

South Tyneside Local Plan

Employment Land Technical Paper

June 2022



South Tyneside Council

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1. Introduction and Background

Purpose of this paper

- 1.1 Making sure that there is an enough land for new employment development, and that there is a strong possibility that this land will be developed is key to creating a firm foundation for economic growth and in planning for the borough over the years 2021-39. The main purpose of this technical paper is to explain how South Tyneside Council has devised its approach to the forward planning of employment development in the Draft Local Plan 2021 - 2039.
- 1.2 This paper sets out the technical evidence we have used to assess how much employment floorspace may be required in the borough over the years 2021-2039 and where it should be located. This paper builds upon the Employment Land Review carried out in 2019, the Local Economic Assessment 2021 and officers expertise.
- 1.3 The Planning for Jobs chapter in the Plan differentiates between land for general employment purposes and port and river-related employment land. This technical paper explains the reasons for making this distinction. It also explains how both the quantitative requirement and the supply for both types of employment land set out in the Planning for Jobs chapter has been determined. The new Plan also proposes to alter Green Belt boundaries in order to recognise the existing commercial operation at Wardley Colliery and allow for its limited expansion. This technical paper also sets out the employment justification for this proposal.

Evidence base

- 1.4 There are two primary evidence reports which support the Plan.

Employment Land Review

- 1.5 Lichfields and Lambert Smith Hampton were appointed in to undertake an Employment Land Review (ELR) to provide South Tyneside Council with an understanding of:
 - The suitability of the Borough's existing employment land portfolio (in both quantitative and qualitative terms).
 - The anticipated future growth trajectory of the Borough's economy and the implications of this with respect to demand for employment land over the period 2020-2035.
- 1.6 The 2019 ELR drew on a range of sources including a bespoke business survey and a stakeholder workshop. The ELR does not cover the entire plan period and therefore the council is currently preparing an updated ELR.

Local Economic Assessment

- 1.7 In 2021 South Tyneside Council commissioned Hatch and Regeneris to undertake a Local Economic Assessment (LEA). The LEA 2021 has also informed the Plan.

Structure of this Paper

- 1.8 This paper is structured into the following sections.

- National policy and South Tyneside context
- Overview of employment land requirements
- Appraisal of which scenario for forecasting employment needs the Plan should use and alternative options considered
- Overview of employment land supply
- Appraisal of why it is proposed to remove Wardley Colliery from the Green Belt and allocate it as general employment land

2. Policy Context

National Planning Policy Framework

- 2.1 The National Planning Policy Framework was updated in July 2021 and replaces its previous iteration updated in February 2019.
- 2.2 The Framework sets out the Government’s economic, environmental, and social planning policies for England. It states that the purpose of the planning system is to contribute to the achievement of sustainable development of which there are three overarching objectives (economic, social and environmental) that are interdependent and need to be pursued in mutually supportive ways [para 8].
- 2.3 The economic objective of the planning system is to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure [para 8].
- 2.4 Public bodies have a duty to cooperate with each other, and with other prescribed bodies, on planning issues that cross administrative boundaries [para 24]. The Framework [para 26] states that this is integral to the production of a positively prepared and justified strategy and places a requirement to document the progress of cross-boundary matters through the preparation and maintenance of one or more statements of common ground [para 27].
- 2.5 The Framework states that LPAs are required to ensure that Local Plans are underpinned by relevant and up-to-date evidence which should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and taking into account relevant market signals [para 31].
- 2.6 The Framework states that ‘significant weight’ should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development [para 81]. To help achieve economic growth, planning policies should [para 82]:
- Set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;
 - Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
 - Seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and
 - Be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.
- 2.7 The Framework [para 122] also highlights that planning policies and decisions need to reflect changes in the demand for land. Informed by regular reviews of land allocations and land availability, where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a local plan they should reallocate

the land for a more deliverable use that can help to address identified needs.

Planning Practice Guidance

2.9 On 6th March 2014 CLG launched the Planning Practice Guidance [PPG] web-based resource. This website brings together many areas of English planning guidance into a new format, linked to the Framework. Following the publication of the revised Framework, sections of the PPG were updated in 2019 to reflect the revised document. The revised Framework requires planning policies to set out a clear vision and strategy, which positively and proactively encourages sustainable growth.

The PPG – Plan making

2.10 The PPG has two sections in ‘Plan Making’ that are of particular relevance to this technical paper – ‘What are the steps in gathering evidence to plan for business?’ and ‘How can authorities use this evidence to plan for business?’:

What are the steps in gathering evidence to plan for business?

2.11 The PPG states ‘*Strategic policy-making authorities will need a clear understanding of business requirements in their area*’. The steps in building up this evidence include:

- *working together with county and neighbouring authorities, Mayors, combined authorities and with Local Enterprise Partnerships to define the most appropriate geography to prepare policies for employment;*
- *preparing and maintaining a robust evidence base to understand both existing business needs and likely changes in the market, with reference to local industrial strategies where relevant; and*
- *engaging with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability.” (Para: 040 Reference ID61-040-20190315)*

How can authorities use this evidence base to plan for business?

2.12 The PPG sets out a range of factors that authorities can use this evidence base to apply for. Of particular relevance to this paper are the following:

- *the need for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period, including for retail and leisure development;*
- *the existing and future supply of land available for economic development and its suitability to meet the identified needs. This should be undertaken at the same time as, or combined with, Strategic Housing Land Availability Assessments and should include a reappraisal of the suitability of previously allocated land.*
- *the likely availability and achievability of employment-led development, taking into account market signals. (Para: 041 Reference ID: 61-041-20190315)*

The PPG – Housing and Economic Needs Assessments

2.13 The PPG also has sections in ‘Housing and economic needs assessments’ which are of particular relevance to this paper including – ‘How can strategic policy making authorities prepare and maintain evidence about business needs?’; ‘How can market signals be used to

forecast future need?'; 'How can current market demand be analysed?' and 'How can the specific locational requirements of specialist or new sectors be addressed?'

How can market signals be used to forecast future need?

2.14 The PPG advises that a range of data which is current and robust should be used to help forecast future needs, including:

- *Sectoral and employment forecasts and projections which take account of likely changes in skills needed (labour demand);*
- *Demographically derived assessments of current and future local labour supply (labour supply techniques);*
- *Analysis based on the past take-up of employment land and property and/or future property market requirements; and,*
- *Consultation with relevant organisations, studies of business trends, an understanding of innovative and changing business models, particularly those which make use of online platforms to respond to with relevant organisations, studies of business trends, and monitoring of business, economic and employment statistics. (Para: 027 Reference ID: 2a-027-20190220)*

How can current market demand be analysed?

2.15 In terms of how market demand can be analysed, the PPG advises that plan makers should note that:

- *“The available stock of land can be compared with the particular requirements of the area so that ‘gaps’ in local employment land provision can be identified.*
- *It is important to consider recent employment land take up and projections (based on past trends) and forecasts (based on future scenarios), and to identify instances where sites have been developed or sought for specialist economic uses. This will help to provide an understanding of the underlying requirements for office, general business and distribution space, and (when compared with the overall stock of employment sites) can form the context for appraising individual sites.*
- *Analysing supply and demand will allow policy makers to identify whether there is a mismatch between quantitative and qualitative supply of and demand for employment sites. This will enable an understanding of which market segments are over-supplied to be derived and those which are undersupplied”.* (Para: 029 Reference ID: 2a-02920190220)

How can the specific locational requirements of specialist or new sectors be addressed?

2.16 Regarding the specific locational requirements of specialist or new sectors, PPG states that when assessing what land and policy support may be needed for different employment uses, it will be important to understand whether there are specific requirements in the local market which affect the types of land or premises needed:

“Clustering of certain industries (such as some high tech, engineering, digital, creative and logistics activities) can play an important role in supporting collaboration, innovation, productivity, and sustainability, as well as in driving the economic prospects of the areas in which they locate. Strategic policy-making authorities will need to develop a clear understanding of such needs and how they might be addressed taking account of relevant

evidence and policy within Local Industrial Strategies. For example, this might include the need for greater studio capacity, co-working spaces or research facilities. These needs are often more qualitative in nature and will have to be informed by engagement.” (Para: 032 Reference ID: 2a-032-20190722)

3. South Tyneside Context

South Tyneside

- 3.1 Located within the Tyne and Wear City Region, South Tyneside is a predominantly urban authority covering an area of 64.5 square kilometres and with a population of c.149,4201 . The principal settlements within the local authority area are the main centres of South Shields, Jarrow and Hebburn located to the north of the Borough.
- 3.2 South Tyneside is located to the south of the River Tyne and is bounded by the following local authority areas: to the south by Sunderland; to the west by Gateshead; and beyond the River Tyne to the north, by Newcastle upon Tyne and North Tyneside. The Borough benefits from good public transport infrastructure, with 10 Metro stations and a network of bus routes providing frequent services connecting residents to destinations throughout Tyne & Wear.
- 3.3 Key road connections within South Tyneside include:
 - The A19 – a key strategic route connecting the Tyne and Wear City Region to Northumberland in the north and Durham, Hartlepool, Tees Valley and North Yorkshire in the south;
 - A194(M) – running south west to north east connecting the A1(M) at Washington (Junction 65) to South Tyneside; and
 - A184 – running east to west connecting South Tyneside with Gateshead.
- 3.4 South Tyneside falls within the area covered by the North East Local Economic Partnership. An analysis of commuting patterns indicates that the Borough is a net exporter of labour and falls within the wider travel to work areas of ‘Newcastle and Durham’ and ‘Sunderland’. From a commercial market perspective, however, the Borough’s inter-relationships are considered to be strongest within Sunderland and Gateshead – particularly in the Washington, Follingsby, Monkton, Boldon area.
- 3.5 South Tyneside comprises of 765,000sq.m of office and industrial floorspace – the lowest level of stock of any of the Tyne & Wear authorities. Provision is dominated by industrial space, which accounts for 86% of B class floorspace in Borough. The industrial nature of the local economy is also clear from an assessment of South Tyneside’s role within the Tyne & Wear context.
- 3.6 The Borough accounts for:
 - 10% of all industrial floorspace in Tyne & Wear; and
 - 5% of office floorspace in Tyne & Wear.
- 3.7 The northern part of South Tyneside is densely developed and the built-up area extends to the coast. This contrasts with the southern part of the Borough where Boldon, Cleadon and Whitburn are separated from the conurbation – and each other – by farmland. Employment premises have traditionally been concentrated in the northern part, within a wide band of estates along the River Tyne, although recent development activity (as measured by gross take-up rates) has been stronger on the western side of the local authority. The northern

industrial estates typically accommodate a range of premises including factories, workshops, warehouses and offices. Around the Port of Tyne there is a greater concentration of offices, whereas around the Simonside, Bede and Middlefield industrial estates the concentration of factories and workshops is higher. Offices are distributed across the Borough, but with a noticeable cluster around South Shields town centre.

- 3.8 The Local Economic Assessment (LEA) (2022) notes that commercial agents have reported that access to the A19 is a key requirement for manufacturing and distribution businesses, but northern and eastern parts of the Borough are seen as inaccessible. Business Parks in the south and west of the Borough are experiencing the highest demand given their transport links, particularly Monkton Business Park and Boldon Business Park. The LEA states that there is an undersupply of both office and industrial premises which is acting as a barrier to growth for many businesses (particularly manufacturing firms).

Constraints of employment land

- 3.9 As stated above the Borough's portfolio of employment land has traditionally been concentrated within the northern part of the Borough. However this area is not as well penetrated by the highway road network as the western part of the Borough and opportunities within it for expansion are limited to when a parcel of land becomes available within an industrial estate apart from the former Dow Chemicals site which is available but which requires significant investment. The open areas within the western part of the Borough are predominantly designated as Green Belt.
- 3.10 The Tyne and Wear Green Belt extends from Gateshead and Sunderland to the south of the Borough. It covers some 2,231 ha (or 33% of the Borough's land area). The Green Belt contains areas of high landscape value such as at Cleadon Hills and Boldon Downhill. Whilst this provides an important environmental resource for the Borough, it also imposes a constraint on the supply of employment land as the test of 'exceptional circumstances' has to be met for the plan-led release of land from the Green Belt for what is termed (in a Green Belt context) 'inappropriate development'.

4. How Much Employment Land Are We Planning For?

Types of employment land

4.1 The 2019 ELR differentiates general employment land from specialist (port and river-related) employment land.

- General employment land is land suitable for general non-specialist employment uses.
- Port and river related employment land is considered to be sites along the river corridor that are well situated to provide services to the off-shore energy sector including renewables as well as the manufacture of wind turbine generators.

Sites with a river frontage are allowed to be developed for alternative uses, can never be repurposed for river-related employment uses. The Port of Tyne is a key economic asset for the borough and the region. As well as the Port providing a real strength in our offer to businesses it is economically significant with the Transportation and Storage sector making up more of our businesses and employing more people locally than is seen in the wider northeast and across England. The importance of the Port for the future developments around IAMP is also critical. With secure storage facilities and a rail distribution terminal the Port of Tyne's car terminal is recognised as a major European vehicle handler and will prove to be an important asset to many manufacturers which decide to use the IAMP as their base. We will continue to work in partnership with the Port of Tyne to grow its international role and to increase the volume of imported and exported goods and associated logistics. It was therefore considered important to recognise that the Port of Tyne is distinct from the Borough's general employment land supply.

The 2019 ELR also recognised the opportunities and growth potential associated with the growth in offshore windfarms and the decommissioning of offshore oil and gas infrastructure and identified sites along the Tyne River corridor with long-term potential to take advantage of these opportunities.

Future Requirements for Employment Space from ELR

4.2 The 2019 ELR developed three 3 growth scenarios (Baseline Labour Demand, Policy-On Labour Demand and Past Completions) which translate into different land requirement options. Each option was provided for both general and specialist employment land.

4.3 At the time the 2019 ELR was prepared, the National Planning Practice Guidance stated that 'local authorities should develop an idea of future needs based on a range of data which is current and robust' and recommended that authorities 'make use of forecasts and surveys to assess requirements'. The ELR used employment growth forecasts for South Tyneside covering the 2020 to 2035 (to align with the Council's Local Plan period at that time).

4.4 Each scenario draws upon a different set of input assumptions: some reflect economic growth, whilst another is underpinned by past rates of employment land delivery. Within this context, the ELR considered quantitative assessments of need based on the following:

- Baseline employment forecasts (labour demand) produced by Experian Business Strategies;
- Policy-on employment forecasts (labour demand) to reflect the wider economic impacts of the International Advanced Manufacturing Park (IAMP) proposals; and
- Consideration of past take-up of employment land based upon analysis by Lambert Smith Hampton.

Scenario 1: Baseline Labour Demand

The economic forecasts obtained from Experian indicated total employment growth of 3,200 full time employment jobs (FTE) (net) in South Tyneside over the period 2020 to 2035.

Scenario 2: Policy-on Labour Demand

This scenario takes as its starting point the baseline forecasts produced by Experian and adds an allowance for the potential impact of the IAMP proposals as envisaged through the cross-boundary Area Action Plan adopted in 2017 by Sunderland and South Tyneside Councils. The IAMP and the development of a policy-on forecast are discussed further below.

Scenario 3: Past (Net) Completions

This scenario assumes that past net completion rates will continue over the period 2020 to 2035. This would equate to an overall increase of 49,125sq.m of employment space.

How much General Employment Land is required?

4.5 The net land requirements for the Borough identified through this process are shown in Table 1. It can be seen that general employment needs range from -9.46ha (Past (Net) Completions Scenario) to 17.19ha (Policy-On Labour Demand Scenario) over the period 2020 to 2035. The top end of the range is underpinned by a policy-on labour demand scenario that seeks to capture the potential impact of IAMP on the general employment land market.

Table 1 Net land requirement General Employment

Scenario Option	1. Baseline Labour Demand (ha)	2. Policy-On Labour Demand (ha)	3. Past Completions (ha)
Land Required (net)	3.94	17.19	-9.46

4.6 It should be noted, however, that the figures contained within Table 1 relate to net land requirements. For general employment uses, the addition of a two year flexibility margin would see the range increase to between -6.45ha and 19.51ha. The range rises further – to between 4.80ha and 30.76ha – if historic losses are replaced at 25% of past trends

Table 2 Flexibility General Employment

Scenario Option	1. Baseline Labour Demand (ha)	2. Policy-On Labour	3. Past Completions (ha)
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	Demand (ha)		
Land Required (net)	3.94	17.19	-9.46
Indicative Gross Land Requirements by Scenario (safety margin only) (ha)	5.13	19.51	-6.45
Table iii Indicative Gross Land Requirement by Scenario (safety margin and replacement of losses) (ha)	16.38	30.76	4.80

4.7 The 2019 ELR assessed need over to period 2020-2035. The Council has recently commissioned a new ELR to reflect the plan period 2021- 2039. For the purpose of the Regulation 18 draft, the Council has adjusted the scenario for the period 2021-2039. This adjustment is made below for the baseline labour demand and policy-on labour demand scenarios (Table 3).

Table 3 Plan period adjustments for general employment

Scenario Option	1. Baseline Labour Demand (ha)	2. Policy-On Labour Demand (ha)	3. Past Completions (ha)
Land Required (net)	4.73	20.63	-11.35
Indicative Gross Land Requirements by Scenario (safety margin only) (ha)	6.16	23.41	-7.74
Table iii Indicative Gross Land Requirement by Scenario (safety margin and replacement of losses) (ha)	19.66	36.91	5.76

How much Port and River-Related Employment Land is required?

Table 4 shows that land needs for port/river-related uses s) the net requirements identified range from 3.06ha to 19.46ha. The lower figure is underpinned by the baseline labour demand scenario, whereas the higher figure is based upon past completions data.

Table 4 Net land requirement General Employment

Scenario Option	1. Baseline Labour Demand (ha)	2. Policy-On Labour Demand (ha)	3. Past Completions (ha)
Land Required	3.06	4.41	19.46

4.8 It should be noted, however, that the figures contained within Table 3 relate to net land requirements. For port/river-related uses, the addition of a two year flexibility margin would increase the range to between 3.47ha and 22.09ha (see Table 5). It is not considered

necessary to include any allowance for the replacement of losses. This reflects historic patterns of development activity, as well as the strategic importance of the Port of Tyne as a key economic asset.

Table 5

Scenario Option	1. Baseline Labour Demand (ha)	2. Policy-On Labour Demand (ha)	3. Past Completions (ha)
Land Required (net)	3.06	4.41	19.46
Indicative Gross Land Requirements by Scenario (safety margin only) (ha)	3.47	5.01	22.09

4.9 The 2019 ELR assessed need over to period 2020-2035. The Council has recently commissioned a new ELR to reflect the plan period 2021- 2039. For the purpose of the Regulation 18 draft, the Council has adjusted the scenario for the period 2021-2039. This adjustment is made below for the baseline labour demand and policy-on labour demand scenarios.

Table 6 Plan period adjustments for port related uses

Scenario Option	1. Baseline Labour Demand (ha)	2. Policy-On Labour Demand (ha)	3. Past Completions (ha)
Land Required (net)	3.67	5.29	23.35
Indicative Gross Land Requirements by Scenario (safety margin only) (ha)	4.16	6.01	26.51

ELR recommendation for how much land is required?

4.10 The 2019 ELR does not make any clear recommendation as to which scenario to use for general employment land but it does state *‘Having regard to the importance of IAMP to the Council’s wider planning and economic objectives, officers may take a view that the authority should – as a minimum – ensure the availability of sufficient land to meet this uplift in demand (17.19ha)’* 17.9ha is the policy-on labour demand figure net of a 2-year flexibility allowance and a 25% replacement allowance.

4.11 The 2019 ELR does not make any clear recommendation as to which scenario to use but it does state *‘Given the strength of historic development activity at the Port of Tyne in particular (accounting for nearly 40% of all take-up across the Borough over the last 15 years) ... planning towards the bottom end of the range risks significantly underproviding for such uses over the Plan period’*. However Lichfields have also stated that they do not consider it methodologically sound to use different scenarios for general employment land and the port and river-related employment land.

4.12 The Council has therefore considered each scenario to determine what land requirements should be planned for. In order to identify a preferred scenario, the Council has taken into consideration the implications of IAMP, the availability of future land and the constraints of South Tyne. The following chapter of this report considers these implications.

5. Which scenario should the Plan include?

- 5.1 The ELR does not give a recommendation for the Plan. The Council has therefore had to take into consideration each scenario identified in the ELR before identifying a preferred approach for the Plan. This chapter reviews each of these scenarios.

Scenario 1: Baseline Labour Demand

- 5.2 The economic forecasts obtained from Experian indicate total employment growth of 3,200 FTE jobs (net) in South Tyneside over the period 2020 to 2035. This Scenario indicates a modest growth of FTE jobs in South Tyneside over the period 2020 to 2035 with an overall land requirement of 19.66ha for general employment.

Scenario 2: Policy-on Labour Demand

- 5.3 This scenario takes, as its starting point, the baseline employment forecasts by sector produced by Experian and adds to this dataset an allowance for the potential impact of IAMP proposals as envisaged through the Area Action plan adopted in November 2017. The scenario seeks to estimate the wider multiplier effects associated with the direct jobs to be supported at IAMP.
- 5.4 The IAMP is identified as a major new employment park that straddles the boundary of Sunderland and South Tyneside. A proposed Development Consent Order and AAP Policy restricts occupiers of IAMP to advanced manufacturing businesses. The Policy-On Labour Demand Scenario seeks to estimate the wider multiplier effects associated with the direct jobs to be supported at IAMP. This scenario takes, as its starting point, the baseline employment forecasts by sector produced by Experian and adds to this dataset an allowance for the potential impact of IAMP proposals as envisaged through the Area Action plan adopted in November 2017.
- 5.5 The Area Action Plan establishes the planning policy framework that is needed to deliver the IAMP. The Area Action Plan covers the timescale 2017 to 2032. It forms part of the development plan for both Sunderland City and South Tyneside Councils. Through the Area Action Plan, 150ha was removed from the Green Belt. The Area Action Plan provides for development of approximately 392,000 sqm of floorspace for principal and supporting uses. Principal uses are defined as production, supply chain and distribution activities related to the Automotive and Advanced Manufacturing Sectors. This is to be delivered within a developable area of 150 ha, with adjacent land set aside for ecological and landscape mitigation amounting to 110ha.
- 5.6 The IAMP represents a unique opportunity for the automotive and advanced manufacturing sectors in the UK. IAMP will provide a bespoke and world class environment for the automotive supply chain and related advanced manufacturers. Overall, IAMP will help Sunderland, South Tyneside and the UK become one of the best international locations for automotive and advanced manufacturing, building on Nissan's success as one of Europe's most productive car plants.

- 5.7 It is estimated that IAMP could create approximately 1,780 additional B class FTE jobs in South Tyneside – over and above the level of growth forecast in the Experian baseline – over the period 2020 to 2035. This figure excludes the direct (on-site) jobs to be created at IAMP
- 5.8 The Policy-On jobs uplift is likely to be driven largely by the manufacturing sector (estimated to account for 1,080 of the 1,780 additional FTE jobs). The anticipated distribution of the Policy-On jobs uplift by B use class is summarised below²⁶:
- Manufacturing (B1c/B2): 1,080 FTE jobs;
 - Offices (B1a/B1b): 480 FTE jobs; and
 - Distribution (B8): 220 FTE jobs.
- 5.9 Taking into account the anticipated supply chain impacts associated with the IAMP, as well as the underlying employment growth assumed within the Baseline Labour Demand forecast, it is estimated that growth of 1,970 FTE jobs could be anticipated under the Policy-On Labour Demand scenario over the period 2020 to 2035.

Delivery of IAMP to date and available land

- 5.10 Up to 156,840 sqm (around 1.7 million square feet) of floorspace for automotive and advanced manufacturing uses has been approved by Sunderland City Council at IAMP ONE through two planning permissions (in May 2018 and in June 2020). Three bespoke manufacturing buildings have been completed, of which two are occupied by Nissan’s suppliers (SNOP and Faltec). The third building has been fitted out as a Nightingale hospital in response to Covid-19. In late January 2021 the hospital opened for use as a mass vaccine centre. The internal spine road (known as International Drive) has also been completed, whilst the IAMP ONE Ecological and Landscape Mitigation Area (‘ELMA’) has been created.

Figure 1 New Buildings and Access Road at IAMP ONE



Source: HBD

- 5.11 In October 2021, planning permission was granted for a battery plant in the south western corner of IAMP ONE. The manufacturing plant, which is to be brought forward by Envision AESC UK Ltd, will be able to produce batteries for over 100,000 electric vehicles every year. It is anticipated that development will commence in early 2022, with the first batteries being produced from 2024. This permission has increased the total amount of floorspace approved across IAMP ONE to 166,518sqm (Gross Internal Area).
- 5.12 Bringing forward development in a staged way has meant that the first specialist automotive and manufacturing businesses have been able to open at the IAMP. Any delay would have

meant that Nissan suppliers would have been forced to look elsewhere for premises, jeopardising the success of the wider IAMP vision.

- 5.13 Appendix 5 documents the extensive history of planning applications for IAMP and clearly shows that this project is being delivered. There is currently a major 'live' (to be determined application) for IAMP TWO for the erection of industrial units (up to 168,000sqm) (Gross Internal Area) for light industrial, general industrial and storage & distribution uses
- 5.14 The quantum of development and size of industrial units proposed within the Area Action Plan was predicated on economic and employment land evidence base documents from 2013 and 2015. In recent years, the background context established by these initial documents has changed due to a combination of macroeconomic shocks and developments specific to the automotive industry, including the electrification of the automotive industry, Brexit and covid-19. These opportunities were not, and could not have been, foreseen by, or planned for, in the original IAMP Area Action Plan. However, they are now influencing the need to accommodate units with different floorspace requirements or ultimately a greater quantum of floorspace at IAMP than originally envisaged through the Area Action Plan.
- 5.15 Notably, the UK Government's commitment to achieving 'net zero' by 2050 and the ambitious target for phasing out internal combustion engine vehicles by 2030 is driving forward the need to decarbonise cars and vans and to electrify the automotive industry. This will create opportunities to grow existing businesses and attract new ones to meet the needs of the changing technology, including the need to manufacture hybrid and EVs. In particular, there is a need to focus on the development of battery production facilities. Furthermore, in light of covid-19, it has been recognised that there is an urgent need to create greater resilience and flexibility in supply chains moving forward.

Developing a Policy-on forecast for IAMP

- 5.16 The policy-on labour demand scenario seeks to understand the implications of IAMP on the general demand for employment space within the Borough. The scenario does so by considering the likely impact of IAMP ONE with respect to B class employment change within South Tyneside (but out with the IAMP site) and adding this to the baseline of forecasts presented under Scenario 1: baseline labour demand.

Projected Employment Change

- 5.17 The 2019 ELR estimated that that IAMP could create approximately 1,780 additional B class FTE jobs in South Tyneside – over and above the level of growth forecast in the Experian baseline – over the period 2020 to 2035. This figure excludes the direct (on-site) jobs to be created at IAMP. When added to the 190 B class jobs forecast from the baseline job change is added it results in a projected increase of 1,970 FTE jobs.

Adjustments

- 5.18 Adjustments were then made for the following:
- Past take-up scenario adjustments - The past take up scenario was adjusted to distinguish between the two components of demand.
 - Labour demand scenario adjustments - The labour demand scenario was adjusted to distinguish between the two components of demand.
 - Flexibility Margin - An allowance of two years of demand was added as a safety margin.

- Replacement of losses - A replacement rate of 25% is suggested in the 2019 ELR should Council officers wish to include an allowance for replacement of losses in relation to general employment land.

Conclusion

5.19 The IAMP project is very important for both South Tyneside and Sunderland councils and there is a clear purely economic rationale for reflecting this in the forecast employment space requirements. However when choosing the Council's preferred scenario for employment land requirements, the importance of the Green Belt also needs to be considered.

Scenario 3: Past (Net) Completions

5.20 One view of future growth in South Tyneside could be to simply assume that past development rates continue into the future. If it were assumed that past net completion rates were to continue over the 15 year Plan period, this would equate to an overall increase of 49,125sq.m of employment space.

6. The supply of employment land in South Tyneside

- 6.1 The NPPF emphasises allocating sites of appropriate quality and quantity. It states that to “help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century” (Paragraph 20). Additionally, the NPPF states that “planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities”.
- 6.2 The ELR identified at the time land available in the Borough. However this work was undertaken in 2019. In preparation for the Plan. The Council has also undertaken a review of available land. The chapter firstly provides an overview of the ELR and then confirm the current land supply position as of 2021.

Employment Land Review Land Supply Position.

- 6.3 The ELR includes analysis from Lambert Smith Hampton in 2019 of employment sites in the Borough. Through inspections of all employment areas and those other areas identified by the Council LSH assessed individual employment sites according to a range of market and sustainability criteria and have identified a handful of additional sites. LSH also noted where sites have been reoccupied for employment purposes and are therefore no longer available. In accordance with Planning Practice Guidance, LSH has excluded from this assessment, sites of less than 0.25ha and unoccupied storage compounds that in the view of LSH are more likely to be reoccupied as compounds than developed for employment use. In some cases these compounds can also be discounted because they are less than 0.25 ha.
- 6.4 In considering the supply of and demand for employment land within South Tyneside LSH used a five stage approach:
1. First LSH consider the amount of land currently available for employment development (categories a, b & c above) and compare this against past take-up rates to arrive at a notional number of years supply within the Borough. This allows an assessment as to whether current allocations and other available employment land is sufficient for the Plan period;
 2. The second stage is to consider the market attractiveness of these sites using an analysis of the location of past take-up to understand if they should be retained within the supply;
 3. Thirdly LSH consider whether growth sectors are likely to increase demand for specialist sites;
 4. The fourth stage is to consider whether sites are readily available or require preparation and thus their ability to meet demand in the short term;
 5. The fifth stage is to identify the impact that vacant office and industrial buildings have on the market for development sites, within the context of economic and property development cycles; and

6. The sixth stage is to identify the prospects for supply to be supplemented by releases of expansion land.

Stage One: The number of years supply of available employment land

- 6.5 Lambert Smith Hampton identified twenty-five sites as available providing an estimated net developable area of 100.92 hectares. This includes the IAMP which is not part of the stock of general employment land.

Table 7 Available employment sites

Ref Site	Location	Estimated Net Area (ha)	General Employment Land
E1	Land at Wagonway Industrial Estate,	Hebburn / Jarrow	0.50
E2	Former NGN gas holder,	Curlew Road, Jarrow Hebburn / Jarrow	0.68
E3	East of Pilgrims Way,	Bede Ind Est Simonside / Bede	0.43
E4	West of Pilgrims Way (east of Mitsumi),	Bede Ind Est Simonside / Bede	1.41
E5	Land at Towers Place, Shaftsbury Avenue	Simonside Ind Est Simonside / Bede	1.31
E6	Hobson Way, East of Simonside Industrial Estate,	Simonside Ind Est Simonside / Bede	0.47
E7	South of Heddon Way, Middlefields Ind Est	South Shields Simonside / Bede	0.68
E8	West of Western Approach Trade Park,	Wilson Street South Shields	0.31
E9	Former Duncan House, Crossgate (cleared site)	South Shields	0.28
E10	Northern end of Boldon BP	Boldon Colliery	0.6
E11	Land west of 16 Brooklands Way, Boldon Business Park	Boldon Colliery	0.61
E12	Land East of Lukes Lane, Monkton Fell (West) Hebburn	Monkton	3.33
E13	Beside MH Southern	Port of Tyne	0.44
E14	Former Premier Waste	Port of Tyne	1.3
E15	Former TJ Thompson	Port of Tyne	1.26
E16	Tyne Dock Infill	Port of Tyne	3.51
E17	Hill 60	Port of Tyne	0.57
E18	Former car park, Garwood Street	Port of Tyne	1.6

E19	Tyne Dock Enterprise Park (former NcNulty Offshore), Commercial Road	Port of Tyne	7.04
E20	Former Hawthorn Leslie Shipyard, Ellison Street, Hebburn	Hebburn / Jarrow Riverside	3.7
E21	Jarrow Green Business Park, Wagonway Road	Hebburn / Jarrow Riverside	5.048
E22	Former Dow Chemicals, Chaytor Street	Hebburn / Jarrow Riverside	12.699
E23	IAMP South (North of Nissan Site)	IAMP	3.31
E24	IAMP South (north west corner)	IAMP	7.34
E25	North IAMP	IAMP	42.50
Total			100.92

6.6 The 2019 ELR drew on the assessment of employment land undertaken by Lambert Smith Hampton. A distinction was drawn between general employment land and specialist employment land. The 2019 ELR states:

‘The market also recognises that land with access to rivers or sea is a limited resource. It is not unusual for such sites to be reserved for businesses in the offshore and maritime sectors, or for those requiring access to a river for import or export. Land within ports is often

similarly reserved for those businesses using the port for import or export. Although the Port of Tyne estate accommodates some businesses that make little or no use of the Port, the majority of land and buildings within the estate are occupied by businesses that do. Outside the Port’s estate are other sites that have river frontage, which could be similarly reserved for uses requiring river access.’

Table 8 General Employment sites Available

Site Ref	Location	Employment Area	Policy Reference	Size (ha)
E1	Land at Wagonway Industrial Estate, Hebburn	Hebburn / Jarrow	ED6	0.5
E2	Former NGN gas holder, Curlew Road	Hebburn / Jarrow	ED5	0.68
E3	Land East of Pilgrims Way, Bedesway	Bede / Simonside / Middlefields	ED1	0.43
E4	West of Pilgrims Way (east of Mitsumi), Bede Ind Est	Bede / Simonside / Middlefields	ED1	1.41

E5	North of Tesco, Towers Place, Simonside Ind Est	Bede / Simonside / Middlefields	ED2	1.305
E6	Hobson Way, East of Simonside Ind Est	Bede / Simonside / Middlefields	ED2	0.47
E7	South of Heddon Way, Middlefields Ind Est	Bede / Simonside / Middlefields	ED3	0.68
E8	Land to rear of Western Approach Trade Park, Wilson Street	South Shields	ED4	0.31
E9	Former Duncan House, Crossgate	South Shields		0.28
E10	Northern end of Boldon BP	Boldon Colliery	ED10	0.6
E11	Land west of 16 Brooklands Way, Boldon Business Park	Boldon Colliery	ED10	0.61
E12	Land East of Lukes Lane, Monkton Fell (West) Hebburn	Monkton	ED8	3.332
General Employment Land Total				10.61

Table 9 Port and River Related Employment sites Available

Site Ref	Location	Employment Area	Policy Reference	Size (ha)
E13	Beside MH Southern	Port of Tyne		0.44
E14	Former Premier Waste	Port of Tyne		1.3
E15	Former TJ Thompson	Port of Tyne		1.26
E16	Tyne Dock Infill	Port of Tyne		3.51
E17	Hill 60	Port of Tyne		0.57
E18	Former car park, Garwood Street	Port of Tyne		1.6
E19	Tyne Dock Enterprise Park (former NcNulty Offshore), Commercial Road	Port of Tyne		7.04
E20	Former Hawthorn Leslie Shipyard, Ellison Street, Hebburn	Hebburn / Jarrow Riverside		3.7
E21	Jarrow Green Business Park, Wagonway Road	Hebburn / Jarrow Riverside		5.048
Port/River employment land total				37.16

6.7 The 2019 ELR then goes on to state that in order to understand whether such sites should be reserved for offshore/maritime uses, regard will need to be had to the projected future growth or decline of such uses and evidence of past take-up. Three sites with frontage to the Tyne are identified as currently available (Former Hawthorne Leslie shipyard, Jarrow Green Business Park and the former Dow Chemical works site). Lambert Smith Hampton recommended that consideration be given to reserving these sites for uses where river access is a requirement. Table 10 summarises the findings:

Table 10 Available employment land by category (2019 ELR)

Category	Net Available Land (ha)
General Employment Land	10.61
Specialist – Port/River Access	37.17
Specialist – Advanced Manufacturing	53.15
Total	100.93

6.8 More than half of the land assessed as available by Lambert Smith Hampton is at IAMP and restricted to use for advance manufacturing. The Port of Tyne was assessed as having 16% of the total with 21% overall assessed as suited to businesses requiring river access. Only 10.61 ha was assessed as available as general employment land.

Take-up of Employment Land

6.9 LSH assessed take-up over the period 2000-2017 and assessed take-up for specialist uses separately. Over this period all take-up for specialist uses occurred within the Port of Tyne estate. Over the period 2000-2017 all take-up for specialist uses has occurred within the Port estate.

Table 11 Past take-up of employment land in South Tyneside (2019 ELR)

Period	Take-up (ha)			
	General employment land (outside Port)	Specialist employment land (within Port)	Total	Average (ha p.a.)
Short term 2014-2017	4.6	8.01	12.61	2.52
Medium term 2008-2017	5.85	14.18	20.03	2.00
Long term 2003-2017	32.36	19.46	51.82	3.45
Very long term 1993-2017	-	-	94.71	3.79

6.10 Over the very long term (1993 - 2017) take-up of employment land has average 3.79 ha per annum. Over the medium term (2008 -2017) average take-up reduced to 2.00 ha per annum. The 2019 ELR assesses the reasons for this reduction as including ‘the severe effects of the recession’. 70% of take-up during this period was at the Port, where much of this was the provision of further compound space for Nissan’s car export operations. It was only in the final two years of this period that there has been any substantial take-up of land outside the Port, including the development of the last of the available plots at Monkton Business Park.

Implied supply

Table 12 Employment land supply and demand in South Tyneside (2019 ELR)

	Available (ha)	Annual take-up (ha)	Implied supply (years)
General employment land	10.61	2.15	5
Specialist employment land – port/river access	37.17	1.30	28
Total employment land	47.77	3.45	14

- 6.11 On a purely quantitative basis the amount of general employment land is sufficient for five years. Importantly, the 2019 ELR states *'whether this available land is of appropriate quality to meet demand is a separate consideration'*. Sites with river access were assessed as providing 28 years' worth of supply with the Port of Tyne assessed as contributing 12 years' worth of this category.

Stage 2: The Market Attractiveness of Available Employment Land

- 6.12 Lambert Smith Hampton analysis of past take-up suggests an imbalance between the location of available land and market demand as expressed by take-up. There is a large quantum of land with river frontage but they are assessed as having weak demand. The 2019 ELR states *'By contrast, sites at the edge of the conurbation, such as Monkton and Boldon have little supply but stronger demand'*. The 2019 ELR continues:

'This analysis suggests that even though there is a tight supply of employment land within the Borough, the adequacy of provision varies in different locations. To encourage economic development additional employment land allocations should be directed to those locations where there is evidence of strong demand. There is a case for some reshaping of the portfolio of employment land through deallocating sites which are unlikely to be taken-up within the Plan period whilst identifying new sites for allocation that will be more attractive to the market.'

Stage 3: Demand for Sites with River access over the Plan period

- 6.13 The 2019 ELR states that qualitative intelligence gathered by Lambert Smith Hampton *'indicates that port-related land – land with a river frontage- could become increasingly important as offshore wind and related sectors continue to grow'* and that such land is viewed by the market as being distinct from the Borough's general portfolio of sites. by Lambert Smith Hampton therefore recommended that a distinction is drawn between:
- Demand for land for port-related uses and/or with access to the river. It is anticipated that this will be met by land at the Port of Tyne, whilst Lambert Smith Hampton advise that sites such as Hawthorn Leslie, Jarrow Green Business Park and the former Dow Chemical works site could also have a potential role to play; and
 - Demand for general employment land.
- 6.14 The 2019 ELR acknowledges that on a purely quantitative basis, when measured against past take-up, the amount of employment land in the Jarrow Riverside sub-area exceeds requirements over the period 2020-2035. However, the 2019 ELR states that growth in certain sectors is likely to increase demand for land with river frontage. The 2019 ELR then draws on research commissioned by the North East Combined Authority to consider the land and premises requirements of the offshore energy sector in respect of each of four stages – development, equipment manufacture, installation and operation. The assessment recognised opportunities for South Tyneside but also cautioned as to the level of competition regionally between sites.
- 6.15 The decommissioning of oil and gas was also assessed as a sector with growth potential. The growth in offshore windfarms and decommissioning of offshore oil and gas infrastructure was assessed as likely to result in increased demand for ship maintenance and repair, providing opportunities for businesses such as A&P Tyne which is located in Hebburn. The Lambert Smith Hampton analysis concludes as follows:

'There is clear evidence that demand for riverside sites is increasing and importantly will strengthen further over the period of the Local Plan. In these circumstances, past take-up is a less reliable indicator of demand for riverside sites.'

Stage 4: Readily Available Employment Sites

6.16 The 2019 ELR states that private sector development requires intervention by the public sector to finance preparation works. Sites assessed as readily available provide just two years supply when measured against take-up of 2.15 ha per annum. Lambert Smith Hampton recommends that the Council invest in site preparation and infrastructure provision in order to maintain 'a five year reservoir of readily available employment land'. Lambert Smith Hampton also advised that new allocations should be considered in areas of stronger market demand.

6.17 With reference to opportunities in the offshore energy sector, the Council commissioned WSP to assess the opportunities and constraints of four sites on the Tyne: Hawthorne Leslie, Jarrow Green Business Park, the former Dow Chemical works site and Cemex. WSP estimated that for each of these sites, the costs of the necessary interventions range from £5.6 million to £24 million according to end use. In summary, WSP considered that all four sites could, with investment, continue to contribute to the Borough's portfolio of employment land. Lambert Smith Hampton commented:

'There is a finite stock of riverside land and once lost from employment use, sites are unlikely to revert. At a time when growth in various offshore sectors is anticipated, the Council may take a view that it wishes to retain employment sites with river frontage as part of the Borough's portfolio unless on qualitative grounds they are not suitable for development.'

Stage 5: The Impact of Vacant premises on the Market for Employment Land

6.18 Lambert Smith Hampton state that vacancy rates for both office and industrial premises increased during the period of low economic growth that followed the recession. However, higher levels of take-up were recorded during 2016 and 2017 suggesting that development activity was no longer suppressed by the level of vacant premises.

Stage 6: Expansion Land

6.19 Lambert Smith Hampton state that overall levels of expansion land are relatively modest and therefore unlikely to be a significant factor.

Conclusion of the ELR on available land in South Tyneside

6.20 The following is a summary of the findings from the assessment of employment land undertaken by Lambert Smith Hampton for the 2019 ELR.

- Measured against take-up, South Tyneside has general employment land equivalent to five years supply. Much of this is not immediately available or situated in areas where market demand is strongest.
- A priority for the Council should be to identify new allocations on the southern edge of the conurbation. The allocation of additional land in areas of market demand will, by itself, be insufficient to stimulate industrial development activity. Developers will require serviced plots as well as gap funding.

- The supply of specialist port/river-frontage sites exceeds the purely quantitative requirement based on past take-up rates over the period 2020-2035. However future demand for such sites is expected to be higher.
- The Port of Tyne is able to fund investment which enables it to meet occupier requirements. Site preparation works are underway at the former Dow Chemical works site.
- The Council should consider investment in site preparation at Hawthorn Leslie and Jarrow Green Business Park to enable employment use.
- The IAMP will provide employment land restricted to occupation by advanced manufacturing business.
- Demand for IAMP ONE (located within the Sunderland City Council area) is expected, once serviced, to be strong and initial take-up rates high. IAMP TWO is not expected to be serviced until development of IAMP ONE is well progressed.
- The take-up of land for office development is constrained by low rents which undermine viability. High vacancy rates are identified amongst modern offices at Viking Industrial Park. Large offices developed in the Enterprise Zones are standing vacant. Small, serviced offices also have low levels of occupancy.
- The majority of demand over the period 2020-2035 is expected to be in relation to the Port of Tyne Estate and to the Monkton sub area.
- The supply of land for port/river-related uses *'clearly represents an oversupply in quantitative terms and the Council may wish to carefully consider whether it is necessary and appropriate to retain all of this land for specialist employment uses'*.
- Once redeveloped for uses unrelated to river frontage, such land cannot be repurposed to meet any peaks in demand from the marine and offshore industries.
- Qualitative intelligence gathered by Lambert Smith Hampton indicates that such sites could become increasingly important.
- South Tyneside has insufficient supply to meet the upper bound of projected demand for general employment land. Undersupply is projected to be most marked in Monkton, South Shields Riverside and Town Centre.
- There is little supply relative to demand within the Monkton area. Lambert Smith Hampton highlighted the *'popularity of employment land in this area in recent times'* and considered that if the Council did not consider how best to identify additional development sites, it would risk constraining the economic potential of the Borough.
- Commercial agents at the 2019 ELR duty to Co-operate workshop contended that South Tyneside would benefit from another business/industrial park in the south of the Borough to meet supply constraints in the Monkton/Boldon area. This accords with the views of the Council's Business Investment team.
- The reason why demand is so high the Monkton/Boldon area is explained by reference to the strategic highway network. Lambert Smith Hampton commented *'The western side of the Borough is well served by the strategic highway network; the A19 heads south from the Tyne Tunnel at Jarrow, the A194 Leam Lane heads south-west to link the A1(M) and the A184 Newcastle Road forms the base of this triangle of dual carriageways, linking the other two. In this area, recent demand (as evidenced by employment land take-up) has been strong. Boldon and Monkton business parks are now largely built out for a mix of employment uses.'*

6.21 The ELR concluded that of available employment land (excluding IAMP) it is estimated to stand at 47.77ha. This is comprised of: 10.61ha of general employment land; and 37.17ha of specialist use employment land (port/river access).

Council assessment of land supply 2021

- 6.22 South Tyneside Councils undertook site visits in 2021 and consulted with the Council's Business Investment team to reassess the sites. Taking into consideration latest available data. The Council has also assessed a range of alternative employment locations which been suggested to the Council. This assessment is included in Appendix 4.

Port and river-related land - Deallocated sites

- 6.23 The 2019 ELR recommended that consideration be given to deallocating Hawthorne Leslie and Jarrow Green Business Park having assessed a perceived lack of commercial attractiveness combined with site specific constraints for each site. The Council has undertaken an assessment of these sites and have proposed to deallocate these sites in the Plan.

Jarrow Green Business Park

- 6.24 Historically the site has included residential houses, industrial use (colliery, chemical works, lead works, tip) and infrastructure (waggon ways, staithe, jetties, coal conveyors and travelling cranes). The northwest part of the site appears to have been reclaimed from the river in the past. The site is fully owned by South Tyneside Council, following One North East funded site acquisitions through to 2008 and was acquired with a view to leveraging in public investment to regenerate the area. The area was branded 'Jarrow Green Business Park' to positively reflect the Council's aspirations for the site. Some remediation, reclamation, and access works have been carried out but as the Employment Land Review states 'Substantial investment required to bring site back into use.'
- 6.25 The north east area of the site consists of river edge slopes with a steep incline and a former landfill site and part of this area is covered in trees. It is considered to be undevelopable. Jarrow Staithe are situated to the north of the site in the River Tyne and are jointly owned by the Council and the Church Commissioners. Direct access to the structure has been cut off to prevent trespass and vandalism. The Staithe would require investment if they are to be brought back into use.
- 6.26 To summarise the area consists of a mixture of land that is not developable and land that may not be available for employment development. The name 'Jarrow Green Business Park' is therefore not considered to reflect the reality of this area and it is considered that it should revert to being 'white land' i.e. land without a specific Plan designation.

Hawthorn Leslie

- 6.27 The site has been vacant for many years dating back to the early 2000's. The site is primarily open in character having been largely cleared of buildings in recent years. The only buildings remaining on site are in a poor condition having suffered fire damage. The remaining open areas of the site comprise a mix of concrete slab hard surfaces and areas of grassland, salt marsh and mudflats. There are a range of constraints associated with the site that include flood risk (part of the site is within flood zone 3b), the possibility of contamination on the site (reflecting its former heavy industrial use) and the ecological value of the mudflats on the river frontage. As such there is the potential for conflict with both the ecological value of the

site and the risk from flooding. The riverside location of the site supports allocation for port and river-related uses but development that would require river access would directly conflict with the ecological value of the site.

- 6.28 The length of time that the site has been vacant is reflective of the lack of market interest in the site. It is not in an area of strong market demand. This is confirmed by the Lambert Smith Hampton assessment that the site requires ‘major infrastructure provision and remediation’ and has having three constraints in terms of market attractiveness. The site is bounded to the west by the Ellison Street residential area and to the south by the Jedmoor residential area. If it is developed for heavy manufacturing use then there is a potential for conflict with residential amenity.
- 6.29 Notwithstanding the potential for conflict with the ecological value of the site and with residential amenity, it is well situated for a river-related employment use. However the industrial legacy of the site means that there is the potential for significant remediation and redevelopment costs. It is therefore unlikely to be deliverable for any development use without significant public sector intervention. There does not appear to be any prospect of this.
- 6.30 To summarise, strategically the site is well located for port and river-related employment use. However there has not been demonstrable commercial interest in the site and there are significant site-specific constraints including the ecological value of the site, the risk from flooding, the potential for contamination and the associated cost of remediation and the potential for conflict with residential amenity. The Council therefore considers that the site should no longer be protected as employment land and should revert to being ‘white land’.

Port and river-related land – New allocations and proposed allocations

The former Dow Chemicals site

- 6.31 The Plan includes the former Dow Chemical works site (12.7ha). Although not referenced by Lambert Smith Hampton, the Council’s own intelligence is that this site would also require substantial investment in site preparation. The Council takes the view that given the opportunities associated with river-related uses, there is a realistic possibility of the necessary funding being secured during the plan period.
- 6.32 The site will require significant remediation and infrastructure provision. However it is currently being marketed and supporting the delivery of this site is a priority for the Council. It is therefore proposed to allocate it as port and river-related employment land.

Port of Tyne

- 6.33 The Port is considered to be a key economic asset for the Borough. However the amount of land assessed as available within the Port of Tyne estate has been significantly reduced following information from the Port that a number of parcels previously assessed by LSH as available are operational land for the Port and therefore not available for development. The Council proposes to designate the port, however the sites listed in table 13 are not considered to be available and therefore have not been included in the supply.

Table 13 Port/River related sites proposed to be allocated but are not included in the supply

Site Ref	Location	Size	Assessment	Conclusion	Recommendation
E13	Beside MH Southern	0.44	Landlocked site surrounded by land and premises leased to timber merchants. Port proposing to relocate tenant and to carry out works to mitigate flood risk.	Port of Tyne have stated that this is operational land and not available for development.	Retain for employment but not available land.
E14	Former Premier Waste	1.3	On edge of Port Estate fronting Jarrow Road	Port of Tyne have stated that this is operational land and not available for development.	Retain for employment but not available land.
E15	Former TJ Thompson	1.26	Within Port Estate with rail access. On market with Naylor's to let as whole or part.	Port of Tyne have stated that this is operational land and not available for development.	Retain for employment but not available land.
E16	Tyne Dock Infill	3.51	Within Port of Tyne Estate. Filling of former dock basin (ST/0944/09/FUL) has created development land and mitigated flood risk.	Port of Tyne have stated that this is operational land and not available for development.	Retain for employment but not available land.
E17	Hill 60	0.57	Land formerly used for aggregate storage on edge of Port Estate and fronting Templetown from which access could easily be taken.	Port of Tyne have stated that this is operational land and not available for development.	Retain for employment but not available land.
E18	Former car park, Garwood Street	1.6	Within the Port of Tyne estate but now used for storage space by local company.	Within the Port of Tyne estate but now used for storage space by local company.	Retain for employment but not available land.

Summary of port related supply

6.34 The amount of available port and river-related employment land based on this assessment is 18.3ha. The sites are listed below in table 14. The 2019 ELR considered that 37.77 ha of land was available for port and river-related uses. This was based on Appendix 3: Site Assessment Matrix of the 2019 ELR undertaken by Lambert Smith Hampton. The sites in table 15 are accrued forward as part of the wider Port of Tyne allocation but they are not regarded as available and so have not been included in the calculation of available port and river-related employment land. The Council propose to deallocate the sites in table 16 as it is considered there is no reasonable prospect of these sites being used for port/river related employment.

Table 14 Sites comprising the Port and River Related Supply

ELR Site Ref	Location	Employment Land	Size	Recommendation
E19	Tyne Dock Enterprise Park (former NcNulty Offshore), Commercial Road	Port of Tyne	5.6	Within Port Estate; Council to consider retaining as employment land.
E22	Former Dow Chemicals, Chaytor Street	Hebburn / Jarrow Riverside	12.7	Retain for employment. Council to consider restricting riverside areas for businesses requiring river access.
Total			18.3	

Table 15 Sites within the Port of Tyne that are retained as part of the allocation but are not regarded as being available

ELR Site Ref	Location	Employment Land	Size
E13	Beside MH Southern	Port of Tyne	0.44
E14	Former Premier Waste	Port of Tyne	1.3
E15	Former TJ Thompson	Port of Tyne	1.26
E16	Tyne Dock Infill	Port of Tyne	3.51
E17	Hill 60	Port of Tyne	0.57
E18	Former car park, Garwood Street	Port of Tyne	1.6

Table 16 Sites with a river frontage that are proposed to be de-allocated as there is considered to be no reasonable prospect of delivery

Site Ref	Location	Employment Land	Size
E20	Former Hawthorn Leslie Shipyard, Ellison Street, Hebburn	Hebburn / Jarrow Riverside	3.7
E21	Jarrow Green Business Park, Wagonway Road	Hebburn / Jarrow Riverside	5.048

Supply of general employment land

- 6.35 The 2019 ELR considered that 10.61 ha of land was available for general employment. This was based on Appendix 3: Site Assessment Matrix of the 2019 ELR. This was based on Appendix 3: Site Assessment Matrix of the 2019 ELR undertaken by Lambert Smith Hampton. This differed marginally from the Council’s own estimate. The difference is largely due to different site sizes being determined through the Council’s own mapping work. This represented a considerable shortfall to the requirement in the Policy on Labour Demand Scenario of 30.76 ha.
- 6.36 The 2019 ELR also discussed opportunities in relation to mixed use sites. Three mixed-use sites – Harton Quay, a plot adjacent to One Trinity Green and the Holborn regeneration project were identified as particularly suitable for employment use. For the reasons stated at Appendix 2: Employment Sites Appraisal, Harton Quay and One Trinity Green have been discounted from the supply but an allowance of 1.85ha has been made for Holborn.
- 6.37 Allowance was made for the employment component of the Cleadon Lane Industrial Estate mixed-use allocation (2.1ha) in the 2019 Draft Local Plan. This is now recognised as not genuinely available as it is in existing employment use. It is therefore allocated for employment in the Draft Local Plan 2021 - 2039 but not factored into the calculation of available supply.
- 6.38 In undertaking the assessment at Appendix 2, STC Officers have sought to rigorously assess whether sites are deliverable. Three sites that were previously included in the calculation of available supply – Former NGN gas holder, Curlew Road, Hebburn; Hobson Way, East of Simonside Industrial Estate and Former Duncan House, Crossgate – have now been excluded for the reasons set out in Appendix 2.

Summary

- 6.39 The amount of available general employment land based on this assessment is 11.3ha. The sites are listed below in table 17. The 2019 ELR considered that 10.61 ha of land was available for general employment. This was based on Appendix 3: Site Assessment Matrix of the 2019 ELR undertaken by Lambert Smith Hampton. The Council propose to deallocate the sites in table 16 as it is considered there is no reasonable prospect of these sites being used for port/river related employment.

Table 17 Sites allocated as General Employment Land

ELR Site Ref	Policy Ref	Location	Size	ELR Recommendation
E1	ED.6	Land at Wagonway Industrial Estate, Hebburn	0.5	Owner unwilling to sell. Council to consider whether to deallocate given that this is an otherwise readily available site.
E3	ED.1	Land East of Pilgrims Way, Bedesway	0.43	Council to consider retaining as employment land
E4	ED.1	West of Pilgrims Way (east of Mitsumi), Bede Ind Est	1.41	Council to consider retaining as employment land

E5	ED.2	North of Tesco, Towers Place, Simonside Ind Est	1.31	Council to consider retaining as employment land
E7	ED.3	South of Heddon Way, Middlefields Ind Est	0.68	Council to consider retaining as employment land
E8	ED.4	Land to rear of Western Approach Trade Park, Wilson Street	0.31	Council to consider retaining as employment land
E10	ED.10	Northern end of Boldon BP	0.6	Council to consider retaining as employment land
E11	ED.11	Land west of 16 Brooklands Way, Boldon Business Park	0.61	Council to consider retaining as employment land
E12	ED.8	Land East of Lukes Lane, Monkton Fell (West) Hebburn	3.33	Council to retain as employment site and to consider funding required to bring site forward for development.
Total			11.3*	

* An allowance of 1.85ha has been made for the employment component of the Holborn allocation

Table 18 Sites de-allocated as General Employment Land

ELR Site Ref	Location	Size	ELR assessment	STC assessment	Conclusion
E2	Former NGN gas holder, Curlew Road, Hebburn	0.68	Having regard to adjoining businesses, Council to consider retention for employment or commercial use	A gas holder site will have a vast amount of buried obstructions including subterranean concrete. It is unlikely to be deliverable.	De-allocate
E6	Hobson Way, East of Simonside Ind Est	0.25	Former car storage compound, currently in use as works compound for new road link. On completion of new junction there is potential to extend site to north.	In area with employment uses but not part of an established estate. LSH assessed as 'modest infrastructure or remediation' required but STC Officers assessed as requiring significant site preparation which is unlikely to be deliverable for a small site.	De-allocate
E9	Former Duncan House, Crossgate	0.28	Cleared site of office block. Planning consent granted for construction of seven units for B1/ B2 / B8	Although STC would have no 'in-principle' objection to a suitable employment use on the site, it would have no in-principal objection to residential development on the site. There is therefore no reason to protect it as employment land.	De-allocate

Potential Sites

6.40 The ELR also assessed a number of potential sites. With the exception of Wardley Colliery (see chapter 8) none of these sites has been taken forward. The assessment of potential sites is set out at Appendix 3.

Alternative sites

6.41 In addition to the potential sites identified in the ELR, a number of other sites have been either suggested by site promoters for allocation or identified through the council's resources. The assessment of these sites is at Appendix 4.

7. The Council's Preferred Scenario

- 7.1 The Council has undertaken a comprehensive assessment of available land in South Tyneside. The ELR and the Council site assessments have concluded that there is 11.03ha (Table 17) of land available for general employment and 18.3ha (Table 14) of land available for port and river related. Table 19 compares the supply of available general employment land with the forecast land requirements from the baseline labour demand and the policy-on labour demand scenarios. Table 20 compares the supply of available port and river related employment land with the forecast land requirements from the baseline labour demand and the policy-on labour demand scenarios.

Table 19 Available general employment land against forecast requirements by scenario

Scenario Option	Policy-on labour demand (ha)	Baseline labour demand (ha)
Land required	36.91	19.66
Existing available supply	11.03	
Under or Overprovision	-25.88	-8.63

Table 20 Available land for port and river related employment against forecast requirements by scenario

Scenario Option	Policy-on labour demand (ha)	Baseline labour demand (ha)
Land required	6.01	4.16
Existing available supply	18.3	
Under or Overprovision	+12.29	+14.14

- 7.2 With both the Baseline Labour Demand and the Policy-On Labour Demand scenarios for general employment there is a need to identify additional land. As set out in chapter 6, the Council has considered all reasonable alternative employment sites, but insufficient land has been identified. The only other option to the Council is to consider land in the Green Belt.
- 7.3 Due to the lack of available sites, the Council's preferred scenario for employment space requirements over the Plan period is the Baseline Labour Demand Scenario. In choosing this scenario the Council has been cognisant of the constraints imposed by the Green Belt and the very high value placed on this resource by our communities.
- 7.4 The Council has considered merging port/river related uses and general employment together. However the market views land with access to the river (and capable of meeting the requirements of modern businesses which need such access) as being distinct from the Borough's general portfolio of sites. Qualitative intelligence gathered by LSH indicates that port-related land – or land with river frontage – could become increasingly important as offshore wind and related sectors continue to grow. As such, it is important that the Plan allows for the provision of an adequate supply of land suitable for port-related uses and/or with access to the river over the Plan period.

The qualitative need

- 7.5 There has been strong demand at Monkton and Boldon Business Parks for industrial space, particularly for move-on accommodation. The Local Economic Assessment found that there is a severe undersupply of industrial space and *'if not addressed there is a risk that will act increasingly act as a barrier to growth and investment in South Tyneside, including for key sectors such as advanced manufacturing'*.
- 7.6 The 2019 ELR drew attention to the lack of supply relative to demand within the Monkton area. Lambert Smith Hampton highlighted *'the popularity of employment land in this area in recent times'* and considered that if the Council did not consider how best to identify additional development sites, it would risk constraining the economic potential of the Borough. These findings accord with the experience of the Council's Business Investment Team – that there are regular queries for well-located serviced business space that they are unable to meet because of the shortage of industrial space in locations where there is market demand and that this is acting as a major constraint on growth and investment in South Tyneside.
- 7.7 However, there are no opportunities for identifying land for a new business/industrial park in an area of strong market demand that would not require the alteration of Green Belt boundaries in order to release land that is currently both greenfield and designated as Green Belt for economic development. In considering this option the Council has had to balance its economic growth aspirations with the desirability of maintaining Green Belt boundaries given the many benefits that the Green Belt confers.
- 7.8 Having regard to the benefits of Green Belt, the Council has determined not to propose the alteration of Green Belt boundaries in order to deliver a new business / industrial park.

Identifying additional land for general employment.

- 7.9 In reaching the conclusion that there is a shortfall in the supply of land to meet employment needs, the ELR considered opportunities to intensify the employment operations within the existing employment land portfolio. However, a key limiting factor is development viability which is dependent upon a range of factors including:
- Availability and cost of finance;
 - Abnormal costs of site preparation;
 - Abnormal infrastructure costs;
 - Void periods;
 - Construction costs;
 - Rental levels;
 - Yields;
 - Ability to secure pre-lets or forward sales; and
 - Availability of gap funding.

- 7.10 The ELR (2019) noted that in general terms, South Tyneside is relatively weak in terms of development viability for both offices and wider general employment uses. Rental yields have been suppressed since the economic downturn whilst construction costs have risen. Hence, speculative private sector led schemes largely require public sector financing and support for site preparation works to provide serviced and remediated plots.
- 7.11 The ELR confirmed that there has been no effective replacement body since the abolition of the 'regional development agencies' to provide a supply of serviced development land to enable economic growth. Additionally, given austerity measures the ability for the local authorities to intervene has and will continue to be increasingly limited.
- 7.12 Accordingly, it has been concluded that as a potential source, intensifying operations within existing employment areas would not necessarily yield any significant opportunity to add to our employment land portfolio.

Working With Our Neighbours to Meet Our Needs

- 7.13 The Duty to Cooperate legally obligates plan making authorities to work constructively and on an ongoing basis with other authorities to identify and, where necessary, address strategic cross boundary issues. As detailed in the Duty to Cooperate Statement that accompanies the Plan, there has and continues to be an ongoing dialogue with our adjoining authorities. This includes matters relating to the overall quantum of growth proposed through the respective local plans and the ability for each authority to be able to meet its own needs.
- 7.14 Between July 2018 and May 2019, approaches were made to Sunderland City Council, North Tyneside Council and Gateshead Council respectively to as to the degree to which each of our adjoining authorities were able to accommodate some of our unmet needs.
- 7.15 All three authorities confirmed that they would be unable to provide for some of our needs. Gateshead and Sunderland confirmed that whilst they were at different stages of their plan production, each authority has itself been required to formally review / propose deletions to the Green Belt in order to accommodate their own levels of planned growth. To accommodate our need (thereby offsetting or minimising any loss of Green Belt within South Tyneside) would simply transfer the need to release Green Belt from one authority to another.

Sustainable Development Without Using the Green Belt?

- 7.16 The purpose of the planning system is to contribute towards sustainable development and the NPPF acknowledges there are three dimensions to it: economic, social and environmental. It states that these are mutually interdependent and that economic, social and environmental gains should be sought jointly and simultaneously in a balanced manner.
- 7.17 This paper has so far clearly demonstrated that to meet employment needs it requires encroaching into the Green Belt. In reaching that conclusion, it however assumes that the Plan's proposals for both the scale and distribution of job growth represents sustainable development. By virtue of this, it would assume that failing to meet or exceeding those

requirements or proposing an alternative rationale by which growth could be delivered results in unsustainable development. This may not be the case in all circumstances. The Sustainability Appraisal (SA) is the key mechanism by which the plans are tested to ensure their policies promote sustainable development and whether there are other reasonable alternatives that should be considered. The SA is an iterative process and is reported on at each stage of the plan's preparation.

- 7.18 In considering the nature and extent of harm to the Green Belt, the Council has undertaken a Green Belt Assessment which should be considered alongside this paper. The Stage One assessment justifies the exceptional circumstance, the Stage Two Green Belt Review sets out the detailed methodology by which the Green Belt was assessed. In total, some 119 individual assessments were undertaken and land parcels were appraised against how well each parcel served the five Green Belt purposes defined within the NPPF:
- i. To check the unrestricted sprawl of large built-up areas;
 - ii. To prevent neighbouring towns merging into one another;
 - iii. To assist in safeguarding the countryside from encroachment;
 - iv. To preserve the setting and special character of historic towns; and
 - v. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

7.19 The ELR suggests that when identifying additional employment land, *“The western side of the Borough is well served by the strategic highway network; the A19 heads south from the Tyne Tunnel at Jarrow, the A194 Leam Lane heads south-west to link the A1(M) and the A184 Newcastle Road forms the base of this triangle of dual carriageways, linking the other two. In this area, recent demand (as evidenced by employment land take-up) has been strong.”*

7.20 Therefore, when considering new sites for employment, the Council firstly identified an area of search (Figure 1) to the western side of the borough.

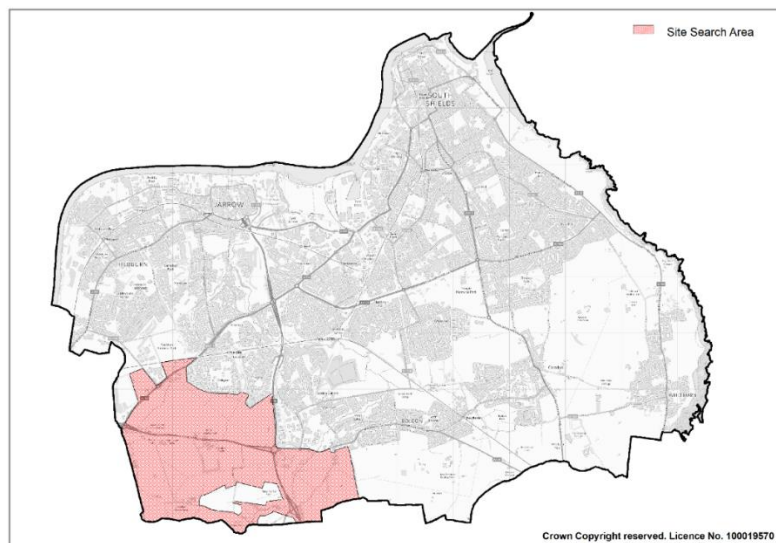


Figure 1 Area of search for new employment land

7.21 This area of search was subsequently divided into broad areas, to enable the council to consider significant constraints and narrow down the sites. Five areas as shown below (Figure 2) were identified using the road network as boundaries to each area. A mapping exercise was undertaken to identify the constraints to development in each of the area and assess the suitability of each area. This included:

- Biodiversity designations (Local Wildlife Sites, Local Nature Reserves, Local Geodiversity Sites, SSSIs)
- Flood Risk (Zones 2 and 3)
- Heritage designations (Conservation areas, Scheduled Ancient Monuments, Important Archaeological Remains, listed buildings)
- Open space and playing pitches
- Areas of High Landscape Value

7.22 The Council also considered availability of sites for development and potential barriers such as topography and existing uses in the area.

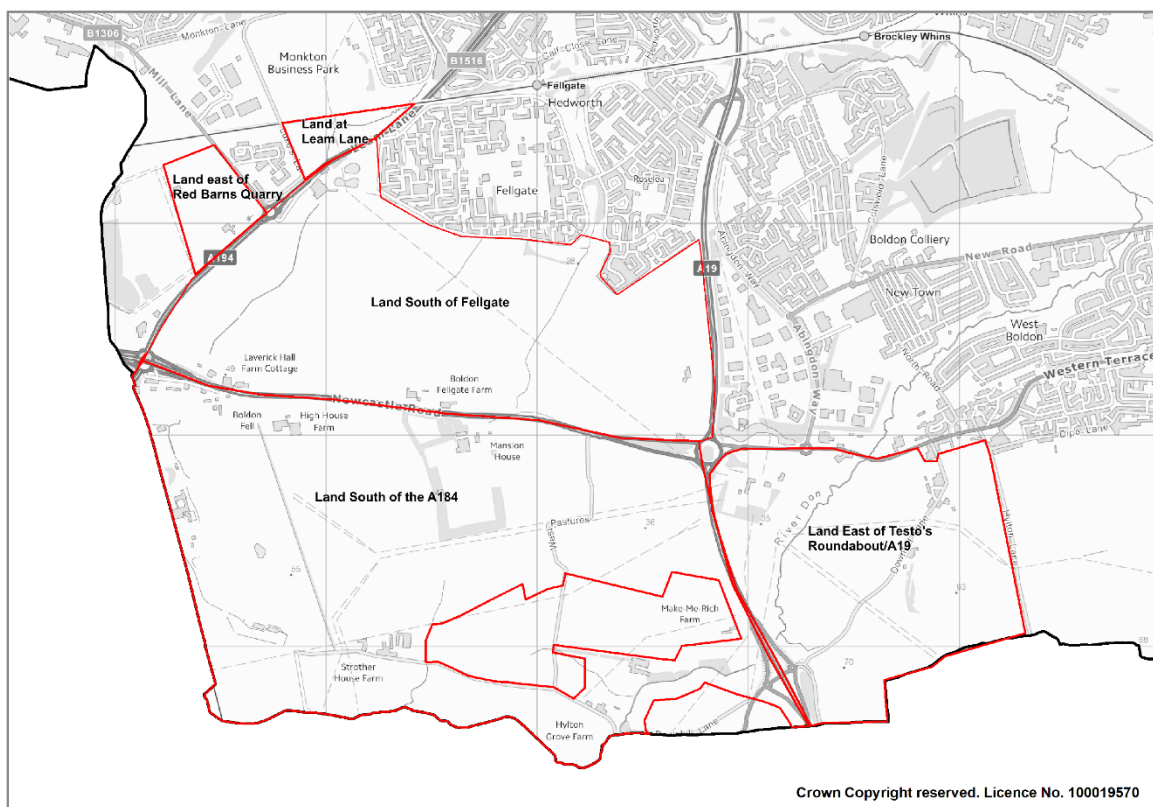


Figure 2 Site Search

7.23 The Council looked at specific sites which were not ruled out in more detail within the broader areas. The following key considerations for a site's suitability were assessed:

- Green Belt impacts
- Site characteristics and development constraints
- Is the site designated open space or playing pitch provision
- Employment Land review assessment of the site
- Is more than 1% of the site in Flood zone 2 and/or 3

- Site’s potential ecological impacts
- Sites potential heritage impacts

7.24 The Council also took into consideration the implications of the following factors for the availability of each site:

- Willingness to release or sell the site within the plan period;
- Whether the site has a sole owner or multiple owners, and the terms of ownership;
- Where multiple owners, who owns the remainder of the site;
- Whether adjacent owners are promoting their own sites for development collaboratively or independently;
- If multiple owners whether there are any land /ownership constraints including restrictive development covenants, easements and legal agreements, public rights of way which may require variation; and ‘ransom strips’ or other land which the development is dependent on;
- Existing on-site use(s) which would need to be relocated.

Table 21 Summary of site search for new strategic employment site

Site	Ref	Size	Green Belt Assessment	Recommendation
Land south of Fellgate	SFG073	35ha	The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.	The site has been promoted for housing development and has been allocated in the Plan for housing development. It is not available for a new business/industrial park.
Land south of Fellgate	SFG074	49.7ha	The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.	The site has been promoted for housing development and part of the site has been allocated in the Plan for housing development. It is not available for a new business/industrial park.
Land south of Fellgate	SFG075	47.23ha	The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.	The site has been promoted for housing development and has proposed for housing allocation in the Plan for housing development. It is not available for a new business/industrial park.
Land south of Fellgate	SFG076	101ha	The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of	The site has been promoted for housing development and part of the site has been proposed or housing allocation in the Plan. It is not available for a new business/industrial park.

Site	Ref	Size	Green Belt Assessment	Recommendation
			the wider strategic Green Belt.	
Land south of Fellgate	SFG077	107ha	The parcel performs relatively strongly against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.	Part of the site is proposed for housing allocation in the Plan and the impact of the development of the site as a whole on the Green Belt would be unacceptable.
Land south west of Fellgate	SFG084	11ha	The parcel performs strongly against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.	The Green Belt assessment is significant adverse impacts and the site falls below the minimum 20ha site size threshold for a new business/industrial park to be viable.
Land south of Fellgate	SFG081	35ha	The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.	The site could be considered as suitable, notwithstanding the concerns of National Highways. However, its southern boundary is adjacent to the A184 which means that it would not align with the boundary of the proposed housing allocation in the Plan. For this reason it is not considered appropriate to take it forward to allocation.
Land south of Fellgate	SFG082	15.3ha	The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.	The site falls below the minimum 20ha site size threshold for a new business/industrial park to be viable.
Land south of Fellgate	SFG083	26.3ha	The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.	Although it has been promoted for housing development it has not been included in the proposed housing allocation in the Plan. The Council's ecologist has advised that the ecological impacts can be mitigated e.g. through buffering. The site could be considered as suitable, notwithstanding the concerns of National Highways. However the concerns of National Highways are a major issue for this site. In contrast to the Wardley Colliery site it would involve greenfield development and although it performs moderately against Green Belt purposes, it does not benefit from being

Site	Ref	Size	Green Belt Assessment	Recommendation
				well-screened as does the Wardley Colliery site.
Wardley Colliery	SFG066	14.16ha	The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.	<p>The site comprises previously developed land and is well-screened thereby reducing the impact of its development on the Green Belt.</p> <p>Subject to the scale of land to be released, it could make a significant contribution to meeting the quantitative need for general employment land identified in the 2019 ELR. However it is acknowledged that qualitatively the site is not a ready fit for the specific need identified in the 2019 ELR i.e. a business/industrial park.</p> <p>The site is well situated in relation to the strategic the highway network.</p> <p>Opportunities for sustainable travel could be enhanced should the new station proposal materialise;</p> <p>There is a willing landowner to take the site forward for employment growth.</p> <p>The site already benefits from existing employment on part of site and could form part of a successful and growing employment area given its proximity to Follingsby Park / Follingsby Max to the west.</p> <p>The site is recommended for allocation.</p>

7.25 In Appendix 1 includes the sites assessment. The Council has concluded that Wardley Colliery is a sustainable location. Chapter 8 of this report justifies why the Council consider that Wardley Colliery is a suitable and deliverable employment site.

8. Wardley Colliery

Introduction and background

- 8.1 Wardley Colliery is rail-connected site situated in the southwest of the Borough, in close proximity to White Mare Pool Interchange (to the north of the site), IAMP and the Follingsby logistics park (to the west of the site) which is within the Gateshead boundary.
- 8.2 Acquired by Harworth Estates in 1995, Wardley is a former coal processing and disposal site that was operational in the early 1990's. Since that time it has been occupied by several uses, including permanent container storage and the temporary storage of material from the Tyne Tunnel construction works. and planning permission was secured on the southern part of the site for an anaerobic digestion plant, to generate renewable energy through the treatment of by-products from the food industry.
- 8.3 In 2015, Harworth demolished the redundant coal plant and the majority of the site is now vacant, with the exception of the northern section of the site, with an area of approximately 1.9 hectares, which is currently used for container storage and distribution. Toward the south of the site on a parcel of land has been developed an anaerobic digester plant to generate renewable energy through the treatment of by-products from the food industry, which was granted permission in 2014.
- 8.4 The site has recently been acquired by Thomas Armstrong Ltd, a leading block paving and concrete blocks manufacturer across the North of England.
- 8.5 The Wardley Colliery site is therefore perhaps an unusual site that is not easily categorised but would appear to fall under the category of general employment land. Both the previous and the current site owners have contended that allowing the expansion of the existing commercial operation is a commercial necessity.
- 8.6 Wardley Colliery is considered to be previously developed land.

Locational advantages

- Subject to the scale of land to be released, it could make a significant contribution to meeting the quantitative need for general employment land identified in the 2019 ELR. However it is acknowledged that qualitatively the site is not a ready fit for the specific need identified in the 2019 ELR i.e. a business/industrial park.
- The site is well situated in relation to the strategic highway network;
- Opportunities for sustainable travel could be enhanced should the new station proposal materialise;
- There is a willing landowner to take the site forward for employment growth;
- The site already benefits from existing employment on part of site and could form part of a successful and growing employment area given its proximity to Follingsby Park / Follingsby Max to the west.

Locational disadvantages

- The site falls within the Green Belt and so its allocation would require that it is demonstrated that exceptional circumstances exist.
- The site is in close proximity to, and overlaps with, a designated Local Wildlife Site.

Green Belt

8.7 The overall Green Belt assessment is that it *'performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt'*.

Green Belt assessment of former Wardley Colliery disposal point and spoil tip, Wardley (west)

FG22d Land at former Wardley Colliery disposal point and spoil tip, Wardley (west)

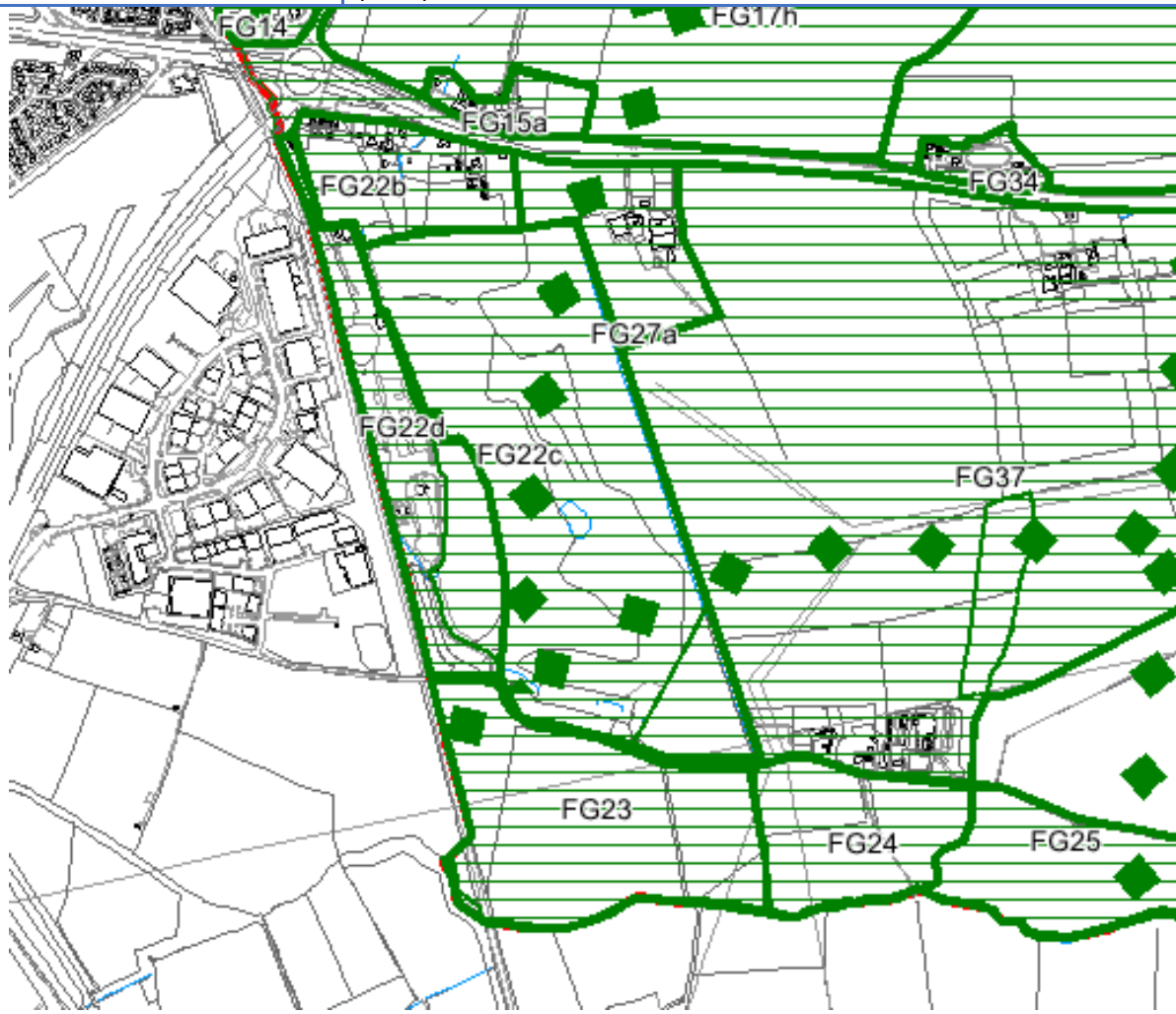


Figure 3

Purpose	Assessment	The site is well screened as it is below the adjoining soil heap. The western edge of the parcel has been redeveloped, whilst the remainder, and larger portion, of the site remains an industrial landscape that follows the western boundary of a Local Wildlife Site. The neighbouring authority of Gateshead is extending the adjacent industrial estate. The scale of outward growth could therefore be regulated as a result of these established and robust durable features, thus restricting sprawl and preventing further encroachment.
1	D	
2	C	
3	C	
4	A	
5	B	
Can harm be mitigated?		The design of development on this site is complimentary to the site character in order to ensure any harm arising from development on this site is minimised. With regards to biodiversity the scheme must be designed following the mitigation hierarchy of avoid, mitigate, compensate and ultimately deliver net gains for wildlife. This may require the developable area of land to be reduced accordingly.

The role of the remaining Green Belt	The remaining Green Belt to the east will continue to function as currently in its purposes.
Overall Assessment	C: Moderate impact, which can be mitigated. FG22d performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.

Ecology

- 8.8 The Wardley Colliery Local Wildlife Site is approximately 43.95ha in size and is the largest ‘*early successional brown field*’ site in South Tyneside. It was confirmed as a Local Wildlife Site within the Council’s Local Development Framework in August 2011. The Wardley Colliery Local Wildlife Site is the largest open mosaic habitat on previously developed land in South Tyneside and is considered to be the most valuable example of its type in the Borough. The NPPF is clear on the desirability of conserving and enhancing nature conservation.
- 8.9 A small area of the Local Wildlife Site falls within the site. It also falls within an area consented for employment use. This does not alter its Local Wildlife Site status but this specific area of the Local Wildlife Site falls out with the Green Belt.
- 8.10 The proposed amended boundary for the Local Wildlife Site is based on survey work carried out in October 2020. Haycock and Jay Associates Ltd were commissioned by South Tyneside Council to undertake an ecological survey and assessment of Wardley Colliery Local Wildlife Site. The purpose of the survey was to identify Durham Biodiversity Action Plan (BAP) Priority Habitats and assess habitats present against existing Local Wildlife Site Selection Criteria (2013). The survey found that the majority of the existing Local Wildlife Site meets the criteria to justify its designation as a Local Wildlife Site, however the current boundary encompasses the recently completed anaerobic digestion facility and bare ground and spoil which was being worked at the time of the survey. The resulting report recommends a modest revision to the current Local Wildlife Site boundary along its western edge to exclude this area from the Local Wildlife Site designation. This proposed Local Wildlife Site boundary change has not yet been ratified by the Local Sites Partnership.
- 8.11 It is estimated that 7.28ha of land at Wardley Colliery is the net available area. This makes allowance for the container storage area (1.36ha), the anaerobic digester (2.3ha), the land safeguarded for a station and associated car parking (1.4ha) and also deducts 20% from the remaining area for infrastructure provision.

The rationale for amending the Green Belt boundary in this location

- 8.12 The site is located in close proximity to the A184 / A194 junction which is a key strategic junction and lies adjacent to the Leamside Line which we are looking to re-open in conjunction with our partners. It therefore offers an excellent opportunity for businesses that would require first class transport links and that are able to operate effectively within this distinctive site. It is considered there are exceptional circumstances which justify its removal from the existing Green Belt. The impact of on the openness of the remaining Green Belt is reduced because of the existing development and because it is well screened. It is considered that the

test of exceptional circumstances has been met for the release of land for economic development purposes from the Green Belt.

- 8.13 The site does not address the specific qualitative need for a business/industrial park. However the need identified in the 2019 ELR is both quantitative and qualitative. It does make a significant contribution to addressing the overall quantitative need identified.
- 8.14 Thomas Armstrong Ltd have purchased the site in order that it can in part provide an opportunity for the relocation of existing B2 manufacturing facilities that the company operates within the northeast of England. Thomas Armstrong Ltd at present operate a block pavier factory at Consett and a concrete block factory at Rowlands Gill. Both factories now require significant upgrading of their plant. Based on the market demand there is also a requirement for an expansion of these production operations. Neither of the current existing sites are however capable of undertaking the increased operations and it was therefore identified that a single new site should be developed which would amalgamate these production facilities through the provision of a new production plant located at Wardley Colliery. The Wardley Colliery Site provides the opportunity to bring both facilities together with the creation of an entirely new B2 production unit together on one site. The land required for this proposal would total approximately 6 hectares. When considering site size and accessibility requirements, it is clear that the site provides the only opportunity for Thomas Armstrong Ltd to relocate to the Borough.
- 8.15 Amending the Green Belt boundary in this location would recognise the reality that the site has an industrial history and that parts of the site are already in commercial operation and provide an opportunity to expand the scope of commercial operations to meet the needs of Thomas Armstrong Ltd. It is important to note that the production operations undertaken by Thomas Armstrong Ltd are an important component of the construction industry which is vital to the levelling up ambitions of the region.
- 8.16 For clarity, it is proposed to exclude the Local Wildlife Site from the overall Wardley Colliery allocation (apart from the small area referenced at paragraph 8.9) and to retain its Green Belt designation. The proposed boundary between the area allocated for development and the Local Wildlife Site is consistent with the recommendation in the ecological report by Haycock and Jay Associates Ltd referred to in paragraph 8.10 of this paper.
- 8.17 The site represents previously developed land. The reuse of previously developed land is a key objective of the NPPF. The majority of the previously developed land has now been cleared and consists of hardstanding. Therefore its development would still impact on the openness of the Green Belt. However the site is a well-screened industrial landscape and so the impact would be confined to the immediate environs of the site. The overall Green Belt Review assessment is that its development would result in moderate harm that could be mitigated.
- 8.18 It is therefore proposed to allocate the Wardley Colliery site as general employment land as it is considered that exceptional circumstances have been demonstrated to justify an alteration to the Green Belt boundary in this location.

Proposed Wardley Colliery allocation



9. Conclusion

Summary

- 9.1 For the reasons set out in the 2019 ELR, it considered appropriate to differentiate employment land into general employment land and port and river-related employment land. The Council's preferred scenario for determining the employment space needs for both categories of employment land is the baseline labour demand scenario.
- 9.2 The Borough has a very constrained supply of land development opportunities including for employment purposes. Therefore whilst the policy-on labour demand scenario reflects the importance of the IAMP project, it also required the maximum repurposing for employment of land that is currently designated as Green Belt. For this reason the Council has selected the baseline labour demand scenario as its preferred scenario. Table 22 below shows the need / supply balance in respect of both the baseline labour demand and the policy-on labour demand scenarios for general employment land.

Table 22 The Need / Supply balance for general employment land – policy-on labour demand and baseline scenarios

Scenario Option	Policy-on labour demand (ha)	Baseline labour demand (ha)
Land required	36.91	19.66
Existing available supply	11.03	
Under or Overprovision	-25.88	-8.63

- 9.3 To address the specific qualitative need for a new business / industrial park would require the removal of a major area of greenfield land (the minimum site size for a new business / industrial park to be viable is 20ha) from the Green Belt. Whilst fully recognising the benefits such a development would bring, the Council has decided to prioritise the maintenance of Green Belt boundaries given the scale of Green Belt deletion that would be required.
- 9.4 In order to meet the baseline labour demand scenario, the Council had decided to propose the removal of the Wardley Colliery site from the Green Belt in order to allocate it for general economic development. Although this involves a significant Green Belt deletion, the site is previously developed and very well-screened and parts of the site already have commercial activity following the implementation of planning consents. The allocation will facilitate investment in the Borough by Thomas Armstrong Ltd and the expansion of its operations which have a significant role in the construction industry. It is therefore consistent with levelling up ambitions for the region.

Table 23 The Need / Supply balance for general employment land with the addition of Wardley Colliery – policy-on labour demand and baseline scenarios

Scenario Option	Policy-On Labour Demand (ha)	Baseline Labour Demand (ha)
Land required	36.91	19.66
Existing available supply	11.03	
Wardley Colliery	7.28	
Under or Overprovision	-18.6	-1.35

9.5 Table 23 shows that the proposed allocation of the Wardley Colliery site reduces the deficit to 1.35 against the baseline scenario which is the minimum objective. Although this is still a deficit it is considered acceptable given that that the elimination of the deficit would require the removal of greenfield land from the Green Belt.

9.6 Table 24 below shows the need / supply balance in respect of both the baseline labour demand and the policy-on labour demand scenarios for port and river-related employment land.

Table 24 The Need / Supply balance for port and river related employment land – policy-on labour demand and baseline scenarios

Scenario Option	Policy-on labour demand (ha)	Baseline labour demand (ha)
Land required	6.01	4.16
Existing available supply	18.3	
Under or Overprovision	+12.29	+14.14

9.7 Table 24 shows a positive supply for both scenarios. Available land that is port-related or that has a river-frontage and is considered to be deliverable is where it is; that is to say, notwithstanding the positive supply identified for both scenarios, there not considered to be any realistic deliverable options for increasing the supply.

Key messages

9.8 Key messages from this technical paper are considered to be as follows:

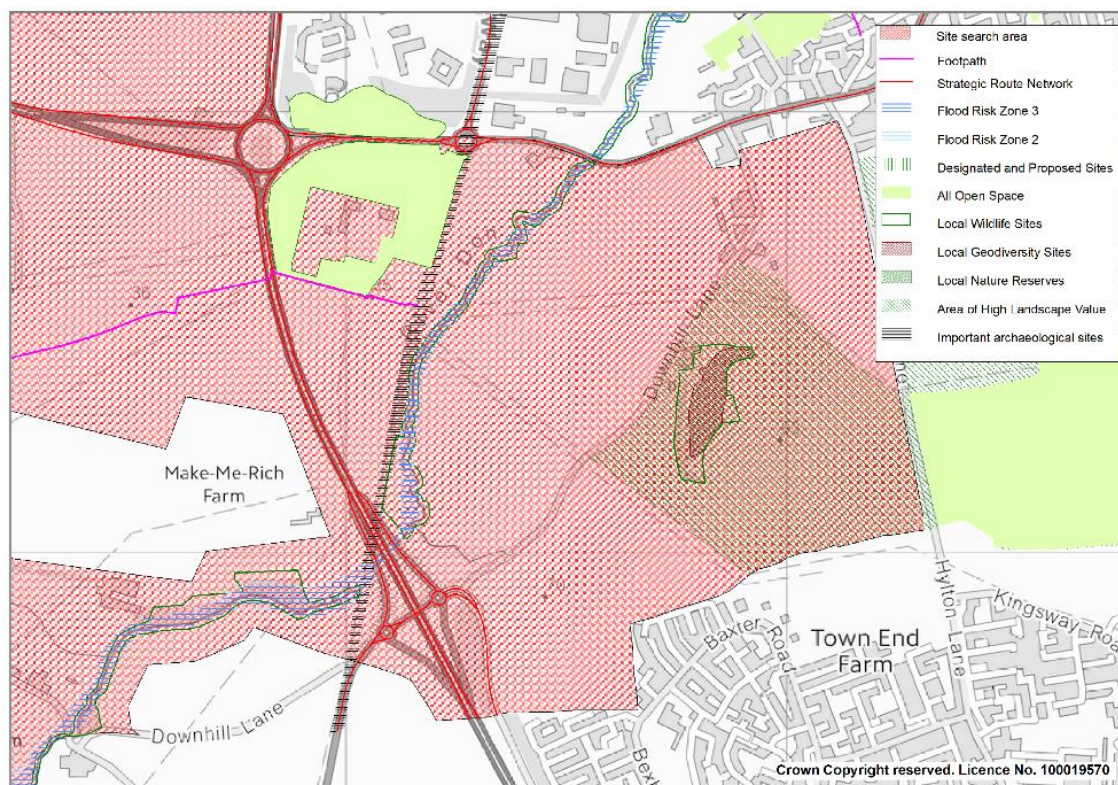
- A need for a new business/industrial park well situated in relation to the strategic highway network is suggested by the Employment Land Review and the Local Economic Assessment. However the Council has decided to prioritise the protection of the Green Belt.
- The proposed allocation of the Wardley Colliery site will considerably reduce the supply of land for general economic development deficit against the baseline requirement and the impact on the Green Belt is considered to be moderate.
- The supply of land for port/river related uses represents an oversupply in quantitative terms. However, it is important to recognise and protect port and river-related employment land, particularly given the future growth opportunities that have been identified in the offshore energy and oil and gas decommissioning sectors. If this land is redeveloped for other purposes, then it will almost certainly never be possible to repurpose it for port and river-related uses.

Next Steps

9.9 The 2019 ELR considered employment need over the period 2020 to 2035. The new Draft Local Plan covers the period 2021 – 2039. The Council’s Economic Strategy Manager has updated the forecasting to cover the period 2021-2039 in order to inform the Plan. However it is recognised that this is an interim measure. The ELR 2019 needs to be refreshed and the Council will ensure that an appropriate update is undertaken.

Appendix 1 Site assessments for a new strategic employment site

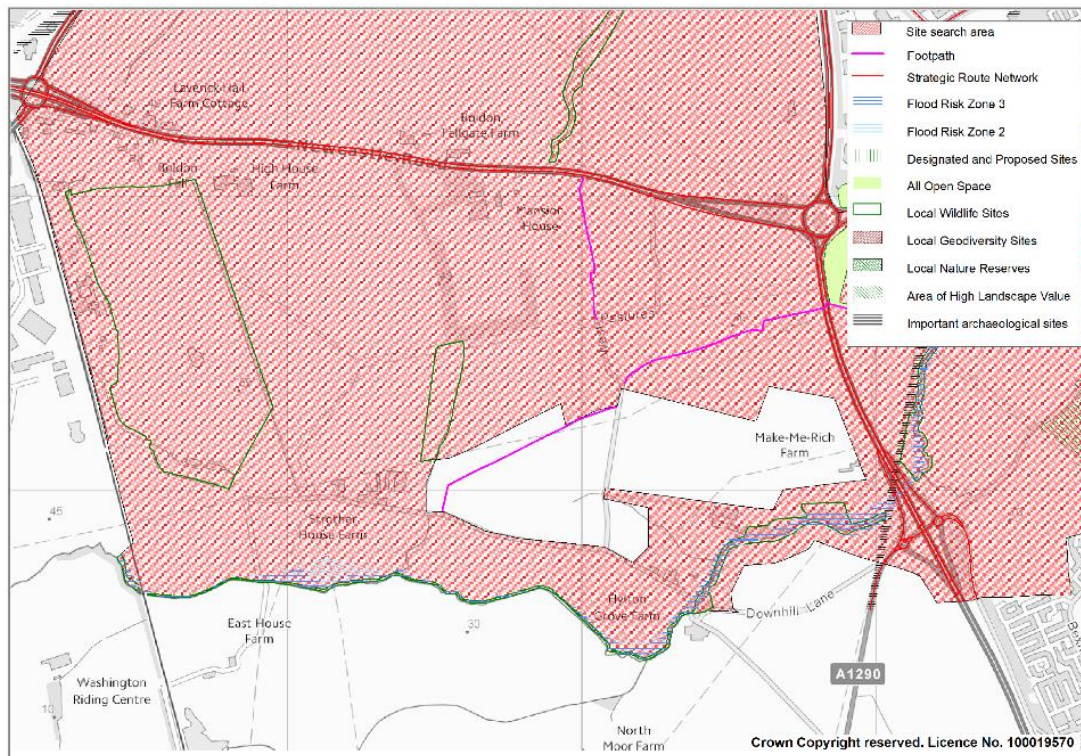
Land East of Testo's Roundabout/A19



- 3.1 This area is bounded by the A19 to the West, the A184 to the North and Hylton Lane to the East. The site has good access to the Strategic Route Network and is in close proximity to Boldon Business Park. However, this area isn't very well connected to the public transport network.
- 3.2 The topography of the area is relatively flat. The area is predominantly open agricultural land with a large electricity substation in the northern part of the site. There are some small areas of residential development.
- 3.3 There is a large area of designated open space at West Boldon Lodge in the North Western corner as well as a Local Nature Reserve, Local Wildlife Site and Local Geodiversity site in the Eastern part of the area. The River Don runs through the site and small areas of Flood Risk have been identified around the river.
- 3.4 Using the methodology for assessing Green Belt purposes, as set out in the Stage Two Green Belt Review, Land East of Testo's Roundabout/A19 performs strongly in terms of its contribution to the purposes and the overall integrity of the wider strategic Green Belt. It may be possible to allocate a small portion of the parcel that could potentially mitigate the harm to the Green Belt purposes in the long term.

Area size (ha)	140
Is the area suitable?	No, this area is heavily constrained with the River Don running through the site and a Local Wildlife Site, Local Nature Reserve and Local Geodiversity site on the Eastern part of the site. There is not a sufficient size area remaining.
Is the area available?	Parts of the area are known to be available.
Conclusion	The area is in a strong location with good access to Testo's roundabout and the A19 as well as the A184. However, once the constraints in the area are taken into account, there is not a large of enough site remaining to be achievable. We will not look at specific sites in this area.

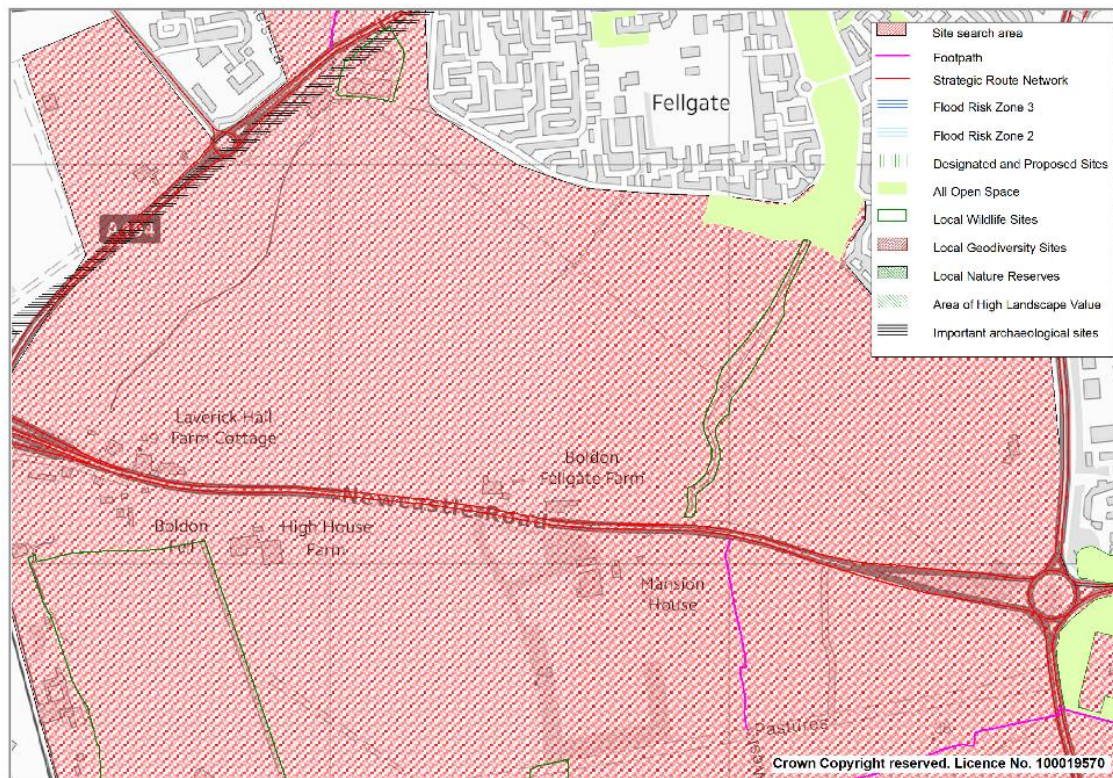
Land South of the A184



- 3.5 This area is bounded by the A184 to the North, the A19 to the East and the Borough boundary to the West and South. The site has good access to the Strategic Route Network but very poor access to the public transport network. The site is in close proximity to the International Advanced Manufacturing Park.
- 3.6 The topography of the site is generally flat. The majority of the site is agricultural land with some small areas of residential development and Wardley Colliery to the West of the site.
- 3.7 There are three Local Wildlife Sites throughout this area. The River Don runs along the southern boundary of the site and there are some area of Flood Risk identified around the river.
- 3.8 Using the methodology for assessing Green Belt purposes, as set out in the Stage Two Green Belt Review, Land South of the A184 performs strongly in terms of its contribution to the purposes and the overall integrity of the wider strategic Green Belt. It may be possible to allocate a small portion of the parcel that could potentially mitigate the harm to the Green Belt purposes in the long term. However, it is important to note that land associated with IAMP has already eroded the Green Belt in this area. Coupled with the proposed release of Land at Wardley Colliery from the Green Belt, the integrity of the wider strategic Green Belt would be further eroded.

Area size (ha)	337
Is the area suitable?	Yes, although there are constraints in this area, there are still remaining sites which would be large enough to accommodate development.
Is the area available?	Parts of the area are known to be available. However, there are no available areas large enough to accommodate development.
Conclusion	The area is in a strong location with good access to the A19 as well as the A184. However, there is not a large enough site available to accommodate development in this area. We will not look at specific sites in this area.

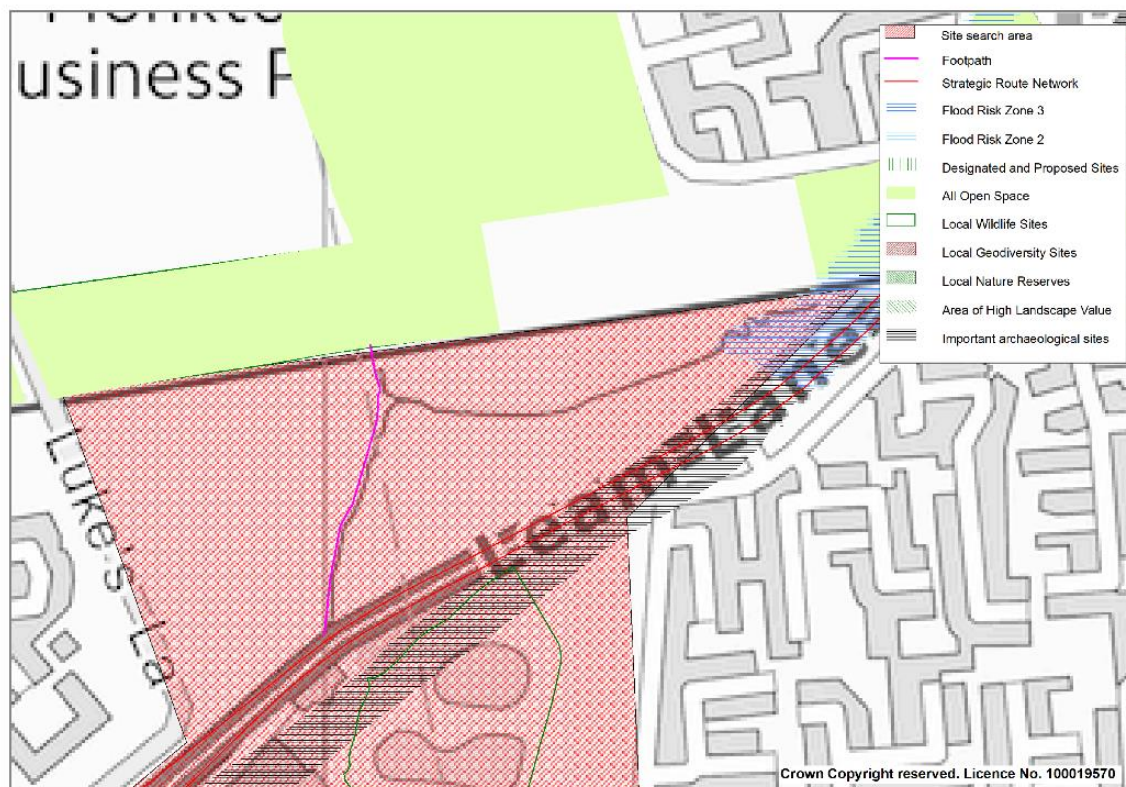
Land South of Fellgate



- 3.9 This area is bounded by the A194, A184, A19 and the Fellgate estate. The site has good access to the Strategic Route Network and is in relatively close proximity to a metro station.
- 3.10 The site is generally flat, open agricultural land. There are small pockets of residential development along the southern and western sides of the area. The shape and topography of the site is generally conducive with developing large footprint buildings.
- 3.11 There are two local wildlife sites in this area and a small area of designated open space in the north.
- 3.12 Using the methodology for assessing Green Belt purposes, as set out in the Stage Two Green Belt Review, Land South of Fellgate performs strongly in terms of its contribution to the purposes and the overall integrity of the wider strategic Green Belt. It may be possible to allocate a smaller portion of the parcel along the settlement edge that could potentially mitigate the harm to the Green Belt purposes in the long term, allowing the remaining Green Belt to continue to function as currently in its purposes.

Area size (ha)	210
Is the area suitable?	Yes, although there are constraints in this area, there are still large areas that could accommodate development.
Is the area available?	Yes, this area is available for development.
Is the area achievable?	Yes. Taking into account the relatively few constraints and availability in the area, there are large enough sites in this area to accommodate development.
Conclusion	The area is in a strong location with good access to the A19 as well as the A184 and A194. There are few constraints to development on the site. We will look at specific sites in this area.

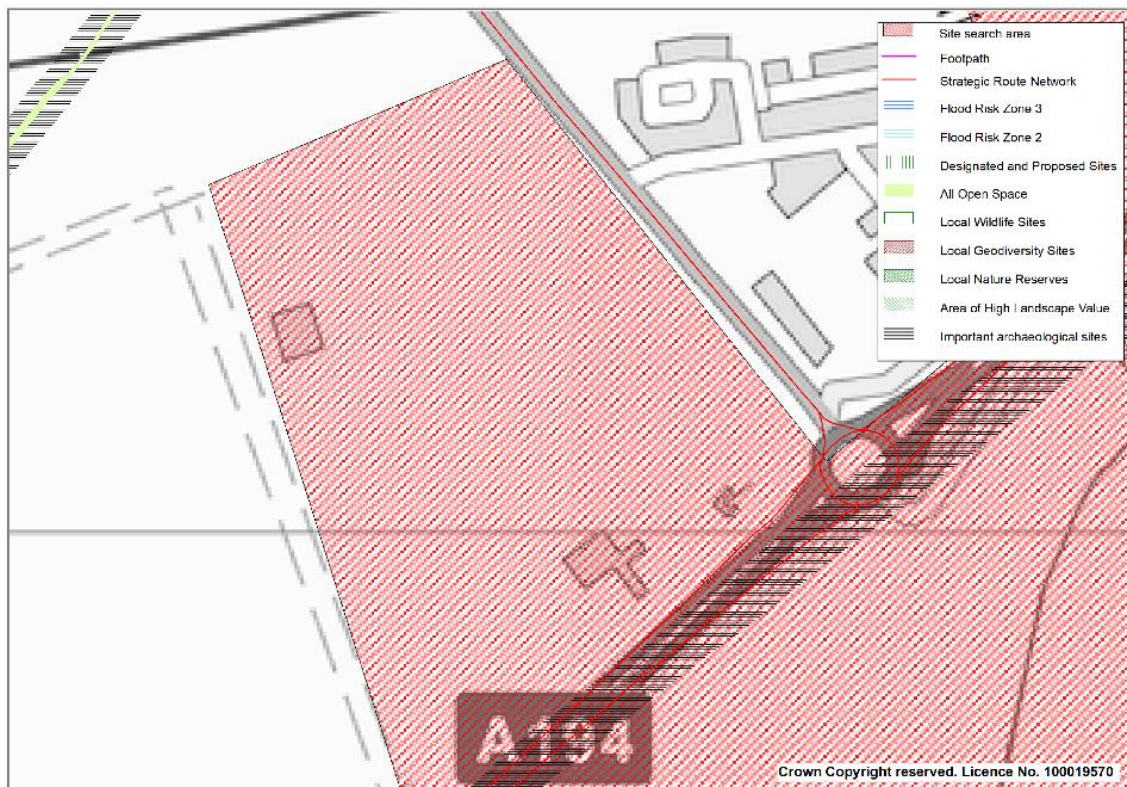
Land at Leam Lane



- 3.13 This site is bounded by Leam Lane to the South and the metro line to the north. The site has good access to the strategic route network and is close to a metro station.
- 3.14 The site is flat, open agricultural land. There are no biodiversity constraints on the site however Monkton Burn runs through the site and there is an area of flood risk identified in the Eastern corner of the site.

Area size (ha)	9.8
Is the area suitable?	Yes, however the ELR states 'Site requires access and infrastructure provision so whilst in an area where demand relatively strong, viability of development weak'.
Is the area available?	The area is available for development. However, there is a planning application to develop part of the site for housing.
Conclusion	The area is in a strong location with good access to the strategic route network however it is not of a sufficient size. We will not look at specific sites in this area.

Land east of Red Barns Quarry

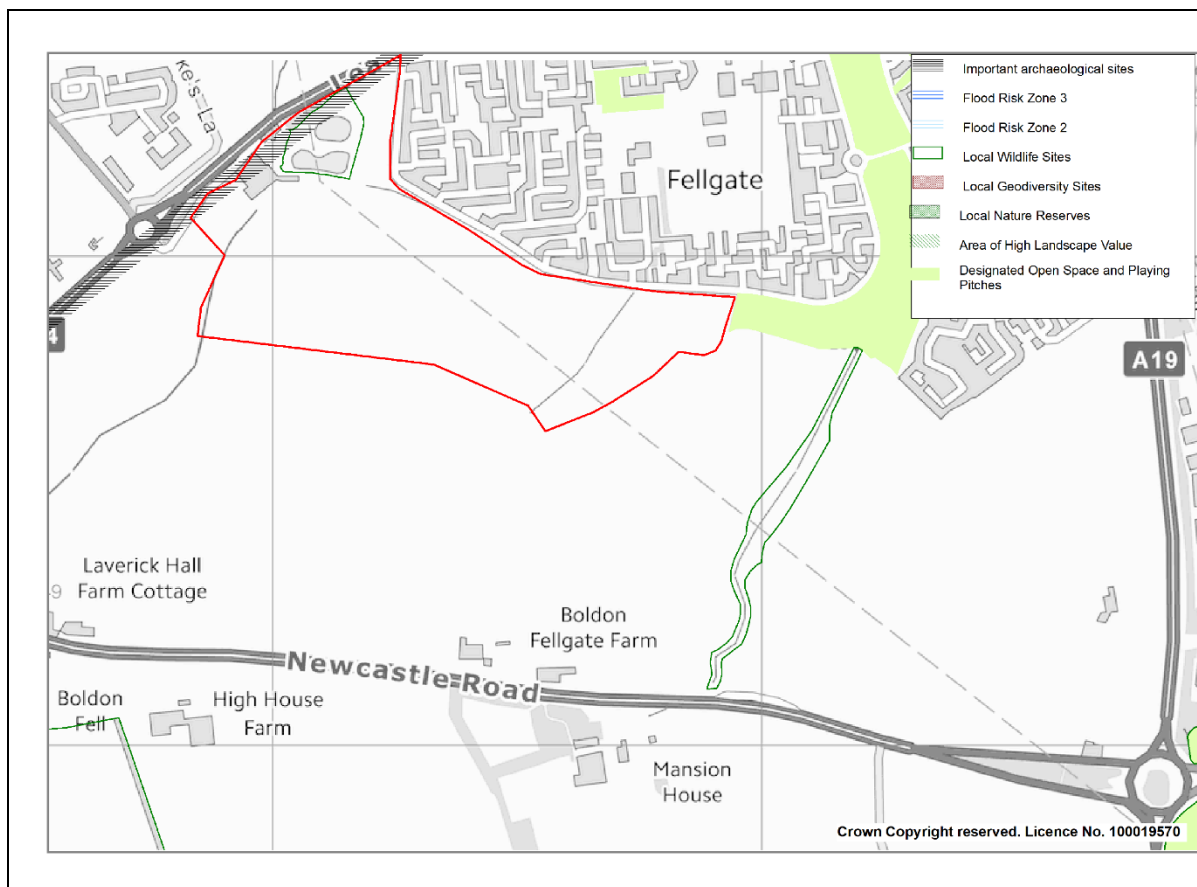


- 3.15 This area is bounded by Red Barns Quarry to the West, Mill Lane to the East and Leam Lane (A194) to the South.
- 3.16 The site is a vacant brownfield site. It is generally flat and open. There are no biodiversity constraints on the site.
- 3.17 The site makes a limited contribution to the openness of the Green Belt, whereby its removal would have a moderate impact. The remaining Green Belt would continue to function as currently in its purposes.

Area size (ha)	15.2
Is the area suitable?	Yes, there are few constraints to development on the site.
Is the area available?	Yes, this area is available for development.
Conclusion	The area is in a strong location with good access to the strategic route network however it is not of a sufficient size. We will not look at specific sites in this area.

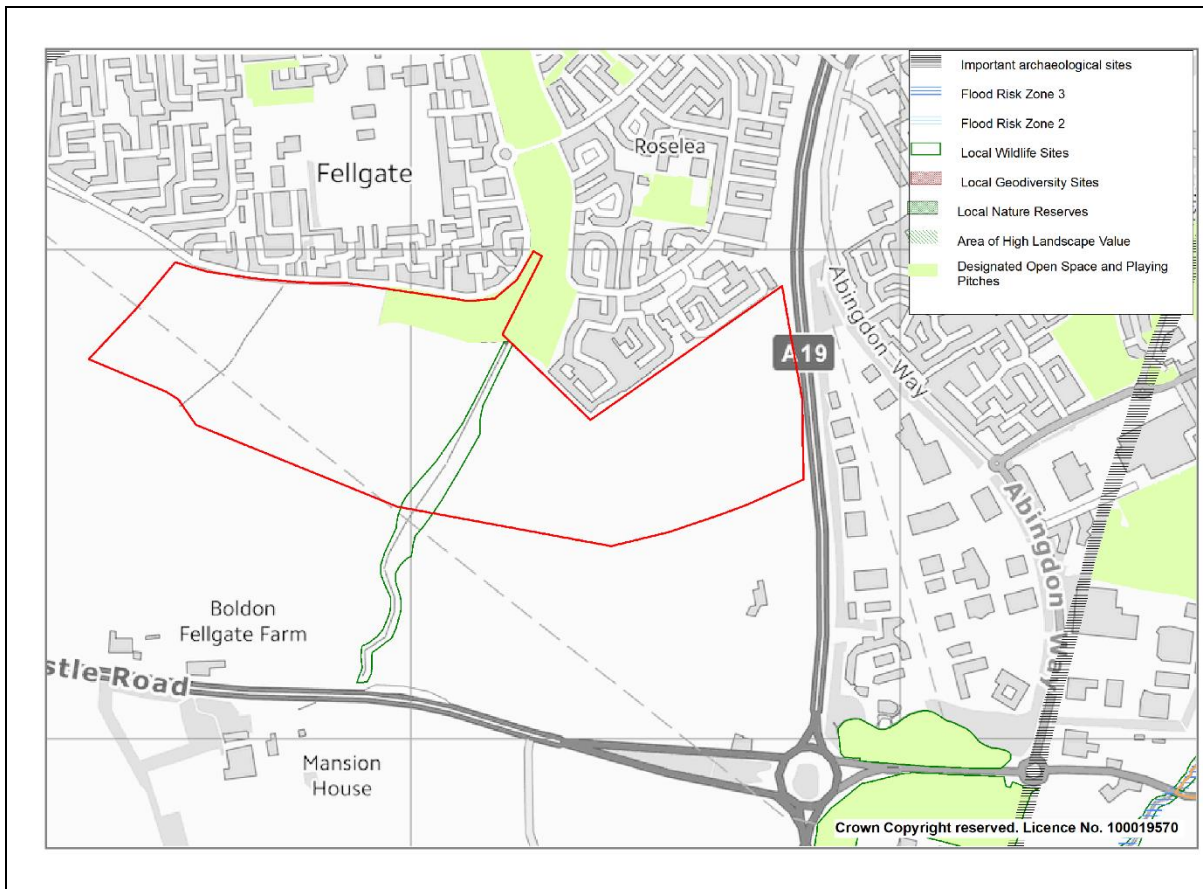
- 3.18 Stage two concludes that there is one area that will be carried forward to stage 3, site specific assessments. The Land South of Fellgate is the only area that is suitable, available and achievable.

Assessing specific sites



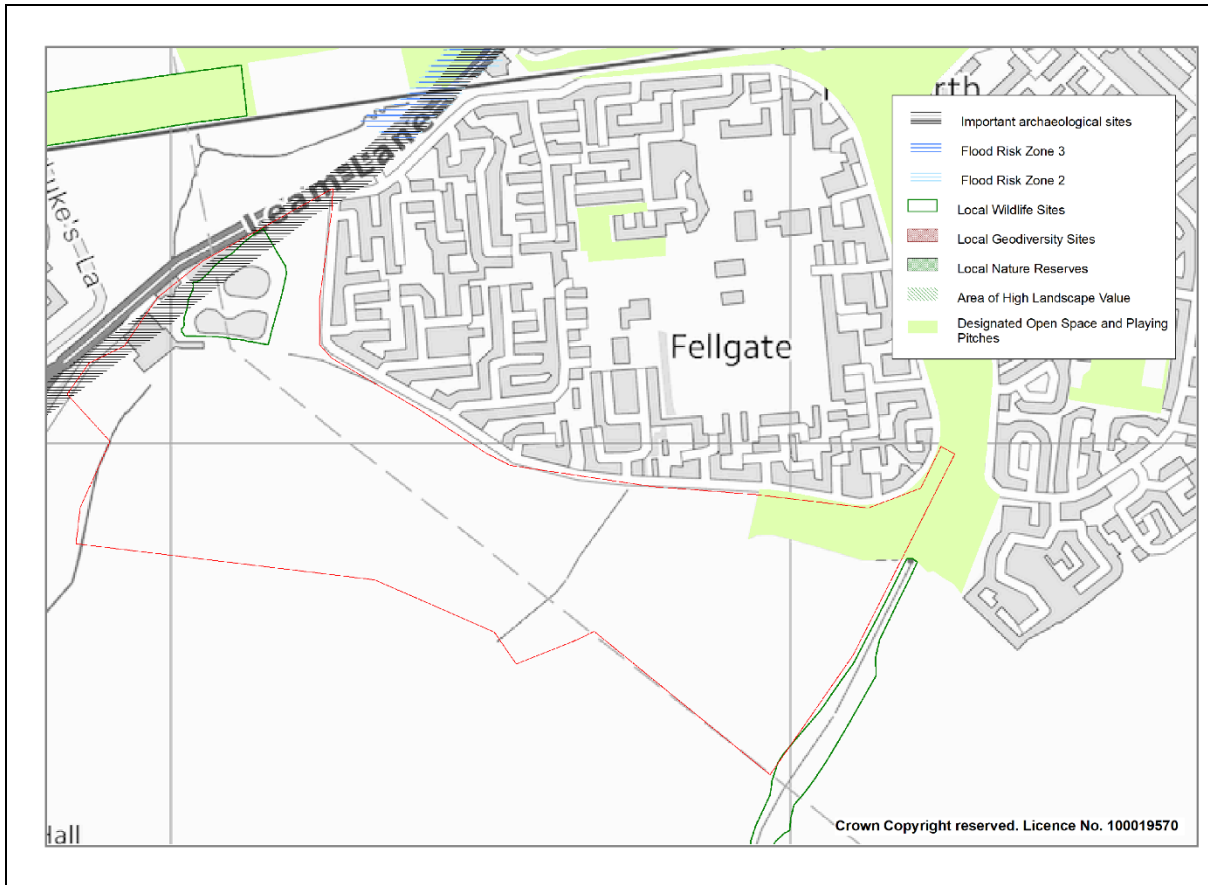
SHLAA ref	SFG073
Site size	35ha
Site characteristics and constraints	This parcel is contained by urban development to the north and the strategic road network to the west. The rest of the parcel is defined by field boundaries. Part of the Boldon Fell Landscape Character Area. Field boundaries are generally defined by hedgerows which are gappy in places, with scattered hedgerow trees, although there is an element of exposure where views over hedgerows are available within the rolling landscape. There is a Local Wildlife Site in the north western corner.
Green Belt Review outcome	C: moderate impact, mitigation feasible. The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.
Are there designated open space/playing pitches on the site?	No.

How did the Employment Land Review assess the site?	n/a
Is more than 1% of the site within Flood Zone 2 and/or 3	No.
Would development have direct or indirect ecological consequences	<p>Yes. Direct Impacts on the LWS within the site. This site is within wildlife corridors. it would sever the N/S wildlife corridor on its western side. It would sever the E/W wildlife corridor, although there is potentially space to the South of the site to compensate for this.</p> <p>The open farmland in this area with hedgerows and scrub supports a wide range of farmland birds, many of which are priority species and/or high on the list of conservation concern. Cumulative impacts are a key consideration for birds in this habitat.</p>
Could development cause harm to heritage assets?	Development would cause less than substantial harm
Is the site suitable?	There are no suitability constraints that could not be mitigated.
Is the site available?	The site is available for development but it has been promoted for housing development.
Conclusion	The site has been promoted for housing development and has been allocated in the Plan for housing development. It is not available for a new business/industrial park.



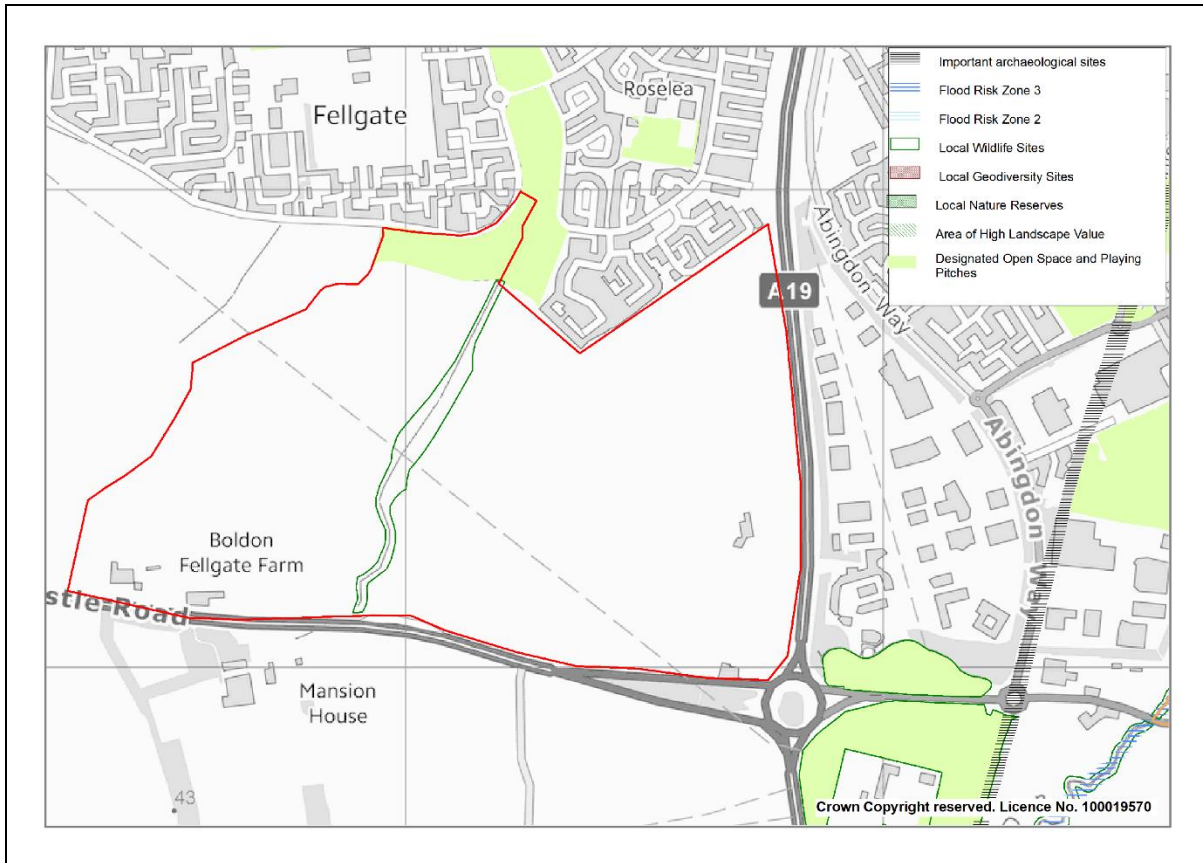
SHLAA ref	SFG074
Site size	49.7ha
Site characteristics and constraints	This parcel is contained by urban development to the north and the strategic road network to the east. The rest of the parcel is in parts defined by field boundaries but in areas lacks any durable boundary. Part of the Boldon Fell Landscape Character Area. Field boundaries are generally defined by hedgerows which are gappy in places, with scattered hedgerow trees, although there is an element of exposure where views over hedgerows are available within the rolling landscape. There is a Local Wildlife Site running north to south through the middle of the parcel.
Green Belt Review outcome	C: moderate impact, mitigation feasible. The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.
Are there designated open space/playing pitches on the site?	Yes, there is a small area of designated open space on the site.

How did the Employment Land Review assess the site?	Part of the site – identified as ‘Land northwest of Testos roundabout’ was assessed in the ELR as follows ‘A very large site with substantial infrastructure costs that would compete with IAMP. Council to consider whether it is premature to allocate for employment.’
Is more than 1% of the site within Flood Zone 2 and/or 3	No.
Would development have direct or indirect ecological consequences	Yes. Direct Impacts on the LWS within the site .The site is within wildlife corridors – it would sever the N/S wildlife corridor through its centre. It would sever the N/S wildlife corridor, on its eastern side. The open farmland in this area with hedgerows and scrub supports a wide range of farmland birds, many of which are priority species and/or high on the list of conservation concern. Cumulative impacts are a key consideration for birds in this habitat.
Could development cause harm to heritage assets?	Development would cause less than substantial harm
Is the site suitable?	There are no suitability constraints that could not be mitigated but National Highways will have concerns regarding the relationship to the strategic highway network.
Is the site available?	The site is available for development but it has been promoted for housing development.
Conclusion	The site has been promoted for housing development and part of the site has been allocated in the Plan for housing development. It is not available for a new business/industrial park.



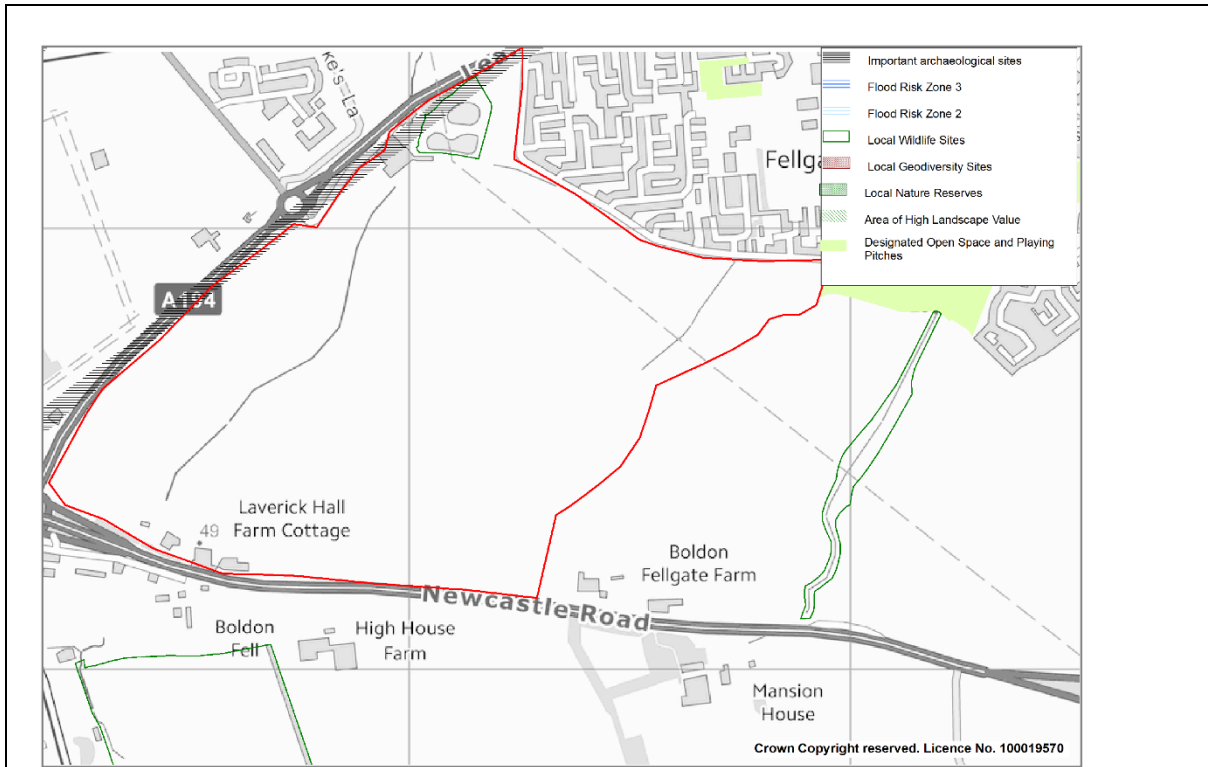
SHLAA ref	SFG075
Site size	47.23ha
Site characteristics and constraints	This parcel is contained by urban development to the north and the strategic road network to the east. The rest of the parcel is in parts defined by field boundaries but in areas lacks any durable boundary. Part of the Boldon Fell Landscape Character Area. Field boundaries are generally defined by hedgerows which are gappy in places, with scattered hedgerow trees, although there is an element of exposure where views over hedgerows are available within the rolling landscape. There is a Local Wildlife Site in the north west corner of the site and another Local Wildlife Site running along the eastern boundary.
Green Belt Review outcome	C: moderate impact, mitigation feasible. The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.
Are there designated open space/playing pitches on the site?	Yes, there is a small area of designated open space on the site.

How did the Employment Land Review assess the site?	n/a
Is more than 1% of the site within Flood Zone 2 and/or 3	No.
Would development have direct or indirect ecological consequences	<p>Yes. Direct Impacts on the LWS within the site & potential for indirect impacts on the LWS adjacent. This site is within wildlife corridors. it would sever the N/S wildlife corridor on its western side. It would sever the E/W wildlife corridor, although there is potentially space to the south of the site to compensate for this.</p> <p>The open farmland in this area with hedgerows and scrub supports a wide range of farmland birds, many of which are priority species and/or high on the list of conservation concern. Cumulative impacts are a key consideration for birds in this habitat.</p>
Could development cause harm to heritage assets?	Development would cause less than substantial harm
Is the site suitable?	There are no suitability constraints that could not be mitigated but National Highways will have concerns regarding the relationship to the strategic highway network.
Is the site available?	The site is available for development but it has been promoted for housing development.
Conclusion	The site has been promoted for housing development and has proposed for housing allocation in the Plan for housing development. It is not available for a new business/industrial park.



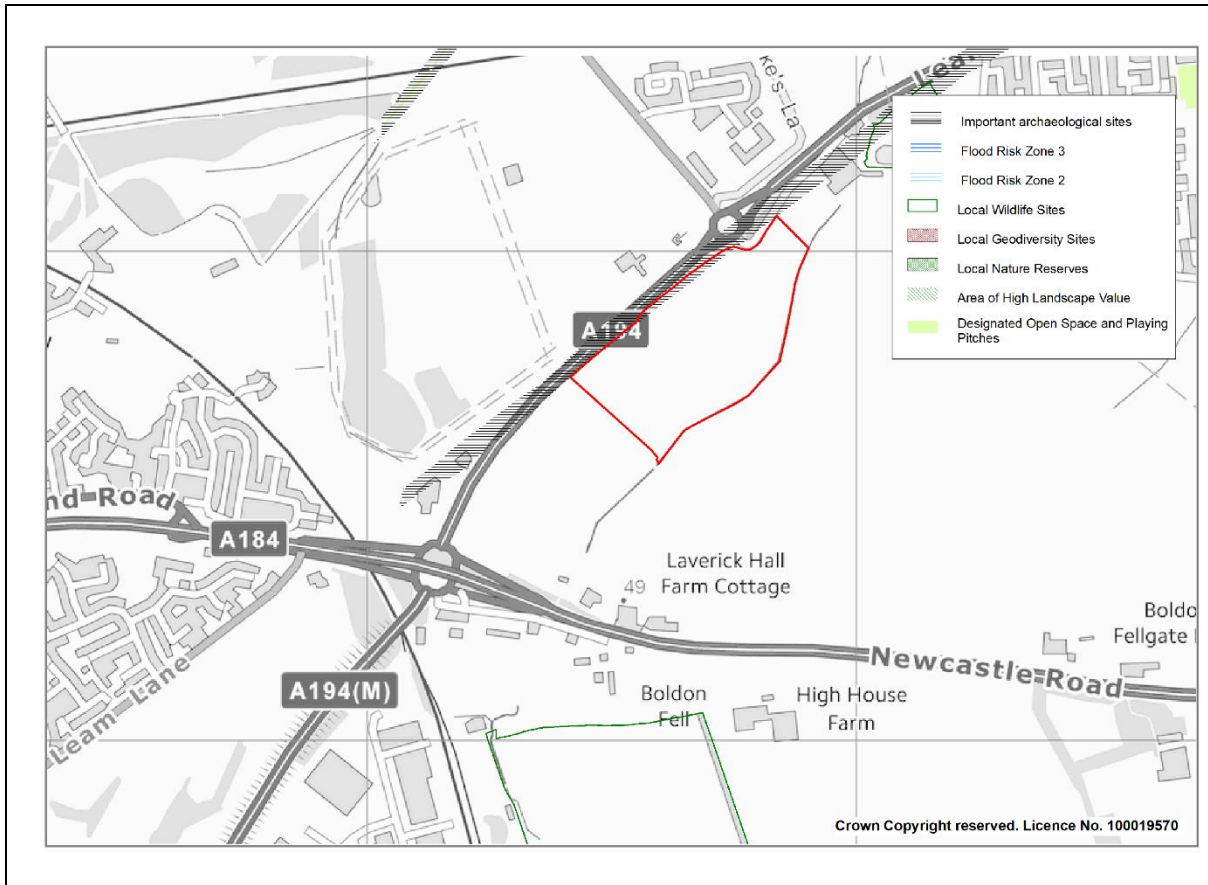
SHLAA ref	SFG076
Site size	101ha
Site characteristics and constraints	This parcel is contained by urban development along two boundaries to the north and east, with the southern boundary contained by the strategic road network. The western boundary follows a collection of field boundaries. These large scale arable fields are part of the Baldon Fell Landscape Character Area. Field boundaries are generally defined by hedgerows which are gappy in places, with scattered hedgerow trees, although there is an element of exposure where views over hedgerows are available within the rolling landscape. There is a Local Wildlife Site running north to south through the middle of the parcel.
Green Belt Review outcome	C: moderate impact, mitigation feasible. The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.
Are there designated open space/playing pitches on the site?	No.
How did the Employment Land Review assess the site?	Part of the site – identified as ‘Land northwest of Testos roundabout’ was assessed in the ELR as follows ‘A very large site

	with substantial infrastructure costs that would compete with IAMP. Council to consider whether it is premature to allocate for employment.'
Is more than 1% of the site within Flood Zone 2 and/or 3	No.
Would development have direct or indirect ecological consequences	Yes. Direct Impacts on the LWS within the site. This site is within wildlife corridors. It would sever the N/S wildlife corridor on its western side. It would sever the N/S wildlife corridor on its eastern side It would sever the E/W wildlife corridor. The open farmland in this area with hedgerows and scrub supports a wide range of farmland birds, many of which are priority species and/or high on the list of conservation concern. Cumulative impacts are a key consideration for birds in this habitat.
Could development cause harm to heritage assets?	Development would cause less than substantial harm
Is the site suitable?	There are no suitability constraints that could not be mitigated but National Highways will have concerns regarding the relationship to the strategic highway network.
Is the site available?	The site is available for development but it has been promoted for housing development and part of the site has been proposed for housing allocation in the Plan.
Conclusion	The site has been promoted for housing development and part of the site has been proposed or housing allocation in the Plan. It is not available for a new business/industrial park.



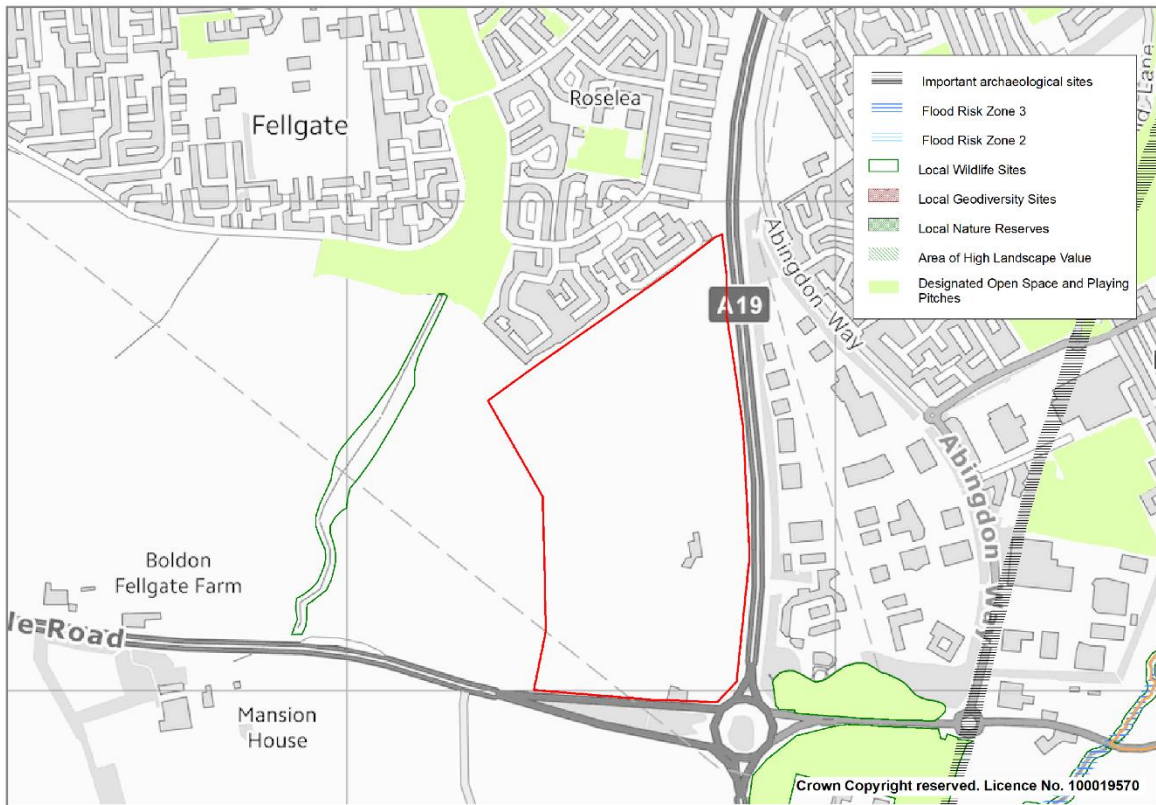
SHLAA ref	SFG077
Site size	107ha
Site characteristics and constraints	This parcel is contained by urban development to the north and the strategic road network to the south and west. The rest of the parcel is defined by field boundaries. Part of the Boldon Fell Landscape Character Area. Field boundaries are generally defined by hedgerows, with scattered hedgerow trees, although there is an element of exposure where views over hedgerows are available within the rolling landscape. There is a Local Wildlife Site in the north western corner.
Green Belt Review outcome	D: adverse impact, some mitigation feasible. The parcel performs relatively strongly against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.
Are there designated open space/playing pitches on the site?	No.
How did the Employment Land Review assess the site?	n/a
Is more than 1% of the site within Flood Zone 2 and/or 3	No.

Would development have direct or indirect ecological consequences	<p>Yes. Direct Impacts on the LWS within the site. This site is within wildlife corridors. It would sever the N/S wildlife corridor on its western side. It would sever the E/W wildlife corridor.</p> <p>The open farmland in this area with hedgerows and scrub supports a wide range of farmland birds, many of which are priority species and/or high on the list of conservation concern. Cumulative impacts are a key consideration for birds in this habitat.</p>
Could development cause harm to heritage assets?	Development would cause less than substantial harm
Is the site suitable?	National Highways will have concerns regarding the relationship to the strategic highway network particularly in respect of White Mare Pool interchange. The Green Belt assessment is adverse impacts.
Is the site available?	The site is available for development but it has been promoted for housing development and part of the site is proposed for housing allocation in the Plan.
Conclusion	Part of the site is proposed for housing allocation in Plan and the impact of the development of the site as a whole on the Green Belt would be unacceptable.



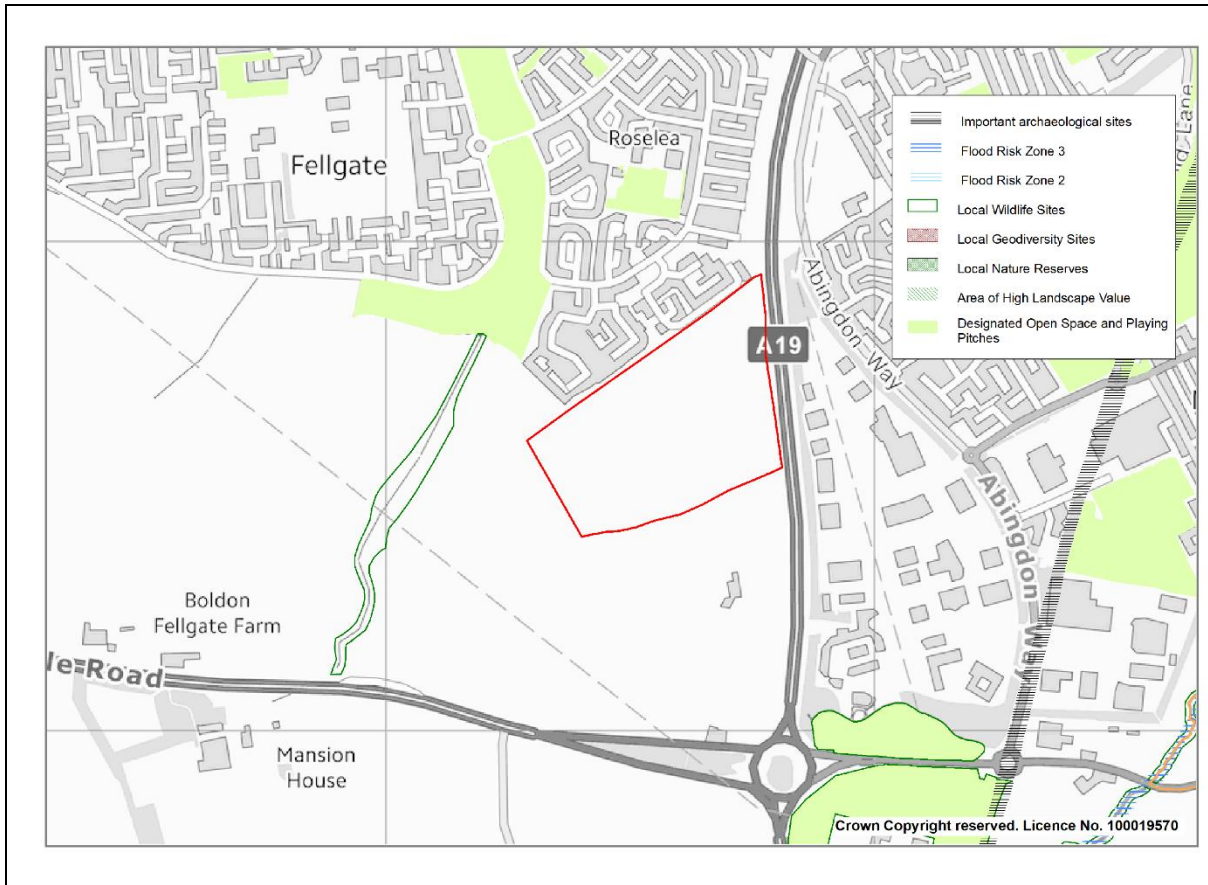
SHLAA ref	SFG084
Site size	11ha
Site characteristics and constraints	This parcel is contained by the strategic road network along one boundary. The remainder of the parcel is defined by field boundaries. Part of the Boldon Fell Landscape Character Area. Field boundaries are generally defined by hedgerows which are gappy in places, with scattered hedgerow trees, although there is an element of exposure where views over hedgerows are available within the rolling landscape.
Green Belt Review outcome	E: significant adverse impact The parcel performs strongly against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.
Are there designated open space/playing pitches on the site?	No.
How did the Employment Land Review assess the site?	The ELR assessment is 'Council to consider allocating for employment'.
Is more than 1% of the site within Flood Zone 2 and/or 3	No.

<p>Would development have direct or indirect ecological consequences</p>	<p>Yes. This site is within wildlife corridors. It would sever the N/S wildlife corridor. although there is potentially space to the east of the site to compensate for this. It would sever the E/W wildlife corridor although there is potentially space to the south of the site to compensate for this.</p> <p>The open farmland in this area with hedgerows and scrub supports a wide range of farmland birds, many of which are priority species and/or high on the list of conservation concern. Cumulative impacts are a key consideration for birds in this habitat.</p>
<p>Could development cause harm to heritage assets?</p>	<p>Development would cause less than substantial harm</p>
<p>Is the site suitable?</p>	<p>The Green Belt assessment is significant adverse impacts.</p>
<p>Is the site available?</p>	<p>The site is available for development but it has been promoted for housing development.</p>
<p>Conclusion</p>	<p>The Green Belt assessment is significant adverse impacts and the site falls below the minimum 20ha site size threshold for a new business/industrial park to be viable.</p>



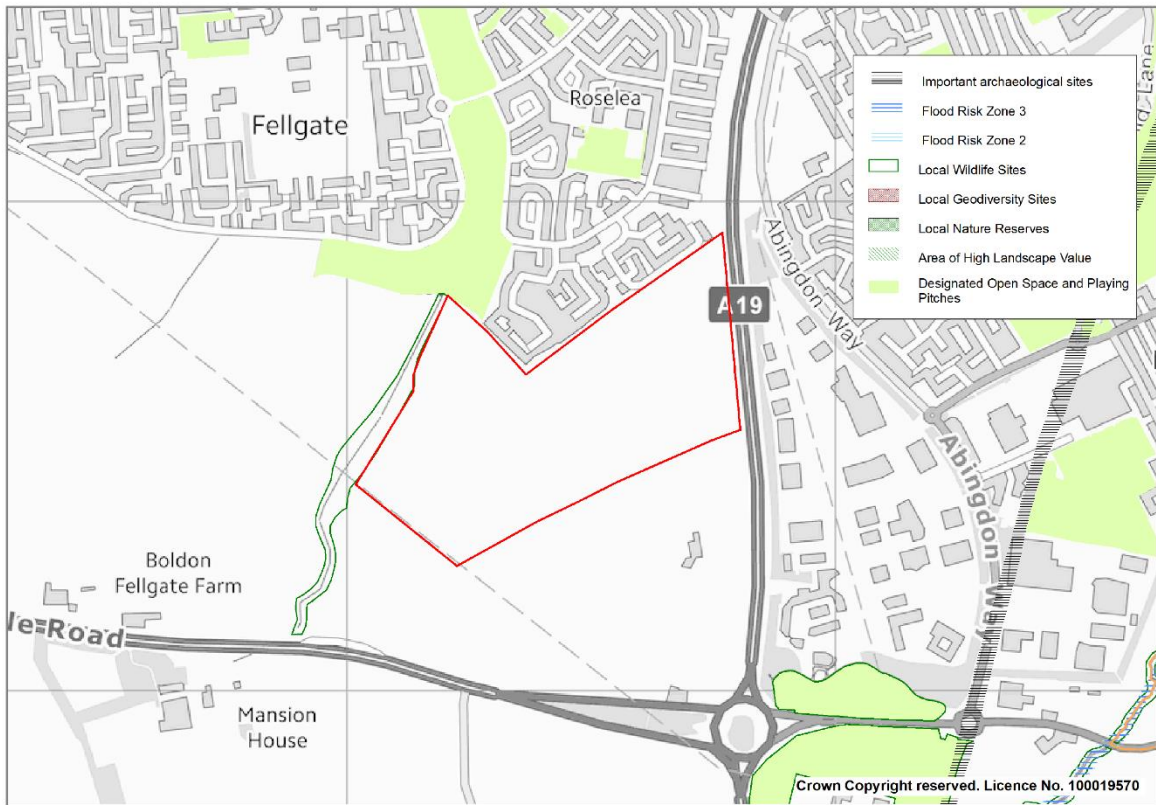
SHLAA ref	SFG081
Site size	35ha
Site characteristics and constraints	This parcel is contained by the strategic road network along two boundaries and a built settlement to the north. The remainder of the parcel is defined by field boundaries. Part of the Boldon Fell Landscape Character Area. Field boundaries are generally defined by hedgerows which are gappy in places, with scattered hedgerow trees, although there is an element of exposure where views over hedgerows are available within the rolling landscape.
Green Belt Review outcome	C: moderate impact, mitigation feasible. The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.
Are there designated open space/playing pitches on the site?	No.
How did the Employment Land Review assess the site?	The ELR assessment is 'A very large site with substantial infrastructure costs that would compete with IAMP. Council to consider whether it is premature to allocate for employment.'

Is more than 1% of the site within Flood Zone 2 and/or 3	No.
Would development have direct or indirect ecological consequences	<p>Yes. This site is within wildlife corridors. It would sever the N/S wildlife corridor.</p> <p>The open farmland in this area with hedgerows and scrub supports a wide range of farmland birds, many of which are priority species and/or high on the list of conservation concern. Cumulative impacts are a key consideration for birds in this habitat.</p>
Could development cause harm to heritage assets?	Development would cause less than substantial harm
Is the site suitable?	National Highways will have concerns regarding the relationship to the strategic highway network.
Is the site available?	The site is available for development but it has been promoted for housing development.
Conclusion	The site could be considered as suitable, notwithstanding the concerns of National Highways. However, its southern boundary is adjacent to the A184 which means that it would not align with the boundary of the proposed housing allocation in the Plan. For this reason it is not considered appropriate to take it forward to allocation.



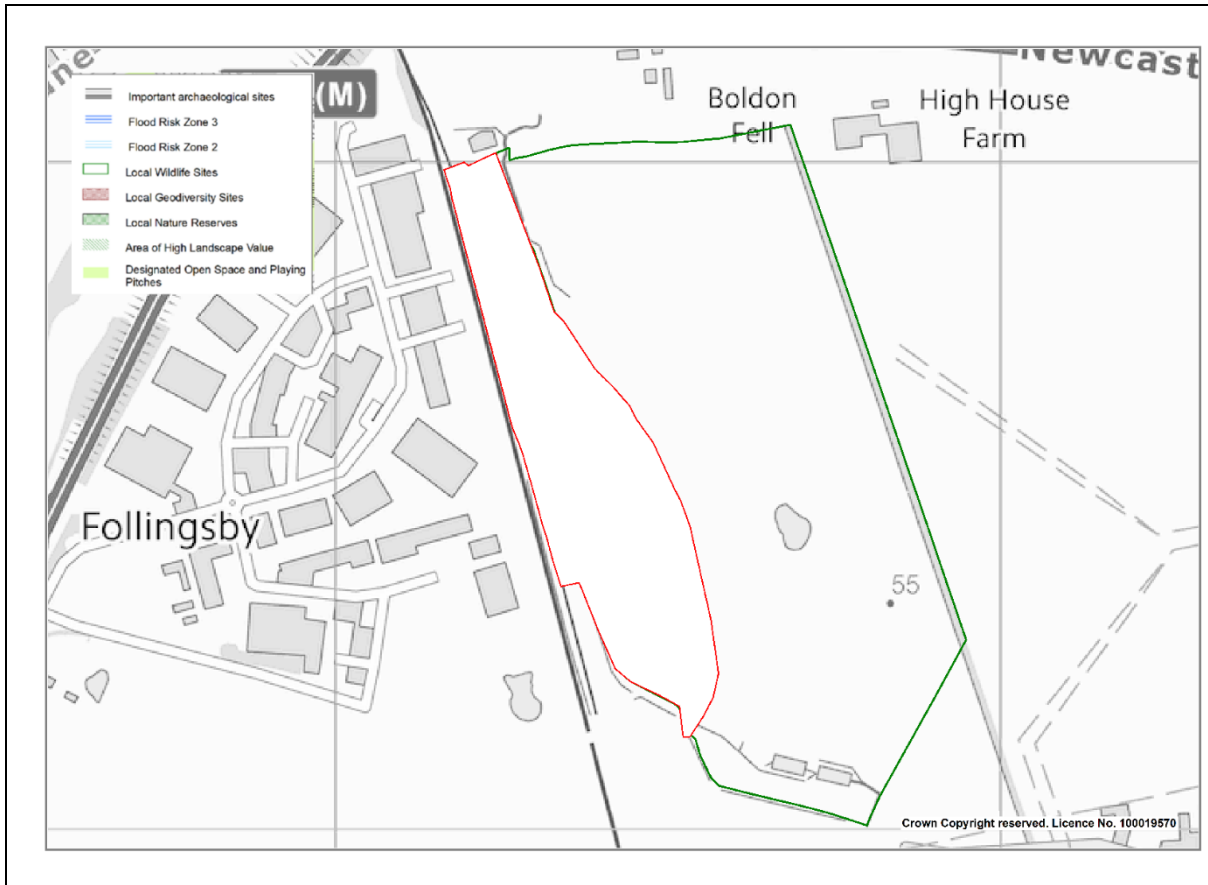
SHLAA ref	SFG082
Site size	15.3
Site characteristics and constraints	This parcel is contained by the strategic road network along one boundary and abuts the settlement boundary to the north. The remainder of the parcel is defined by field boundaries. Part of the Boldon Fell Landscape Character Area. Field boundaries are generally defined by hedgerows which are gappy in places, with scattered hedgerow trees, although there is an element of exposure where views over hedgerows are available within the rolling landscape.
Green Belt Review outcome	C: moderate impact, mitigation feasible. The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.
Are there designated open space/playing pitches on the site?	No.
How did the Employment Land Review assess the site?	The site forms part of a larger site identified as 'Land northwest of Testos roundabout' that was assessed in the ELR as follows 'A very large site with substantial infrastructure costs that would compete with IAMP. Council

	to consider whether it is premature to allocate for employment.'
Is more than 1% of the site within Flood Zone 2 and/or 3	No.
Would development have direct or indirect ecological consequences	Yes. This site is within wildlife corridors. It would sever the N/S wildlife corridor. The open farmland in this area with hedgerows and scrub supports a wide range of farmland birds, many of which are priority species and/or high on the list of conservation concern. Cumulative impacts are a key consideration for birds in this habitat.
Could development cause harm to heritage assets?	Development would cause less than substantial harm
Is the site suitable?	National Highways will have concerns about the relationship of the site to the strategic highway network.
Is the site available?	The site is available for development but it has been promoted for housing development.
Conclusion	The site falls below the minimum 20ha site size threshold for a new business/industrial park to be viable.



SHLAA ref	SFG083
Site size	26.3ha
Site characteristics and constraints	This parcel is contained by the strategic road network along one boundary. The remainder of the parcel is defined by field boundaries. Part of the Boldon Fell Landscape Character Area. Field boundaries are generally defined by hedgerows which are gappy in places, with scattered hedgerow trees, although there is an element of exposure where views over hedgerows are available within the rolling landscape.
Green Belt Review outcome	C: moderate impact, mitigation feasible. The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.
Are there designated open space/playing pitches on the site?	No.
How did the Employment Land Review assess the site?	The site forms part of a larger site identified as 'Land northwest of Testos roundabout' that was assessed in the ELR as follows 'A very large site with substantial infrastructure costs that would compete with IAMP.

	Council to consider whether it is premature to allocate for employment.'
Is more than 1% of the site within Flood Zone 2 and/or 3	No.
Would development have direct or indirect ecological consequences	Yes. Indirect impacts on the LWS adjacent. This site is within wildlife corridors. It would sever the N/S wildlife corridor and impacts the E/W corridor. The open farmland in this area with hedgerows and scrub supports a wide range of farmland birds, many of which are priority species and/or high on the list of conservation concern. Cumulative impacts are a key consideration for birds in this habitat.
Could development cause harm to heritage assets?	Development would cause less than substantial harm
Is the site suitable?	National Highways will have concerns regarding the relationship to the strategic highway network.
Is the site available?	The site is available for development but it has been promoted for housing development.
Conclusion	Although it has been promoted for housing development it has not been included in the proposed housing allocation in the Plan. The Council's ecologist has advised that the ecological impacts can be mitigated e.g. through buffering. The site could be considered as suitable, notwithstanding the concerns of National Highways. However the concerns of National Highways are a major issue for this site. In contrast to the Wardley Colliery site it would involve greenfield development and although it performs moderately against Green Belt purposes, it does not benefit from being well-screened as does the Wardley Colliery site.



SHLAA ref	SFG066
Site size	14.16ha
Site characteristics and constraints	The site is well screened as it is below the adjoining soil heap. The western edge of the parcel has been redeveloped, whilst the remainder, and larger portion, of the site remains an industrial landscape that follows the western boundary of a Local Wildlife Site. The neighbouring authority of Gateshead is extending the adjacent industrial estate. The scale of outward growth could therefore be regulated as a result of these established and robust durable features, thus restricting sprawl and preventing further encroachment.
Green Belt Review outcome	C: moderate impact, mitigation feasible. The parcel performs moderately against the NPPF purposes and the contribution it makes to the overall integrity of the wider strategic Green Belt.
Are there designated open space/playing pitches on the site?	No.
How did the Employment Land Review assess the site?	The site forms part of a larger site identified as 'Wardley Commerce Park, Follingsby Lane, Wardley' that was assessed in the ELR as follows 'Council to consider allocating for employment.' The site identified in the ELR includes the

	LWS. The Council is not proposing to include the LWS in the site apart from a small area of the LWS which falls within the site.
Is more than 1% of the site within Flood Zone 2 and/or 3	No.
Would development have direct or indirect ecological consequences	Yes. Indirect impacts on the LWS adjacent.
Could development cause harm to heritage assets?	Development would cause less than substantial harm
Is the site suitable?	National Highways will have concerns regarding the relationship to the strategic highway network.
Is the site available?	Yes – the site is being promoted for employment allocation on behalf of the site owners.
Conclusion	<p>The site comprises previously developed land and is well-screened thereby reducing the impact of its development on the Green Belt.</p> <p>Subject to the scale of land to be released, it could make a significant contribution to meeting the quantitative need for general employment land identified in the 2019 ELR. However it is acknowledged that qualitatively the site is not a ready fit for the specific need identified in the 2019 ELR i.e. a business/industrial park.</p> <p>The site is well situated in relation to the strategic the highway network.</p> <p>Opportunities for sustainable travel could be enhanced should the new station proposal materialise;</p> <p>There is a willing landowner to take the site forward for employment growth.</p> <p>The site already benefits from existing employment on part of site and could form part of a successful and growing employment area given its proximity to Follingsby Park / Follingsby Max to the west.</p>

Appendix 2: 2021 Council update to Employment Land Review Assessment of sites

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	STC Officer Assessment	Recommendation
E1		ED.6	Land at Wagonway Industrial Estate, Hebburn	0.5	Wagonway Industrial Estate, Hebburn	Sports field in centre of industrial estate is owned by football club, but not laid out as pitch. Little Doors has tried to buy in past.	The site is not currently available for employment use. However it is very well situated, being part of an Industrial Estate.	Retain allocation
E2		n/a	Former NGN gas holder, Curlew Road	0.68	n/a	Gas holder within industrial area dismantled in 2017. Close to the former Dow Chemical works site. Site available for re-use. The site has been sold but no planning application for a change of use had been received at the time of this study.	A gas holder site will have a vast amount of buried obstructions including subterranean concrete. It is unlikely to be deliverable.	De-allocate
E3		ED.1	Land East of Pilgrims Way, Bedesway	0.43	Bede Industrial Estate	Undeveloped plot within established industrial estate. Owned by a developer - Northern Trust.	The site is not currently available for employment use. However it is very well situated, being part of an Industrial Estate.	Retain allocation
E4		ED.1	West of Pilgrims Way (east of Mitsumi), Bede Ind Est	1.41	Bede Industrial Estate	Grassed former expansion land to east of former Mitsumi now owned by Northern Trust. Company prepared to build or sell plots.	Occupancy levels have remained extremely high on this popular employment area and the site is currently being marketed.	Retain allocation
E5		ED.2	North of Tesco, Towers Place, Simonside Ind Est	1.31	Simonside Industrial Estate	Cleared industrial site within established industrial estate. Further reclamation required to grub up floor slabs. Formerly owned by the Council.	The site is not currently being marketed but is in an excellent location. Occupancy across the estate is extremely high and it	Retain allocation

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	STC Officer Assessment	Recommendation
							remains an important employment area.	
E6		n/a	Hobson Way, East of Simonside Ind Est	0.25	East of Simonside Industrial Estate	Former car storage compound. Has been used as works compound for new road link.	In area with employment uses but not part of an established estate. LSH assessed as 'modest infrastructure or remediation' required but STC Officers assessed as requiring significant site preparation which is unlikely to be deliverable for a small site.	De-allocate
E7		ED.3	South of Heddon Way, Middlefields Ind Est	0.68	Middlefields Industrial Estate	Potential expansion land for Feller UK or alternative employment development.	The site is not currently being marketed but there has been interest in acquiring it for employment development. The estate provides an excellent employment location with good transport links and access to the A19 / Tyne Tunnel and close proximity to the Port of Tyne.	Retain allocation
E8		ED.4	Land to rear of Western Approach Trade Park, Wilson Street	0.31	Western Approach Industrial Estate	Terrace of trade counter units developed on site of former factory. Land to rear cleared and fenced.	Western Approach is an established trading location home to a number of well-known trade-counter type operators. The site is unlikely to attract an independent use but has the potential to provide land for ancillary purposes for one of the existing businesses.	Retain allocation

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	STC Officer Assessment	Recommendation
E9		n/a	Former Duncan House, Crossgate	0.28	n/a	Cleared site of office block. Planning consent granted for construction of seven commercial units.	Although STC would have no 'in-principle' objection to a suitable employment use on the site, it would have no in-principal objection to residential development on the site. There is therefore no reason to protect it as employment land.	De-allocate
E10		ED.10	Northern end of Boldon BP	0.6	Boldon Business Park	Overhead high voltage cables; owner UK Land Estates sees potential for small unit or use for external storage.	An excellent location for business, a lack of competing supply with good occupier demand and strong tenant retention makes Boldon Business Park attractive to occupiers as well as investors. Lambert Smith Hampton assessed the site as 'Serviced remediated plot with infrastructure to edge'.	Retain allocation
E11		ED.10	Land west of 16 Brooklands Way, Boldon Business Park	0.61	Boldon Business Park	Owned by UK Land Estates (developer / investor). Outline consent for development of detached industrial unit granted in October 2008 (ST/1601/08/OUT).	An excellent location for business, a lack of competing supply with good occupier demand and strong tenant retention makes Boldon Business Park attractive to occupiers as well as investors. Lambert Smith Hampton assessed the site as 'Serviced remediated plot with infrastructure to edge'.	Retain allocation

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	STC Officer Assessment	Recommendation
E12		ED.8	Land East of Lukes Lane, Monkton Fell (West) Hebburn	3.33	n/a	Grazing land. The site has been marketed by Knight Frank for industrial use since March 2015 together with adjoining land. A planning application has been submitted to develop the site for 128 homes.	The site requires access and infrastructure provision but is in an area of strong demand.	Retain allocation
E13		PR.1	Beside MH Southern	0.44	Port of Tyne	Landlocked site surrounded by land and premises leased to timber merchants. Port proposing to relocate tenant and to carry out works to mitigate flood risk.	Port of Tyne have stated that this is operational land and not available for development.	Retain for employment but not available land.
E14		PR.1	Former Premier Waste	1.3	Port of Tyne	On edge of Port Estate fronting Jarrow Road	Port of Tyne have stated that this is operational land and not available for development.	Retain for employment but not available land.
E15		PR.1	Former TJ Thompson	1.26	Port of Tyne	Within Port Estate with rail access. On market with Naylor's to let as whole or part.	Port of Tyne have stated that this is operational land and not available for development.	Retain for employment but not available land.
E16		PR.1	Tyne Dock Infill	3.51	Port of Tyne	Within Port of Tyne Estate. Filling of former dock basin (ST/0944/09/FUL) has created development land and mitigated flood risk.	Port of Tyne have stated that this is operational land and not available for development.	Retain for employment but not available land.
E17		PR.1	Hill 60	0.57	Port of Tyne	Land formerly used for aggregate storage on edge of Port Estate and fronting Templetown from which access could easily be taken.	Port of Tyne have stated that this is operational land and not available for development.	Retain for employment but not available land.

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	STC Officer Assessment	Recommendation
E18		PR.1	Former car park, Garwood Street	1.6	Port of Tyne	Within the Port of Tyne estate but now used for storage space by local company.	Port of Tyne have stated that this is operational land and not available for development.	Retain for employment but not available land.
E19		PR.1	Tyne Dock Enterprise Park (former McNulty Offshore), Commercial Road	5.6	Port of Tyne	Purchased by Port of Tyne to allow a down-river extension of Port Estate. The site has Enterprise Zone status and adjoins the Council's Holborn Riverside Regeneration Area.	The figure of 5.6 hectares reflects that recently confirmed by the Port as available land at the Tyne Dock Enterprise Park (formerly McNulty's Yard).	Retain allocation
E20		n/a	Former Hawthorn Leslie Shipyard, Ellison Street, Hebburn	3.7	n/a	Former shipyard, vacant since 2006. Fabrication halls demolished in 2011, some buildings remain in southern corner. Site adjoins A&P Tyne fabrication hall. Marketing has attracted offers for continued employment use in 2008, 2010 & 2018. Owner has submitted a planning application for residential development (over 400 homes).	Lambert Smith Hampton assessed the site as requiring 'major infrastructure provision and remediation' and has having three constraints in terms of market attractiveness. STC Officers concur with this assessment. It is not in an area of strong market demand. Although the site is well situated for a river-related employment use, it is unlikely to be deliverable for any development use without significant public sector intervention. There does not appear to be any prospect of this.	De-allocate
E21		n/a	Jarrow Green Business Park,	0.7	Jarrow Green Business Park	LSH assessed a much larger area (6.31 ha) and considered that 'substantial investment required to bring site back into employment use'. STC Officers	Lambert Smith Hampton assessed a wider area (6.31 ha) than the site and considered that 'substantial investment required	De-allocate

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	STC Officer Assessment	Recommendation
			Wagonway Road			concur with this assessment and have reduced the area to a site which has had preparation works.	to bring site back into employment use'. STC Officers concur with this assessment. In addition part of the wider area is on a very steep incline and with part has heavy tree cover. The wider area has previously been the subject of aspirations by the Council which led to it being branded 'Jarrow Green Business Park' but these aspirations have not been delivered and are no longer considered to be deliverable. Officers have therefore reduced the area to a site which has had preparation works. The Council has considered the possibility of locating a recycling village on the site but no decision has been taken. Should this be implemented there will be very limited, if any, scope for further development. Whilst there would be no 'in-principle' objection to the site coming forward for employment if it is not delivered for an alternative use, there is no reason to protect it for employment purposes. Nor is there any reason to continue to	

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	STC Officer Assessment	Recommendation
							identify the wider area for employment purposes despite it having been branded as Jarrow Green Business Park.	
E22		PR.2	Former Dow Chemicals, Chaytor Street	12.7	Land bounded by Chaytor Street, Ellison Place, the Metro Line and Berkley Way	The site has had various industrial uses over the years, including shipyards, metal works (iron, copper and silver), chemical works, gas works, engine works, pottery and sawmill. Industrial related infrastructure has included a dry dock, staites, slipways, cranes, trackways and tanks. The long history of industrial use means that there is consequent high potential for soil and groundwater contamination. The owner is unwilling to consider residential development.	The site will require significant remediation and infrastructure provision. However it is currently being marketed and supporting the delivery of this site is a priority for the Council.	Retain allocation
M			Argyle Street / Caledonian Street, Hebburn	6.90	n/a	Proposed mixed use site. Development for economic development will have to be compatible with residential /educational surrounding uses and any residential / wildlife habitat areas developed/retained on site. See Local Brownfield Strategy	The site has high ecological value. It is not considered to be suitable for a development allocation.	Do not make an allowance for employment supply
M2			West of Fowler Street	3.50	n/a	Various small sites crossed by highways. Some laid out as public car	Although STC would have no 'in-principle' objection to a suitable employment use on the vacant plots, it would have no in-	Do not make an allowance for employment supply

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	STC Officer Assessment	Recommendation
						parks. Currently vacant land totals 0.80 ha	principal objection to residential development on the vacant plots. There is therefore no reason to protect it as employment land.	
M3		SP13	Central Library, Anderson Street	0.32	Regeneration Improvement Area	Library has relocated	The site forms part of the Fowler Street Improvement Area and has been allocated for residential development.	Do not make an allowance for employment supply development.
M4			North of One Trinity Green, Laygate	0.35	n/a	Formerly car parking for Circatex factory, now grassed plot adjoining serviced office building. Could accommodate further workspace or move-on accommodation.	A permanent Council owned car park was completed on the site in 2021. It is not available for employment use.	Do not make an allowance for employment supply
M5			Disused Gasholder, Oyston Street / Garden Lane	0.33	n/a	Disused gas holder in commercial area on edge of town centre. Adjoins supermarket, car parks and local industrial estate.	Northern Gas Networks own the site and are scheduled to demolish it. The Council's Regeneration team has advised that employment, retail, or car parking would be suitable in principle for the site. There is no reason to protect if for employment use	Do not make an allowance for employment supply
M6		SP7	Harton Quay	0.50	South Shields Riverside Regeneration Area	Regeneration of riverside coal staiths on edge of town centre. One plot taken up for bespoke office development. Remaining plot owned by Homes England. South Tyneside Council proposing speculative office	The majority of the site has been developed for a car park. The Council's Regeneration Team has advised that flexibility should be retained for the site as it could potentially be one of several	Do not make an allowance for employment supply

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	STC Officer Assessment	Recommendation
						and/or cultural block of 60,000 sq ft. Developer not yet appointed. Development would need to be sensitive to adjoining Conservation Area.	uses. Whilst these include office/light industrial, in the absence of any definitive plans for the site it should not be regarded as part of the employment land supply.	
M7			Holborn Regeneration Area - Windmill Hill	0.61	South Shields Riverside Regeneration Area	Small sloping site separated by housing from Holborn Riverside Regeneration Area to north, and by roads from industrial areas to west and south. Currently laid out as parking and landscaping.	The site is the intended location for the plant room for the Holborn District Energy Network. It is not available for employment use.	Do not make an allowance for employment supply
M8			Holborn Regeneration Area - Commercial Road / South of Laygate Street	1.24	South Shields Riverside Regeneration Area	Area of open space adjoining housing to south and separated by a road from the main part of Holborn Riverside Regeneration Area. Council own majority of site. Port owns riverside yard to west; a landscape buffer should be considered.	The site now has planning permission for 48 dwellings. It is not available for employment use.	Do not make an allowance for employment supply
M9			Holborn Regeneration Area - Commercial Road / North of Laygate Street	9.00	South Shields Riverside Regeneration Area	Principal part of Holborn Riverside Regeneration Area and wholly owned by Council. Council promoting for office and residential development. The site is a regeneration priority and has Enterprise Zone status.	The Holborn Enterprise Zone proposed land use includes zoning for office development. The site won't be available for development until January 2024 due to the nature of the civil engineering works required.	Make an allowance for 1.85ha employment supply.

Appendix 3: Potential Sites identified in the Employment Land Review

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	ELR recommendation	STC Officer Assessment	Recommendation
P1		n/a	Land East of Lukes Lane, Monkton Fell (East) Hebburn	2.99	n/a	Grazing land. Knight Frank has been marketing with adjoining site E22 for industrial use since March 2015. Site requires access and infrastructure provision so whilst in an area where demand is relatively strong, viability of development weak.	Council to consider allocating for employment and to consider funding required to bring site forward for development.	The site suffers from extensive surface water flooding and it is unclear that it can be satisfactorily accessed.	Do not allocate
P2		n/a	Former Red Barns Garden Centre, West side of Mill Lane, Monkton	1.65	n/a	Former garden centre in Green Belt. Owner aspiration for B1/B2/B8	Council to consider allocating for employment.	The site is not of sufficient scale	Do not allocate
P3		n/a	Opposite Monkton South Business Park, Hebburn	9.66	n/a	Farmland in Green Belt. Owner aspiration for B1/B2/B8.	Council to consider allocating for employment.	It is not well related to existing development and note that the GB Review states development would cause 'significant adverse effects'.	Do not allocate

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	ELR recommendation	STC Officer Assessment	Recommendation
								Although this relates to FG17h, FG16a would still have a detrimental impact on the purposes of the GB as it is part of a landscape area which is predominantly open with long range views, part of a wildlife corridor, extends into an area which is open and green.	
P4		n/a	Wardley Commerce Park, Follingsby Lane, Wardley	43.74	n/a	Former coal handling depot in Green Belt which adjoins disused Leamside Line. Current planning for rail loading head / mineral storage, container storage / anaerobic digester.	Council to consider allocating for employment.	A well screened brownfield site in an industrial landscape providing limited contribution to openness of the Green Belt. It is also well located in relation to the strategic highway network.	Allocate the well-screened Wardley Colliery brownfield site (14.6ha) but exclude the adjacent Local Wildlife Site (LWS) from the allocation apart from the small area of the LWS that overlaps within the Colliery site.

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	ELR recommendation	STC Officer Assessment	Recommendation
P5		n/a	North West of Testo's Roundabout	25.80	n/a	A prominent level greenfield site with frontages to the A186 and A19. The delivery of this site requires highway improvements to enable access from main road network. (Current access through housing estate). Given the scale of this site the cost of providing infrastructure will be substantial.	A very large site with substantial infrastructure costs that would compete with IAMP. Council to consider whether it is premature to allocate for employment.	The site could be considered as suitable, notwithstanding the concerns of National Highways. However, its southern boundary is adjacent to the A184 which means that it would not align with the boundary of the proposed housing allocation in the emerging Local Plan. For this reason it is not considered appropriate to take it forward to allocation. to be viable.	Do not allocate
P6		n/a	Rear of Shaftesbury Avenue, Tyne Point Ind Est	0.59	n/a	Grassed area on edge of industrial estate crossed by footpaths and adjoining housing.	Small area of open space adjoining industrial estate. Council to	The site is allocated as part of the industrial estate but it forms a buffer	Do not allocate

ELR ref	SHLAA ref	Policy ref	Site	Size	Wider Potential Allocation	Background	ELR recommendation	STC Officer Assessment	Recommendation
							consider allocating for employment if resistant to release of land in Green Belt.	between it and the adjoining residential estate.	
P7		n/a	West of National Grid sub-station, Hartford Road	0.67	n/a	Adjoins National Grid Sub-station. Site crossed by UHV cables.	Forms buffer between housing and sub-station, topography unsuitable for employment.	Agree with ELR	Do not allocate
P8		n/a	East of National Grid sub-station, Hartford Road	0.65	n/a	Crossed by pylons and UHV cables. Could accommodate storage compounds if screened from housing.	Poor access through housing area. Council to retain as low grade open space.	Agree with ELR	Do not allocate

Appendix 4: Other sites that have been considered

Site	Size (ha)	STC Officer Assessment
Land at A&P Tyne	3.84	Within the A&P Tyne estate and in general industrial use. It is not an available site.
Land at A&P Tyne	0.86	Within the A&P Tyne estate and in general industrial use. It is not an available site.
Land at A&P Tyne	1.33	Within the A&P Tyne estate and in general industrial use. It is not an available site.
Land at Shell UK Oil Terminal	11.6	The land is already in active employment use so not available. Forms part of ED5.
Land at Palmer Street	0.33	The site forms part of a wider employment allocation but has a large number of mature trees. It is unlikely to be suitable for development.
Land at Whitemare Pool	0.3	Access is via a narrow road behind the Travel Lodge. It is unlikely to be suitable for employment use.
Land at Mypetstop, Follingsby Lane	2.28	The Green Belt boundary established through the IAMP Area Action Plan process. It was intended to remain permanent in the long term and the land that was released for a specific and exceptional purpose i.e. to meet existing and forecast economic development needs in relation to the advanced manufacturing and automotive sectors. It is not considered that there are exceptional circumstances to warrant amending the IAMP AAP boundary.
Former Hebburn Library	0.06	The area has been subject to public realm improvements and now forms a pedestrianised route through to the new library and leisure centre. It is not available for employment use.
Land west of Bedesway/ Jarrow Road Junction	0.24	The site provides visual amenity at junction. It is not suitable for development.
Open space (Priory Road)	1.1	The site provides recreational open space. The site also contributes to forming a green wildlife corridor alongside the River Don. This site provides a natural barrier between residential development and roads and railway line. It is not suitable for development.
Land at Elswick Way Industrial Estate	0.4	The site is in the ownership of Vic Young Ltd and the majority of the site is used for servicing vehicles. The northern end of the site is steeply banked and not developable. It is not an available site.
Large, grassed space (Colman Avenue)	2.4	The site provides an important open space linking to green wedges amongst industrial and residential development. It is not suitable for development.
Former B&Q, Millbank Industrial Estate, Secretan Way, South Shields	1.0	The site is in active use by Home Bargains for retail. It is not available for employment use.

Land at Commercial Road/Tudor Road	1.65	The site is in active use by a logistics company. It is not available.
Land at Laygate	0.2	The site is a public open space within an area of otherwise limited provision. The site is adjacent to Trinity Walk green space. It is part of the national cycle network and is currently being widened by the Council's Highways team for that purpose. It is not available for employment.
Land at Rekendyke Lane/Laygate	0.67	The site is cleared and in the Council's ownership. The Council's Regeneration Team have advised that flexibility needs to be retained for the site as there are a range of possible uses e.g. public realm improvements, open space, ecological mitigation, workshop units and residential. It is not therefore appropriate to protect it for employment development.

Appendix 5: Planning history - IAMP and the surrounding area

Address	Application Ref. Number	Type of Application	Description of Development	Application Status	Current Situation
Planning Applications					
IAMP, Washington	ST/1172/21/FUL	Hybrid planning application	Hybrid planning application including demolition works, erection of industrial units (up to 168,000sqm) (Gross Internal Area) for light industrial, general industrial and storage & distribution uses (Class B1(c), B2 and B8) with ancillary office and research & development floorspace (Class B1(a) and B1(b) with internal accesses, parking, service yards and landscaping (Outline, All Matters Reserved); and dualling of the A1290 between the A19/A1290 Downhill Lane Junction and the southern access from International Drive, provision of new access road including a new bridge over the River Don, electricity sub-stations, lighting, drainage, works to the River Don, and associated infrastructure, earthworks, landscaping and all incidental works (Detailed).	Pending consideration	Pending consideration
IAMP ONE Phase One, Washington.	18/00092/HE4	Hybrid planning application	<p>Full planning permission for light industrial, general industrial and storage or distribution (Class B1(c), B2 and B8), with ancillary office and research and development floorspace (Class B1(a) and B1(b)) with associated access, parking, service yards and attenuation basins, as well as the temporary construction route, internal spine road, utility diversions, with two accesses onto the A1290 and associated infrastructure, earth works and landscaping (under construction).</p> <p>Outline planning permission for the erection of industrial units for light industrial, general industrial and storage or distribution (Class B1(c), B2 and B8) with ancillary office and research and development floorspace (Class B1(a) and B1(b) with internal accesses, parking, service yards, attenuation basins, electricity substations, foul pumping station, realignment of the access road to North Moor Farm and associated infrastructure, earthworks and landscaping (All Matter Reserved).</p>	Approved May 2018.	First unit completed and occupied by SNOP. Main site Infrastructure, including the new access road (known as International Drive) has been completed and is operational. The ecological and landscape mitigation area (ELMA) has been delivered.

Address	Application Ref. Number	Type of Application	Description of Development	Application Status	Current Situation
	19/00245/REM	Reserved matters application	Reserved matters approval for the access, layout, scale, appearance and landscaping of the development for Plot 4 of hybrid planning application 18/00092/HE4.	Approved May 2019	Unit completed and occupied by Faltec.
	19/00280/REM	Reserved matters application	Reserved matters approval for the access, layout, scale, appearance and landscaping of the development for Plots 5 and 6 of hybrid planning application 18/00092/HE4.	Approved April 2019	Unit completed and temporarily been fitted out as a Nightingale Hospital. At the time of writing (October 2020) the unit was being used for the Covid-19 vaccination roll out.
IAMP ONE Phase Two, Washington	20/00556/OU4	Outline planning application	Erection of industrial units (up to 98,937.2sqm) (Gross Internal Area) for light industrial, general industrial and storage & distribution uses (Class B1(c), B2 and B8) with ancillary office and research & development floorspace (Class B1(a) and B1(b) with internal accesses, parking, service yards, electricity sub-stations, attenuation basins and associated infrastructure, earthworks and landscaping, as well as the demolition of the existing buildings at West Moor Farm. (All matters are Reserved)	Approved June 2020	Development not started.
Usworth Cottages and Chalet, IAMP TWO	20/01915/FUL	Full planning application	Demolition of numbers 1 to 5 Usworth Cottages and the Chalet, including associated garages and outbuildings.	Approved November 2020	Buildings demolished.
Elliscope Farm, IAMP TWO	ST/1013/20/FUL	Full planning application	Demolition of the buildings at Elliscope Farm consisting of the main farm house, barns and chicken coop, with associated barn owl and bat mitigation including a wildlife tower.	Approved August 2021	Awaiting Natural England licence.
West Moor Farm, IAMP ONE	21/01330/FUL	Full planning application	Demolition of the buildings at West Moor Farm	Approved August 2021	Awaiting Natural England licence.

Address	Application Ref. Number	Type of Application	Description of Development	Application Status	Current Situation
Three Horseshoes, Washington Road.	18/01869/FUL 19/02161/VAR	Full planning application and variation of condition.	Proposed three-storey 36 bed hotel with parking on land adjacent to the Three Horseshoes, Washington Road (variation of condition application ref. 19/02161/VAR forms part of this application).	Approved October 2019 (and March 2020)	Development not started.
Development Consent Orders					
A19/A184 Testo's Junction Alterations	TR010020	Development Consent Order (DCO)	Project to replace the existing at-grade roundabout junction between the A184 and the A19 (Testo's Junction) with a grade-separated junction.	Authorised September 2018 (correction order May 2019)	Under construction. Work commenced in March 2019. Project was 60% complete in July 2021.
A19 Downhill Lane Junction Improvements	TR010024	Development consent order (DCO)	Project to enhance capacity of junction to support the IAMP. Includes construction of new bridge to south of existing (A1290) bridge across the A19 to create a more traditional roundabout layout above the A19. New slip roads will connect the A19 to the south.	Authorised July 2020.	Under construction. Work commenced in September 2020. It is anticipated that the works will be complete in summer 2022.
Other Consents					
Land at International Advanced Manufacturing Park (IAMP)	21/01670/s37	Application under Section 37 of the Electricity Act 1989	National Grid ZZA overhead line diversion	Under consideration	National Grid requires consent under Section 37 of the Electricity Act 1989 to complete undertake a proposed diversion of the existing 275kV ZZA overhead line on land at IAMP. The consent application will be determined by the Secretary of State for Business, Energy & Industrial Strategy.