

**APPENDICES TO PROOF OF EVIDENCE
BY
HARVEY EMMS
BA (HONS), MRTPI**

**NEW TYNE CROSSING
APPENDICES
TWPTA12A**

**THE COUNCIL OF THE CITY OF NEWCASTLE UPON TYNE
ENTERPRISE, ENVIRONMENT & CULTURE DIRECTORATE
PLANNING & TRANSPORTATION DIVISION
CIVIC CENTRE
BARRAS BRIDGE
NEWCASTLE UPON TYNE
NE1 8PH**

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**APPENDIX A STMBC AND NTMBC DEVELOPMENT CONTROL
COMMITTEE REPORTS**

Application Number: ST/00845/02//LB

Date Received: 29/07/2002

Application Date: 29/07/2002

Applicant's Name and Address:

P Fenwick or J Miller
Tyne & Wear Passenger Transport Authority
Civic Centre
Newcastle upon Tyne
NE99 2BN

Agent's Name and Address:

H Dias
Ove Arup & Partners Limited
3rd Floor Haddon House
Fitzroy Street
London
W1T 4BQ

PROPOSAL Resubmission of ST/633/02/LB for application for Listed Building Consent for proposed demolition of public house

LOCATION THE GAS LIGHT, COMMERCIAL ROAD, JARROW, TYNE AND WEAR, NE32 3DN

.....
RECOMMENDATION: No objections and forward application to First Secretary of State for determination.
.....

subject to the following condition(s):

1. Prior to the demolition of the Gaslight Public House a recording of the building and its site shall be submitted to and approved by the Local Planning Authority. This shall be in accordance with a specification prepared by the County Archaeologist and agreed by English Heritage and the County Historic Buildings Officer. The recording will consist of a photographic record and scaled plans and elevations.

To ensure a record is made before the existing building is demolished.

2. Prior to the demolition of the Gaslight Public House, the possible removal and re-erection of the building, wholly or in part, to Beamish Museum, Stanley, Co.Durham or elsewhere shall be investigated with details supplied to the Local Planning Authority.

In order that the building can be saved but re-erected in another location.

3. The land shall be reinstated to a condition that is satisfactory to the Local Planning Authority.

In the interests of the amenity of the area.

RELEVANT PLANNING POLICIES:

Government Policy:

- PPG1 General Policies and Principles
 - PPG15 Planning and the Historic Environment
 - PPG16 Archaeology and Planning
 - PPG13 Transport
 - Planning (Listed Buildings and Conservation Areas) Act 1990
 - Transport and Works Act 1992
 - A Guide to Transport and Works Act Procedures (11/03/01)
-

South Tyneside Development Plan Policies:
ENV5 Principles of good design and access
ENV6 Historic Buildings – Conservation of the Built Environment
T2 Transport

SUMMARY OF NEIGHBOUR AND OTHER REPRESENTATIONS:

Mr J Strong, 43 Auburn Gardens, Newcastle upon Tyne
Miss A M Allan, 12 Tennyson Terrace, North Shields
Mr N Boldrini, 17 York Street, Pelaw, Gateshead
B Paget, 18 West Avenue, South Shields
P Winch, on behalf of the Tyne Crossings Alliance, 81 North Drive, Hebburn

One of the last vestiges of 19th century community
Should preserve our heritage
Grade II Listed Building
Should be subject of Public Inquiry
Construction of new tunnel not yet approved
No conservation measures - building should be relocated

ASSESSMENT OF PROPOSAL:

Introduction

Three listed building consent applications have been received relating to the Gaslight Public House, the Sir Charles Mark Palmer Statue, and the Tyne Pedestrian and Cycle Tunnel respectively. The three applications are scheduled on separate pages on this agenda but are assessed as a group in the following report.

The applications propose necessary works in connection with the construction of the proposed New Tyne Crossing (Tunnel). An application for an Order under the Transport and Works Act 1992 has now been lodged with the First Secretary of State on behalf of the Tyne and Wear Passenger Transport Authority (PTA). The Order seeks authorisation to construct a new tunnel under the River Tyne between Jarrow and East Howdon.

The administrative procedure relating to the listed building applications are different from those followed in dealing with most applications for planning permission or listed building consent.

Section 17 of the Transport and Works Act 1992 amends Section 12 of the Planning (Listed Buildings and Conservation Areas) Act to the effect that all three applications are automatically "called-in" for determination by the First Secretary of State, following a Public Inquiry.

Advertisements in the local paper have been published by the applicants. The Council has posted notices publicising the application near the buildings and statue together with letters to local businesses. The press notice allows for a 6 week period for receipt of representations, the site notice and individual letters allows for 3 weeks. All representation arising from the site, press and individual letters are required to be sent to the First Secretary of State who will determine the applications. All representations together with copies of the applications and any supporting documents/plans will be forwarded to the Government Office for the North East after consideration by the Planning Committee.

Background

The Tyne and Wear Passenger Transport Authority (PTA) resolved on the 28 February 2002 to promote a new two lane road tunnel next to the existing vehicle tunnel under the River Tyne.

The PTA has chosen to promote an immersed tube tunnel. They have applied to the then Secretary of State for Transport, Local Government and the Regions for an Order under the Transport and Works Act 1992 to authorise construction of the new tunnel. The PTA has served Notices of Application on the Borough Council which describe the land and/or buildings affected by the proposed compulsory powers.

The construction of the new tunnel will involve a cut and cover technique. This involves excavation of a deep trench, construction of the tunnel structure in the trench, then back filling the trench using excavated material and reinstatement of the surface.

The construction/working area associated with the new tunnel would involve the demolition of a number of properties in Jarrow including, St Peter's C of E Primary School, Grange Nursing Home and a number of domestic properties. In addition, three listed structures would be affected by the works, namely the Gaslight Public House on Commercial Road, the Sir Charles Mark Palmer Statue on Tyne Street and the Tyne Pedestrian and Cycle Tunnel also on Tyne Street.

With regards to the principle of the New Tyne Crossing itself, the Leader of the Council, in a letter dated the 18 July 2002 to the Secretary of State for Transport, has offered full support to the immersed tube tunnel project on the grounds it will reduce traffic congestion and air pollution and open up job opportunities along the A19 corridor north of the Tyne.

It is felt appropriate that all three applications are considered in one report but dealt with in turn.

The Proposals

The Gaslight Public House

The proposal involves the demolition of The Gaslight Public House, a Grade II listed building.

The Gaslight Public House was built in the late 18th/early 19th Century and stands on the east side of Commercial Road and is the last surviving remnant of the thriving 19th Century riverside settlement of Jarrow. Originally, it was built as a dwelling house.

The building itself is two storeys in height, is constructed of coursed squared sandstone, has an ashlar plinth and quoins and a roof of Welsh slate. The western elevation on the ground floor has mid-19th Century double shop front with a central door in three bays. The northern elevation has two late 19th Century shop fronts, partly blocked in between six flat Tuscan pilasters of wood.

Recently, the buildings has ceased trading as a public house and is boarded up.

Consultation Responses

As part of the consultation process the following groups have been consulted on this application:

English Heritage
Society for the Protection of Ancient Buildings
Victorian Society
The Georgian Group
Council for British Archaeology
Ancient Monuments Society
Historic Buildings Officer

At the time of writing this report no comments had been received on this application from the groups above but some had made comments in respect to a similar application (withdrawn for technical reasons) submitted recently.

English Heritage has confirmed the public house is a Grade II building that retains the memory of the old settlement that once thrived there but has lost its historical context with the removal of so much that stood around it. They quote Government advice, which states that in 'very exceptional cases', demolition of a listed building may proceed if, 'the proposed works would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area'. The proposed new tunnel is acknowledged to be of such strategic importance to the transport infrastructure of Tyneside and likely to be a major contributor to the wider regeneration of the area that English Heritage considers that this a 'very exceptional case'. Alternative options for the alignment of the route would cause far greater physical and social disruption. Accordingly, English Heritage recognises the strong strategic case for demolition subject to the full recording of the building prior to demolition and the possibility of the building being taken by Beamish Museum.

The Society for the Protection of Ancient Buildings have confirmed they take the demolition of any listed building very seriously but require full details of the proposals and justification for demolition.

The Ancient Monuments Society are unable to comment due to the lack of information submitted with the application.

The County Historic Buildings Officer has commented on the previous withdrawn application which is applicable to the application. He has confirmed that plans produced some time ago identified that the cut and cover trench would 'clip' the building but this has now changed and total demolition is the only option. He queries whether rebuilding is an option or re-routing of the tunnel. He also points out that the application lacks detail.

Although not a statutory consultee the Tyne and Wear Archaeologist has commented on the previous withdrawn application and requested a full recording of the building to be submitted before demolition.

The other statutory consultees have not responded.

As a result of the publicity exercise carried out, three letters of objection have been received. Principal concerns relate to the loss of a Grade II listed building and the need to preserve our heritage for future generations. One objector considers these matters need to be fully explored at a Public Inquiry.

In terms of objections raised, it is acknowledged that Government advice and South Tyneside Unitary Development Plan Policy resist the demolition of listed buildings unless there are very exceptional circumstances. These include where there are substantial community benefits which outweigh arguments in favour of preservation.

As outlined earlier in this report the community benefits of a new vehicular tunnel are considered to be significant both in terms of air quality due to lack of queuing vehicles and easy access to the job market particularly the A19 corridor north of the Tyne.

Sir Charles Mark Palmer Statue

Permission is sought for the dismantling, storage and renovation of the above statue and its relocation opposite Jarrow Town Hall.

The Sir Charles Mark Palmer statue is located in an imposing position overlooking the Tyne at Jarrow Riverside Park. Previously it was located in the grounds of Palmers Hospital. However, when the hospital was enlarged in the 1980's the statue was moved to Riverside Park. The monument is Grade II listed and consists of an impressive bronze figure standing on a pedestal of Portland Stone, the overall height being

10m from ground level. Sir Charles Mark Palmer was born in South Shields in 1822. He was initially involved in the coal mining business but is more closely associated with, and better known for his influence, in the shipbuilding industry.

In the mid 1990's the statue suffered from vandalism with two of the original three bronze plaques, which were affixed to the pedestal, stolen. The third has been salvaged and is currently being stored for safe keeping by the Council. There is also graffiti on the stone plinth. It was recognised at the time the best option was to remove the statue to a location where it would be less vulnerable to vandalism. At the time, a report to the Town Development and Culture and Leisure Activities Committees in November 1996 highlighted the problems and recommended the statue be relocated. A site in Cambrian Street was the favoured option. However this site has now been developed by the Morrisons Supermarket.

Following discussions with English Heritage and the County Historic Buildings Officer, a number of alternative locations to resite the statue were considered and a location opposite the entrance to Jarrow Town Hall was the preferred location.

At the Jarrow CAF held on the 28 June 2001 it was agreed to relocate the statue to a position opposite Jarrow Town Hall.

The applicants proposed to carefully dismantle the statue, store it temporarily prior to its re-erection on its new site. With regards to the renovation of the statue this would not be the responsibility of the applicant but would be the subject of an application to the Heritage Lottery Fund by the Council.

Consultation Responses

As part of the consultation process the same groups have been consulted on this application as on the application for the Gaslight Public House on Commercial Road.

English Heritage have not commented but have previously indicated they would support the relocation of the statue to a site opposite the entrance to Jarrow Town Hall.

The Society for the Protection of Ancient Buildings commented on the similar previous withdrawn application. They confirmed the application does not contain sufficient information for them to provide a detailed response.

The County Historic Buildings Officer commented on the similar previous withdrawn application. He has no objections in principle to the proposal but requires more information on how the statue will be dismantled and restored.

The other statutory consultees have not commented.

No responses have been received as a result of the publicity exercise carried out.

Tyne Pedestrian and Cycle Tunnel

The proposal involves the partial demolition and realignment of the boundary wall which surrounds the tunnel Entrance Building in order to accommodate the construction of a bus turning circle.

The pedestrian and cycle tunnel was constructed between 1947 and 1951 by Durham and Northumberland County Councils' Engineers Departments. They are accessed on the south side from a modest single storey brick building located north of Tyne Street. The walling of the buildings is of red brick on blue brick plinth, with a concrete asphalt roof covering. Two narrow parallel tunnels under the River Tyne, approached on both sides by deep double escalators and lifts from circular head buildings. The tunnels are 274m long and 3.2-3.65m in diameter. They were listed on the 14 September 2000 and have a Grade II listing.

The tunnels and the entrance and ancillary buildings would not be affected by the works. However, part of the boundary wall to the southern entrance building is likely to be demolished. The works are necessary to enable a bus turning circle to be created around the perimeter of the entrance building. The scheme will also involve some changes in ground levels to facilitate the bus turning circle.

Consultation Responses

English Heritage have confirmed that the details submitted in respect of the previous similar withdrawn application are somewhat limited. Accordingly, they are unable to provide a detailed response. However, they consider the principle of the works proposed are unlikely to give cause for concern.

The Country Historic Buildings Officer has confirmed details submitted in respect of the previous similar withdrawn application are very scant and further information will need to be submitted regarding existing and proposed works.

No representations have been received in respect of publicity carried out with regard to this proposal.

In terms of the works to be undertaken, it is considered there will not be any serious conflict with relevant development plan policies, subject to reconstruction of the wall in similar materials and in accordance with the conditions suggested.

Conclusions

Of the three applications, the proposed demolition of the Gaslight Public House is considered the most contentious. Whilst it is most unfortunate that it is necessary to demolish a Grade II listed building, which is the last remaining historic building of the old riverside settlement in this part of Jarrow, the overall benefits of a new vehicular tunnel are considered to outweigh the negative aspects of the loss of this public house. However, it is considered that efforts should be made to relocate the building, for example to Beamish Open Air Museum.

In terms of Government advice and South Tyneside Unitary Development Plan policies there is general presumption to preserve listed buildings. However, in exceptional cases, demolition of a listed building may proceed there are very exceptional circumstances, for example where the development for which the demolition is required would bring substantial benefits to the Community. It is considered that, in this case, the benefits of the new tunnel would be very substantial and would outweigh the harm caused by the loss of the listed building.

The applicant has been requested to provide further details in respect of the application and these will be forwarded to the Government Office for the North East for consideration by the First Secretary of State.

Recommendations

It is recommended that:

1. the Committee indicate that it has no objections to the proposals contained in the three listed building applications outlined in this report, subject to the recommended conditions; and
 2. the Head of Neighbourhood Services be authorised to forward the application documents, consultation responses, committee report and Council resolutions to the First Secretary of State.
-

NAME AND ADDRESS OF ALL CONSULTEES

Ancient Monuments Society
Council for British Archaeology
The Georgian Group
Society for the Protection of Ancient Buildings
English Heritage
Historic Buildings Officer
Victorian Society
Society for the Protection of Ancient Buildings

The Occupier, , Former Beldom Crossley, Commercial Road, Jarrow	15/08/2002
The Occupier, , Rea's Haulage, Curlew Road, Jarrow	15/08/2002
The Occupier, , Jarrow Car Centre, Commercial Road, Jarrow	15/08/2002
The Occupier, , Rea's Haulage, Curlew Road, Jarrow	15/08/2002
Mr J Strong, , 43 Auburn Gardens, Newcastle upon Tyne,	09/09/2002
Miss A M Allan, , 12 Tennyson Terrace, North Shields, Tyne and Wear	09/09/2002
Mr N Boldrini, , 17 York Street, Pelaw, Gateshead	09/09/2002



South Tyneside MBC
Development Services Department
Town Hall
South Shields
Tyne and Wear
NE33 2RL

PROPOSAL'S:

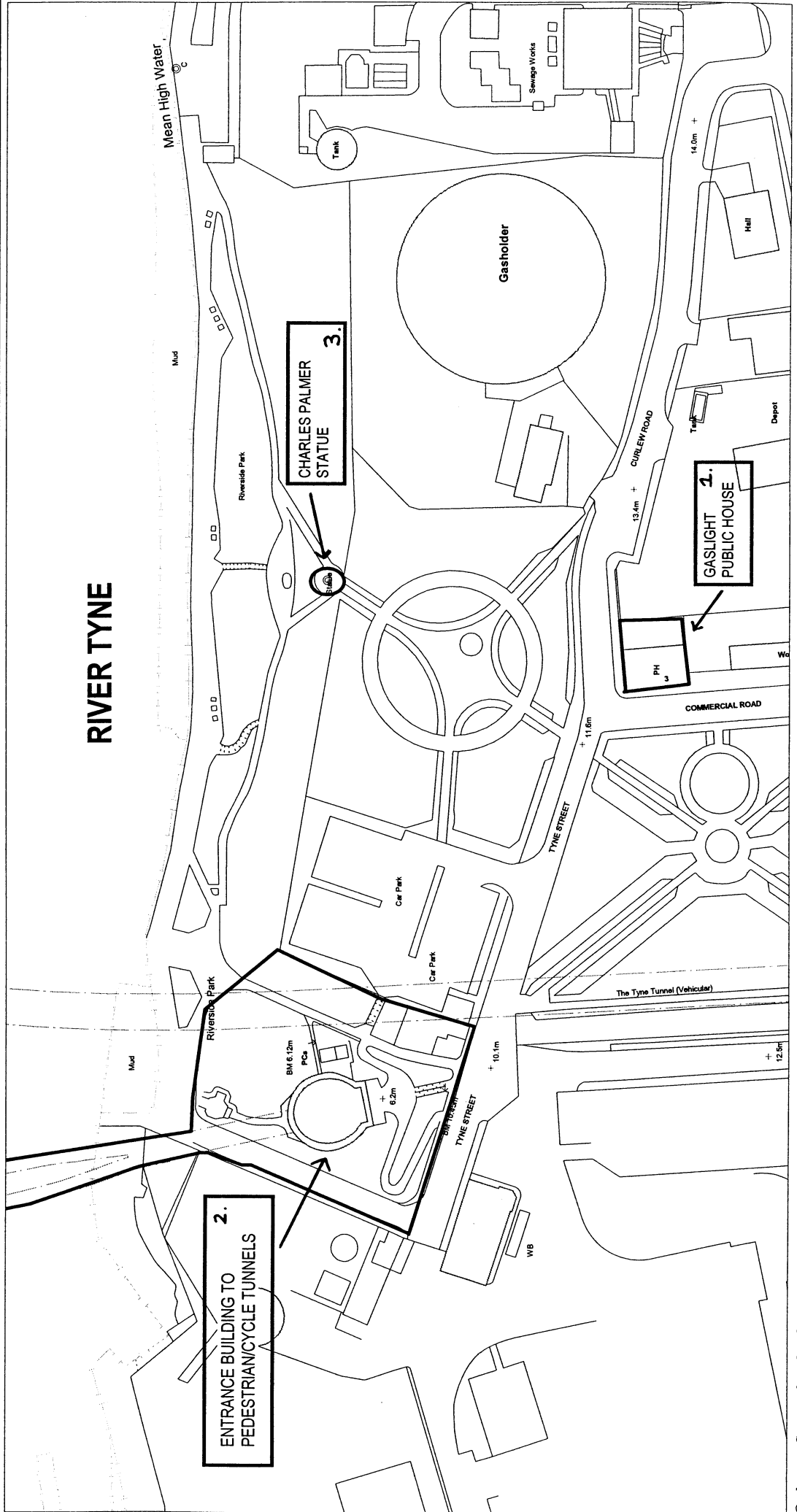
1. Resubmission of ST/0663/02/LB for Listed Building Consent for demolition of Gaslight Public House, Jarrow.
2. Resubmission of ST/0634/02/LB for Listed Building Consent for partial demolition and realignment of boundary wall for construction of bus turning circle.
3. Resubmission of ST/0635/02/LB for Listed Building Consent for dismantling, storage & renovation of statue & relocation to site opposite Jarrow Town Hall, Jarrow.

LOCATION:

1. The Gaslight, Commercial Road, Jarrow.
2. Tyne Pedestrian Tunnel, Tyne Street, Jarrow.

REF:

1. ST/0845/02/LB
2. ST/0846/02/LB
3. ST/0847/02/LB



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Item No: 24
Application No: 02/01940/LBC
Date received: 29 July 2002
Date valid: 29 July 2002

Author: Satu Pardivalla
(☎): 0191 2192164
Ward: Riverside

Application type: listed building consent

Location: Tyne Pedestrian Tunnel Coach Open Wallsend Tyne And Wear

Proposal: Changes to site boundary possible demolition of boundary wall to southern portal with construction of new road and road junction to be used as bus turning circle, regrading and relandscaping.

Applicant: Tyne And Wear Passenger Transport Authority, Civic Centre Newcastle Upon Tyne NE99 2BN

Agent: Ove Arup And Partners Ltd, 3rd Floor Haddon House Fitzroy Street London W1T 4BQ

RECOMMENDATION: No Objection - Transport _ Works Order

INFORMATION

Government Policy

PPG1 General Policies and Principles
PPG15 Planning and the Historic Environment
PPG13 Transport
Planning (Listed Buildings & Conservation Areas) Act 1990
Transport and Works Act 1992
A Guide to Transport and Works Act Procedures (11 March 2001)

Development Plan Policy

North Tyneside Unitary Development Plan (March 2002)

Constraints

The Pedestrian and Cycle Tunnels are Grade 11 Listed.

Consultations/representations

At the time of writing no representations had been received. However, it should be noted that the following comments were made in relation to a similar application (withdrawn for technical reasons) which was to have been considered by Committee on 25 July 2002.

Internal Consultees

Traffic Officer – There are no objections in principle as there are no highway implications.

External Consultees

Environment Agency – This application falls outside the criteria for categories of development that the Agency needs to comment on.

English Heritage – This notification relates to South Tyneside and we have no details of what is proposed only a general location plan of the existing pedestrian tunnel. I do recall seeing this wall on a recent visit with South Tyneside colleagues, and imagine we may be able to resolve matters once we see a drawing of the proposal.

PLANNING OFFICERS REPORT

Description of the Site

The existing Tyne Tunnels consist of vehicular tunnel and a pedestrian and cycle tunnel under the River Tyne between Jarrow and Howdon. These are shown on the attached plan.

Item No.24doc
30/08/2002

The pedestrian and cycle tunnels are each 274m long and respectively 3.2m and 3.65m in diameter. They were completed and opened on 24 July 1951. The tunnels are served at each end by lifts and escalators. There is no charge for using the pedestrian or cycle tunnels.

Description of the Proposal

Changes to site boundary, possible demolition of boundary wall to southern portal with construction of new road and road junction to be used as bus turning circle, re-grading and re-landscaping.

Relevant Planning History

The pedestrian and cycle tunnels were completed and opened on 24 July 1951.
Ref: 02/01381/LBC – Proposed works affecting the setting of the entrance building on the southern side of the river Tyne – Application withdrawn for technical reasons.

Detailed Planning Consideration

An application for an Order under the Transport and Works Act has now been lodged with the Secretary of State on behalf of the Tyne and Wear Passenger Transport Authority (TWPTA). The Order seeks authorisation to construct a new tunnel between East Howdon and Jarrow. The Committee, at its meeting held on 4 July 2002, considered a report detailing the history to making the Order, its implications and the timescales involved. The Head of Development was authorised to write to the Office of the Deputy Prime Minister (ODPM) stating: the lodge of order documents was noted; support for the project; and that appropriate mitigation measures are implemented to minimise construction and operational impacts. This letter has since been forwarded. A further report seeking the endorsement of the Full Council will be presented to its meeting to be held on 10 September 2002.

This application relates to Listed Building Consent for works involved in the construction of the new vehicular tunnel affecting the portal to the pedestrian and cycle tunnels on the south side of the river. As the application site includes the tunnels themselves and the entrance building on the north side of the River applications for consent have been submitted to North and South Tyneside Borough Council, although it is not anticipated that structures on the north side would be affected. Both the pedestrian and cycleway tunnels are Grade II listed.

The administrative procedures relating to this application are different from those followed in dealing with most applications for planning permission/listed building consent.

Section 17 of the Transport and Works Act amends Section 12 of the Planning (Listed Buildings and Conservation Areas) Act to the effect that this application is automatically “called in” for determination by the Secretary of State.

Advertisements in the local paper have been published by the applicants. The Council has posted notices of the application near the affected structure for a minimum of 7 days. The press notice allows for a 6 week period for receipt of representations, the site notice allows for 3 weeks. As all representation arising from the site and press notices are required to be sent to the Secretary of State who will determine the application it is not inappropriate for the Council to consider the application prior to the press/site notices expiry period. The Council has carried out the usual internal and external consultations, the period for receipt expired on 28 August 2002. All representations together with copy of the application and any supporting documents/plans will be forwarded to the Government Office for the North East after consideration of the application by Planning Committee.

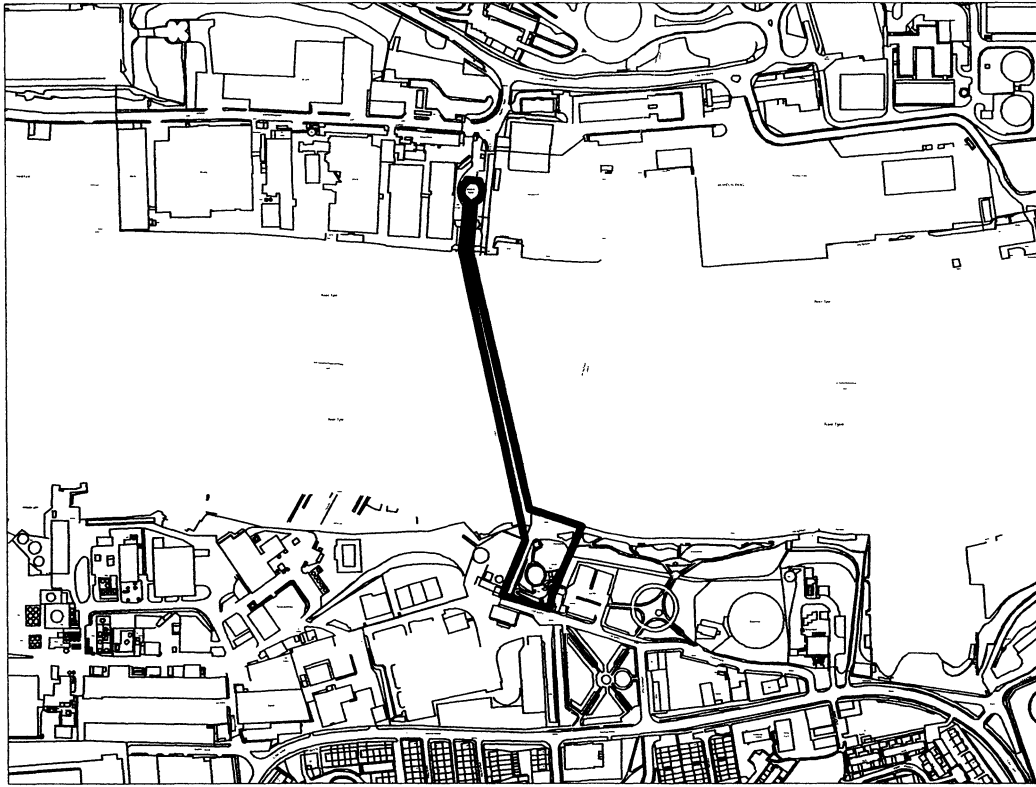
It is considered that there are no objections to the application, as the impact of the works involved in the construction may be limited to structures to the south of the river rather than the north.

RECOMMENDATION: No Objection – Transport Works Order

Recommend: Members authorise the Head of Development to forward to the Government Office of the North East the application documents with any responses to consultations together with a letter stating the Council has no objections to the proposals, subject to a condition(s) requiring full details of the proposed works which affect the siting of the pedestrian and cycleway tunnels to be submitted and approved at least one month before the commencement of the relevant works.

RECOMMENDATION: No Objection - Transport _ Works Order

Item No.24doc
30/08/2002



APPLICATION REF: 02/01940/LBC

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Scale 1:7500



Application Number: ST/00846/02//LB

Date Received: 29/07/2002

Application Date: 29/07/2002

Applicant's Name and Address:

P Fenwick or J Miller
Tyne and Wear Passenger Transport Authority
Civic Centre
Newcastle upon Tyne
NE99 2BN

Agent's Name and Address:

Ms H Dias
Ove Arup & Partners Limited
3rd Floor Haddon House
Fitzroy Street
London
W1T 4BZ

PROPOSAL Resubmission of ST/634/02/LB for application for Listed Building Consent for partial demolition and realignment of boundary wall for construction of bus turning circle

LOCATION TYNE PEDESTRIAN TUNNEL, TYNE STREET, JARROW, TYNE AND WEAR, NE32 3PS

.....
RECOMMENDATION: No objections and forward application to First Secretary of State for determination.
.....

subject to the following condition(s):

1. Prior to the demolition and realignment of the southern boundary wall detailed plans of the existing and proposed wall shall be submitted to and approved by the Local Planning Authority.

In order to ensure a satisfactory form of development.

2. Where possible, existing bricks and copings shall be used in the reconstruction of the realigned wall. If this is not possible a sample of brick and coping shall be submitted to and approved by the Local Planning Authority before commencement of any works.

In the interests of the amenity of the area.

3. Prior to the demolition and realignment of the boundary wall a statement shall be submitted confirming why the bus turning circle cannot be re-sited to avoid the wall being demolished.

To ensure the works are absolutely necessary as part of the New Tyne Crossing scheme.

4. Prior to the commencement of any works on site full details of the proposed works which affect the setting of the pedestrian and cycleway tunnels to be submitted to and approved by the Local Planning Authority.

In the interest of the amenity of the area.

5. Prior to the commencement of any works on site full details of the bus turning circle, including its design and materials shall be submitted to and approved by the Local Planning Authority.

In the interest of the amenity of the area.

6. Before works commence in earnest, details of the mortar and pointing specification shall be submitted to and approved by the Local Planning Authority, and a sample brickwork panel shall be erected and approved in writing by the Local Planning Authority, and the works thereafter carried out in accordance with these approvals.

To preserve the character of the listed building.

RELEVANT PLANNING POLICIES:

Government Policy:

PPG1 General Policies and Principles

PPG15 Planning and the Historic Environment

PPG16 Archaeology and Planning

PPG13 Transport

Planning (Listed Buildings and Conservation Areas) Act 1990

Transport and Works Act 1992

A Guide to Transport and Works Act Procedures (11/03/01)

South Tyneside Development Plan Policies:

ENV5 Principles of good design and access

ENV6 Historic Buildings – Conservation of the Built Environment

T2 Transport

SUMMARY OF NEIGHBOUR AND OTHER REPRESENTATIONS:

None

ASSESSMENT OF PROPOSAL:

See report on ST/845/02/LB

NAME AND ADDRESS OF ALL CONSULTEES

English Heritage

Historic Buildings Officer

Rohm & Haas Ltd, Ellison Place, Jarrow

16/08/2002

Application Number: ST/00847/02//LB

Date Received: 29/07/2002

Application Date: 29/07/2002

Applicant's Name and Address:

P Fenwick/J Miller
Tyne & Wear Passenger Transport Authority
Civic Centre
Newcastle upon Tyne
NE99 2BN

Agent's Name and Address:

Ms H Dias
Ove Arup & Partners Limited
3rd Floor Haddon House
Fitzroy Street
London
W1T 4BQ

PROPOSAL Resubmission of ST/635/02/LB for application for Listed Building Consent for dismantling, storage and renovation of statue and relocation to site opposite Jarrow Town Hall, Jarrow

LOCATION SIR CHARLES MARK PALMER STATUE, JARROW RIVERSIDE PARK, TYNE STREET, JARROW, TYNE AND WEAR

.....
RECOMMENDATION: No objections and forward application to First Secretary of State for determination
.....

subject to the following condition(s):

1. Prior to the dismantling of the Sir Charles Palmer Statue a method statement/report describing how the statue is to be demolished and rebuilt shall be submitted to and approved by the Local Planning Authority. This report shall include confirmation from a qualified stonemason/conservator on how the statue can be physically taken apart with minimum damage. The report should also include technical details on mortars, how stone indents will be treated, how graffiti will be removed etc.

To ensure the statue is dismantled and re-erected in a satisfactory manner.

2. Prior to the dismantling of the Sir Charles Mark Palmer Statue details of the new location for the statue shall be submitted to and approved by the Local Planning Authority.

In order that the new location is considered satisfactory.

3. Prior to the dismantling of the Sir Charles Palmer Statue details of where and how the statue will be stored shall be submitted to and approved by the Local Planning Authority.

To ensure its safe storage.

RELEVANT PLANNING POLICIES:

Government Policy:

- PPG1 General Policies and Principles
 - PPG15 Planning and the Historic Environment
 - PPG16 Archaeology and Planning
 - PPG13 Transport
 - Planning (Listed Buildings and Conservation Areas) Act 1990
 - Transport and Works Act 1992
-

A Guide to Transport and Works Act Procedures (11/03/01)

South Tyneside Development Plan Policies:

ENV5 Principles of good design and access

ENV6 Historic Buildings – Conservation of the Built Environment

T2 Transport

SUMMARY OF NEIGHBOUR AND OTHER REPRESENTATIONS:

B Paget, 18 West Avenue, South Shields

Should be preserved or relocated

ASSESSMENT OF PROPOSAL:

See report on ST/845/02/LB

NAME AND ADDRESS OF ALL CONSULTEES

Ancient Monuments Society

Society for the Protection of Ancient Buildings

The Georgian Group

English Heritage

Historic Buildings Officer

Victorian Society

Council for British Archaeology



QUASI-JUDICIAL OFFICE
CENTRAL SUPPORT

Town Hall
High Street East
Wallsend
NE28 7RR

Tel: (0191) 200 6565
Fax: (0191) 200 6889

AGENDA
PLANNING COMMITTEE

CONTACT OFFICER
Mr D Parkin Tel 200 7220

Date: 25 June 2002

Dear Sir/Madam

You are invited to attend a meeting of the following Committee of which you are a Member.

Meeting	PLANNING COMMITTEE
Time	5.30 PM
Date	THURSDAY, 4 JULY 2002
Venue	THE COUNCIL CHAMBER, TOWN HALL, WALLSEND

The Agenda for the meeting is set out in the following pages.

Refreshments will be served at 5.00 pm.

Yours faithfully

A handwritten signature in black ink, appearing to be 'D. Parkin'.

Central Support

Members of the public are entitled to attend this meeting. Further information can be obtained from either the Contact Officer named above or on arrival at the reception desk at the Town Hall, Wallsend.

PLANNING COMMITTEE

4 JULY 2002

AGENDA

<u>Page Nos</u>	<u>Item No</u>	
	1.	Appointment of Substitute Members pursuant to Standing Order 29(2)
	2.	Minutes of meeting held on 13 June 2002 (attached)
*	3.	Application for an Order under the Transport and Works Act - New Tyne Tunnel
	4.	Land Adjacent to Leisure Pool, The Links, Whitley Bay - Site Visit (attached) (ST MARY'S WARD)
	5.	118 Fern Drive, Dudley, Cramlington - Site Visit (attached) (CAMPERDOWN WARD)
	6.	The Council of the Borough of North Tyneside (The Gatehouse, West Lane, Killingworth Village) Tree Preservation Order 2002 (attached) (KILLINGWORTH WARD)



North Tyneside Council

To: Planning Committee

Date: 4 July 2002

REPORT

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(Development)

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Application for an Order under the Transport and Works Act – New Tyne Tunnel

Executive Summary

An application for an Order under the Transport and Works Act has now been lodged with the Secretary of State by on behalf of the Tyne and Wear Passenger Transport Authority (TWPTA). The Order seeks authorisation to construct a new tunnel between East Howdon and Jarrow. The Council has been formally consulted by the TWPTA, representations have to be made to the Office of the Deputy Prime Minister (ODPM) by no later than 19 July 2002. This report sets out the background to making the Order and seeks Council's formal comments that need to be forwarded in relation to the consultation. A presentation of the project by Arup will be made to Members at Committee.

Recommendation

The Committee:-

- a) Note the history to making the Order, its implications and the time scales involved.
- b) Resolve to authorise the Head of Development to write to the Office of the Deputy Prime Minister with the following observations:-
 - i) The Council notes the lodging of the Order document with the ODPM and supports the project.
 - ii) The Council would draw to the attention of the ODPM that any confirmed Order and Planning Direction should include appropriate

operational impacts of the new tunnel are minimised as far as reasonably practicable.

Information

The TWPTA wish to construct a new crossing of the River Tyne in the vicinity of the existing tunnel. This would be constructed as an immersed tube tunnel beneath the bed of the River Tyne and as cut and cover tunnels on the land sections.

The New Tyne Crossing (NTC) would be constructed as a Private Finance Initiative (PFI) project. It is proposed that a Concessionaire (a team of bankers, finance managers, consultants and contractors) would be appointed to finance, design, build and operate the NTC in conjunction with the existing tunnel. The Concessionaire's return derived from the tolls from both tunnels.

Arup was commissioned by the TWPTA to act as their advisors. One of the principal duties of Arup is to carry out the work necessary to obtain approval for the project under the Transport and Works Act 1992 (TWA). In connection with this Arup has prepared an Environmental Statement (ES) to accompany the application.

The outline design forms the basis for the ES. A Concessionaire, when appointed, would progress the outline design to the detailed design stage and would then construct the NTC. The mitigation measures developed through the ES would be implemented as part of the scheme. The ES also includes the policy context for the NTC.

The existing tunnels beneath the River Tyne were constructed pursuant to the Tyne Tunnels Acts 1946 to 1960. They are now operated under the terms of the Tyne and Wear Act 1976, which details how tolls are to be set and used for the tunnels. The TWPTA is responsible for the tunnels and operating the ferry landing as a result of the reorganisation of local government in the 1980s. A number of alternative engineering solutions and locations for the NTC were considered by the TWPTA. After careful consideration of a range of issues, the TWPTA have decided to promote an immersed tube tunnel and sought powers to allow tolls to finance the promotion of the NTC. The Tyne Tunnel Act 1998 gave the necessary authority.

Special legislation is needed for projects like the NTC – either an Act of Parliament or an order under the Transport and Works Act 1992 (the TWA), because the proposed immersed tube tunnel would interfere with

made by the ODPM under the TWA. An application for an order under the TWA can also be used to authorise other matters, such as the compulsory purchase of land, the temporary or permanent closure of roads and grant of planning permission by virtue of a Planning Direction subject to planning conditions.

The relevant procedure for a TWA application is set out in the Transport and Works (Applications and Objections Procedure)(England and Wales) Rules 2000 (the "Applications Rules"). The Applications Rules require certain documents to be supplied as part of a TWA application. An Environmental Statement must be supplied where a scheme is of a type specified by the European Council Directive 85/337EEC as amended by Directive 97/11/EC.

Arup has concluded that the application for the New Tyne Crossing is a scheme to which the requirement to supply an ES applies.

During 2000, Arup undertook a Scoping Study, the first stage of the ES process. This study identified the issues to be addressed, the work necessary to evaluate them and the potential for mitigation and began the process of formal public consultation.

The objective of the ES is to:

- Describe the environmental baseline
- Fully evaluate the environmental impacts of the scheme
- Explore the potential for mitigation

In designing the NTC a Concessionaire would use the ES as a baseline for environmental impacts and mitigation. If the impacts of the scheme as finally designed were to differ significantly from those predicted for the design which is the subject of the ES, the Concessionaire would have to agree the assessment of impacts and proposed mitigation with the relevant statutory authorities.

A non technical summary of the ES (attached) is available as a separate booklet, containing photographs and illustrations of the scheme.

The detailed ES has been prepared and lodged with the ODPM. This comprises three volumes.

- Volume I presents the assessment of the environmental effects.
- Volume II shows the proposals and its impacts in plan form.
- Volume III consists of technical supporting information on which the assessment has been based.

In addition to the ES a number of other documents accompany the TWA application. These include:

- The draft River Tyne (Tunnels) Order. This sets out the powers to construct and operate the NTC and existing Tyne Tunnels.
- Draft deposited plans and sections, which show the works referred to in the draft order.
- A draft Planning Direction, describing the works for which the Secretary of State would grant planning permission, and related planning conditions, which would enable the local planning authorities to control the development of the NTC. Local planning authorities will also be responsible for enforcing the conditions on the Planning Direction.
- The Book of Reference and plans that describes the land and properties within the scheme that may be subject to compulsory acquisition or other compulsory action.

Copies of these documents are available for inspection at the following locations within the Borough.

- Town Hall, High Street East, Wallsend NE28 7RR
Tel: 0191 200 6565
- Main Library, Ferndale Avenue, Wallsend NE28 7NB
Tel: 0191 200 6968
- Community Centre, Denbith Avenue, Howdon NE28 0DS
Tel: 0191 200 7344
- Community Centre, Chatton Street, East Howdon NE28 0JT
Tel: 0191 257 6606
- Tyne Tunnel Offices, Wallsend NE28 0PD
Tel: 0191 262 4451
- Library, Northumberland Square, North Shields NE30 1QU
Tel: 0191 200 5424
- Howdon Library, Churchill Street, Howdon NE28 7TG
Tel: 0191 200 6979
- Offices of Steven Buyers MP, 7 Palmersville, Great Lime Road, Forest Hall NE12 9HN

The documents have also been deposited in a total of nine other locations in the neighbouring Boroughs of Newcastle, Gateshead and South Tyneside.

Separate applications have been made to North and South Tyneside Councils for listed building consent, as the scheme affects the setting of

listed). Although the works are only likely to impact on the pedestrian and cycle tunnels to the south of the river Arup has taken the precaution of submitting an application to this Council. The application for listed building consent relating to North Tyneside will be reported to the next Planning Committee. This application is automatically "called-in" by the ODPM as it has been submitted in conjunction with a TWA Order. This would result in the application being determined by the ODPM, having been forwarded the Council's Views.

Notice has been served by Arup on all parties that will be affected by the proposals, advising them that the TWA application has been made. Notice has also been served on statutory consultees. All households within 200 metres of the proposed works have been notified of the development by individual letter. Publicity by placing notices in the local press has also been carried out by Arup. In addition to statutory consultations Arup has also carried out the following series of exhibitions with local communities.

- East Howdon Community Centre - 14 & 15 June 2002.
- Jarrow Community Centre - 16 & 17 June 2002.
- St. Paul's Church, Willington Quay - 18 June 2002.
- Low Simonside Community Association – 20 June 2002.
(Taunton Avenue)
- Howdon Community Centre - 20 June 2002.
- St. John's Church, Percy Main – 21 June 2002

A major consultation exercise also took place in August 2001. The event took the form of a major two - venue exhibition, a series of smaller exhibitions and workshops.

Some limited consultations such as with local groups/organisations will be carried out by the Council.

A period of 49 days follows the making of the application for the order, during which period affected parties and others objecting can make representations on the proposals, this expires on 19 July.

Depending on the level and type of representation the ODPM may either make the decision or decide to hold a Public Inquiry into the proposals before the decision is made.

A more comprehensive background to this project is outlined in the Report presented to the Tyne and Wear Passenger Transport Authority at its meeting held on 28 February 2002 (Attached at Appendix A).

This project will have an impact in financial terms (as yet unquantifiable) as resources may be needed to service any requirements at the Inquiry and in terms of monitoring and implementation of conditions relating to environmental controls. It may also require acquisition of land from the Council and involve highway works.

Background Information

The following documents have been used in the compilation of this report. They are public documents, which may be inspected at the Council's offices located at Killingworth.

1. The New Tyne Crossing – Environmental Statement
2. Report “New Tyne Crossing Order Under the Transport and Works Act 1992” by the Engineer to the Tyne Tunnels to the Tyne and Wear Passenger Transport Authority – 28 February 2002.

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Tyne and Wear Passenger Transport Authority

28 February 2002

(SPECIAL)

NEW TYNE CROSSING : ORDER UNDER THE TRANSPORT & WORKS ACT 1992 ("TWA") FOR DECISION

Report of the Engineer to the Tyne Tunnels

1. SYNOPSIS

- 1.1 The purpose of this report is to request that the Authority formally resolves, pursuant to Section 239 Local Government Act 1972 (the "LGA 1972") as applied by Section 20 of the TWA to apply for an order to authorise the construction of the New Tyne Crossing. Such a resolution is required of the Authority before it makes the application, because it is a Joint Authority, by virtue of Section 239 (4A) of the LGA 1972. The resolution must be passed by a majority of the whole number of the members of the Authority whether present and voting at the meeting or not.
- 1.2 This report briefly sets out the history of the project to date and explains some of the principal issues that the Authority needs to consider in deciding to apply for an order under the TWA. The report sets out the implications of making such an application and the timescale/event that would duly flow from it. A separate and confidential report has been prepared which must be considered by the Authority in advance and directly preceding this report. Officers consider that the information contained in the two reports provides sufficient for the Authority to make a decision.
- 1.3 The Adviser to the Authority on the New Tyne Crossing project, Arup, will give a presentation of their work to date to the meeting.

2. RECOMMENDATIONS

- 2.1 It is recommended that the Authority:-
 - i Notes and bears in mind the content of the previous advice received from officers and external advisors together with the contents of this report.
 - ii Notes that in selecting a given engineering solution for the New Tyne Crossing, it must have regard to alternative engineering solutions. In particular, both the immersed tube tunnelling solution and a bored tunnelling solution are available.

The salient features and effects of proceeding with either alternatives set out in this report and the accompanying confidential report should be noted.

- iii Resolves to authorise the Engineer to the Tyne Tunnels to submit an application to the Secretary of State for Transport, Local Government and the Regions for the making of an order under the TWA 1992. The powers applied for would be broadly in the form of those set out in the notice convening this meeting, a copy of which is to be found at Appendix A.
- iv Resolves to authorise the Engineer to the Tyne Tunnels to instruct the Arup Consortium to take all necessary steps to secure the grant of the order, subject to the matters contained in paragraph 2.1(vi) of the report to the Authority dated 31st May 2001 and those contained in the report to the Authority dated 26th July 2001.
- v Subject to paragraph iii (above) resolves in particular to authorise the Engineer to the Tyne Tunnels to instruct Messrs Herbert Smith and/or Messrs Dickinson Dees, a member of the Arup Consortium, to give all or any notices and take all or any necessary, convenient and/or expedient steps to promote the application referred to in paragraph (ii) above, as solicitor to or agent of the Authority.
- vi Notes that after the TWA Application has been made the decision must be confirmed at a further meeting of the Authority of which special notice will be given and authorises the Acting Clerk to publish such notice.

3. BACKGROUND

- 3.1 The issue of the need to provide additional capacity for cross-river traffic was the subject of the Cross-Tyne Study Report – Phase 1, which was published in 1990. This report concluded that by the end of the decade there would be a shortfall in Cross-Tyne Highway capacity and that without this new capacity, riverside development proposals might not be fully realised. A number of possible sites for the new crossing were suggested.
- 3.2 The Cross-Tyne Study - Phase 2 was commissioned in 1992 to consider the most appropriate location for a crossing. The study also considered the impact of traffic restraining measures and public transport improvements [as an alternative to a new crossing of the River Tyne]. It was concluded that these latter measures would only reduce traffic by 4%; that traffic growth would absorb this benefit within 7 years; and that the congestion at the Tyne Tunnel would not ultimately be alleviated. The report made no particular recommendation as to the most appropriate location for the new crossing and concluded that because each of the sites considered had benefits and 'problems', the decision as to the location would be a political one.

- 3.3 A decision to prefer the St Bede's location (on the A19 at or near to the existing Tyne Tunnel) was taken in 1993 by the Tyne & Wear Co-ordinating Committee of the leaders and deputy leaders of the constituent authorities of the Authority. This was subsequently approved by all the individual Tyne & Wear councils. In January 1996 the Committee concluded that a tunnel solution would be preferable to a bridge for various technical, cost and environmental reasons. The form of tunnel was also considered in terms of cost/risk/environmental impact/toll level/social inclusion issues, when considered as a whole, and it was felt that these favoured an immersed tube engineering solution. The Committee also considered that private finance afforded the most practical way of funding the scheme.
- 3.4 The Tyne & Wear Co-ordinating Committee then agreed that the Tyne & Wear Passenger Transport Authority should be permitted to use tolls, and any increased tolls, recovered at the Tyne Tunnel to promote a New Tyne Crossing. The Tyne Tunnels Act 1998 was duly obtained. On 8 November 1999, after making the necessary capital programme provision, an Advisor, the Arup Consortium was appointed by the Authority. Arup's work was considered by the Authority on the 31 May 2001. It was agreed then that the New Tyne Crossing should be a 2-lane tunnel using the immersed tube construction technique.
- 3.5 Since the Authority considered the scheme in May 2001, further consultation has taken place with affected landowners, occupiers and other bodies including the Environment Agency. Further consideration of the immersed tube alternative has taken place. This report considers the information available and places it before the Authority to inform their decision about whether to apply for an order to authorise the immersed tube tunnel. In deciding to pursue the immersed tube scheme the Authority would be preferring it ahead of a bored tunnel alternative.
- 3.6 Since May 2001 the Authority has also considered a report on 17 October 2001 and selected a junction arrangement at Jarrow in South Tyneside in preference to an option to construct a junction at Simonside, further south on the A19. This decision followed a public consultation exercise and this option was also accepted by South Tyneside MBC, the local planning and highway authority, in November 2001.

4. THE NEED FOR A TRANSPORT & WORKS ACT ORDER

- 4.1 The TWA requires, inter alia, that where works will interfere with the navigation of a tidal river then an order under that Act must be secured to authorise the interference with navigation. To carry out works without such an order would be to cause a public nuisance, akin to blocking a highway. It was necessary, for example, for Gateshead Council to secure such an Order for the installation of the Millennium Bridge.

As the technique employed in the immersed tube construction requires the tunnel units to be placed in a trench formed in the bed of the River Tyne, it will entail interference with navigation, fulfilling this criterion. Therefore an order is necessary to allow the project to proceed. The order will also deal with other aspects of the scheme, a broad outline of which is set out in the notice convening this meeting of the authority, a copy of which is annexed to this report.

- 4.2 Applications for orders under the TWA are made to the Secretary of State for Transport, Local Government and the Regions. Many other bodies are formally notified of the application, depending upon its effects.
- 4.3 An application for an order under the TWA must be accompanied by application documents, which are sufficient to define the scheme and its impact, to demonstrate how it could be delivered and how it would be funded. The content of the application documents must be subject to public scrutiny and the Secretary of State must have due regard to any representations made by the community at large. To satisfy this requirement it is necessary for any application to be made available for public inspection and a period of 42 days is allocated in which written representations may be made to the Secretary of State. The nature and content of the representations will be taken into account by the Secretary of State in deciding whether or not a local Public Inquiry is to be held. If a public inquiry were to be held, this would probably take place near to the Tyne Tunnel.
- 4.4 It is imperative, therefore, that the Authority has in mind and gives weight to the results of proceeding with an application for the Immersed Tube tunnelling solution. It will need to weigh in the balance the range of potential benefits and any negative impacts that will be considered in the application made to the Secretary of State, including the availability of a bored tunnel solution and its relative impacts.

5. TYPE OF TUNNEL – IMMERSED TUBE OR BORED

- 5.1 The general arrangements for the Immersed Tube tunnel construction that might be deployed at St Bede's are attached to this report at Appendix B(Drawing Nos. OA-CSK-35, 36, 37 & 38). Larger scale prints of these drawings will be available at the meeting. For the purposes of comparison a description of a bored tunnel engineering solution and drawings are also provided.
- 5.2 In summary the two tunnel options may be described as follows:
 - 5.2.1 Immersed tube tunnel – this type is constructed by digging a trench in the bed of the river. Pre-assembled, tunnel units are then floated into place before being submerged and buried, then covered with protective rock armour.

The tunnel units themselves are constructed in a dry dock area using conventional construction methods (either within the working areas or off site). Approach roads to the section of tunnel that crosses the river are constructed using a 'cut & cover' technique. This involves excavation of a deep trench, removal of spoil to temporary storage areas, construction of the tunnel structure in the trench, then backfilling the trench using excavated material and reinstatement of the surface. Any additional spoil material would be disposed of to landfill and/or to sea. Immersed tube construction has been used twice in this country, at Conwy and on the Medway, but has been used extensively elsewhere in the world.

Bored tunnel – this type is constructed by driving a specialised Tunnel Boring Machine, (TBM), through the ground beneath the river. The passage of the machine is not visible at the surface except at the ends of the bore. The TBM uses a closed face which balances the earth pressures and allows tunnellers to work in normal air pressures. It is also possible to further pressurise the tunnel as a safety measure. Operation may be carried out under pressurised conditions to ensure that tunnel integrity can be maintained if a breach of the tunnel boring machine or the tunnel lining occurred. This method requires the tunnel to be relatively deep and has the effect of extending the length of the tunnel, particularly on the north side because of the topography. This method of construction was employed on the Channel Tunnel, for example.

Comparison

- 5.3 The comparison of the Immersed Tube solution for the New Tyne Crossing with the Bored Tunnel alternative is presented below. Such a comparison allows the relative difference in impact and other aspects to be seen. Both solutions have a variety of effects, benefits and disadvantages. Members of the PTA should be mindful that in the view of Officers no issues in themselves preclude selection of either tunnelling solution. Members of the PTA should balance on the one hand cost and deliverability and on the other hand the consequences of the different construction methods in deciding whether to proceed with the immersed tube in preference to a bored tunnel.

Finance

- 5.4 Including an allowance for accommodation/compensation for adjacent landowners/businesses, and mitigation measures, the bored tunnel option is projected to be approximately 17% more expensive in construction costs than a bored tunnel at this location. The Immersed Tube tunnel also exhibits superior user benefits by approximately 16% and its Net Present Value (user benefits minus costs at present day prices) is 119% better than that of the bored tunnel option. The Net Present Value is a measure of the value for money of the scheme.

This indicates a saving to motorists directly related to time savings and reduced maintenance costs.

- 5.5 It is important in choosing to promote a scheme that the Authority considers the nature of the proposal and how it will be delivered. The funding of the proposal will be by a private sector concessionaire, who will raise funds on the money markets. The concessionaire will be incentivised in his agreement with the Authority to deliver the scheme as economically as possible. On balance, Officers have been advised that the immersed tube is more likely to be delivered on time and to budget than a bored tunnel scheme. Risks associated with the bored scheme would be likely to be reflected in costs (and resultant toll levels).
- 5.6 It has now been confirmed that a contractual structure to the New Tyne Crossing concession can be delivered which complies with the European Court Ruling on VAT for Highway Infrastructure and would not require the imposition of VAT on Toll charges. On the basis of this, sensitivity testing was undertaken, with the result that the required toll to cover the costs of construction and provide an adequate return on investment for the Bored Tunnel was calculated to be between £1.35 and £2.00 and that for the Immersed Tube was calculated to be between £1.10 and £1.55, all at 1999 prices. In all likelihood the difference between the tolls charged on a bored tunnel would be at least 30 pence higher whatever the economic conditions prevailing.

Programme/Procedure

- 5.7 The construction period for an Immersed Tube has been assessed by Arup to be about 3 years, whilst construction of a bored tunnel would take a similar time. However, the timing risk is different between the two options. If chosen now, a bored tunnel, would require pre-consultation and a Private Bill. Such a Bill must be laid before Parliament before 27 November in any year, otherwise the matter must wait a further year before Parliament will begin to consider it. Should it be decided not to make an application for an immersed tube tunnel, a Bill would ideally have to be submitted by that date this year. Given the amount of work to be undertaken, it is not certain that this date could be met thereby introducing a possible delay of another year. Arup have estimated that an immersed tube could be open early in 2007 and a bored tunnel could be open at the end of 2008 if the November deadline was missed this year.

Traffic

- 5.8 An immersed tube tunnel will fulfil the Authority's aims in relation to traffic for a New Tyne Crossing, as will a bored tunnel. The bored tunnel will exhibit higher traffic suppression through the increased toll charge. This equates to a 6% decrease in traffic crossing the Tyne at St Bede's at 2031. Predicted traffic flows at 2031 for both options are well within tunnel capacity (congestion reference flow).

Public Transport vehicles will benefit from the additional capacity a new tunnel will bring. By removing the congestion, the new tunnel will allow bus operators to timetable their services reliably. This will apply equally to both tunnel solutions. However, the alignment of a bored tunnel on the North side of the river would be more disadvantageous to south bound services using the tunnel. With an immersed tube there would be an opportunity to create a bus only link to the local road network. With a bored tunnel it would be necessary for such services to divert northwards to the reconfigured A19/A183 junction (see Appendix B Drg. No. OA - CSK - 36). This would represent an increase to the length of the bus route and will increase their operating costs and journey times accordingly.

- 5.9 River traffic will experience some very limited disruption during construction of the immersed tube option but the effect of this can be managed adequately. At present it is envisaged that this would entail a restriction of the navigable width for a period of time and also a closure of the river for four, non-consecutive days whilst tunnel sections were immersed. The Port of Tyne Authority have been consulted on this matter and have expressed satisfaction with proposals to address this aspect. A bored tunnel would not disrupt river traffic except if there were some major collapse.

Property

- 5.10 An immersed tube would require the demolition of 21 dwellings, the Grange Nursing Home, the listed Gas Light Public House, St Peter's School, a number of commercial properties either side of the river and affect other land for the construction of the cut and cover section. The Gaslight Public House and the Grange Nursing Home have now been acquired by the Authority. The pupils of St Peter's School are in the course of relocation. However, the demolition of these buildings would be required for an immersed tube scheme, which would not be the case for a bored tunnel. A bored tunnel is also likely to require the demolition of 15 dwellings and is likely to affect a further 25 properties through minor ground settlement. No other properties would be likely to be acquired or physically affected for a bored tunnel.

The particular effects of an immersed tube tunnelling solution compared with the bored tunnel approach would be:-

In North Tyneside:-

Howdon Yard and basin, which is currently owned and occupied by Amec and a number of sub-tenants under a lease from the Port of Tyne Authority, would not be affected by the bored tunnel option. Conversely, properties in Brinkburn Street may be affected by minor differential settlement in constructing a bored tunnel, which would not suffer this effect from constructing the 'cut and cover' approaches to an immersed tube.

In South Tyneside:-

Six dwellings on Commercial Road would be required for the immersed tube, which would not be taken for a bored tunnel. Properties to south of High Street are required for both alternatives. The Grange Nursing Home, the Gaslight Public House the adjacent temporary car sales showroom and St Peter's School would not be required for the bored tunnel. Construction of an immersed tube would require at least a temporary relocation of vessels moored by the Jarrow Motor Boat Club and the playing fields used by Dunn Street School. However, substitute playing fields will be provided for Dunn Street pupils, using fields currently part of St Peter's School.

Environment

- 5.11 In South Tyneside visual impact of the immersed tube would be greater during construction than that of the bored tunnel. However, this is a temporary effect and, unlike a bored tunnel alternative, provides an opportunity for regeneration after completion of the New Tyne Crossing. The extent of visual impact on the North side is less severe for an immersed tube than it would be for a bored tunnel due to the need to remodel the A193/A19 junction (the location of the existing roundabout would be required to house the toll plaza for South bound traffic).
- 5.12 An immersed tube is likely to result in greater community impacts during construction because of: the greater extent of the 'cut and cover' construction, particularly on the South side; and the temporary severance of footpaths and roads that would result. Arup have stated that their view of the layout and character of this area is such that the effect of community severance will be relatively limited, notwithstanding these effects.
- 5.13 The immersed tube requires the disposal of approximately 40% more material than would be required for the bored tunnel option. A separate authorisation for the disposal of spoil at sea would be required for the immersed tube option. This may result in delays to delivery of an immersed tube.
- 5.14 Dredging of a trench in the river for the placing of the immersed tube elements will temporarily create suspended sediments in the river, which may impair the sensory systems and damage gills of fish, such as migrating salmon and sea trout. The impact of this has been modelled and is considered only to reach unacceptable limits in the immediate vicinity of the dredging machine during slack water and for short durations. Modelled levels of suspended sediments elsewhere in the river show that the increase in effects caused by the immersed tube tunnel is comparable to observed existing background conditions in the River Tyne. Restrictions in dredging and times of construction, will be applied to mitigate such potential impacts and in the view of Arup should be effective to a large extent. A bored tunnel solution would have no effect upon river ecology.

- 5.15 Other potential impacts of an immersed tube on river ecology such as deposition of fine particles, release of existing pollutants from river sediments, dissolved oxygen depletion and endocrine disruption have been modelled and the results supplied to the Environment Agency for comment. Whilst it is not possible to model with absolute accuracy and predict with certainty every possibility, the conclusions drawn are that those impacts are either limited or negligible or can be adequately mitigated.
- 5.16 There is very little difference in land ecology, ground water or surface water hydrology impacts of the two options.

River and Riverside Developments.

- 5.17 Laying the immersed tube in a trench in the riverbed imposes a greater constraint on future dredging of the River Tyne than a bored tunnel would do. The vertical and horizontal alignment of an immersed tube has been the subject of consultation with the Port of Tyne Authority to address their safety and operational concerns. Nevertheless, it should be noted that the depth of the immersed tube would, in theory, constrain the size of vessels able to access upstream facilities whereas, the bored tunnel option would not. However, the River Tyne has never to date been dredged to an extent close to the depth that would be the dredging floor with the immersed tube in place. The largest vessel of which Arup is aware that might conceivably use the Tyne, does not require any greater dredged depth.

Wider Economic Effects

- 5.18 It is considered that both options would have wider sub-regional economic effects in terms of supporting the development of sites in the A19 corridor, the majority of which are primarily to the north, and in providing greater accessibility to the jobs provided. However the immersed tube may result in some displacement of employment from the AMEC yard during construction. It is proposed that mitigation measures and accommodation works will be carried out to limit any effect upon this site.

Safety

- 5.19 For both options, the existing tunnel would be improved as far as is economically justified in the light of the risks. This will mean that new, longitudinal ventilation will be installed and vertical escapes from it to the surface will be provided.

A new immersed tube tunnel would have a segregated emergency passage, for pedestrians and emergency services. There would be no direct connections between this tunnel and the existing tunnel. Instead, it would be part of the proposals to introduce two vertical escape shafts to the existing tunnel – one on each bank of the River

Tyne. A new bored tunnel would have cross connections to the existing tunnel at 250 metre centres. Arup have studied the relative risks of the arrangements for both tunnel types and have concluded that the immersed tube configuration would be a safer scheme.

- 5.20 The safety of an immersed tube under exceptional shipping conditions (e.g. grounding over the tunnel, trailing anchors) is an issue raised by the Port of Tyne Authority. This is an issue that has been considered in other countries where immersed tube tunnels have been constructed under shipping channels and is considered to be capable of being addressed satisfactorily at the New Tyne Crossing. A risk assessment study has been commissioned from EQE, an internationally respected firm of risk consultants, after consultation with the Port of Tyne Authority, who have reported that the marine risks to the individual are 'negligible' and the societal risks are "broadly acceptable." Officers have considered these conclusions and are satisfied that safety risk in respect of such hazards is within acceptable bounds for an immersed tube. This issue would not be present with a bored tunnel.
- 5.21 Tunnel Design and Safety Consultation Group has been formed which has met on several occasions. The Group is composed of relevant interested parties, including local authorities and emergency services. The Group has accepted that the current design of the Immersed tube option is acceptable and provides adequately for their foreseen requirements at this stage. Further discussions will be held if the Authority decides to promote the immersed tube scheme.
- 5.22 The Highways Agency has agreed to act as the Technical Authority for the Tunnel, following a request, from the PTA. To date they have been satisfied that the design is adequate at this stage.

Social Inclusion

- 5.23 An immersed tube tunnel is more likely to be delivered with a lower toll than a bored tunnel, which would impact upon daily user costs. Therefore an immersed tube is more likely to encourage travel through the tunnel crossing and thereby improve the take up of employment, leisure and social opportunities on both sides of the river than a bored tunnel would. This would assist the further development of the A19 corridor as a major employment area to the east of the conurbation to balance the A1 corridor in the west. This would benefit South Tyneside in particular, which has some of the highest levels of unemployment and social deprivation in the country.

Consultation

- 5.24 Consultations with public bodies, local authorities and other likely Statutory Consultees have taken place whilst selecting the location for the New Tyne Crossing, the choice of tunnelling solution and junction options at St Bede's. This process has been led by the Authority and supported by their appointed advisors. Consultation is continuing at present and would continue throughout a TWA Application.

Consultation has involved meeting with affected owners/occupiers, local resident and organisations, and the likely statutory consultees. Over the last two years the Authority have undertaken over 50 meetings with various local interest and resident groups.

Since the Arup Appointment in 1999 five newsletters have been produced, entitled 'The New Tyne Crossing – Update'. These are aimed at keeping all those who may be affected by the construction of the New Tyne Crossing informed of key developments, such as the choice of the Jarrow or Simonside junction, and events such as public exhibitions. The newsletters are delivered by hand to all local households both north and south of the river, and multiple copies are available at all libraries and other public buildings within the area. In total approximately 450 people have attended exhibitions, including some who may be directly affected by the proposals, people from the local community, other interested parties and likely statutory consultees. The results of consultation at exhibitions, workshops and in focus groups were used to review and modify the preliminary design of the immersed tube scheme and develop mitigation proposals.

In particular discussions have taken place with the Port of Tyne Authority, the Environment Agency, AMEC, Rohm & Haas, local authorities and representatives of groups concerned with fisheries on the River Tyne. To the extent that it is possible to do so and depending upon the engineering constraints of the tunnelling solution that the Authority adopts, it is considered that their concerns can be met through mitigation measures.

6 Conclusion

- 6.1 The need for additional cross-Tyne capacity for traffic has been studied over the last 12 years and this requirement is demonstrable in the view of officers. During this period this view has been endorsed by widespread political support.
- 6.2 Alternative locations for a new crossing of the River Tyne have been considered and alternative engineering solutions for the project have also been the subject of study. A tunnel is the preferred option.
- 6.3 In considering whether to promote the immersed tube option, the Authority should bear in mind and weigh by comparison the advantages and disadvantages of such an option (as discussed and referred to in this report) as against those of a bored tunnel. Both the bored tunnel and immersed tube alternatives will have environmental impacts, which are discussed in this report. The construction impacts of an immersed tube (although localised) would be greater. However, the effect of mitigation measures would be such that the difference during the construction period between an immersed tube and a bored tunnel would be minor. There are also some localised differences in the permanent impacts by virtue of which the immersed tube option would have greater impacts than a bored tunnel although there would not be a significant difference.

However, other matters namely deliverability, projected toll levels, Net Present Value, public transport opportunities, regeneration opportunities, safety and social inclusion favour the immersed tube. Having weighed these various aspects, the Authority could conclude that it would be appropriate to prefer the immersed tube option on the basis that greater significance (and therefore weight) should be attached to the factors referred to in the last sentence when compared to the other matters referred to in this paragraph.

6.4 If the Authority decides to proceed with the Immersed Tube then it must resolve to apply for a TWA order.

7. PROJECT PROGRAMMING

Should the Authority resolve to apply for an immersed tube tunnel the project programme would be likely to take the form set out below, for information. Based on the assumption that bidders will be willing to invest in developing their bids before the Secretary of State makes an order, the expected key dates in the programme have been considered by Arup are likely to be as follows:-

Submit application for TWA Order	April 2002
Public Inquiry re TWA application	November 2002
Tenders for Concession Out	October 2002
Tenders for Concession Returned	March 2003
SoS Makes Order	August 2003, approx.
Negotiations with shortlisted bidders start	May 2003
Preferred bidder selected	September 2003
Final negotiations concluded	Nov 2003
Concession Contract Awarded	December 2003
Construction commences	Early Spring 2004
NTC opens	May 2007

BACKGROUND PAPERS

Held by Engineer to the Tyne Tunnels File Ref. XR45/2/B

Progress Reports, 31 July 1997, 26 September 1997, 20 November 1997, 28 May 1998 and 21 March 2001

Promotion of Parliamentary Bill, 23 October 1997, 17 December 1997

Protection of Land for Development Control Purposes, 25 June 1998

Appointment of Consultants, 24 September 1998 and 22 September 1999

Acquisition of St. Peter's School, Jarrow, 17 December 1998 and 22 November 1999

Appointment of Adviser, 22 July 1999

Acquisition of Gaslight Public House, 21 March 2001

Acquisition of Grange Nursing Home, 27 September 2001

Project Review, 31 May 2001

Selection of Junction Option – Tunnel A19/A185, 17 October 2001

Miscellaneous Matters, 13 December 2001

Contact Officer: Paul Fenwick, Direct Line: (0191) 2116058

report/t&wpta/feb2002
twpta report special 20 Feb 02-pm7



QUASI-JUDICIAL OFFICE
CENTRAL SUPPORT

Town Hall
High Street East
Wallsend
NE28 7RR

Tel: (0191) 200 6565
Fax: (0191) 200 6889

AGENDA
PLANNING COMMITTEE

CONTACT OFFICER
Mr D Parkin Tel 200 7220

Date: 16 July 2002

Dear Sir/Madam

You are invited to attend a meeting of the following Committee of which you are a Member.

Meeting	PLANNING COMMITTEE
Time	5.30 PM
Date	THURSDAY, 25 JULY 2002
Venue	THE COUNCIL CHAMBER, TOWN HALL, WALLSEND

The Agenda for the meeting is set out in the following pages.

Refreshments will be served at 5.00 pm.

Yours faithfully

Central Support

Members of the public are entitled to attend this meeting. Further information can be obtained from either the Contact Officer named above or on arrival at the reception desk at the Town Hall, Wallsend.

PLANNING COMMITTEE

25 JULY 2002

A G E N D A

<u>Page Nos</u>	<u>Item No</u>	
	1.	Appointment of Substitute Members pursuant to Council Consultation
*	2.	Minutes of meeting held on 4 July 2002 (attached)
	3.	Review and amendment of the Officer Delegation Scheme for considering town planning matters (attached). (ALL WARDS)
	4.	The Council of the Borough of North Tyneside (24 Parkside, West Moor) Tree Preservation Order 2002 (attached) (LONGBENTON WARD)
	5.	2 Stockton Road, North Shields - Site Visit (attached) (RIVERSIDE WARD)
	6.	NE Co-op, John Street, Cullercoats - Site Visit (attached) (CULLERCOATS WARD)
	7.	Bilton Buildings, Bell Street, North Shields - Site Visit (attached) (NORTH SHIELDS WARD)
	8.	Planning Officer's Reports (enclosed) (ALL WARDS)

PLANNING COMMITTEE

4 JULY 2002

Present: Councillor M A Green (Chair)
Councillors, J L Carter, S L Cox, R J Fletcher,
M T Glendon, A McGlade, M McIntyre, K Mewett,
Mrs S E Mortimer, D Newton, D Ord, D P Smith,
M T Smith and M Van Der Merwe

PQ118/07/02 APPOINTMENT OF SUBSTITUTE MEMBERS

Pursuant to the Council's Constitution the following Substitute Members were reported:-

Councillor G Brett for Councillor E Buckton.
Councillor M Huscroft for Councillor M J Huscroft
Councillor A Potter for Councillor C A Gambling
Councillor A Richardson for Councillor J Snowdon
Councillor J J Stirling for Councillor E F Dalziel

PQ119/07/02 MINUTES

RESOLVED that the minutes of the meeting held on 13 June 2002 be confirmed.



PQ120/07/02 APPLICATION FOR AN ORDER UNDER THE TRANSPORT AND WORKS ACT - NEW TYNE TUNNEL

The Committee considered a report of the Head of Development on an application for an Order under the Transport and Works Act which had been lodged with the Secretary of State by the Tyne and Wear Passenger Transport Authority. The Order sought authorisation for the construction of a new tunnel between East Howdon and Jarrow. Members were advised that the Council had been formally consulted by the Tyne and Wear Passenger Transport Authority and representations had to be made to the Office of the Deputy Prime Minister. The report set out the background to making the Order and sought the Council's formal comments.

Richard Thirling and Helen Dyan of Arup, the Tyne and Wear Passenger Transport Authority's advisers to the project, gave a presentation on the need for a new Tyne Tunnel together with the various options considered and the consultation which had taken place. The presentation also gave details of the route of the new proposed tunnel and Members questions were answered.

Members were advised that the purpose of the report was to obtain the views of the Planning Authority on the proposals. The formal response from the Council would be determined at a future meeting of the full Council.

RESOLVED that the Committee (1) note the history to making the Order, its implications and the timescale involved; and

(2) authorise the Head of Development to write to the Office of the Deputy Prime Minister with the following observations:-

- The Council notes the lodging of the Order Document with the Office of the Deputy Prime Minister and supports the project
- The Council would draw to the attention of the Office of the Deputy Prime Minister that any confirmed order and planning direction should include appropriate mitigation measures to ensure that any adverse structural and operational impact of the new tunnel are minimised as far as reasonably practicable

(Councillor M A Green declared a personal interest in the above item).

**PQ121/07/02 118 FERN DRIVE, DUDLEY, CRAMLINGTON,
NORTHUMBERLAND - PLANNING APPLICATION - SITE VISIT (CAMPERDOWN
WARD)**

The Committee considered a report on a site visit in respect of an application for the erection of a garage with bedroom above at 118 Fern Drive, Dudley, Cramlington.

The report included the original report of the Head of Development which contained details of the application and set out the recommendation that the application be approved.

Those Members who had attended the site visit reported on their findings verbally at the meeting.

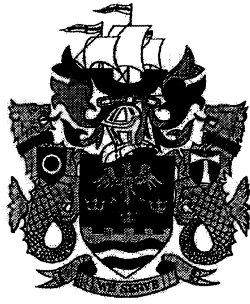
RESOLVED that (1) the report on the site visit and the report of the Head of Development on the application for the erection of a garage with bedroom above at 118 Fern Drive, Dudley, Cramlington (02/00771/FUL) be noted; and

(2) the application be refused.

(See also Planning Officer's report minute).

**PQ122/07/02 THE COUNCIL OF THE BOROUGH OF NORTH TYNESIDE (THE
GATEHOUSE, WEST LANE, KILLINGWORTH VILLAGE) TREE PRESERVATION
ORDER 2002 (HOLYSTONE WARD)**

The Committee considered a report of the Head of Development giving details of the Borough of North Tyneside (The Gatehouse, West Lane, Killingworth Village) Tree Preservation Order 2002. The Order had been made, at the request of the owner of The Gatehouse to safeguard the new trees which had become established on the site. The trees which were detailed on the plan appended to the report were in good health and contributed positively to the amenity and value of the area.



North Tyneside Council

REPORT

To: Council

Date: 10 September 2002

Author: Ken Gourlay
Senior Manager - Engineering
(Telephone: 219 2611)

Application for an Order under the Transport and Works Act - New Tyne Tunnel

Portfolio: Environment

1.0 Summary

An application for an Order under the Transport and Works Act has now been lodged with the Secretary of State on behalf of the Tyne and Wear Passenger Transport Authority (TWPTA). The Order seeks authorisation to construct a new tunnel between East Howdon and Jarrow. The Council has been formally consulted by the TWPTA. Representations have been made to the Office of the Deputy Prime Minister (ODPM) on 12 August 2002 (copy letter attached). This report sets out the background to making the Order and seeks Council's formal endorsement of the application for the Order. A presentation of the project by Arup, TWPTA Consultants, was given to Planning Committee on 4 July 2002.

2.0 Recommendation

The Committee:

- a) Note the history to making the Order and its implications
- b) Support the proposal by giving Council endorsement for the making of the Works Order under the Transport and Works Act .
- c) Authorise the Head of Environmental Services to write to the ODPM with the Council decision.

3.0 Implications Statements

3.1 Financial Implications

There are no direct costs to the Council arising from this report, however staff resources may be required in the future in dealing with environmental issues, land acquisition and a Public Inquiry.

3.2 Legal Implications

The report sets out to give formal Council approval for the making of the Works Order which is a legal order under the Transport and Works Act. The Council does not formally make the Order.

3.3 Racial Equality and Equal Opportunity Implications

There are no racial equality and equal opportunities arising from this report.

3.4 Environmental Implications

Approval for the project is under the Transport and Works Act 1992 (TWA) and Arup have prepared an Environmental Statement (ES) in this regard. Copies of a non-technical summary of the ES are available in the member rooms at the Town Hall..

The objective of the ES is to:

- Describe the environmental baseline
- Fully evaluate the environmental impacts of the scheme
- Explore the potential for mitigation.

The detailed ES has been prepared and lodged with the ODPM. This comprises three volumes:

- Volume I presents the assessment of the environmental effects
- Volume II shows the proposals and its impacts in plan form
- Volume III consists of technical supporting information on which the assessment has been based.

3.5 Safer Communities Implications

Safer communities implications are encompassed within the ES.

3.6 Human Rights Act Implication

There are no implications in this report in relation to the Human Rights Act 1998.

3.7 Corporate Performance Plan

Reference to the NTC is made within the Environment Portfolio as detailed in Section 8 of the Corporate Performance Plan 2002/03.

4.0 Information

The Tyne and Wear Passenger Transport Authority wish to construct a new crossing of the River Tyne in the vicinity of the existing tunnel. This would be constructed as an 'immersed tube tunnel' on the bed of the River Tyne and as cut and cover tunnels on the land sections.

The NTC would be constructed as a Private Finance Initiative project. The Concessionaire (a team of bankers, finance managers, consultants and contractors) would be appointed to finance, design, build and operate the NTC in conjunction with the existing tunnel. The Concessionaire's return would be the tolls from both tunnels.

A number of alternative engineering solutions and locations for the NTC were considered by the TWPTA. After careful consideration of a range of issues, the TWPTA have decided to promote an immersed tube tunnel and sought powers to allow tolls to finance the promotion of the NTC. The Tyne Tunnel Act 1998 gave the necessary authority.

Special legislation is needed for projects like the NTC - either an Act of Parliament or an order under the Transport and Works Act 1992, because the proposed immersed tube tunnel would interfere with navigation in the River Tyne. The NTC will be authorised by an order made by the ODPM under the TWA.

The relevant procedure for a TWA application is set out in the Transport and Works (Applications and Objections Procedures)(England and Wales) Rules 2000 (the "Applications Rules"). The Applications Rules require certain documents to be supplied as part of a TWA application. An Environmental Statement

must be supplied where a scheme is of a type specified by the European Council Directive 85/337EEC as amended by Directive 97/11/EC.

In addition to the Environmental Statement a number of other documents accompany the TWA application. These include:

- The draft River Tyne (Tunnels) order. This sets out the powers to construct and operate the Tunnel. A description of the works to be constructed is a *Schedule 1* of the draft order.
- Draft deposited plans and sections, which show the works referred to in *Schedule 1* of the draft order.
- A draft Planning Direction, describing the works for which the Secretary of State would grant planning permission, and related planning conditions, which would enable the local planning authorities to control the development of the New Tyne Crossing.
- The Book of Reference and plans that describes the land and properties within the scheme that may be subject to compulsory acquisition or other compulsory action.

Copies of these documents are available for inspection at the following locations within the Borough:

- Town Hall, High Street East, Wallsend NE28 7RR Tel: 0191 200 6565
- Main Library, Ferndale Avenue, Wallsend NE28 7NB
Tel: 0191 200 6968
- Community Centre, Denbigh Avenue, Howdon NE28 ODS
Tel: 0191 257 6606
- Community Centre Chatton Street, East Howdon NE28 OJT
Tel: 0191 262 4451
- Tyne Tunnel Offices, Wallsend NE28 0PD
- Library, Northumberland Square, North Shields NE28 7TG
Tel: 0191 200 5424
- Howdon Library, Churchill Street, Howdon, NE28 7TG
Tel: 0191 200 6979
- Offices of Steven Byers MP, 7 Palmersville, Great Lime Road,
Forest Hall NE12 9HN

The documents have also been deposited in a total of nine other locations in the neighbouring Boroughs of Newcastle, Gateshead and South Tyneside.

Notice has been served by Arup on all parties that will be affected by the proposals, advising them that the TWA application has been made. Notice has also been served on statutory consultees. All households within 200 metres of the proposed works have been notified of the development by individual letter. Publicity by placing notices in the local press has also been carried out by Arup. In addition to statutory consultations Arup has also carried out the following series of exhibitions with local communities.

- East Howdon Community Centre - 14 and 15 June 2002
- Jarrow Community Centre - 16 and 17 June 2002
- St Paul's Church, Willington Quay - 18 June 2002
- Low Simonside Community Association - 20 June 2002 (Taunton Avenue)
- Howdon Community Centre - 20 June 2002
- St John's Church, Percy Main - 21 June 2002

A major consultation exercise also took place in August 2001. The event took the form of a major two-venue exhibition, a series of smaller exhibitions and workshops.

The ODPM may decide to hold a Public Inquiry depending on the level and type of representation.

5.0 Background Information

The following documents have been used in the compilation of this report. They are public documents, which may be inspected at the Council's offices located at Killingworth and are available in the Members rooms at the Town Hall.

1. The New Tyne Crossing – Environmental Statement – Volume I text.
2. Report “New Tyne Crossing Order Under the Transport and Works Act 1992” by the Engineer to the Tyne Tunnels to the Tyne and Wear Passenger Transport Authority – 28 February 2002.

LOCAL GOVERNMENT ACT 1972

BOROUGH OF NORTH TYNESIDE

10 SEPTEMBER 2002

At the meeting of the Council of the Borough of North Tyneside duly convened and held on Tuesday 10 September 2002 at 6.00pm in the Council Chamber, Town Hall, Wallsend, at which a quorum of members were present, that is to say:-

Present

Councillor J L Carter (Chair)
C Morgan (Mayor)

Councillor J M Allan	Councillor Mrs K J G Johnston
Councillor Mrs L Arkley	Councillor R Lackenby
Councillor Mrs J M Bell	Councillor P F Latham
Councillor J S Bell	Councillor I Macaulay
Councillor G W Brett	Councillor M L Madden
Councillor E Buckton	Councillor D McGarr
Councillor D Charlton	Councillor A McGlade
Councillor K A Conroy	Councillor M McIntyre
Councillor J W Conway	Councillor Mrs P McIntyre
Councillor S L Cox	Councillor K Mewett
Councillor T C Cruikshanks	Councillor Mrs S E Mortimer
Councillor E N Darke	Councillor D Newton
Councillor K I Fairs	Councillor D Ord
Councillor R J Fletcher	Councillor Mrs D Page
Councillor B J Flood	Councillor C B Pickard
Councillor C A Gambling	Councillor A Potter
Councillor M T Glindon	Councillor A Richardson
Councillor L J Goveas	Councillor J S Ross
Councillor R M Goveas	Councillor R W Schofield
Councillor I R Grayson	Councillor D P Smith
Councillor M A Green	Councillor J P Smith
Councillor Mrs M S Hall	Councillor M T Smith
Councillor M O Hall	Councillor Mrs B Stevens
Councillor J L L Harrison	Councillor J J Stirling
Councillor E Hodson	Councillor R Stringfellow
Councillor J Hunter	Councillor M Van der Merwe
Councillor M J Huscroft	Councillor M Williamson
Councillor N J Huscroft	
Councillor H Jackson	

Advisory Representatives

Mr F Ashburner - GMB
Ms S Donnelley- Unison
Mr R Miley - GMB
Mr M Stobbart - Unison

1009coun/1c

C51/09/02 PRAYERS

Members stood as Reverend I Croft, the Chair's Chaplain, said prayers.

C52/09/02 MINUTES

Printed copies of the minutes of the meetings of the Council held on 16 July and 13 August 2002 having been circulated to each member of the Council, it was:-

RESOLVED that the same be taken as read and confirmed and signed by the Mayor, subject to the following alterations:-

- (i) the deletion of Councillor G W Brett's name from the list of named votes in that part of minute C49/08/02 relating to an amendment on the reference to Railway Museum (05422) from Appendix B of the report of the Director of Finance (Section 151 Officer); it being noted that Councillor Brett had not in fact been present at the meeting at the time the vote was taken;
- (ii) the inclusion of a reference to the Section 151 Officer's advice given to Members at the commencement of the Council meeting that if she had had any concerns about any of the budget proposals or amendments put forward by the Groups she would have asked for an adjournment of the meeting; and
- (iii) the inclusion of the reference to Councillor M J Huscroft's statement that it was his understanding that all Head of Functions and Executive Directors had stated that, although they would find it difficult, they would be able to meet the budget target in relation to the Re-organisation Task Group savings.

(The Council also noted Councillor J L L Harrison's comments regarding the omission of a number of questions from the minutes and the lack of distinction made in the minutes to the roles of Director of Finance and Section 151 Officer in responding to questions).

C53/09/02 CHAIR'S ANNOUNCEMENTS

Apologies for Absence

Apologies for absence were received from Councillors E F Dalziel, M Huscroft and J Snowdon.

Northumbria in Bloom

The Chair congratulated Earsdon and Cullercoats Methodist Churches on winning their sectors in the recent Northumbria in Bloom awards.

Arrival of The Tyne

The Chair informed the Council that he had represented the Borough at the naming and commissioning ceremony for the vessel The Tyne and looked forward to its arrival on Tyneside early next year.

Special Council Meeting - 24 September 2002

The Chair announced that a special Council Meeting would be held at 7.00pm on Tuesday 24 September 2002, following the Cabinet meeting, the main purpose of which would be to consider the abstract of accounts.

C54/09/02 QUESTIONS BY MEMBERS OF THE COUNCIL

- (i) Councillor G W Brett asked the following question of the Cabinet Member for Housing, Councillor M McIntyre, in accordance with Council Procedure Rule No.11:-

“Can you confirm what proposals are being considered for the future use of the former Wiltshire Gardens maisonettes site in Wallsend?”

Will local residents and Ward Councillors be FULLY involved in all proposals for the future use of the site?”

Councillor M McIntyre replied as follows:-

“I am sure Councillor Brett and most Members of the Council will be glad to see the final block of maisonettes at Wiltshire Gardens demolished recently, therefore removing the eyesore that was blighting one of the important “gateway” sites into North Tyneside.

No development proposals have yet been formally considered for this site. The development brief for the site is currently being drawn up by officers in the Development Function.

As part of the consultation process, I have asked that officers meet with ward members to obtain their views on the most appropriate use for this site. Once the development brief has been agreed, the site will be marketed in line with the Council’s normal procedures.

Any development proposed for this site will, of course, be subject to the normal planning rules, and the usual consultation requirements of these rules.”

In accordance with Council Procedure Rule No.11.5, Councillor Brett asked the following supplementary question:-

“Can the Cabinet Member confirm that no binding discussions have taken place between officers and developers regarding this site and can he inform the Council why, following the agreement to demolish the maisonettes more than twelve months ago, the development brief is only now being drawn up?”

Councillor McIntyre replied as follows:-

“I am not aware of any binding agreement between the Council and any developer as discussions are at an embryonic stage. The decision to demolish the flats was taken last October. I share Councillor Brett’s view that work could have started on the development brief then. It is a symptom of the short termism of the Labour Group that it didn’t and that a valuable capital receipt has been delayed.

The new administration is determined that work should now move forward on this site as soon as possible.”

- (ii) Councillor P F Latham asked the following question of the Mayor in accordance with Council Procedure Rule No.11:-

“Could the Mayor please indicate whether he intends to honour his manifesto pledge on setting the level of Council Tax?”

The Mayor replied as follows:-

“I would like to thank Councillor Latham for giving me the opportunity to restate my manifesto pledge on Council Tax and to confirm that I do indeed intend to honour this pledge.

Band D Council Tax in North Tyneside currently stands at £1,079. This compares unfavourably with the national average of £976, or even the average for other Metropolitan authorities of £1,016.

I don’t believe we should be paying more than the national average, and that is why I pledged in my manifesto to bring Council Tax down to this level, as resources allow.

This remains our target, and I am happy to leave it to the people of North Tyneside to judge me on progress towards this at the next election.

Progress would, of course, be much quicker had I not inherited, from Councillor Latham’s party, a Council in such serious financial difficulties.”

In accordance with Council Procedure Rule No. 11.5, Councillor Latham asked the following supplementary question:-

“When you say “as resources allow”, are you saying that there is no firm date for this?”

The Mayor replied as follows:

“There has never been a firm date. My manifesto pledge stated that it would be done as resources allow. It would have been easier to achieve if I had not inherited a Council in such financial difficulties. I hope to make a start next year and I will be judged by the electors in three years time.”

- (iii) Councillor Mrs L Arkley asked the following question of the Mayor in accordance with Council Procedure Rule No.11:-

“Would the Mayor join with me in congratulating Children’s Services in ensuring a 100% allocation of child protection cases in North Tyneside?”

The Mayor replied as follows:-

“I am delighted to congratulate our staff in Children’s Services on their achievement. This is the one of the most sensitive and difficult issues the new administration has had to deal with since the election, and I am very pleased at the progress we have made.

The budget problems experienced by the Council last year contributed towards a large number of social worker vacancies. One of the consequences of this was that, at its worst in November and December 2001, only 69% of child protection cases were allocated a social worker.

We now have an active recruitment and selection process to ensure that social worker vacancies are filled promptly. This, together with a new case management system, which ensures staff work to maximum efficiency, means that we achieved 100% allocation of cases in July 2002.

This is a huge and vital achievement, which will ensure that we are able to offer the highest level of care to those children who are most in need of our support, and staff in Children’s Services deserve our thanks.”

C55/09/02 APPOINTMENT OF CHIEF EXECUTIVE, DIRECTORS AND HEAD OF PAID SERVICE

The Council received a report informing Members of the appointments of the Chief Executive, Directors of Education and Cultural Services; Environment, Housing and Regeneration; and Strategic Services, and sought approval for the Chief Executive to be designated as Head of Paid Service with effect from 1 October 2002.

In moving the report, the Mayor congratulated the officers concerned on their appointments and indicated that he looked forward to working with them.

In response to a Member’s query, the Council were informed that the all-party Appointments Sub-Committee had agreed to defer one aspect of the Council’s restructure to a later date, but no target date for this had been set.

It was moved by the Mayor and seconded by Councillor L J Goveas that:-

“The Council notes the report of the Head of Human Resources and approves the appointment of the Chief Executive as Head of Paid Service with effect from 1 October 2002.”

The motion, on being put to the meeting, was approved.

C56/09/02 2002/03 BUDGET REVIEW AND FIRST QUARTER BUDGET MONITORING POSITION (Previous Minute C49/08/02)

The Council received a report which set out proposals for further budget savings during 2002/03, in order to address the balance of budgetary pressures totalling £2.7m, updated members on the implementation of the decisions from the Special Council Meeting held on 13 August 2002; and outlined outcomes and required actions from the first quarter budget monitoring position (1 April to 30 June 2002).

During the discussion of this item, various issues were raised regarding the roles of Section 151 Officer/Director of Finance; the process for considering financial information; the position regarding the availability of financial information to Members; and the powers of Cabinet and Council to determine financial matters. In addition, the Director of Environment, Housing and Regeneration undertook to supply Councillor G W Brett with details of the numbers of additional jobs created in Grounds Maintenance when additional resources had been allocated to Environmental Services in 2000/01 as proposed by all the political groups.

It was moved by the Mayor and seconded by Councillor L J Goveas that:-

- (a) the proposals from Functions for budget savings during 2002/03 and 2003/04 set out in appendix A to the report of the Section 151 Officer, which includes some specific Cabinet proposals, be approved except for the £156,000 savings within Environmental Services, which will instead be allocated against the savings currently listed under Appendix B;
- (b) the proposed courses of action detailed in paragraph 4.3 of the report, in relation to the 2002/03 budget review exercise, be approved;
- (c) the budget virements that would be necessary to implement the budget savings accepted in resolution (a) above, be approved;
- (d) the position with regard to the implementation of the budget savings approved by the Council on 13 August 2002, and the position regarding the Environmental Services overspend and how this can be addressed, be noted, with the following amendments:-
 - delete the Grounds Maintenance winter work reduction of £200,000 as detailed in Appendix B;

- add a further saving by reducing engineering budgets by a further £44,000, with no direct employee implications; and
 - add the Environmental Services savings of £156,000, currently detailed in Appendix A.
- (e) the budget monitoring position for the first quarter of 2002/03 be noted, and the proposed courses of action detailed in paragraphs 6.7 and 6.8 of the report be approved;
- (f) those Functions currently projecting overspends report to Cabinet on 24 September 2002, in the first instance, on the proposed courses of action in order to bring their expenditure in on budget this financial year;
- (g) further savings be identified as part of contingent planning for the remainder of the year and further options for savings be considered by the Cabinet at its meeting on 24 September 2002, with any proposals being submitted to Council as appropriate;
- (h) the temporary arrangements in place regarding nominated finance representatives within each Function be noted; and
- (i) proposals for any further savings which may be necessary from within Environmental Services be considered by Cabinet at its meeting on 24 September 2002, together with the outcomes of resolutions (f) and (g)."

The Mayor agreed to accept the following amendment, which was moved by Councillor R Stringfellow and seconded by Councillor M J Huscroft:-

"In paragraph (a) to delete the words "and 2003/04".

A further amendment was moved by Councillor R Stringfellow and seconded by Councillor M J Huscroft as follows:-

"Environmental Services - 01017-01021 Clean Sweep and Cleansing (Grounds Maintenance winter work) - to delete saving of £200,000; and 01114 - 01121 Clean Sweep and Cleansing (Street Cleansing) - to delete saving of £50,000; and instruct officers to identify £156,000 of efficiency savings corporately, and use £44,000 of savings on Engineering budgets to safeguard the jobs of frontline environmental staff, ie 53 jobs."

In accordance with Council Procedure Rule No. 17.5, a recorded vote was requisitioned by two Members present at the meeting.

Votes for the Amendment

Councillors J M Allan, G W Brett, E Buckton, J L Carter, D Charlton, K A Conroy, J W Conway, S L Cox, T C Cruikshanks, E N Darke, R J Fletcher, B J Flood, C A Gambling, M T Glendon, I R Grayson, M A Green, M O Hall, J L L Harrison, J Hunter, M J Huscroft, N J Huscroft, R Lackenby, P F Latham, M L Madden, D McGarr, A McGlade, D Newton, D Ord, C B Pickard, A Potter, A Richardson, J S Ross, R W Schofield, J P Smith, M T Smith, J J Stirling, R Stringfellow and M Williamson.

1009coun.doc/7c

Votes Against the Amendment

C Morgan and Councillors Mrs L Arkley, Mrs J M Bell, J S Bell, K I Fairs, L J Goveas, R M Goveas, Mrs M S Hall, E Hodson, H Jackson, Mrs K J G Johnston, I Macaulay, M McIntyre, P McIntyre, K Mewett, Mrs S E Mortimer, Mrs D Page, D P Smith, Mrs B Stevens and M Van Der Merwe.

The amendment, on being put to the meeting, was approved by 38 votes to 20 votes.

The Mayor agreed to accept the following further amendment, which was moved by Councillor I Grayson and seconded by Councillor R Lackenby, on the assumption that the £22,500 would be found from communications efficiencies:-

“Central Support - 08581 - Ward Liaison - to delete saving of £22,500”.

A further amendment was moved by Councillor R Stringfellow and seconded by Councillor M A Green as follows:-

“Community Services - 05663 - Community Partnerships - to delete saving of £50,000”.

In accordance with Council Procedure Rule No. 17.5, a recorded vote was requisitioned by two Members present at the meeting.

Votes for the Amendment

Councillors J M Allan, E Buckton, J L Carter, D Charlton, K A Conroy, J W Conway, S L Cox, T C Cruikshanks, E N Darke, R J Fletcher, C A Gambling, M T Glendon, I R Grayson, M A Green, M O Hall, J L L Harrison, J Hunter, N J Huscroft, R Lackenby, P F Latham, M L Madden, D McGarr, A McGlade, D Newton, C B Pickard, A Potter, A Richardson, J S Ross, R W Schofield, J P Smith, M T Smith, J J Stirling, R Stringfellow and M Williamson.

Votes Against the Amendment

C Morgan and Councillors Mrs L Arkley, Mrs J M Bell, J S Bell, G W Brett, K I Fairs, L J Goveas, R M Goveas, Mrs M S Hall, E Hodson, H Jackson, Mrs K J G Johnston, I Macaulay, M McIntyre, P McIntyre, K Mewett, Mrs S E Mortimer, D Ord, Mrs D Page, D P Smith, Mrs B Stevens and M Van Der Merwe.

Abstentions

Councillor M J Huscroft.

(Councillor B J Flood was not present at the time the vote was taken).

The amendment, on being put to the meeting, was approved by 34 votes to 22 votes.

A further amendment was moved by Councillor R Lackenby and seconded by Councillor J J Stirling as follows:-

“Customer Services - 06051 - Close Customer Services Centre - to delete saving of £12,500”.

The amendment, on being put to the meeting, was approved by 30 votes to 20 votes.

A further amendment was moved by Councillor P F Latham and seconded by Councillor E N Darke as follows:-

“Human Resources - 08659 - HR Single Status - to delete saving of £25,025”.

The amendment, on being put to the meeting, was approved by 31 votes to 21 votes.

The Mayor agreed to accept the following further amendment which was moved by Councillor R Stringfellow and seconded by Councillor E N Darke:-

“Officers be instructed to undertake a review of featurenet and mobile phones plus other communications efficiencies - target £110,000”.

The Mayor agreed to accept the following further amendment which was moved by Councillor G W Brett and seconded by Councillor M J Huscroft:-

“The Overview and Scrutiny Committee and the Budget Monitoring Sub-Committee examine in detail why the project groups and task groups established by the Executive Directorate failed to achieve their targeted savings”.

The Mayor agreed to accept the following further amendment, which was moved by Councillor M J Huscroft and seconded by Councillor D Ord:-

“Additional savings should be sought by investigating recharging for MPs’ queries; and introducing charges for non-residents and commercial users for waste disposal under the SITA contract”.

The Mayor agreed to accept the following further amendment which was moved by Councillor M J Huscroft and duly seconded:-

“The Overview and Scrutiny Committee be asked to investigate the Waste Management Contract with SITA and also the design and management performance of Central Support”.

The motion, as amended, on being put to the meeting, was approved.

C57/09/02 PERIODIC ELECTORAL REVIEW OF NORTH TYNESIDE

The Council received a report outlining draft proposals for changes to ward boundaries in North Tyneside to achieve 'effective and convenient local government, and equality of representation'. The proposals reflected changes to the draft officer proposals which had been agreed by the Cabinet at its meeting on 3 September 2002.

In response to Members' queries, the Head of Legal Services undertook to provide Members with a chronological account of the process undertaken in preparing the proposals detailed in the report. The Council was also informed that the Boundary Committee was not able to extend the consultation period for submitting proposals, but it would accept supplementary material from the Council in the event of the matter being further considered at the special Council meeting on 24 September 2002.

It was moved by the Mayor and seconded by Councillor Mrs L Arkley that:-

"The proposals for changes to ward boundaries in North Tyneside, as set out in the report of the Head of Council Business Management, be approved for submission to the Boundary Committee for England in advance of the 16 September deadline".

An amendment was moved by Councillor R Stringfellow and seconded by Councillor G W Brett as follows:-

"The Council's submission to the Boundary Committee for England in advance of the 16 September deadline informs the Boundary Committee that:-

- (i) there is all-party agreement to retaining 20 wards, with 3 Councillors per ward;
- (ii) the proposals submitted to Council, as amended by Cabinet on 3 September, will be considered at the special Council meeting on 24 September; and
- (iii) the decision of the Council will be forwarded to the Boundary Committee for England on 25 September".

The amendment, on being put to the meeting, was approved by 36 votes to 20 votes.

The motion, as amended, on being put to the meeting, was approved by 35 votes to 20 votes.

C58/09/02 APPLICATION FOR AN ORDER UNDER THE TRANSPORT AND WORKS ACT 1992 - NEW TYNE TUNNEL



A report was submitted which requested the Council's endorsement of the Tyne and Wear Passenger Transport Authority's application for an Order under the Transport and Works Act 1992 to seek authorisation to construct a new tunnel between East Howdon and Jarrow.

It was moved by Councillor E Hodson and duly seconded that:-

- (1) the Council considers that it is expedient to promote, through the Tyne and Wear Passenger Transport Authority, an Order authorising the construction of works being a road tunnel of part 'cut and cover' and part immersed tube construction, between Jarrow in the Metropolitan Borough of South Tyneside and East Howdon in the Metropolitan Borough of North Tyneside and other ancillary, incidental and consequential works being necessary or convenient; and
- (2) the Director of Environment, Housing and Regeneration, in consultation with the Head of Development, the Head of Legal Services and the Director of Finance (Section 151 Officer), take all necessary steps to carry the above resolution into effect, including affixing the Council seal to any necessary documents.

The motion, on being put to the meeting, was approved.

C59/09/02 EXCLUSION RESOLUTION

RESOLVED that under Section 100A(4) of the Local Government Act 1972 (as amended) the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 7 of Part 1 of Schedule 12A to the Act.

C60/09/02 MODERNISING HEALTH CENTRES AND CLINICS (Previous Minute C171/04/02)

(Note: Councillor Mrs L Arkley declared a personal interest in this item).

The Council received a report on the progress of the LIFT project to modernise health centres and clinics in Newcastle and North Tyneside, including an evaluation of legal and financial matters.

That evaluation had concluded that, at the present time, the Council should not formally participate in the LIFT Partnership; however, it would retain observer status in the project team developing and delivering the project to enable further legal and financial evaluation of the opportunities for the Council in the future.

It was moved by Councillor I Macaulay and seconded by the Mayor that:-

- “(1) the LIFT Project Group and the proposed LIFT Partnership be advised that the Council is not able to participate in that partnership at this point in time or until further evaluation and Council’s consideration of those evaluations is undertaken; and
- (2) Council representatives continue to be involved in the LIFT Project Group to assist with the evaluation of responses from interested potential partners whilst ensuring that those partners are aware that the Council cannot indicate what its involvement will be in the future.”

In the light of concerns expressed by Members about consultation arrangements on preferred locations for the facilities and implications for land use, the mover of the motion, with the consent of his seconder, agreed to accept the following amendment which was moved by Councillor R Stringfellow and seconded by Councillor J M Allan:-

“That a more detailed report which addresses the concerns raised at this meeting be submitted to the special meeting of the Council to be held on 24 September 2002”.

The Council agreed.

C61/09/02 COMMON SEAL

RESOLVED that the Common Seal of the Council be affixed to all deeds and documents required for carrying into effect the various decisions of the Council made since its last meeting.

**APPENDIX B LETTERS OF REPRESENTATION BY TYNE AND WEAR
SPECIALIST CONSERVATION TEAM, ENGLISH
HERITAGE AND BEAMISH MUSEUM
SUGGESTED LISTED BUILDING AND
ARCHAEOLOGICAL CONDITIONS**



ENGLISH HERITAGE
NORTH EAST REGION

*Please write to
applicants re last
paragraph.*

DEVELOPMENT SERVICES		
	01 AUG 2002	DIR.
CLIENT	CONSTRUCTION	ASSET MGT.
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FILE		
SEEN BY AS MARKED		

South Tyneside Metropolitan Borough Council
Development Services Department
Town Hall and Civic Offices
Westoe Road
South Shields
Tyne and Wear
NE33 2RL

Direct dial: 0191-269-1233
Your ref: ST/0633/02/LB
Our ref: HB/5102/728
Date: 30th July 2002

For the attention of Senior Assistant Director (Client)

Dear Sir or Madam

GASLIGHT PUBLIC HOUSE, COMMERCIAL ROAD, JARROW

Thank you for consulting us on this application.

My colleague David Lovie has replied to the question of demolition at an early enquiry stage in his reply to Reid Jubb Brown on 22 November 2002. ?

The public house is a grade II building that retains the memory of the old settlement that once thrived there. It is worthy of listing but has lost its historical context with the removal of so much that stood round it.

Planning Policy Guidance Note 15 accepts that, in 'very exceptional cases', demolition of a listed building may proceed if:

'the proposed works would bring substantial benefits for the community'
(para 3.19 [iii]).

Para 3.5 [iv] likewise that:

'the extent to which the proposed works would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area...'

is a relevant consideration in assessing listed building applications. The proposed new tunnel is acknowledged by many to be of such strategic importance to the transport infrastructure of Tyneside and likely to be a major contributor to the wider regeneration of the area that it would seem to us to meet that 'very exceptional case'. Alternative

options for the alignment of the route, that would cause far greater (more widespread) physical and social disruption, have been dismissed.

Accordingly English Heritage recognises the strong strategic case that could probably be made for demolition. The building must be the subject of full PPG16 recording, and the possibility of the building being taken by Beamish Museum, wholly or in part, for their site is worthy of serious consideration. Indeed the building has already been drawn to the attention of John Gall, Deputy Director and we would hope, assuming consent for demolition is forthcoming the applicants will pursue this option.

Yours sincerely



pp Martin Roberts
Historic Buildings Inspector

Cc Tim Sander, Friends of the Earth



South Tyneside Council

Neighbourhood Services

Mr Peter Crozier
Ove Arup & Partners Ltd
3rd Floor Haddon House
Fitzroy Street
London
W1T 4BQ

RECEIVED
22 AUG 2002

Date: 20th August 2002
Our Ref: LD/MW/ST/845/02
Your Ref:

Dear Mr Crozier

Resubmission of ST/0663/02/LB for Application for Listed Building Consent for Demolition of Gaslight Public House, Jarrow

I have received correspondence from English Heritage in respect of the above. The last paragraph reads as follows.

“Accordingly English Heritage recognises the strong strategic case that could probably be made for demolition. The building must be the subject of full PPG 16 recording, and the possibility of the building being taken by Beamish Museum, wholly or in part, for their site is worthy of serious consideration. Indeed the building has already been drawn to the attention of John Gall, Deputy Director and we would hope, assuming consent for demolition is forthcoming the applicants will pursue this option.”

In order to lend support to your application regarding the demolition of the premises, I should be grateful if you would seek the views of Beamish Museum. Their address is:

Beamish, The North of England Open Air Museum
Beamish
Co Durham
DH9 0RG

Tel 0191 3704000
Fax 0191 3704001

I look forward to hearing from you on this matter in due course.

Yours sincerely

PP Malcolm Watson
Senior Planner

AMANDA SKELTON
EXECUTIVE DIRECTOR

Cl:\L\pab342mw1.doc
Town Hall & Civic Offices, Westoe Road, South Shields, Tyne & Wear, NE33 2RL.
Telephone: 0191 424 7500 Fax: 0191 427 7171
E-mail: devserv@s-tyneside-mbc.gov.uk
Website: www.southtyneside.info



THE NORTH OF ENGLAND OPEN AIR MUSEUM

Mr I Bambrick
Ove Arup
Central Square
Forth Street
NEWCASTLE UPON TYNE
NE1 3PL

ARUP NEWCASTLE			
DATE	11 SEP 2002		
JOB No	57621-02	FILE No	26.15
PROJ ID	TH	PROGRAM	RT
ACTION RESPONSE	Noted		X
ACTION RESPONSE	AK		A
ACTION RESPONSE	HD	SEWT ELECTRONICALLY	A
ACTION RESPONSE	JS		
CCPY	WGE	PROJ ID	

Dear Mr Bambrick

Gas Light Public House

With reference to our meeting at the property on 6 September 2002. Many thanks for arranging full access to all areas of the building.

Beamish would not consider the pub suitable for a full deconstruction and re-build on our site due to the lack of original material features and fittings. We would however be interested in the stone, lintels and quoins which make up the main structure of the building for re-use as part of our period areas. If the quoins and lintels were carefully extracted the other materials could be transported by tipper wagon to our site.

There are a small number of material/external features which are probably worth removal prior to the demolition.

Engraved Glass Panels
Exterior Corbells

There is a small amount of cast iron replica bar furniture which we would find use for on our catering areas but this would need early removal before any vandals smash it!

We discussed what firms could assist with the work, the following are experienced in this field:

Ken Thomas – 01207 290475
Gordon O'Brien – 0191 5374332



The Mark of an Outstanding Museum

Beamish, County Durham DH9 0RG
Tel. 0191 370 4000 Fax. 0191 370 4001
Website www.beamish.org.uk Email museum@beamish.org.uk

European Museum of the Year British Museum of the Year
Beamish is a major development sponsored since 1970
by the Local Authorities of the North East of England.

As a listed building there will obviously be considerable planning discussion and if we can assist with these, please contact us at Beamish.

I look forward to hearing from you in due course on this matter.

Yours sincerely

A handwritten signature in black ink, appearing to read "John Gall", written in a cursive style.

John Gall
Head of Development/Deputy Director



John Miller, Head of Planning and Transportation
Enterprise, Environment & Culture Directorate
Civic Centre, Newcastle upon Tyne, NE1 8PH
Phone: (0191) 232 8520 Fax: (0191) 211 4998
E-Mail
www.newcastle.gov.uk

Our Reference:
Your Reference:

This matter is being dealt with by Jennifer Morrison Direct Line: (0191) 281 6117

18 July 2002

The Secretary of State for Transport
c/o TWA Processing Unit
Zone3/11
Dept of Transport Local Government and the Regions
Great Minster House
76 Marsham Street
London
SW1P 4DR

Dear Sir/Madam

NEW TYNE CROSSING - ARCHAEOLOGY

I am writing to confirm that we have received and read the Archaeology and Cultural Heritage section of the Environmental Statement for the New Tyne Crossing.

The Archaeological Assessment concludes that the construction of the new tunnel may affect structural remains associated with the Howdon shipbuilding yard, which dates from 1758. Traces of former quays, saltpans and river foreshore features may also be exposed by the work. Similar archaeological features may survive on the southern bank of the river at Jarrow, although due to nineteenth and twentieth century clearance and redevelopment, the northern bank is thought to have a greater archaeological potential than that in the south.

Whilst the potential archaeological features in this area are of interest, they are unlikely to warrant preservation in-site. The recommended mitigation strategy in the Environmental Statement would be an appropriate way of investigating the archaeology. The programme of works would consist of archaeological test pitting on either side of the river in advance of construction work, possibly followed by larger scale excavation if important remains are revealed. Archaeological monitoring of ground investigation works may also be required.

I am aware that a Code of Construction Practise for the carrying out of the works is being prepared on behalf of the Tyne and Wear PTA and that a proposed planning condition within the Order requires that all works will be carried out in accordance with this Code of Construction Practise. Provided that the recommended archaeological mitigation strategy is contained in this Code, we have no objections to the proposals.

Yours faithfully

Handwritten initials: JM

**Jennifer Morrison
Archaeology Officer
Tyne and Wear Specialist Conservation Team**

LW-jm(1)

*Newcastle
Gateshead
Buzzin*

Suggested Listed Building and Archaeological Conditions

These conditions are based on the conditions proposed by STMBC and the Archaeology Officer.

1. Prior to the demolition of the Gaslight Public House a recording of the building and its site shall be submitted to and approved by the Local Planning Authority. This shall be in accordance with a specification prepared by the County Archaeologist and agreed by English Heritage and the County Historic Buildings Officer. The recording will consist of a photographic record and scaled plans and elevations.

Reason: To ensure a record is made before the existing building is demolished.

2. Prior to the demolition of the Gaslight Public House, the possible removal and re-erection of the building, wholly or in part, to Beamish Museum, Stanley, Co. Durham or elsewhere shall be investigated with details supplied to the Local Planning Authority.

Reason: In order to investigate whether the building can be saved and re-erected in another location.

3. The land shall be reinstated to a condition that is satisfactory to the Local Planning Authority.

Reason: In the interests of amenity of the area.

4. No development shall take place until the applicant has secured a programme of archaeological work in accordance with a written scheme of investigation that has been approved by the Local Planning Authority.

Reason: The site is located within an area identified as being of potential archaeological importance. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded.

5. The developer shall afford access at all reasonable times to any archaeologist nominated by the Local Planning Authority and shall allow him/her to observe the excavations and record items of interest and finds.

Reason: The site is located within an area being identified as being of potential archaeological importance. The observation is required to ensure that any archaeological remains on the site can be recorded and, if necessary, emergency salvage undertaken.

**APPENDIX C EXTRACT FROM SOUTH TYNESIDE UDP OPEN SPACE
STANDARDS (MAY 2001)**

**After Appendix C heading page
Insert UDP Colour Cover
then after the 3 Double Sided
A4 Black and white pages
Fold and insert 6 A3 pages**

APPENDIX D

Public Recreational Open Space Provision in South Tyneside

Table 1: OPEN SPACE PROVISION AT WARD LEVEL IN 1994 - AS CITED IN UDP (TABLE 11.1)

WARD	WARD AREA (ha)	INFORMAL RECREATIONAL OPEN SPACE (ha)	INCIDENTAL OPEN SPACE (ha)	TOTAL PUBLIC OPEN SPACE (ha)	PROPORTION OF WARD AREA AS POS (%)	POPULATION (1991 Census unadjusted)	PUBLIC OPEN SPACE (ha per 1000 population)	COMPARISON WITH BOROUGH AVERAGE (3.78 ha per 1000)	COMPARISON WITH N.P.F.A. STANDARD (2.43 ha per 1000)
All Saints	130.02	9.23	0.24	9.47	7.3%	8,105	1.17	-2.61	-1.26
Beacon & Bents	198.79	26.98	0.00	26.98	13.6%	7,696	3.51	-0.27	+1.08
Bede	422.81	33.46	3.01	36.47	8.6%	7,986	4.57	+0.79	+2.14
Biddick Hall	140.03	8.81	3.49	12.30	8.8%	7,332	1.68	-2.10	-0.75
Boldon Colliery	587.20	22.71	0.86	23.57	4.0%	8,784	2.68	-1.09	+0.25
Cleadon & East Boldon	1,105.82	14.87	0.23	15.10	1.4%	8,724	1.73	-2.05	-0.70
Cleadon Park	150.93	18.21	0.23	18.44	12.2%	7,342	2.51	-1.27	+0.08
Fellgate & Hedworth	854.42	13.90	2.03	15.93	1.9%	9,133	1.74	-2.03	-0.69
Harton	117.25	5.43	0.00	5.43	4.6%	7,081	0.77	-3.01	-1.66
Hebburn Quay	276.84	43.14	0.00	43.14	15.6%	7,240	5.96	+2.18	+3.53
Hebburn South	228.57	52.19	1.64	53.83	23.6%	6,009	8.96	+5.18	+6.53
Horsley Hill	247.26	65.11	1.93	67.04	27.1%	8,137	8.24	+4.46	+5.81
Monkton	178.92	44.31	0.00	44.31	24.8%	8,276	5.35	+1.58	+2.92
Primrose	245.04	52.63	0.00	52.63	21.5%	8,864	5.94	+2.16	+3.51
Rekendyke	203.17	3.74	1.82	5.56	2.7%	7,230	0.77	-3.01	-1.66
Tyne Dock & Simonside	217.49	0.00	0.97	0.97	0.4%	6,401	0.15	-3.63	-2.28
Westoe	176.50	8.87	0.00	8.87	5.0%	7,736	1.15	-2.63	-1.28
West Park	159.84	23.42	0.00	23.42	14.7%	7,495	3.12	-0.65	+0.69
Whitburn & Marsden	617.73	65.51	3.20	68.71	11.1%	7,373	9.32	+5.54	+6.89
Whiteleas	196.19	47.92	0.33	48.25	24.6%	7,753	6.22	+2.45	+3.79
Borough Total	6,454.82	560.44	19.98	580.42	9.0%	154,697	3.75	0.00	+1.32
Ward Average	322.74	28.02	1.00	29.02	11.7%	7,735	3.78	0.00	+1.35

APPENDIX D

Public Recreational Open Space Provision in South Tyneside

Table 2: STATUS AS AT 1991 CENSUS 'BOOSTED' POPULATION LEVELS

WARD	POPULATION (1991 Census 'boosted')	PUBLIC OPEN SPACE (ha per 1000 population)	COMPARISON WITH UDP FIGURE (ha per 1,000)	COMPARISON WITH UDP STANDARD (3.78 ha per 1000)	COMPARISON WITH N.P.F.A. STANDARD (2.43 ha per 1000)
All Saints	8,400	1.13	-0.04	-2.65	-1.30
Beacon & Bents	7,760	3.48	-0.03	-0.30	+1.05
Bede	8,260	4.42	-0.15	+0.64	+1.99
Biddick Hall	7,430	1.66	-0.02	-2.12	-0.77
Boldon Colliery	8,910	2.65	-0.04	-1.13	+0.22
Boldon & East Boldon	8,950	1.69	-0.04	-2.09	-0.74
Cleadon Park	7,440	2.48	-0.03	-1.30	+0.05
Fellgate & Hedworth	9,110	1.75	0.00	-2.03	-0.68
Harton	7,050	0.77	0.00	-3.01	-1.66
Hebburn Quay	7,360	5.86	-0.10	+2.08	+3.43
Hebburn South	6,190	8.70	-0.26	+4.92	+6.27
Horsley Hill	8,210	8.17	-0.07	+4.39	+5.74
Monkton	8,410	5.27	-0.09	+1.49	+2.84
Primrose	8,960	5.87	-0.06	+2.10	+3.44
Rekedyke	7,440	0.75	-0.02	-3.03	-1.68
Tyne Dock & Simonside	6,440	0.15	0.00	-3.63	-2.28
Westoe	7,910	1.12	-0.03	-2.66	-1.31
West Park	7,520	3.11	-0.01	-0.66	+0.68
Whitburn & Marsden	7,600	9.04	-0.28	+5.26	+6.61
Whiteleas	7,860	6.14	-0.08	+2.36	+3.71
Borough Total	157,210	3.69	-0.06	-0.06	+1.26
Ward Average	7,861	3.71	-0.07	-0.07	+1.28

APPENDIX D

Public Recreational Open Space Provision in South Tyneside

Table 3: STATUS AS AT 1994 POPULATION LEVELS

WARD	POPULATION (mid -1994 estimate)	PUBLIC OPEN SPACE (ha per 1000 population)	COMPARISON WITH UDP FIGURE (ha per 1,000)	COMPARISON WITH UDP STANDARD (3.78 ha per 1000)	COMPARISON WITH 1991 'BOOSTED' POPULATION FIGURE	COMPARISON WITH 1991 'BOOSTED' POPULATION 'STANDARD'	COMPARISON WITH N.P.F.A. STANDARD (2.43 ha per 1000)
All Saints	8,070	1.17	+0.01	-2.60	+0.05	-2.52	-1.26
Beacon & Bents	7,880	3.42	-0.08	-0.35	-0.05	-0.27	+0.99
Bede	7,880	4.63	+0.06	+0.85	+0.21	+0.94	+2.20
Biddick Hall	7,140	1.72	+0.05	-2.05	+0.07	-1.97	-0.71
Boldon Colliery	9,150	2.58	-0.11	-1.20	-0.07	-1.12	+0.15
Cleadon & East Boldon	9,420	1.60	-0.13	-2.17	-0.08	-2.09	-0.83
Cleadon Park	7,560	2.44	-0.07	-1.34	-0.04	-1.25	+0.01
Fellgate & Hedworth	9,090	1.75	+0.01	-2.02	0.00	-1.94	-0.68
Harton	7,010	0.77	+0.01	-3.00	0.00	-2.92	-1.66
Hebburn Quay	7,530	5.73	-0.23	+1.95	-0.13	+2.04	+3.30
Hebburn South	6,210	8.67	-0.29	+4.89	-0.03	+4.98	+6.24
Horsley Hill	8,060	8.32	+0.08	+4.54	+0.15	+4.63	+5.89
Monkton	8,670	5.11	-0.24	+1.33	-0.16	+1.42	+2.68
Primrose	8,780	5.99	+0.06	+2.22	+0.12	+2.30	+3.56
Rekedyke	7,170	0.78	+0.01	-3.00	+0.03	-2.92	-1.65
Tyne Dock & Simonside	6,230	0.16	0.00	-3.62	+0.01	-3.54	-2.27
Westoe	8,290	1.07	-0.08	-2.71	-0.05	-2.62	-1.36
West Park	7,380	3.17	+0.05	-0.60	+0.06	-0.52	+0.74
Whitburn & Marsden	7,480	9.19	-0.13	+5.41	+0.15	+5.49	+6.76
Whiteleas	7,690	6.27	+0.05	+2.50	+0.14	+2.58	+3.84
Borough Total	156,690	3.70	-0.05	-0.05	+0.01	+0.01	+1.27
Ward Average	7,835	3.73	-0.05	-0.05	+0.02	+0.04	+1.30

APPENDIX D

Public Recreational Open Space Provision in South Tyneside

Table 4: STATUS AS AT 1996 POPULATION LEVELS

WARD	POPULATION (mid-1996 estimate)	PUBLIC OPEN SPACE (ha per 1000 population)	COMPARISON WITH UDP FIGURE (ha per 1,000)	COMPARISON WITH UDP STANDARD (3.78 ha per 1000)	COMPARISON WITH 1991 'BOOSTED' POPULATION FIGURE	COMPARISON WITH 1991 'BOOSTED' POPULATION 'STANDARD'	COMPARISON WITH N.P.F.A. STANDARD (2.43 ha per 1000)
All Saints	7,800	1.21	+0.05	-2.56	+0.09	-2.48	-1.22
Beacon & Bents	7,690	3.51	0.00	-0.27	+0.03	-0.18	+1.08
Bede	7,720	4.72	+0.16	+0.95	+0.31	+1.03	+2.29
Biddick Hall	7,060	1.74	+0.06	-2.03	+0.09	-1.95	-0.69
Boldon Colliery	9,210	2.56	-0.12	-1.22	-0.09	-1.13	+0.13
Cleaton & East Boldon	9,510	1.59	-0.14	-2.19	-0.10	-2.10	-0.84
Cleaton Park	7,680	2.40	-0.11	-1.38	-0.08	-1.29	-0.03
Fellgate & Hedworth	9,230	1.73	-0.02	-2.05	-0.02	-1.97	-0.70
Harton	7,100	0.76	0.00	-3.01	-0.01	-2.93	-1.67
Hebburn Quay	7,640	5.65	-0.31	+1.87	-0.21	+1.95	+3.22
Hebburn South	6,140	8.77	-0.19	+4.99	+0.07	+5.08	+6.34
Horsley Hill	8,050	8.33	+0.09	+4.55	+0.16	+4.64	+5.90
Monkton	8,660	5.12	-0.24	+1.34	-0.15	+1.42	+2.69
Primrose	8,630	6.10	+0.16	+2.32	+0.22	+2.41	+3.67
Rekentyke	7,100	0.78	+0.01	-2.99	+0.04	-2.91	-1.65
Tyne Dock & Simonside	6,190	0.16	+0.01	-3.62	+0.01	-3.54	-2.27
Westoe	8,090	1.10	-0.05	-2.68	-0.02	-2.60	-1.33
West Park	7,310	3.20	+0.08	-0.57	+0.09	-0.49	+0.77
Whitburn & Marsden	7,530	9.12	-0.19	+5.35	+0.08	+5.43	+6.69
Whiteleas	7,730	6.24	+0.02	+2.47	+0.10	+2.55	+3.81
Borough Total	156,070	3.72	-0.03	-0.03	+0.03	+0.03	+1.29
Ward Average	7,804	3.74	-0.04	-0.04	+0.03	+0.05	+1.31

APPENDIX D

Public Recreational Open Space Provision in South Tyneside

Table 5: STATUS AS AT 1997 POPULATION LEVELS

WARD	POPULATION (mid -1997 estimate)	PUBLIC OPEN SPACE (ha per 1000 population)	COMPARISON WITH UDP FIGURE (ha per 1,000)	COMPARISON WITH UDP STANDARD (3.78 ha per 1000)	COMPARISON WITH 1991 'BOOSTED' POPULATION FIGURE	COMPARISON WITH 1991 'BOOSTED' POPULATION 'STANDARD'	COMPARISON WITH N.P.F.A. STANDARD (2.43 ha per 1000)
All Saints	7,790	1.22	+0.05	-2.56	+0.09	-2.48	-1.21
Beacon & Bents	7,690	3.51	0.00	-0.27	+0.03	-0.18	+1.08
Bede	7,560	4.82	+0.26	+1.05	+0.41	+1.13	+2.39
Biddick Hall	7,030	1.75	+0.07	-2.03	+0.09	-1.94	-0.68
Boldon Colliery	9,170	2.57	-0.11	-1.21	-0.08	-1.12	+0.14
Boldon & East Boldon	9,470	1.59	-0.14	-2.18	-0.09	-2.10	-0.84
Cleadon Park	7,800	2.36	-0.15	-1.41	-0.11	-1.33	-0.07
Fellgate & Hedworth	9,180	1.74	-0.01	-2.04	-0.01	-1.96	-0.69
Harton	7,020	0.77	+0.01	-3.00	0.00	-2.92	-1.66
Hebburn Quay	7,820	5.52	-0.44	+1.74	-0.34	+1.82	+3.09
Hebburn South	6,080	8.85	-0.10	+5.08	+0.16	+5.16	+6.42
Horsley Hill	7,920	8.46	+0.23	+4.69	+0.30	+4.77	+6.03
Monkton	8,600	5.15	-0.20	+1.38	-0.12	+1.46	+2.72
Primrose	8,630	6.10	+0.16	+2.32	+0.22	+2.41	+3.67
Rekedyke	7,110	0.78	+0.01	-2.99	+0.03	-2.91	-1.65
Tyne Dock & Simonside	6,110	0.16	+0.01	-3.62	+0.01	-3.53	-2.27
Westoe	8,060	1.10	-0.05	-2.68	-0.02	-2.59	-1.33
West Park	7,250	3.23	+0.11	-0.55	+0.12	-0.46	+0.80
Whitburn & Marsden	7,420	9.26	-0.06	+5.48	+0.22	+5.57	+6.83
Whiteleas	7,690	6.27	+0.05	+2.50	+0.14	+2.58	+3.84
Borough Total	155,400	3.74	-0.02	-0.02	+0.04	+0.04	+1.31
Ward Average	7,770	3.76	-0.02	-0.02	+0.05	+0.07	+1.33

Table 6: STATUS AS AT 1998 POPULATION LEVELS

WARD	POPULATION (mid -1998 estimate)	PUBLIC OPEN SPACE (ha per 1000 population)	COMPARISON WITH UDP FIGURE (ha per 1,000)	COMPARISON WITH UDP STANDARD (3.78 ha per 1000)	COMPARISON WITH 1991 'BOOSTED' POPULATION FIGURE	COMPARISON WITH 1991 'BOOSTED' POPULATION 'STANDARD'	COMPARISON WITH N.P.F.A. STANDARD (2.43 ha per 1000)
All Saints	7,780	1.22	+0.05	-2.56	+0.09	-2.47	-1.21
Beacon & Bents	7,630	3.54	+0.03	-0.24	+0.06	-0.16	+1.11
Bede	7,420	4.92	+0.35	+1.14	+0.50	+1.22	+2.49
Biddick Hall	6,960	1.77	+0.09	-2.01	+0.11	-1.92	-0.66
Boldon Colliery	9,110	2.59	-0.10	-1.19	-0.06	-1.10	+0.16
Cleaton & East Boldon	9,450	1.60	-0.13	-2.18	-0.09	-2.09	-0.83
Cleaton Park	7,810	2.36	-0.15	-1.42	-0.12	-1.33	-0.07
Fellgate & Hedworth	9,060	1.76	+0.01	-2.02	+0.01	-1.93	-0.67
Harton	6,990	0.78	+0.01	-3.00	+0.01	-2.92	-1.65
Hebburn Quay	7,760	5.56	-0.40	+1.78	-0.30	+1.87	+3.13
Hebburn South	6,060	8.88	-0.08	+5.11	+0.19	+5.19	+6.45
Horsley Hill	7,920	8.46	+0.23	+4.69	+0.30	+4.77	+6.03
Monkton	8,530	5.19	-0.16	+1.42	-0.07	+1.50	+2.76
Primrose	8,590	6.13	+0.19	+2.35	+0.25	+2.43	+3.70
Rekendyke	7,180	0.77	+0.01	-3.00	+0.03	-2.92	-1.66
Tyne Dock & Simonside	6,100	0.16	+0.01	-3.62	+0.01	-3.53	-2.27
Westoe	8,020	1.11	-0.04	-2.67	-0.02	-2.59	-1.32
West Park	7,200	3.25	+0.13	-0.52	+0.14	-0.44	+0.82
Whitburn & Marsden	7,360	9.34	+0.02	+5.56	+0.29	+5.64	+6.91
Whiteleas	7,640	6.32	+0.09	+2.54	+0.18	+2.62	+3.89
Borough Total	154,570	3.76	0.00	0.00	+0.06	+0.06	+1.33
Ward Average	7,729	3.78	+0.01	+0.01	+0.08	+0.09	+1.35

**APPENDIX D FIGURE 1 CURRENT AND PROPOSED OPEN SPACE
PROVISION**

**After Appendix D Heading
sheet, Insert 3 colour A4
sheets 106,107 and 108**

APPENDIX E SUMMARY OF RESPONSES TO OBJECTORS

OBJ2, Jeffrey Connor, 16 Stirling Avenue

Issue: Open Space	Description : Loss of Jarrow Riverside Park	Response: There is a temporary loss of open space during construction. It not proposed to close Jarrow Riverside Park A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003. This Brief proposes that the Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use.
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OBJ3 Gillian Storey, 9 Seine Court

Issue: Open Space	Description : Loss of open space	Response: The amenity open space referred to is not Green Belt, and is not included within the Council's own Open Space standards as it is below the size threshold. The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk by the removal of the small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance at Stothard Street.
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OBJ10 L Perks, 49 Craggside, Whitley Bay, Tyne & Wear, NE26 3EE

Issue: Policy	Description : The scheme is likely to deter pedestrians and cyclists which is contrary to PPG13.	Response: As detailed at paragraph of my proof of evidence the proposal is not contrary to PPG13. Additionally, as described by other witnesses the proposal will allow for the ongoing operation and maintenance of the pedestrian and cycle tunnels.
Open Space	Loss of open space	The amenity open space referred to is not Green Belt, and is not included within the Council's own Open Space standards as it is below the size threshold. The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside

	0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk by the removal of the small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance at Stothard Street.
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OBJ13 North Tyneside Cycling Club

Issue:	Description :	Response:
Open Space	Detrimental impact on park – ‘split into two green ribbons’	The TWPTA’s proposal for the New Tyne Crossing does not include any proposals for additional roads in the area described by the objector. Given the proposal does not include any works in the Hebburn Riverside Park it will not result in a detrimental impact on the park. Additionally the proposal will not result in any loss of open space in Hebburn.
Open Space	Loss of play space for children at Hebburn	

OBJ20 Anne Bromley, 13 Normanton Terrace

Issue:	Description :	Response:
Community Severance	Community will be split	Links will be maintained throughout the works, as detailed by Mr Thurlow. Links to open spaces will be maintained and improved as part of the development and the draft development brief prepared by STMBC also identifies opportunities for further enhancement of the area affected by the New Tyne Crossing post completion.

OBJ21 Celeste Hicks, 2 Carlton Terrace

Issue:	Description :	Response:
	Out of town retail is likely to result	Other planning policies exist in the STUDP and Regional Planning Guidance to guide and control this form of development. Any such proposal would be subject to the normal planning and control procedures and in any event is not proposed as a part of the New Tyne Crossing scheme. The TWPTA’s proposal for the New Tyne Crossing does not include any proposals for additional roads in the area described by the objector. Given the proposal does not include any works in the Hebburn Riverside Park it will not result in a detrimental impact on the park. Additionally the proposal will not result in any loss of open space in Hebburn.
Open Space	The Hebburn to Pelaw Park will be threatened	

OBJ37 Joanne Kirby 41 Epinay Walk

Issue:	Description :	Response:
Open Space	Loss of Epinay Walk open space and detrimental impact of Jarrow junction proposal – wall will be 5m from house	<p>The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces.</p> <p>Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features.</p> <p>In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p> <p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St

	<p>Bede's School than that which they currently enjoy off Harold Street.</p> <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>	
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OBJ58 Linda Lambert, 44 Epinay Walk NE 32 3BL

<p>Issue: Open Space</p>	<p>Description : Loss of Epinay Walk open space and detrimental impact of Jarrow junction proposal – wall will be 5m from house</p>	<p>Response: The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces.</p> <p>Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features.</p> <p>In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p> <p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use.
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	<ul style="list-style-type: none"> • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street. <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>	
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OBJ85 E Maguire, 42 Epinay Walk

Issue:	Description :	Response:
Open Space	Loss of Epinay Walk open space and detrimental impact of Jarrow junction proposal – wall will be 5m from house	<p>The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces.</p> <p>Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features.</p> <p>In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to</p>

<p>prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p> <p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street. <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>	
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OBJ87 John Strong, 43 Auburn Gardens – non-statutory

Issue:	Description :	Response:
Environmental Policy	Contrary to environmental policies	The site of the proposed NTC is not subject to any specific environmental designations. There is however a number of identified environmentally sensitive sites in close proximity. The scheme has been designed to mitigate the adverse affects of the proposal, by the measures described more fully in the Environmental Statement submitted with the application. This is in accordance with STUDP, NTUDP and PPG9 and should therefore be considered acceptable, subject to the implementation of appropriate conditions and obligations to ensure that full mitigation is provided.
Open Space	Resultant loss of the Hebburn to Pelaw Park	The TWPTA's proposal for the New Tyne Crossing does not include any proposals for additional roads in the area described by the objector. Given the proposal does not include any works in the Hebburn Riverside Park it will not result in a detrimental impact on the park. Additionally the proposal will not result in any loss of open space in Hebburn.

OBJ95 John Richardson, 43 Epinay Walk - Statutory

Issue:	Description :	Response:
Open Space	Loss of Epinay Walk open space and detrimental impact of Jarrow junction proposal – wall will be 5m from house	<p>The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces.</p> <p>Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features.</p> <p>In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p> <p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels

		<p>close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street.</p> <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>
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OBJ97 Living Streets – The Pedestrians Association

<p>Issue: Social Exclusion</p>	<p>Description : Will result in further exclusion in Jarrow and East Howdon</p>	<p>Response: The Scheme has been designed to minimise severance/exclusion and any temporary loss will be reinstated following completion of the scheme. This will also result in a net increase in accessible open space for local residents.</p>
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OBJ100 William Wilson, 45 Epinay Walk, NE32 3BL

<p>Issue: Open Space</p>	<p>Description : Loss of Epinay Walk open space and detrimental impact of Jarrow junction proposal – wall will be 5m from house</p>	<p>Response: The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces.</p> <p>Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features.</p> <p>In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p>
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<p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p> <p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street. <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>	
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OBJ103, John Broderick, 8 Beechwood, High Span, Rowlands Gill

<p>Issue:</p>	<p>Description : A new feeder route through the Heburn Pelaw Park will be needed</p>
<p>Response:</p>	<p>The TWPTA's proposal for the New Tyne Crossing does not include any proposals for additional roads in the area described by the objector. Given the proposal does not include any works in the Heburn Riverside Park it will not result in a detrimental impact on the park. Additionally the proposal will not result in any loss of open space in Hebburn. The consideration of any enhanced cycle provision on this route is outside the scope of the NTC proposal and should be considered against the Council's local transport aspirations and promoted through the statutory Local</p>

	Transport Plan.
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OBJ116 Tynebikes

Issue: Policy	Description : Draft RTS should be given limited weight A new feeder route through the Heburn Pelaw Park will be needed	Response: The RTS has been subject to public consultation and although it is an emerging document that will inform the RPG it is a material consideration in the consideration of this proposal. The TWPTA's proposal for the New Tyne Crossing does not include any proposals for additional roads in the area described by the objector. Given the proposal does not include any works in the Hebburn Riverside Park it will not result in a detrimental impact on the park. Additionally the proposal will not result in any loss of open space in Hebburn. The consideration of any enhanced cycle provision on this route is outside the scope of the NTC proposal and should be considered against the Council's local transport aspirations and promoted through the statutory Local Transport Plan.
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OBJ168 Keith Brittan, 36 Epinay Walk (supplemental to standard objection letter) - statutory

Issue: Open Space	Description : Loss of open space at Epinay Walk	Response: The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces. Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features. In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields. A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is
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	<p>being ratified by the Council in February 2003.</p> <p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarroo St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street. <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space.</p> <p>Construction of the Jarroo Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>
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OBJ206 B Paget, 18 West Avenue, South Shields, NE34 6QU

<p>Issue: Environment</p>	<p>Description : Project is likely to cause severe environmental and social degradation</p>	<p>Response: The site of the proposed NTC is not subject to any specific environmental designations. There is however a number of identified environmentally sensitive sites in close proximity. The scheme has been designed to mitigate the adverse affects of the proposal, by the measures described more fully in the Environmental Statement submitted with the application. This is in accordance with STUDP, NTUDP and PPG9 and should therefore be considered acceptable, subject to the implementation of appropriate conditions and obligations to ensure that full mitigation is provided</p>
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OBJ315 E Winch, 81North Drive, Hebburn, Tyne & Wear, NE31 1EW

<p>Issue: Open Space</p>	<p>Description : Loss of open space</p>	<p>Response: The amenity open space referred to is not Green Belt, and is not included within the Council's own Open Space standards as it is below the size threshold. The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk by the removal of the small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance at Stothard Street.</p>
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OBJ185/OBJ348 Teeside Green Party

<p>Issue: Amenity</p>	<p>Description : Reduction in amenity as loss of open space</p>	<p>Response: A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003. This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street. <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside</p>
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<p>0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area.</p>	
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OBJ358 John d'Egville Turvey, 13 Beckenham Avenue – Non-statutory

Issue:	Description :	Response:
Traffic	Will result in calls for more roads – e.g. the Hebburn – Pelaw Riverside Park route	The TWPTA's proposal for the New Tyne Crossing does not include any proposals for additional roads in the area described by the objector. Given the proposal does not include any works in the Hebburn Riverside Park it will not result in a detrimental impact on the park. Additionally the proposal will not result in any loss of open space in Hebburn.
Social Exclusion	Will result in further exclusion in Jarrow and East Howdon	The Scheme has been designed to minimise severance/exclusion and any temporary loss will be reinstated following completion of the scheme. This will also result in a net increase in accessible open space for local residents.

OBJ382 TYNE CROSSINGS ALLIANCE

Issue:	Description :	Response:
Policy	Supporting evidence is out of touch with government policy and is inconsistent – started when supremacy of car was not challenged.	The NTC will reduce congestion which will result in consequential benefits for the wider transport network; provide opportunities for enhancement of public transport services which would not otherwise arise; and develop the existing road system to enhance access to the A19 corridor. Given the proposal is identified in the STUDP, NTUDP and LTP it is entirely consistent with the principles of PPG1 and PPG12. In addition, given that it creates the circumstances in which sustainable transport can be enhanced it is I consider that the transport planning elements of the proposal are consistent with Government Policy. This is also addressed by Mr Simpson in his proof of evidence.
Amenity	Reduction in amenity as loss of open space	A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003. This Brief proposes a number of positive benefits including :- <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage

	<p>greater use.</p> <ul style="list-style-type: none"> Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street. <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area.</p>
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Memo 3 – Environmental Statement Non Technical Summary

Issue:	Description :	Response:
Property	<p>c) retain and develop waterside industrial sites</p> <p>d) Jobs to people not people to jobs</p>	<p>The NTC will improve access generally and will have the potential to act as the catalyst for regeneration. RPG supports regeneration of these sites (3.3.7) and the concentration of resources in such areas. Land should only be provided for development where it meets identified and justified needs and development should make a positive contribution to the area. Sites adjacent to deep-water passages are identified as unique assets that should be protected where they have the potential for port related purposes (4.1.28). Development plans should safeguard adjacent development sites for industrial uses that will benefit from the unique facilities. Mr Thurlow's evidence identifies those elements of the proposal that will enhance access to these areas. Regional and local planning policies support growth and regeneration. However guidance also requires that this growth should be sustainable, as should any investment in the transport infrastructure. The evidence indicates that economic growth will be heavily influenced by provision of sufficient capacity in the local road network. On balance, if new development is to be attracted to North and South Tyneside, it will be necessary to provide the right circumstances to attract and even more importantly to retain that investment, and the NTC is part of this effort.</p>
	<p>e) Road to serve out of town development</p>	<p>This is not the purpose of NTC (see above). Other guidance is in place to restrict further out of town development. PPG6 and NTUDPC and STUDP policy requires a sequential approach to development and as such there is unlikely to be an expansion of these areas.</p>

Memo 4 – Environmental Statement

<p>Issue:</p>	<p>Description : Should economic growth be transport led? - Jobs to people not people to jobs</p>	<p>Response: See response to Memo 3 above</p> <p>The NTC will assist the local authorities of North and South Tyneside in meeting their objectives of economic regeneration by providing improved accessibility to the area thus enhancing the attractiveness of local employment sites and building an image of connectivity and growth. Mr Tunnell has provided additional detail on economic development in his evidence. What is clear from his evidence and that of Mr Henderson is that more development along the A19 is needed to meet the requirements of the local labour market. Without intervention at the Tyne Tunnel congestion will be compounded, which will further constrain growth contrary to the aims of the RES, RPG and relevant UDP policies.</p> <p>By increasing access to sites along the A19, Tyne and Wear will have a better chance for getting business to locate in the area or even to retain local businesses looking to expand operations.</p> <p>Regeneration in the area is based on employment generation and transport is a key part of attracting and retaining business. Thus, the scheme is more employment led or focused and improving transport is part of the general efforts to regenerate parts of Tyne and Wear.</p> <p>Regeneration strategy is a planning matter – the NTC will facilitate the planning strategy.</p>
<p>Planning</p>	<p>Wants different strategy - riverside employment and further studies into alternative modes and job creation</p>	<p>There have been recent transport studies for Tyne and Wear (TAMMS). Both ONE NorthEast and North and South Tyneside authorities have drafted economic plans involving riverside development and job creation. The national government has designated Enterprise Zones along the Tyne River to attract businesses to the area. There are regeneration efforts at many levels focusing on increasing job growth with a preference to locate employment sites on existing brownfield land. Volkswagon's decision to locate its terminal on the north side of the river is more support to growth forecasts identifying North Tyneside as the most likely area for increased development.</p>
<p>Planning</p>	<p>Unsustainable development</p>	<p>The New Tyne Crossing is only one of a number of measures included in the transport strategy for Tyneside recommended by the Tyneside Area Multi Modal Study (TAMMS). This study which adopted a balanced approach to addressing the transport needs of the area, also included in its recommendations some £650m investment in rail improvements and a new tram system linked to the existing metro; cross river tolling; traffic managed and parking measures as well as improvements to the A1 and A19 and supported initiatives focussed on changing travel behaviour, on the promotion of cycling and pedestrian facilities and on the implementation of sustainable land use policies. The proposed scheme is therefore an integral element of a truly multi-modal and sustainable transport strategy.</p> <p>In line with PPG3 the construction of the tunnel will reduce the vehicle kilometres travelled by car by removing the need for traffic to travel longer distances to avoid traffic congestion of the existing tunnel.</p> <p>Without the scheme the serious traffic congestion which exists at present will significantly worsen. This will also impact on the existing bus services using the tunnel and would almost certainly have a detrimental effect</p>

	<p>on any plans to extend the Stephenson Jobs Link bus service south of the river.</p> <p>The proposal will not affect riparian sites, with the possible exception of the Howdon Yard. New development along the river will be assessed against relevant local and regional planning policy, set out in the relevant development plan and Regional Planning Guidance</p>	
<p>Planning</p>	<p>The scheme would reduce the number of vehicle kilometres travelled since, as a consequence of reducing traffic congestion at the tunnel, traffic would not be diverted longer distances to avoid it. In this respect the scheme is in accordance with PPG1.</p>	
<p>Policy</p>	<p>Incorrect, the scheme is in accordance with TAMMS and the LTP and therefore PPG12.</p> <p>The NTC will reduce congestion which will result in consequential benefits for the wider transport network; provide opportunities for enhancement of public transport services which would not otherwise arise; and develop the existing road system to enhance access to the A19 corridor. Given the proposal is identified in the STUDP, NTUDP and LTP it is entirely consistent with the principles of PPG1 and PPG12. In addition, given that it creates the circumstances in which sustainable transport can be enhanced it is considered that the transport planning elements of the proposal are acceptable.</p>	
<p>Policy</p>	<p>The New Tyne Crossing is only one of a number of measures included in the transport strategy for Tyneside recommended by the Tyneside Area Multi Modal Study (TAMMS). This study which adopted a balanced approach to addressing the transport needs of the area, also included in its recommendations some £650m investment in rail improvements and a new tram system linked to the existing metro; cross river tolling; traffic management and parking resources as well as improvements to the A1 and A19 and supported initiatives focussed on changing travel behaviour, and the promotion of cycling and pedestrian facilities and on the implementation of sustainable land use policies. The proposed scheme is therefore an integral element of a truly multi-modal and sustainable transport strategy.</p>	
<p>Policy</p>	<p>In line with PPG13 the construction of the tunnel will reduce the vehicle kilometres travelled by car by removing the need for traffic to travel longer distances to avoid traffic congestion at the existing tunnel. This issue is addressed in further detail by Mr Henderson.</p> <p>PPG24 recognises that it may be difficult to reconcile opponents conflicting land users from the point of view of noise, but states that, where possible, noise generating development should be separated from noise sensitive land users. It states that development plans provide the framework within which the issues can be weighed, and that where it is not possible to separate such land users planning authorities should consider whether it is practicable to control noise levels by planning conditions or obligations.</p> <p>In considering the control of noisy development PPG24 states that the planning system should not place unjustifiable obstacles in the way of construction of essential infrastructure but must ensure that such development does not create an unacceptable degree of disturbance. It is recommended that suitable conditions be used to address the possibility of intensification or change of use.</p>	<p>Whilst there will be an increase in noise in some locations during the construction of the New Tyne Crossing all reasonable efforts have been taken to ensure that the impact is minimised. In relation to operational noise it has been demonstrated that there will not be an increase in current noise levels, due to appropriate mitigation being provided through the tunnel design process to minimise the impact. Accordingly, the proposal is in</p>

Policy	2.3.2 RPG – contrary to Improvements can be addressed by other schemes which will enhance existing services	accordance with government guidance and development plan policy in relation to noise The planning policies of the RPG support growth and regeneration. However guidance also requires that this growth should be sustainable, as should any investment in the transport infrastructure. The evidence indicates that economic growth will be heavily influenced by provision of sufficient capacity in the local road network. On balance, if new development is to be attracted to North and South Tyneside, it will be necessary to provide the right circumstances to attract and even more importantly to retain that investment, and the NTC is part of this effort.
Policy	2.3.2.2 RES – disagree with RES strategy and aims	The objector may well disagree with the strategy and aims of the RES, however, these issues should be raised with One NorthEast which has produced the document.
Environmental	4.8.6 - <i>Environmental Interests</i> impact on Hebburn to Pelaw Riverside Park	The TWPTA's proposal for the New Tyne Crossing does not include any proposals for additional roads in the area described by the objector. Given the proposal does not include any works in the Hebburn Riverside Park it will not result in a detrimental impact on the park. Additionally the proposal will not result in any loss of open space in Hebburn.
	8 Visual Impact (as well as general environmental)	A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003. This Brief proposes that the Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use.

OBJ390 Alan Careless, 38 Epinay Walk, NE32 3BL

Issue: Open Space	Description : Open space will be lost in an area where there are limited areas for children to play at Epinay Walk	Response: The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces. Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features.
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<p>In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p>	<p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street. <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>

OBJ396 NECTAR

Issue: Amenity	Description : (8) Proposal will result in blight for a wide area	Response: There will be temporary reduction in amenity whilst the scheme is being constructed. The proposals include measures for reinstatement of the affected areas and arguably the reinstatement will result in improvements to the local area and a net increase in public open space.
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OBJ397 Jarrow Residents Action Group

Issue: Open Space	Description : Open space will be lost in an area where there are limited areas for children to play at Epinay Walk	<p>Response: The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces.</p> <p>Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features.</p> <p>In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p> <p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space
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<ul style="list-style-type: none"> The removal of the redundant Jarrold St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street. 		
<p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrold Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>		

OBJ414 James D Curry, 75 Crowhall Towers

<p>Issue: Community Severance</p>	<p>Description : Negative impact on the local communities</p>	<p>Response: There will be temporary disruption to the local communities during the construction period but efforts will be made to minimise the impact of the proposals and following the completion of the NTC the area will be reinstated, probably to a higher quality than the existing resulting in net benefits for the local community</p>

OBJ418 Mrs M Milburn, 57 Beaconside

<p>Issue:</p>	<p>Description : Negative impact on local residents Contrary to policy Loss of pedestrian and vehicular access to Epinay Walk</p>	<p>Response: There will be temporary disruption to the local communities during the construction period but efforts will be made to minimise the impact of the proposals and following the completion of the NTC the area will be reinstated, probably to a higher quality than the existing resulting in net benefits for the local community It is considered that the proposal is consistent with national, regional and local planning policy. Access to Epinay Walk will be retained.</p>

OBJ420 Allison Scott, 5 Debussy Court

Issue:	Description :	Response:
Green space	Loss of open space (adj. To Epinay Walk)	<p>The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces.</p> <p>Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features.</p> <p>In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p> <p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street.

<p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>	
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OBJ429 CPRE

<p>Issue: Planning/ Economic Effect</p>	<p>Description : The North Tyneside sites are greenfield and should not be developed – against Gvt. policy</p>	<p>Response: The sites identified in North Tyneside are predominantly reclaimed land and have been tested through a proper planning process. Sequential test states that brownfield sites should be developed first then peripheral sites. The development of accessible A19 sites is preferable to the release of Green Belt sites elsewhere. This issue is considered in further detail by Mr Tunnell.</p>
<p>Policy</p>	<p>Context/Regional Strategy – the SoC claims the proposal is contrary to the draft RPG</p>	<p>Although the NTC scheme is not explicitly mentioned in the RPG, its development will facilitate the implementation of a number of the strategies identified by the RPG. Nevertheless, the RPG does support reducing the need to travel by car and the provision of improved public transport.</p>
	<p>SoC states the proposal is contrary to the draft RTS</p>	<p>The Draft Regional Transport Strategy (RTS) defines the New Tyne Crossing as one of the "major schemes that should aim to be delivered in the short term". The RTS also refers to the outcomes of TAMMS as follows "due to the severity of the congestion problems in this area it will be important that the recommended schemes that are consistent with this Transport Strategy are developed as a matter of urgency in the short-medium term.</p>

OBJ438 Mrs Hassan, 10 Ravel Court, NE32 3BW

<p>Issue: Green space</p>	<p>Description : Loss of open space (adj. To Epinay Walk)</p>	<p>Response: The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces. Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features. In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998.</p>
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	<p>The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p> <p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street. <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space.</p> <p>Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>

OBJ600 Friends of the Earth

Issue:	Description :	Response:
<p>Transport</p>	<p>The proposal needs to accord with TAMMS (and RTS), which is yet to be finalised – otherwise 'strategically dislocated'.</p>	<p>A raft of policy guidance sets out support for development of a new Tyne crossing, in order to reduce congestion and to assist regeneration. In particular the Local Transport Plan and draft RTS identifies the existing crossing as a priority scheme.</p> <p>The New Tyne Crossing has also been included as an integral element of the transport strategy recommended by TAMMS which was finalised in November 2002 and is discussed further by Mr Henderson.</p>
<p>Transport</p>	<p>Fails to accord with PPG13</p>	<p>The NTC will reduce congestion which will result in consequential benefits for the wider transport network; provide opportunities for enhancement of public transport services which would not otherwise arise; and develop the existing road system to enhance access to the A19 corridor. Given the proposal is identified in the STUDP, NTUDP and LTP it is entirely consistent with the principles of PPG1 and PPG12. In addition, given that it creates the circumstances in which sustainable transport can be enhanced it is considered that the transport planning elements of the proposal are acceptable.</p> <p>PPG13 also acknowledges that the UDP and LTP should accord with one another and that allocations, investment and priorities should be closely linked (6). In response to the criticism that the normal procedures are not being followed, the TWA provides equivalent information to a planning application and enhanced time for public consultation.</p>
<p>Policy</p>	<p>FOE state that the proposals are contrary to sustainable development principles 'due to its use of natural resources required for its construction and its car bias use'. Furthermore, the scheme is based on 'predict and provide' forecasting which has been discredited elsewhere and the proposals fail to address alternative modes of transport and rely solely on car use.</p>	<p>The provision of a new Tyne crossing between East Howdon and Jarrow is strongly supported by economic and transport policy on a national, regional and local level.</p> <p>The Crossing will assist in the delivery of a long term strategy for economic regeneration in the Region by providing good access to employment opportunities whilst addressing capacity and congestion problems on the strategic trunk road network.</p> <p>The identification and justification for the route has been through a robust and proper process, is included within both relevant authorities UDPs, and is identified as a major scheme for early implementation in the current Local Transport Plan for Tyne and Wear</p> <p>PPG13 – see above and accessibility to promote social inclusion, which requires sites to offer realistic, safe and easy access by a range of options. PPG13 looks for maximised use of public transport and integration with reliable network of routes and traffic management should not impede the effectiveness of public transport (72, 74).</p> <p>Also refer to TWPTA strategy as a whole and the other initiatives that it promotes including improvements to public transport provision.</p>
<p>Nature Conservation</p>	<p>Potential impact on protected sites</p>	<p>Provide reassurance based on the information contained in the ES that the proposals would not have a detrimental impact on nature conservation sites. The EN objection has been overcome and the EA has not submitted any substantive objections other than in relation to fisheries. The Concessionaire will implement the code of construction practice to ensure that there will not be any negative impacts. Management plans will also be put in place for disposal of waste and operation of the NTC to prevent any detrimental impact. Conditions may also be attached that will provide an additional level of reassurance.</p>

		<p>This is in accordance with relevant environmental legislation and Waste Management Regulations. Any discharge consents will have to be agreed with the EA.</p>
<p>Heritage</p>	<p>The loss of a listed building is unacceptable - Gaslight public house</p>	<p>As set out at section 4 of my proof of evidence PPG15 acknowledges that in very exceptional cases demolition of listed buildings may proceed, although redevelopment of the site should result in substantial benefits to the community that outweigh that loss (Para 3.19 [III], and Para 3.5 [iv]). English Heritage acknowledged in their letters of 30th July and 12th September 2002 that the proposed new tunnel would meet that 'very exceptional case' as it is of such strategic importance to the transport infrastructure of Tyneside and is likely to be a major contributor to the regeneration of that area. English Heritage recommend that the building should be subject to full PPG16 recording and the possibility of the building being taken by Beamish Museum, either wholly, or in part should be considered.</p> <p>The TWPTA has sought to relocate the building to an appropriate site and has contacted the Beamish Museum to determine whether it would be interested in the building as an exhibit. The Museum has confirmed by letter that it would not consider the pub suitable for a full deconstruction and re-build on their site due to the lack of original material features and fittings. The Museum would, however, be interested in the stone, lintels and quoins which make up the main structure of the building for re-use. In addition, there are a small number of material / external features which could be worthy of removal prior to demolition, if approved.</p> <p>Additionally, the TWPTA has proposed that a drawing and photographic record of the building is undertaken prior to demolition in consultation with English Heritage to create a record. This is in accordance with Section 17 of the Town and Country Planning (Listed Buildings) Act 1990. The suggestion has been reiterated by STMBC in its recommendation for approval of demolition of the listed building, and is in accordance with comments received from the County Archaeological Unit dated 9th September 2002.</p> <p>Therefore the proposal for demolition is justified as the New Tyne Crossing will result in wider benefits for the local community. The applicant has undertaken to provide a record of the building and has also determined that suitable organisations have no interest in the structure other than its constituent elements. As such, listed building consent should be granted.</p> <p>The public house is not in a state of disrepair. A tenant is currently being sought</p>
<p>Heritage</p>	<p>TWPTA has allowed the public house to fall into a state of disrepair</p>	
<p>Heritage</p>	<p>Relocation of statue</p>	<p>English Heritage has been consulted and supports the repair of the monument and its removal and considerate re-use in another more suitable location, worthy of the contribution of Charles Palmer to the history of Jarrow.</p> <p>STMBC has recommended that listed building consent be granted as the proposal accords with its own plans for the listed statue and policy guidance set out in PPG15 and the UDP.</p> <p>Additional information has been submitted, setting out the feasibility of the proposal, which demonstrates the proposed site and the proposed methodology for dismantling and re-erecting the statue is acceptable to the local authority.</p> <p>Furthermore if permitted the relocation will enable the restoration and preservation of this listed structure in a location that benefits from natural surveillance. This will result in a net benefit for the community and safeguard the statue, which is entirely in accordance with the aims of PPG15..</p>
<p>Heritage</p>	<p>Impact on setting of Tyne Pedestrian and Cycle Tunnel</p>	<p>The application is in respect of a wall that is not listed, but which forms part of the curtilage of the listed pedestrian and cycle tunnel southern portal. It has been determined that it will be necessary to demolish the</p>

<p>Amenity</p>	<p>whole wall (at the southern end) as a part of the proposal for the New Tyne Crossing, but this is not considered to have a detrimental impact on the setting of the listed building and as such is in accordance with PPG15 and Policy ENV6 of the STUDP. Indeed English Heritage has confirmed that the Tyne Pedestrian and Cycle Tunnels will not be affected by the proposals. Both STMBC and NTMBC have recommended that listed building consent be granted in respect of this application</p> <p>The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces.</p> <p>Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features.</p> <p>In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p> <p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local 	<p>Permanent loss of amenity area for Epinay Estate</p>
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		<p>residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street.</p> <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space.</p> <p>Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>
<p>Amenity</p>	<p>Loss of residential amenity by the construction of the tunnel and by the erection of a 12-15 metre boundary wall</p> <p>3.4.3 'construction would cause noise, loss of light, be visually very intrusive and change the character and setting of the houses along Epinay Walk'.</p>	<p>Need to clarify the works that are proposed – a road in a cutting, reintroduction of landscaping, acoustic/safety barrier all of which has been designed to mitigate detrimental operational impact on residents (ES 8.4.2.2). The wall would be to ground floor level although it might be extended for safety reasons. Planting will be introduced to form a visual screen</p> <p>The construction process will result in a negative impact for the duration of the works (ES 8.5), but TWPTA offering discretionary purchase, noise insulation policy, phased working programme.</p> <p>Query whether there would be value in purchase of Epinay Walk and for the area to be made over to open space with acoustic landscaping.</p> <p>Discretionary purchase scheme may be appropriate to address this issue. A suitably designed and located barrier has the potential to provide a slight reduction in noise levels to Epinay Walk.⁴</p> <p>Note: the reference to a noise insulation policy should be replaced with reference to the CoCP.</p>
<p>Amenity</p>	<p>3.4.6: There would be significant impact to the "River to Howard Street" (8.4.2.1) area. Loss of open space in front of houses at Stothard Street is also unacceptable. The roundabout is to be moved closer to Stothard Street. This is against para 25 of PPG1. The new ventilation shaft will dominate and will occupy green space next to the existing A19 roundabout.</p>	<p>As stated in the ES:</p> <p>8.4.2.1 A new landscaped area covering the existing tunnel sun visor would be provided. This would have a beneficial impact on the Stothard Street area.</p> <p>8.4.2.1 The ventilation building will be in an area within the new roundabout system to reduce visual intrusion for residents of Stothard Street, as it will create an additional area of open space.</p> <p>Overall the area around Stothard Street will be enhanced as a result of the proposals as an area of open space will be created.</p>
<p>Amenity</p>	<p>Loss of Riverside Park in its current form – no evidence that there are social problems, which require its redesign.</p>	<p>There is a temporary loss of open space during construction. It not proposed to close Jarrow Riverside Park</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p> <p>This Brief proposes that the Riverside Park would not be reinstated in its current form but simplified and opened</p>

<p>Amenity</p>	<p>Impact on pedestrian and cycle access/routes</p>	<p>out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use.</p> <p>Access to the pedestrian tunnel will be retained throughout the construction period (ES 11.5.2.4). The circular road will provide access for bus service to the riverside and pedestrian tunnel, which will result in enhancement for these areas. Therefore there will be a net benefit to the local community.</p> <p>The East Howdon cycle route will be diverted for 14 months along Howdon Road and Tyneview Terrace during the construction period.</p> <p>Any temporary foot/cycle path diversions will be reversed following completion of the construction works.</p>
<p>Open Space</p>	<p>The loss of open space at Epinay Walk is contrary to PPG17</p>	<p>The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces.</p> <p>Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features.</p> <p>In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p> <p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south

	<p>footpath connecting the surrounding residential areas with the River.</p> <ul style="list-style-type: none"> The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street. <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>	
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The following parties have submitted statements of case which refer to the loss of open space. I set out my response below.

D Wilson, 45 Epinay Walk, Jarrow, Tyne & Wear, NE32 3BL
K A Walsh, 7 Seine Court, Jarrow, NE32 3BP
D Sparrow

Issue:	Description :	Response:
Open Space	Loss open space	<p>The affected areas for the NTC project south of the River covers part of Bede and Primrose wards. Both of these wards are recognised in the UDP as having adequate public recreational open space provision against the adopted standard of 3.78 hectares per 1,000 population (4.57/1,000 and 5.94ha/1000 respectively as at 1991 Census population levels) – Bede ward having 37.46 ha and Primrose ward 52.63ha.). These rates of provision have increased recently due to population decline. No assessment has been made of the quality of these open spaces.</p> <p>Wards such as these which possess above standard overall provision in open space help to compensate for neighbouring wards spatially lacking in recreational land, hence the introduction of parallel accessibility standards. The Don Valley and Jarrow riverside district parks provide for areas that would otherwise not be within the accessibility criteria distances at the neighbourhood, local and pocket park / open space levels of the hierarchy whilst the school playing fields in central Jarrow are also locally important features.</p> <p>In terms of playing pitches Bede ward is below the adopted UDP standard (0.38ha/1000 as against a UDP standard of 1.21ha/1000 as at 2000) whereas Primrose ward is above the standard 1.63ha/1000 as at 1998. The Council has recently carried out a playing pitch study in accordance with PPG17 and is analysing the results. The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.</p> <p>A series of options for the planning and landscape development of the area in Jarrow were presented at public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New</p>

<p>Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is being ratified by the Council in February 2003.</p>	<p>This Brief proposes a number of positive benefits including :-</p> <ul style="list-style-type: none"> • The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. • Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space • The removal of the redundant Jarrow St. Peter's School, which has recently been vandalised by being set on fire and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court. This would provide a landscaped open space with a well-lit north south footpath connecting the surrounding residential areas with the River. • The creation of a landscaped open area over the top of the both the existing and proposed tunnels close to Stothard Street could provide children's play and informal recreational space for local residents. It would also provide an opportunity to create a much more open and inviting access to St Bede's School than that which they currently enjoy off Harold Street. <p>The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.8637 hectares of open space will be lost, but will be replaced with 2.6679 hectares of open space. Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the loss of a small area of green space and trees fronting the houses. Although it will not be possible to replace this green space directly adjacent to Epinay Walk, alternative provision will be made available on the newly created landscaped area above the tunnel entrance.</p>