

## CHAPTER 8

# URBAN REGENERATION

### A READER'S AND LISTENER'S GUIDE TO POLICIES AND PROPOSALS IN THIS PLAN

The urban regeneration policies and proposals in this chapter have been developed with regard to advice and guidance issued by the Secretary of State for the Environment, and the particular concerns of the Local Planning Authority. These matters are summarised below, with the policies and proposals in the Plan which seek to address them.

	<b>Relevant Piece of Advice (Para.)</b>	<b>Relevant Policies/Proposals</b>
<b><u>Matters on which the Secretary of State has issued Regional Planning Guidance (RPG):</u></b>		
Revitalising the economy of Tyne and Wear should be the primary aim of UDPs, concentrating on the regeneration of the urban areas;	RPG1 (2)	UR1, UR2, UR3
Regeneration of urban areas should encompass the provision of new employment, housing and educational opportunities and the improvement of the area's living, working and leisure environment.	RPG1 (2)	UR1
<b><u>Matters on which the Government has issued additional Policy Advice:</u></b>		
The planning system and the preparation of development plans in particular can contribute to the objectives of ensuring that development and growth are sustainable;	PPG12 (1.8)	UR1, ENV1, ENV3, ENV5
Getting land once used for industrial purposes, but now under-used or vacant, back into beneficial use is important to the regeneration of towns and cities;	PPG4 (21)	UR1, ED4
Local authorities should adopt planning and land use policies to:	PPG13 (1.8)	UR2, UR3, ENV1, ENV3, S3, S9
- promote development within urban areas, at locations highly accessible by means other than the private car;		
- locate major generators of travel demand in existing centres which are highly accessible by means other than the private car;		



## **8. URBAN REGENERATION**

### **8.1 Introduction**

8.1.1 The term “Urban Regeneration” is taken in the context of this Plan as meaning the revitalisation of the local economy and the renewal and enhancement of the fabric of the urban area. Both will continue to involve the attraction and commitment of considerable resources if past successes in regenerating parts of the Borough are to be repeated in the future. Adoption of an environment-led strategy (the means of securing the Plan’s aims and objectives) is considered critical, in that injecting public resources directly into the improvement of South Tyneside’s physical condition and appearance is seen as the best means of encouraging the private and voluntary sectors to invest in the local economy and provide employment. Since the public consultation draft of the UDP was approved (December 1991) and published (June 1992), the Government has released a number of new and revised Planning Policy Guidance Notes which underline the benefits of such an approach.

8.1.2 As the built-up area of South Tyneside contains a wide range of uses, regeneration encompasses the provision of new housing, employment opportunities and the improvement of facilities and features which add to the quality of urban life for existing and future generations. If that quality is not to be jeopardised at some point, it is essential that the development and redevelopment necessary to the regeneration process is sustainable. It is also essential that the capacity of the Borough, physically and environmentally, to accommodate development is not exceeded, otherwise the strategy adopted is likely to become self-defeating (refer to Section 4.3 of the Strategy Chapter and Section 6.2 of the Environment Chapter).

### **8.2 Policy Context**

8.2.1 The Secretary of State has indicated that revitalising the economy of Tyne and Wear should be the primary aim of UDPs, concentrating on the regeneration of the urban areas. The Local Planning Authority’s view is that this is best achieved by addressing the physical problems associated with economic decline and the previous neglect and abuse of the urban environment. Regeneration affects, and is affected by all land uses, and this section of the UDP addresses four major land use components. These are: economic development; housing; social and community provision; and facilities for sport, recreation and leisure. These are the subjects of the

Secretary of State’s guidance under the broad heading of urban regeneration.

8.2.2 Another significant land use, retailing, is considered in a separate Chapter (14) of this Plan on the basis that guidance was provided specifically on that topic. Advice on transportation was received on the same basis and is considered in the context of Chapter 13. It is now clear, from subsequent national policy guidance (Planning Policy Guidance Note 13, published in March 1994), that it is the Government’s intention that planning land use and transportation should be undertaken together. (The Borough Council would emphasise that it has always done so in pursuit of effective and efficient investment in infrastructure supporting the regeneration process). This is to be undertaken in pursuit of a wider sustainable development strategy, affecting our national contribution towards addressing global environmental concerns.

### **8.3 Strategy**

8.3.1 The strategy for achieving the regeneration of the urban area of South Tyneside is based on:

- a) improving prospects for jobs in pursuit of the South Tyneside Economic Development Strategy;
- b) improving the range and quality of dwellings available in the Borough, consistent with the scale of land available and the broad environment-led strategy of the Plan;
- c) enabling and encouraging increased and improved social and community facilities, consistent with the levels of local need; and
- d) ensuring that provision for sport, recreation, leisure and tourism is:
  - (i) not lost under pressure for development; and
  - (ii) increased where practical opportunities arise.



## 8.4 General Principles

8.4.1 The Local Planning Authority will seek to pursue the continuous regeneration of outworn urban areas within South Tyneside. Its primary concerns will be the creation and continuation of conditions conducive to sustainable growth, involving appropriate public, private and voluntary sector investment in an integrated way. The policies and proposals in Chapters 9, 10, 11 and 12 of this Plan set out the approach to achieving regeneration in greater detail, under the headings of Economic Development; Housing; Sport, Recreation and Leisure; and Social and Community Facilities. Chapter 6 sets the environmental context in which all other policies and proposals are based. Therefore:

### General Principles - Urban Regeneration

**UR1 WITHIN THE FRAMEWORK OF POLICIES FOR THE ENVIRONMENT, WHICH ENCOMPASS PRINCIPLES OF SUSTAINABLE DEVELOPMENT, THE LOCAL PLANNING AUTHORITY WILL SEEK THE REGENERATION OF THE URBAN AREA OF SOUTH TYNESIDE BY:**

- A) FACILITATING THE GROWTH AND DIVERSIFICATION OF THE LOCAL ECONOMY;**
- B) IDENTIFYING SUPPLIES OF LAND FOR HOUSEBUILDING CONSISTENT WITH REGIONAL PLANNING GUIDANCE;**
- C) PROVIDING, AND ENCOURAGING THE PROVISION OF, APPROPRIATE SOCIAL AND COMMUNITY FACILITIES; AND**
- D) FURTHERING INITIATIVES TO WIDEN OPPORTUNITIES FOR SPORT, RECREATION, LEISURE AND TOURISM.**

## 8.5 Linkages with Other Strategic Policies and Proposals in this Plan

### Transportation

8.5.1 Effective regeneration embraces all aspects of the urban environment. Consequently, Policy UR2 reflects more recently expressed Government advice in relation to the co-ordination of policies for transport and other forms of development. More specifically, the following policy seeks to establish the broad approach of the Local Planning Authority in seeking regeneration by means which reduce the need to travel, especially by car:

### Transportation and Regeneration

**UR2 THE LOCAL PLANNING AUTHORITY WILL UNDERTAKE, ENABLE AND ENCOURAGE INITIATIVES TO REGENERATE THE URBAN AREA WHICH:**

- A) REDUCE THE ENVIRONMENTAL IMPACT OF TRANSPORT;**
- B) REDUCE THE NEED TO TRAVEL BY CAR;**
- C) INCLUDE FORMS OF DEVELOPMENT WHICH ENCOURAGE WALKING, CYCLING AND PUBLIC TRANSPORT USE;**
- D) EASE TRAFFIC CONGESTION;**
- E) UTILISE THE CAPACITY OF EXISTING INFRASTRUCTURE;**
- F) ONLY INVOLVE INVESTMENT IN TRANSPORT INFRASTRUCTURE CONSISTENT WITH OTHER POLICIES AND PROPOSALS IN THIS PLAN; AND**
- G) MAXIMISE THE USE AND PROCESSING OF RECLAIMED AND RECYCLED CONSTRUCTION MATERIALS.**

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### TARGET ST8.1 Impact on Private Car Use

The Local Planning Authority will establish a mechanism to monitor the use of urban routes in South Tyneside to establish the impact of Policy UR2 on private car use.

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8.5.2 The more detailed aspects of transportation are dealt with in Chapter 13 of this Plan.

### Retailing

8.5.3 National policy advice on retailing also addresses aspects of urban regeneration. More specifically, the Secretary of State for the Environment sees inner city regeneration being encouraged through upgrading existing facilities, making best use of derelict or unused land, and conserving historic buildings and townscapes. In achieving that aim, the Local Planning Authority will pursue Policy UR3.

### Retailing and Regeneration

**UR3 THE LOCAL PLANNING AUTHORITY WILL SUPPORT RETAIL DEVELOPMENT SCHEMES WHICH CONTRIBUTE TO THE REGENERATION OF THE URBAN AREA BY:**

- A) ENHANCING THE VITALITY AND VIABILITY OF EXISTING TOWN AND LOCAL CENTRES WITHIN THE BOROUGH;**
- B) USING VACANT OR UNUSED LAND WITHIN ESTABLISHED CENTRES;**

**C) BRINGING VACANT BUILDINGS WITHIN CENTRES BACK INTO BENEFICIAL USE; AND**

**D) REDUCING THE NEED TO TRAVEL BY PRIVATE CAR.**

8.5.4 Targets appropriate to monitoring the impact of Policy UR3 are identified in the appropriate Chapter (14) dealing with detailed issues relating to retailing.

