growth Fund	2020-2030
GQ4	Hawks Road pedestrian improvements	Quays & Quayside Sub Area	TBC	Council	Council, Regional Growth Fund, Transforming Cities Fund	2020-24
GQ5	Tyne Bridgehead improvements	Quays & Quayside Sub Area	TBC	Council	Council, Regional Growth Fund, Transforming Cities Fund	2020-25
GQ6	Gateshead Quays access improvements	Quays & Quayside Sub Area	TBC	Council	Council, Regional Growth Fund, Transforming Cities Fund	2020-26
Other Essential Schemes						
UCDR1	Urban Core Distributor Road.	Road signs, Variable Message Signs, Parking guidance and traffic control (incl. Low Emission Zone signing and enforcement)	£4.0 m	Council	Local Transport Body, ERDF	2011-20
		Skinnerburn Road Improvements (east / west link) [COMMITTED]	£3.7m	Council	Accelerated Development Zone	2011-20
QB1	Great North Cycle Route - Investment in and improvements	Improving cycle and pedestrian facilities on Hills Street (between Askew Road and Tyne Bridge) - Quays & Baltic Sun Area	£0.7m	Council, Developers	LTP, Developer Contributions	2017 - 2020
QQ1	Structural improvements to Quay Walls as part of site development	Millenium Bridge to Brett Oils, Gateshead Quays	TBC	Developer	Developer	2015-30
SG4	Extensions to Primary Schools - Gateshead Urban Core	Gateshead Urban Core	£3.6m	Council	Council, Developer Contributions	2020-30
DQ1	Access improvements across Discovery Sub Area Improving pedestrian, cycling and vehicular connections Westmorland Road, Skinnerburn Road, Forth Street, Railway street, Forth Banks, George Street, St James Boulevard, Churchill Street, Blandford Square	Discovery Sub Area	TBC	Developer / Council	Developer / Homes England	2025-30

DQ2	Forth Yards Spine Road and Access improvements within Forth Yard Development Opportunity Site Improving pedestrian, cycling and vehicular connections.	Discovery Sub Area	£6.7m	Developer / Council	Developer / Homes England	2025-30
CG1	Central Gateway Project - Improved space and increased pedestrian priority at Central Station, improved facilities for buses and coaches [COMPLETE]	Phase 1 external works: Neville Street / Bewick Street / Grainger Street / Orchard Street Phase 1 internal works: improvements for passengers inside the station	£19.8m	Network Rail, DB Regio Tyne and Wear, NCC . Station Improvement project will be delivered by Network Rail, NCC, East Coast,	£8.6m Station Improvement Fund. Regional Growth Fund Bid: £4,950,338 Newcastle City Council Capital Investment Fund	2014-20
CG2	Central Gateway Project - Improved links to Key Sites [COMMITTED]	Phase 2 external works: Grainger Street/Market Street - Pink Lane/Bath Lane - Collingwood Street/Mosley Street - Westmorland Road/Marlborough Crescent/Westgate Road	£18.5m	ADZ	Council	2014-20
2. Projects requiring further feasibility work						
SG5	Improvements to public realm along Coulthards Lane	Southern Gateway Sub Area	TBC	Council	Council, Developer Contributions	2025-30
QB2	Baltic Business Quarter - Super Bus Shelters (incl. real time info)	Quays & Baltic Sub Area	£1.2m	TBC	Council, Developer Contributions	2025-30+
GC5	Reducing the impact of traffic and improving public realm along Jackson Street	Gateshead Central Sub Area	£1.3m	Council	Council	2025-30+
GC6	Reconfiguration of Oakwellgate junction	Gateshead Central Sub Area	TBC	Council	Council	2025-30+
3. Transformational Schemes - to meet long term aspirations						
Primary and Secondary Pedestrian Routes						
PPR	Primary and Secondary Pedestrian Routes:	Urban Core Sub areas	TBC	Council, Developers	Developers, Council, ADZ (TBC), Cycle City Ambition Fund (CCAF)	2013-30
PPR1	New pedestrian/cycle crossing Park Lane between Freight Depot and Baltic Business Quarter	Southern Gateway	£0.6m	Council, Developers	Council, Developers	2025-30
PPR2	New pedestrian/cycle bridge from Freight Depot to Chandless Estate	Southern Gateway	£1.3m	Council, Developers	Council, Developers	2025-30
PPR3	Access to Askew Road west site, improving conditions for pedestrians and cyclists crossing Askew Road	Southern Gateway	£3.0m	Council, Developers	Transforming Cities Fund, Council, Developers	2025-30
PPR4	Improved pedestrian crossings on Askew Road (between West Street & Wellington Street)	Gateshead Central/Gateshead Quays	£0.13m	Council, Developers	Council, Developers	2017-20
PPR5	Improved pedestrian crossings on Arthur Street	Southern Gateway	£0.16m	Council, Developers	Council, Developers	2025-30
PPR6	Primary Pedestrian Routes Barras Bridge, St Marys Place	Civic Sub Area	£4.0m	Council	Developers, Council	2011-20
PPR7	Primary Pedestrian Routes Northumberland Street	Central Sub Area	£5.5m	Council	Council, ADZ (TBC)	2011-20
PPR8	Primary Pedestrian Routes Gallowgate Pedestrian and public realm improvements	Civic Sub Area	£1.7m	Council	Developer contributions	2011-20
PPR9	Primary Pedestrian Routes Northumberland Road and City Hall public realm uplift. Improve pedestrian links across College Street and John Dobson Street	Civic Sub Area	£0.8m	Council	Council, Developer contributions	2011-20
PPR10	Primary Pedestrian Routes Blackett Street	Central Sub Area	£3m	Council	ADZ (TBC), DfT	2018-23
SPR1	Secondary Pedestrian Routes John Dobson Street [COMPLETE]	Newcastle Central Sub Area	£1.5m	Council	Cycle City Ambition Fund	2025-30
SPR2	Secondary Pedestrian Routes Swan House roundabout Improvements, inc.at grade crossings	Newcastle Central Sub Area	£4m	Council	Council, Developer contributions, LEP	2025-30
SPR3	Secondary Pedestrian Routes Percy Street	Civic Sub Area	£3.7m	Council	Council, ADZ (TBC)	2011-20
Sub Area Schemes						

Cv3	Exhibition Park - comprehensive refurbishment [COMPLETE]	Civic Sub Area	£2-3m	Council	Funding has been secured from HLF, Play pathfinder, Heritage lottery grant	2011-20
Cv4	Camden Street Bridge refurbishment/ replacement, Strategic cycle route	Civic Sub Area	£3.5m	Council	TBC	2020-25
NC13	Bigg Market public realm improvements, improved bus facilities [COMPLETE]	Newcastle Central Sub Area	£0.6- £0.9m	Council	NE1	2025-30
NC14	Old Newcastle (Westgate Road to Quayside) Heritage led works including improvements to Castle Keep/Garth, The Side and the St Nicholas Cathedral steps	Newcastle Central Sub Area	£1.5m	Council	TBC	2020-25
QO1	Highways Improvements at Byker Bank and Cut Bank [COMPLETE]	Quayside and Ouseburn	£0.2m	Council	Developer contributions	2011-20
QO2	A new north/south cycle route along Ford Street and Foundry Lane [COMPLETE]	Quayside and Ouseburn	£0.003m	Council	Developer contributions	2011-20
QO3	New public spaces with developments at Malmo Quay, Spillers Quay West, and west of Free Trade, Lower steenbergs, Ince Building and Heany's Workshop	Quayside and Ouseburn	TBC	Council, Developer	Developer contributions	2011-30
SG6	Gateshead Boulevard - Removal of highway flyover	Gateshead Highway, Southern Gateway Sub Area	£38m	Council	Council Capital.	2020-25
					Developer Contributions	
SG7	Gateshead Boulevard - creation of tree lined boulevard from Durham Rd to Redheugh Bridge (includes reconfiguration of Oakwellgate)	Southern Gateway Sub Area	TBC	Council	LTP, Council Capital.	2020-25
					Developer Contributions	
SG8	Provision of a new bus, cycle and pedestrian link under the existing Gateshead Highway viaduct (until demolition), reconnecting Sunderland Road with High Street South at ground level	Southern Gateway Sub Area	£2.5m	Council	National Productivity Improvement Fund, Council,	2020-2030
					Developer Contributions	
SG10	Creating and improving existing green space at Charles Street / High Street West	Southern Gateway Sub Area	TBC	Council	Council, Developer Contributions	2025-30
SG11	Improving conditions for pedestrian and cyclists at Five Bridges Roundabout (following removal of elevated Gateshead Highway)	Southern Gateway Sub Area	£0.1m	Council	Council	2025-30
SG12	Improve junction of Bensham Road/Prince Consort Road/Charles Street - including pedestrian/cycle facilities	Southern Gateway Sub Area	£0.27m	Council	Council	2025-30
SG13	Design work on improved Askew Road/Prince Consort Road junction	Southern Gateway Sub Area	£0.27m	Council	Council	2025-30
SG14	Improve junction of Askew Road/Prince Consort Road	Southern Gateway Sub Area	TBC - outcome from SG13	Council / Developer	Developer Contributions	2025-30
GC7	New public space at Swinburne Place	Gateshead Central Sub Area	TBC	Council / Developer	Council, Developer Contributions	2025-30
GC8	New Public Space at Old Town Hall	Gateshead Central Sub Area	TBC	Council / Developer	Council, Developer Contributions	2025-30
GC9	Co-ordinated design of items GC10 & GC11	Gateshead Central Sub Area	£0.22m	Council	Council	2025-30
GC10	Removal of traffic from West Street between Lambton Street and Askew Road, and relocation of bus priority measures	Gateshead Central Sub Area	£3.2m	Developer	Developer	2025-30
GC11	Improving pedestrian facilities around the junctions of Nelson Street with Prince Consort Road and West Street	Gateshead Central Sub Area	£1.3m	Council	Council	2025-30
GC12	Creating and improving green space at the junction of High West Street and Regent Tce - in front of Civic Centre, Regent Court & Regent Tce	Gateshead Central Sub Area	TBC	Council	Council, Developer Contributions	2025-30
GC13	Improving conditions for pedestrians and cyclists at Swan Street, across High Street (and the new Gateshead Boulevard) and on to Coulthards Lane	Gateshead Central Sub Area	£0.38m	Council	Council, Developer contributions	2025-30
QB3	New public space for performances, events and external exhibitions	Quays & Baltic Sub Area	TBC	Council	Developer contributions	2025-30
QB4	Improving Riverside Park - accessibility, biodiversity enhancement, community safety, security	Quays & Baltic Sub Area	£0.25m	Council	Council	2025-30
QB5	Relocation of Keelman's Way to follow river	Quays & Baltic Sub Area	£1.3m	Council, Developer	Developer contributions	2017-30
QB6	Improved streetscape and pedestrian/cycling facilities around the Mill Road Gateway	Quays & Baltic Sub Area	£0.38m	Council, Developer	Council, Developer contributions	2025-30

QB7	Creating new green spaces and strategic SuDS in Baltic Business Quarter and along the Gateshead Quays.	Quays & Baltic Sub Area	TBC	Council, Developer	Developer contributions	TBC
Newcastle Flood Risk Management schemes						
W18	Central Motorway Drainage Scheme	Sandyford	£0.2M	LLFA	Environment Agency/Northumbrian Water/City Council	by 2021
W19	Newcastle Quayside FAS	Quayside from Quayside Bar downstream to Law Courts	£6.9M	LLFA	Environment Agency/Northumbrian Water/City Council	by 2021
W20	Newcastle City Centre SWMP - Area A Scotswood/Benwell	Scotswood Benwell	£8.8M	LLFA	Environment Agency/Northumbrian Water/City Council	start 2020/21
W21	Newcastle City Centre SWMP - Area B Pandon	Sandyford	£20.6M	LLFA	Environment Agency/Northumbrian Water/City Council	start 2020/21
W22	Newcastle City Centre SWMP - Area C Wingrove Arthurs Hill	Wingrove Arthur's Hill	£29.6M	LLFA	Environment Agency/Northumbrian Water/City Council	start 2020/21
W23	Newcastle City Centre SWMP - Area E Town Moor	Town Moor	£9.4M	LLFA	Environment Agency/Northumbrian Water/City Council	start 2020/21
W24	Broad Chare/Central Motorway Feasibility	Westgate	£3.0M	LLFA	Environment Agency/Northumbrian Water/City Council	by 2021
W25	Ouseburn Culvert	Sandyford	TBC	LLFA	Environment Agency / Northumbrian Water / Council	TBC
W26	Nuns Moor	Elswick/Westgate	TBC	NW	Environment Agency/Northumbrian Water/City Council/Developers	2020-2025