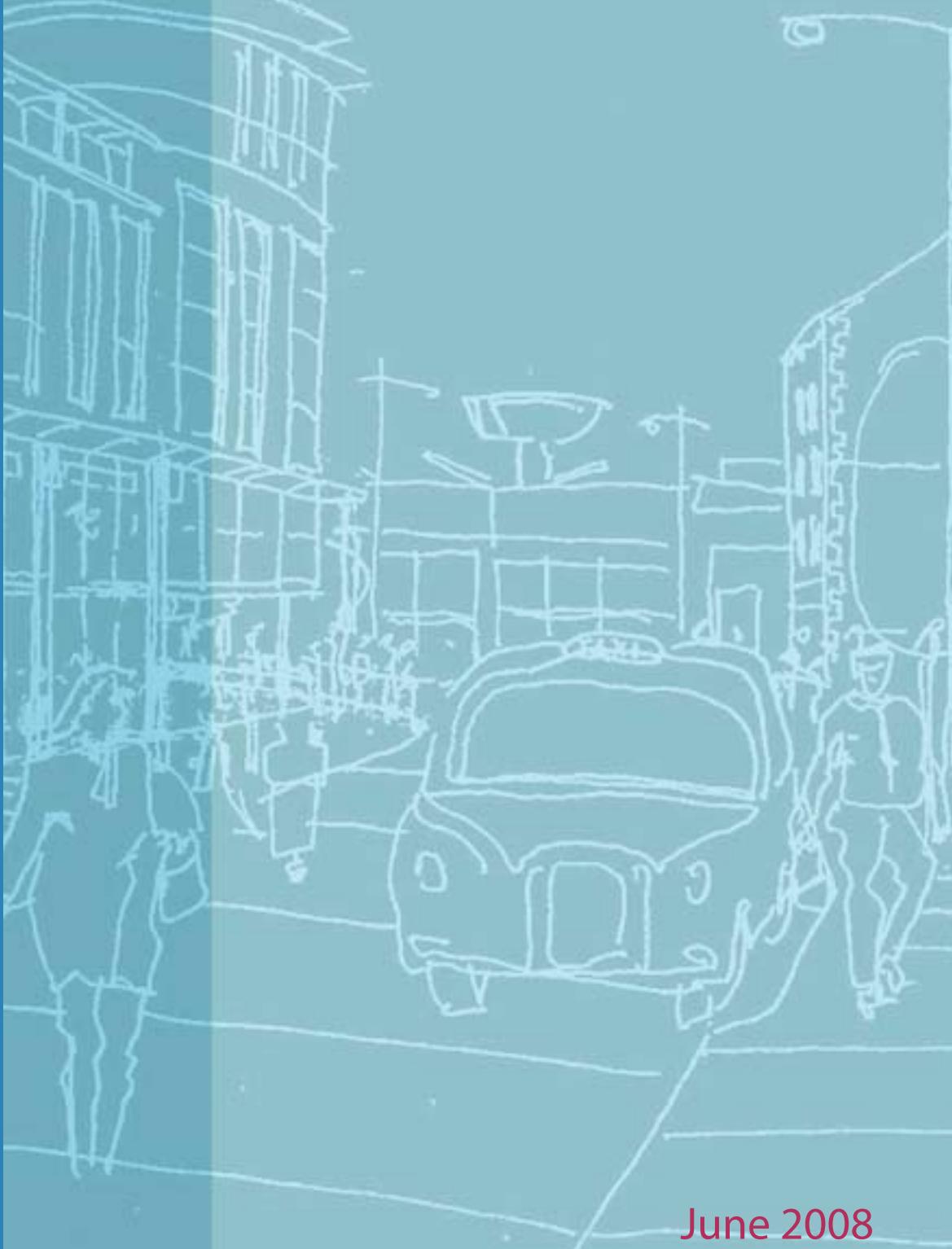


Blyth

Bus Depot Site Development Brief



June 2008





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1.0.0 INTRODUCTION

1.0.1 This Development Brief sets out the planning, conservation and historic context together with design principles and other criteria to facilitate the procurement of a high quality, mixed use scheme in a comprehensive and co-ordinated manner.

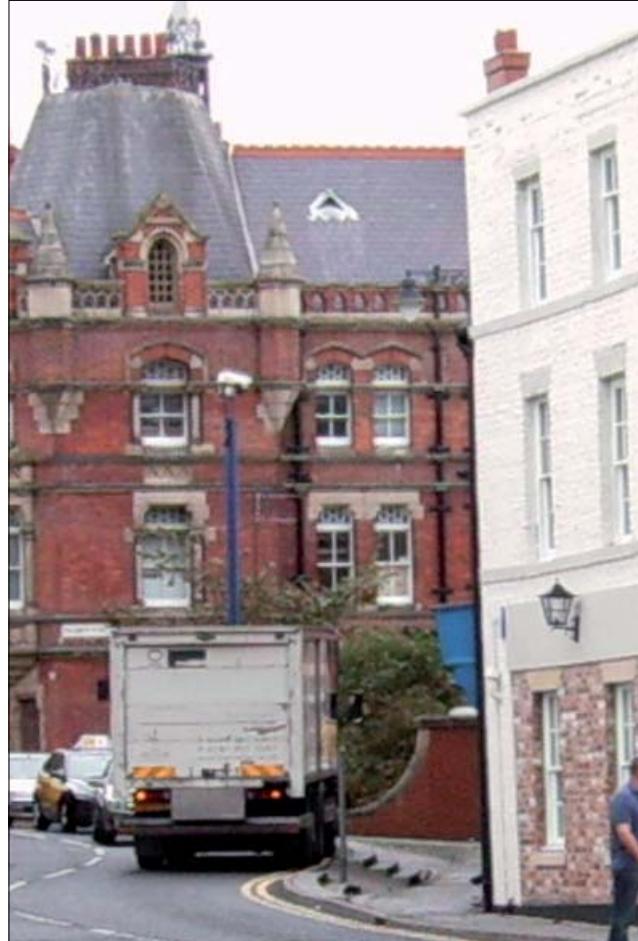
1.0.2 It is intended that this Development Brief Document will form part of the Local Development framework (LDF) and be adopted as a Supplementary Planning Document (SPD). An SPD will be a material consideration in the determination of a planning application.

1.0.3 In order for a Development Brief to be adopted as an SPD, it must supplement a policy within the LDF. In the case of this Development Brief, it will Supplement Policy SS1 of the Blyth Valley Borough Council's Core Strategy.

1.0.4 The Core Strategy Policy SS1, "Regeneration and Renaissance of Blyth Valley 2012: Integrated Regeneration and Spatial Strategy," sets out the guiding principles that apply to sites within Blyth Town Centre. The redevelopment of the Bus Depot Site will be a key driver for change as the priority is to regenerate the historical and social fabric of the town.

1.1.0 Bus Depot Site

1.1.1 The Development Brief, in formulating its consensus design option, pays regard to the historical and developmental history of the site, its location within the Town Centre, together with an analysis of the characterisation of the immediate and wider area. In addition, the preparation of the Brief has involved extensive input and consultation with South East Northumberland and North Tyneside Regeneration initiative (SENNTRi); Planning Policy and Development Control





Officers of Blyth Valley Borough Council, New and Renewable Energy Centre (NaREC), Port of Blyth, English Partnerships and One NorthEast.

1.1.2 The presented consensus design option is consistent with the aims and aspirations of Blyth Valley Borough Council as established by the planning framework and informed by separately commissioned studies as listed in the bibliography. English Partnerships and One NorthEast have a particular interest in this site and they have been fully involved and informed of the information contained within this Development Brief.

1.1.3 Notwithstanding the regeneration aims for the redevelopment of this site, a first priority will be to find a suitable site for the relocation of the existing bus depot. This is fundamental to the efficient and reliable running of the bus service in Blyth, especially as public transport is at the heart of the regeneration proposals.

1.1.4 From the outset, the functional relationship between the new bus depot and the bus station will need to be taken into account regarding the effective, management and operation of the public transport operation.



2.0.0 THE BRIEF

Aims, Objectives and Vision

2.1.0 Aim

2.1.1 The aim of this Brief is to provide a generic, design led framework that will inform potential developers of the acceptable planning land uses and constraints of the site to provide a high quality scheme.

2.1.2 In achieving its objective of securing a sustainable mixed use development, Blyth Valley Borough Council is committed to securing a high quality development. Particular emphasis is placed on design, scale and massing, and palette of materials, as well as the provision of associated physical and social infrastructure.

2.2.0 Objectives

2.2.1 The objectives of the brief are:

1. To establish a clear foundation for development by investigating and clearly communicating constraints, opportunities and key issues which influence the site.
2. To express key principles against which any proposal will be judged.
3. Establish design parameters that achieve a high quality, responsive, inclusive and environmentally sustainable development.

2.3.0 Vision

2.3.1 The vision is to secure, through consensus, a scheme that not only maintains the integrity of the site's relationship to the historic and natural environment, and landscape form but also recognises the opportunity for new biodiversity interests provides a future asset that adds a new layer of architectural, social and economic interest to the area.

2.3.2 The Brief is not intended to stifle innovation,

individualism of design or architectural creativity.

2.3.3 It does however provide cogent advice for developers and their advisors on appropriate development that is considered to be broadly acceptable within the planning framework.

2.3.4 Blyth Valley Borough Council is committed to delivering high quality development that respects the special character of the Blyth Town Centre area, that is environmentally sustainable, is sensitive to the needs of the people and which recognises the interests of nearby sites internationally and nationally designated for their nature conservation interests and any protected species or Biodiversity Action Plan species and habitats which might be impacted or could benefit from the development. Ongoing development and regeneration of brownfield sites in and around the Town Centre makes it wholly appropriate to pursue quality in new development. This document aims to achieve the highest aspiration for Blyth Town Centre and its immediate context.

2.4.0 How the Brief fits within the Planning Process

2.4.1 Whilst the Brief does not form part of the Development Plan, for the consideration of planning applications; it does form part of the Blyth Valley Local Development Framework and therefore is a material consideration in the determination of planning applications. It is the Councils intention that following the statutory consultation period the brief will progress for formal adoption as a supplementary planning document (SPD).

2.5.0 Developers Submission

2.5.1 Submissions from prospective developers will be assessed on the basis of compliance with the statutory development plan policies, conformity with this Development Brief and the particulars of sale.

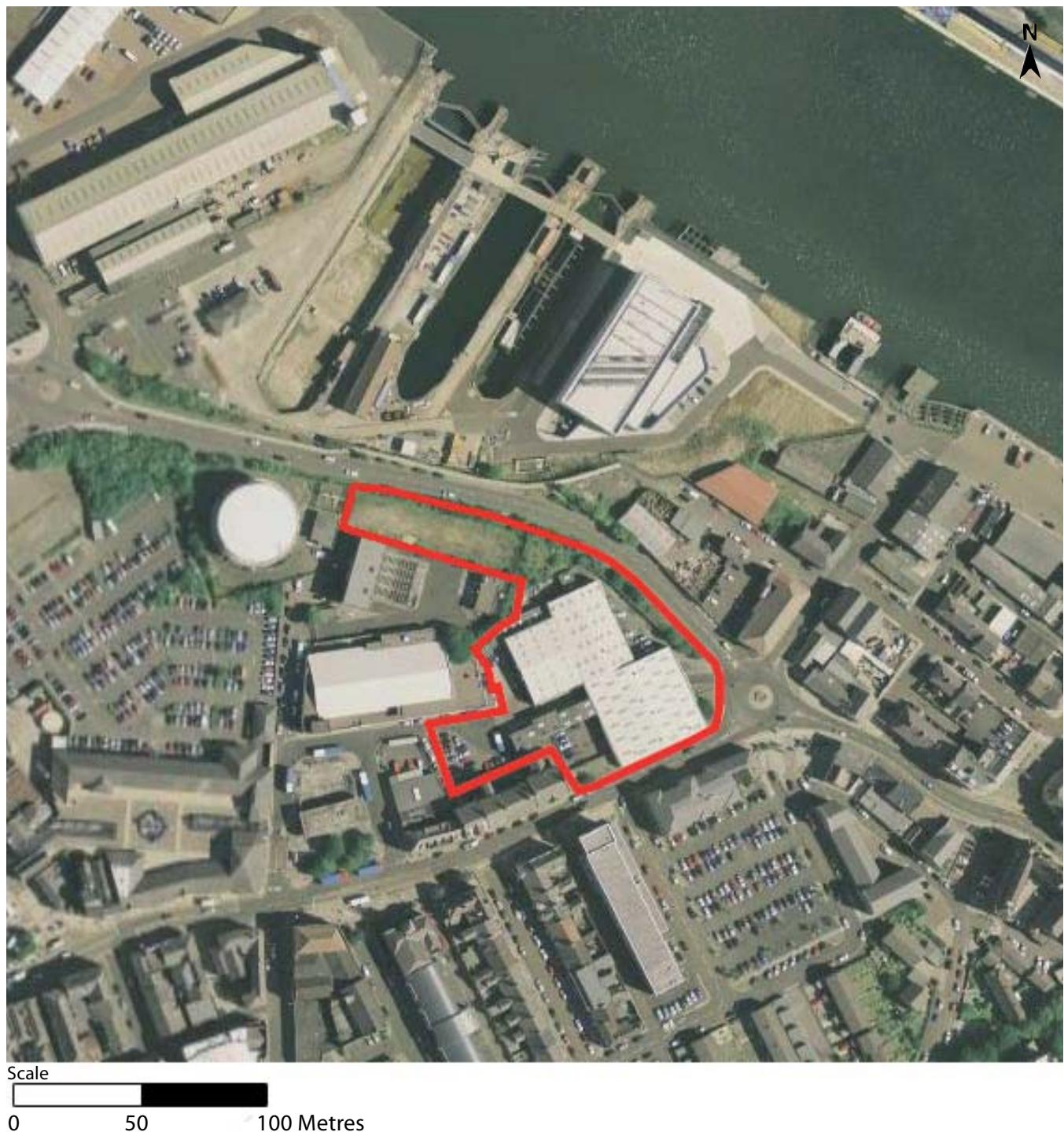
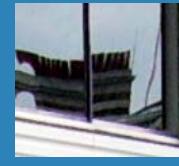


Figure 3.1 Aerial View of Site
Source: Google Earth Image.



3.0.0 THE SITE

3.1.0 Regional Context

3.1.1 Blyth is situated on the north east coast of England within the county of Northumberland. It lies to the east of Bedlington, south east of Ashington, north east of Cramlington and approximately 20 kilometres (13 miles) north east of Newcastle upon Tyne.

3.1.2 Blyth lies in an accessible location being bound by the A189 to the west which provides a strategic route to the north. The A189 joins the A19 to the south of Cramlington which provides a strategic link to the south via the Tyne Tunnel. Additionally, the A19 provides a link to the A1 to the south west of Cramlington which is a main north to south strategic route through the region. The Port of Blyth, which handles over 1 million tonnes of cargo each year, provides an ideal location for trade with Europe and beyond, whilst Newcastle Airport is situated 13 miles away and provides a link to a range of international destinations (Figure 3.0).

3.2.0 Description and Context

3.2.1 The Brief site comprises of the Arriva Bus Depot land together with an adjoining area of land adjacent to the existing Water Works building (Figure 3.1). The site lies adjacent to the Blyth Central Conservation area (Appendix 1). This site is of an irregular shape and is approximately 0.89 hectares in size. The Brief site is bounded to the south by the main commercial thoroughfare of Bridge Street, B1328; Maddison Street, B1329 to the north and east and on the west is the existing Mecca Bingo Hall, Post Office, Blyth Valley District Water Works building and Gasometer. In terms of the wider environs, the Bus Depot site is situated on a key transport node point providing the main vehicular access to the Town Centre. It is also situated at the main pedestrian crossing

point from the Town Centre to the Quayside area.

3.2.2 This location provides the backdrop for a key gateway development opportunity to Blyth Town Centre.

3.2.3 Within the Urban Design Guide and Public Realm Strategy, this area falls within the commercial core of Blyth Town Centre Character Area. The site is bounded further north by the NaREC Renewable Energy Research Centre, to the east by Ballast Hill, south by mixed use commercial and residential areas and to the east by predominant large scale commercial Town Centre facilities.

3.2.4 This brownfield site is predominantly level and is currently occupied by tall metal shed buildings used by Arriva as a bus depot facility. There are currently two points of access to the site. One from Rink Street and the other directly from the roundabout at the junction at Bridge Street and Maddison Street. The site extends along Maddison Street and this part of the site is currently an unused landscape area. The site is adjacent to the Townscape Heritage Initiative area.



Figure 3.0 Location of the site within the North East context.

3.2.5 The surrounding area is characterised by two and three storey mixed use buildings of late nineteenth and twentieth century period architecture. The residential areas to the south of the site are predominantly early twentieth century



however the site are predominantly early twentieth century there are other infill developments of mid to late twentieth century examples in and around the immediate Town Centre area. The Ballast Hill area to the east comprises of generally two storey domestic scale warehouse and residential buildings with uses associated with the maritime history of the Blyth Port. Figure 3.3 and supplementary photographs show the site and it's surroundings.

3.3.0 Connectivity

3.3.1 With regard to connectivity, the Brief site is within the defined Town Centre of Blyth with good road network connections and adjacency to the main Blyth Bus Station being only some 150 metres away (Figure 3.2). The Site is located a few minutes walk away from Blyth's main asset of the quayside which leads onto Ridley Park to the south. The site is within easy walking distance of a full range of social, employment, retail and cultural activities. Excellent public transport links connect Blyth not only to the rest of Northumberland but to the wider Tyneside conurbation, including Newcastle City Centre. Proposals must address connectivity by cycle links to wider cycle networks and should demonstrate that public transport and pedestrian routes have also been fully integrated into proposals.

3.4.0 Opportunity

3.4.1 The Site offers a unique opportunity to provide a landmark development within the Town Centre that will contribute to the continuing sustainable renaissance of the Borough by linking this part of the Town to other key developments and specifically to the Quayside area.

3.4.2 Consequently for such a high profile site there is a clear requirement to ensure that any forthcoming development proposals are

considered and undertaken in an appropriate manner to produce a scheme that will enhance the existing locality and attract investment to the area. The opportunity has therefore been created for the procurement of a high quality, mixed use office / retail scheme that will provide socio-economic, environmental improvements and positive sustainability benefits to the community whilst supporting economic regeneration to the Town Centre. In essence, the opportunity exists to create a development which forms a Gateway and focal point within Blyth.

3.4.3 To deliver this aspiration there is a need for this development to positively respond to the design principles, set out in this document. It is necessary not to treat this site as an entity that has no physical, social, geographical, historic, architectural or topographical relationship to the surrounding area. This should also include opportunities for links to the natural environment. By adopting a holistic approach, there is a clear opportunity to deliver a development that creates a high quality, sustainable development and environment.

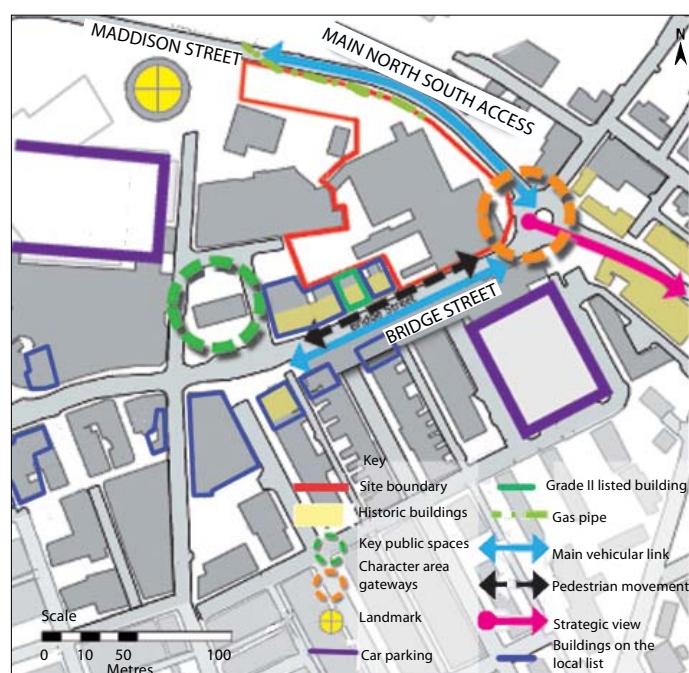


Figure 3.2 Constraints Plan.



3.5.0 Ownership

3.5.1 The Site is currently owned by Arriva Bus Company and Transco. The SENNTRi Partnership is currently in discussion with the landowners regarding the potential acquisition of their interest. Appendix 2 illustrates the site boundaries.

3.6.0 Contextual Photographic Images

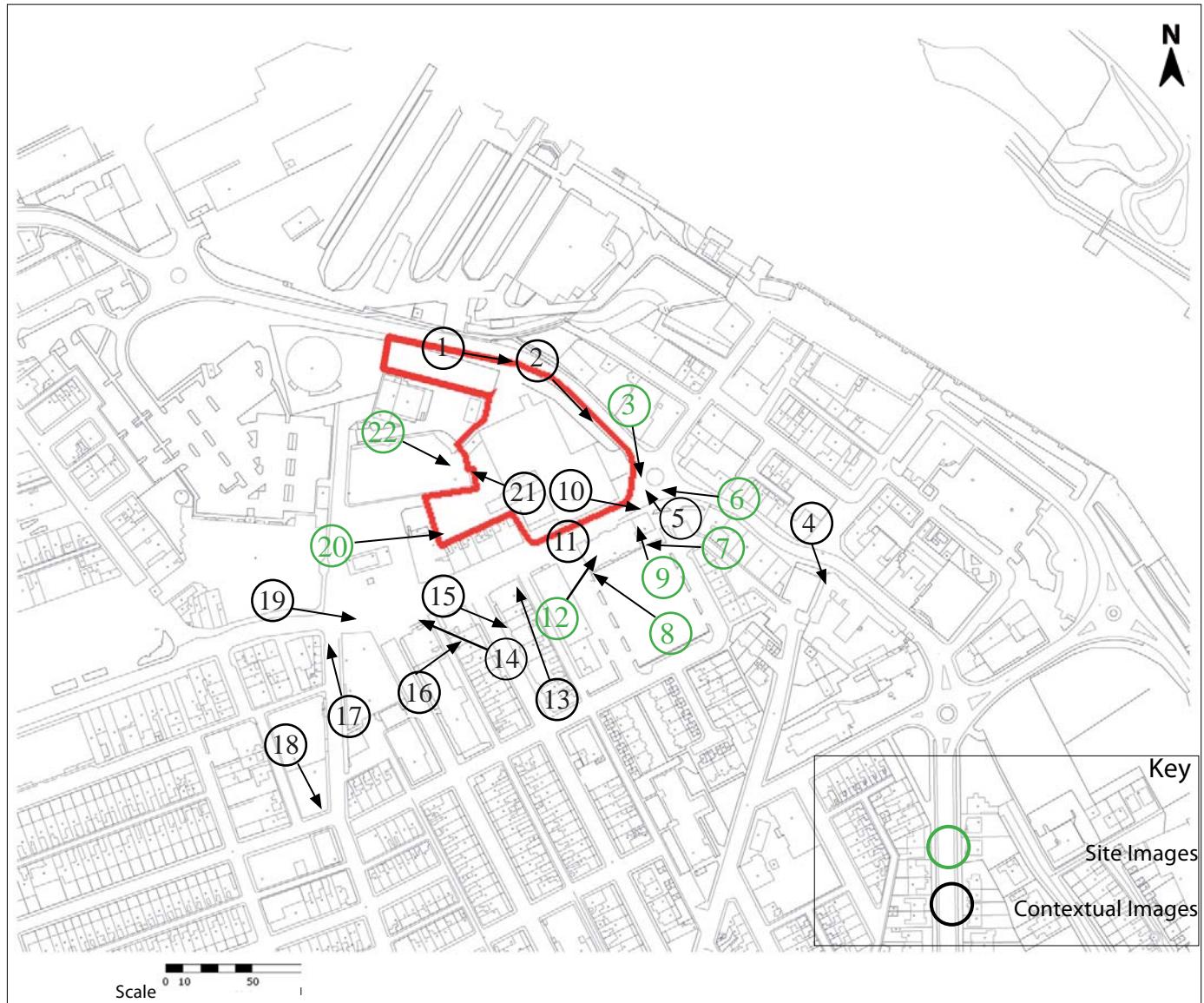


Figure 3.3 Location of contextual and site photographs.



Contextual Photographic Images



1. View along Maddison Street toward Ballast Hill.



2. View along Maddison Street to Bridge Street junction.



3. View of Maddison Street/Bridge Street roundabout.



4. View along Bridge Street.



5. View northwards along Maddison Street.



6. View towards south-east corner of site.



Contextual Photographic Images



7. View along Bridge Street showing southern frontage of the site.



8. View of site from Percy Street.



9. View towards south east corner of site.



10. View from the south east corner to the roundabout at Bridge Street/Maddison Street junction.



11. View of site from Bridge Street.



12. View of Bridge Street looking eastwards.



Contextual Photographic Images



13. View of historic building on Bridge Street adjacent to site.



14. View of Post Office on Bridge Street.



15. View of Barclays Bank on Bridge Street.



16. View of Bridge Street - south side.



17. View of the Keel Row shopping centre.



18. View of the library.



Contextual Photographic Images



19. View of bus station.



20. View of site from Rink Street.



21. View of Bingo Hall on Rink Street.



22. View of Keel Row car park adjacent to site.

3.7.0 A Brief History of Blyth

3.7.1 The earliest record of coal mining in the town is in Cowpen in 1315, the pit belonged to the Convent in Tynemouth. In 1690, the Blyth Coal Company was formed, bringing with it the famous Plessey Waggonway.

3.7.2 By the eighteenth century, the Ridley family dominated the coal trade, owning all the Plessey Collieries and Blyth's only shipping Quay.

3.7.3 Ship building in the town can be traced back to the mid eighteenth century. The Blyth Shipyard (around where the Euroseas Dry Docks now stand) specialised in transport, particularly colliers, diversifying in the early nineteenth century to turn out convict ships. During the First World War, Blyth built the first ever aircraft carrier, the "Ark Royal".



3.7.4 Blyth is best known as an industrial Port in south east Northumberland. It lies on the south bank of the River Blyth and the range of finds made here extends its history back thousands of years.

3.7.5 Archaeologists in the area have discovered various materials dating back to the Bronze Age, Iron Age and in the nineteenth century when the Roman coin was found when the dry dock was being built. There is much speculation about the existence of a Roman camp together with older encampments from the Vikings and later in the English Civil War.

3.7.6 Although there are no traces of the Medieval Harbour at Blyth, it is recorded in historic documents, together with references to fishing in salt pans. Medieval villages also stood at Cowpen and Newsham.

3.7.7 The post medieval period saw the major development of Blyth. Much was centred on coal mining and, although mining originated here in the medieval times at Cowpen for example, the number of mines and quantities of coal dealt with expanded rapidly after the English Civil War. Such collieries may originally have been built in small villages, but the need for workers accommodation and supplies meant an enormous expansion in the area. Blyth Harbour developed as a place where ships could anchor and be loaded with coal brought by waggonway or railways for export to London or the continent. Initially such waggonways came direct from the individual collieries such as Cowpen, or later ones linked into railway networks leading to the Tyne or Blyth river mouths – such as the Blyth and Tyne Railway. Coal Staithes allowed the dropping of coal directly into the ships. Safety for ships entering the river saw lighthouses built and an early survival is the Highlight built in stages as further buildings obscured the advantage.

3.7.8 Other industries also flourished in Blyth, although usually on a smaller scale than the coal industry. The salt industry continued in quantity until the eighteenth century, although nothing remains of it today.



Figure 3.4 View along Bridge Street towards Waterloo Street.

3.7.9 The town of Blyth grew as a result of its economic rise. There are many fine buildings from the eighteenth and nineteenth centuries. An historic core of houses stands on Bath Terrace, the diverse background of the miners and their families led to the building of many Churches and Chapels, including Blyth United Reformed Church, the Church of St Cuthbert and the Church of our Lady and Wilfred, the latter eventually becoming the Parish Church. Other structures fulfilled specific roles of entertainment at the Cinema, and legal office at the Police Station and Harbour Commissioner's Offices.

3.7.10 Defences were a vital part of Blyth from the nineteenth century. Blyth Coastal Defence Battery was built in the late Nineteenth Century to protect the Port against large battleships. It was adapted in World War One and renamed Fort Coulson.¹

Footnote 1 :

Text from The Keys to the Past website, Durham County Council and Northumberland County Council.



Figure 3.5 View along Bridge Street.



Figure 3.6 View of Police Station on Bridge Street.

3.8.0 Historic Grain and Land use

3.8.1 The historic map (Figure 3.7) illustrates the red line boundary location of this development site. This illustrates a number of historic land uses which were located within the proposed site area. The map illustrates the various coal related railway linkages, the Blyth station area, port related accommodation and warehouses together with open land to the western boundary.

3.8.2 The historic figure ground maps from 1860 to present day are illustrated in Figures 3.8 - 3.10. In 1860 there is minimal development in and around

the site location area, comprising of stand alone buildings related to the expansion of the expanding port and port related usage.

3.8.3 The figure-ground diagram Year 1920 illustrates the development of primarily residential units fronting Bridge Street and Maddison Street together with infill development behind, forming a number of key linkages and desire routes through the site from the north towards the Ballast Hill and Dun Cow Quay area. The orientation of buildings forms an organic pattern which is in contrast to the north / south axis of the residential units to the south of Bridge Street. The site forms a triangular linkage connecting the north / south axis south of Bridge Street with the organic orientation of built form related to the Quayside and Port related uses. During the mid-twentieth Century the site has undergone wholesale clearance which has eroded the historic street pattern of the site. The urban grain has further deteriorated by the development of the Maddison Street junction for traffic movement purposes.

3.8.4 By 1920 the site has become fully developed and has become part of the expanded conurbation of Blyth Town Centre. This includes predominantly residential terraces and buildings related to the adjacent port area.

3.8.5 The 2007 figure ground (Figure 3.10) illustrates the present Arriva Bus Depot buildings.

3.8.6 The historic figure-ground diagrams provide historical evidence of the development of built form, the formation of street patterns, routes and linkages to areas surrounding the site. This provides a "timeline" of development on the site and surrounding area. This can be used to inform a new development pattern which may have been lost by over-development, changes of use or site clearance.



3.8.7 It is not intended that the historic street pattern should be replicated in any new development; however, the figure-grounds illustrate the requirement for a strong building frontage to both Maddison Street and Bridge Street.



Figure 3.7 Site Boundary overlaid on historic plan.

Source: Ordnance Survey Map.

Year: 1897



Figure 3.8

Year 1860

Source: Ordnance Survey Map.

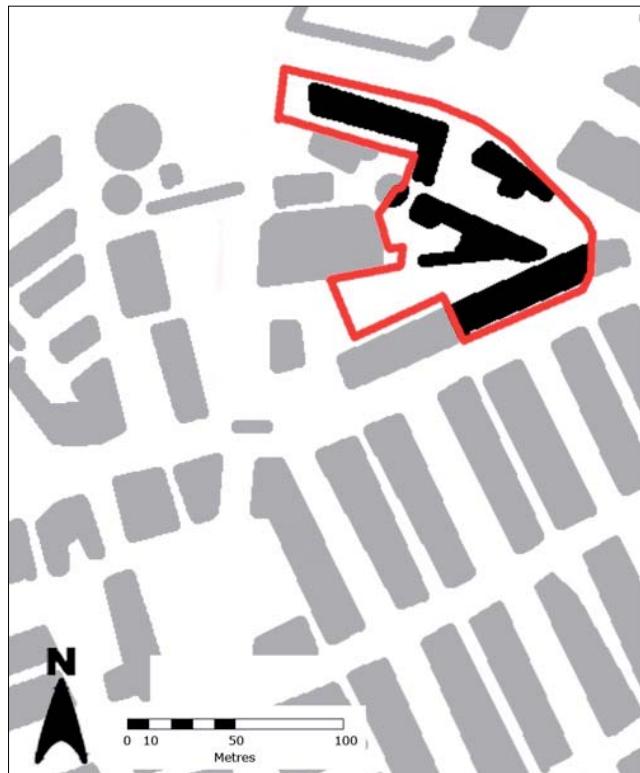


Figure 3.9

Year 1920

Source: Ordnance Survey Map.



Figure 3.10

Year 2007

Source: Ordnance Survey Map.





4.0.0 DEVELOPMENT AND DESIGN PRINCIPLES

4.1.0 Introduction

4.1.1 From the planning framework influences and other factors material to the Brief site, a number of key principles can be established that form the foundations of the design process.

4.2.0 Architecture and Design Quality

4.2.1 Key Principles

1. Contemporary architectural approach is not considered inappropriate as it would provide and create a simple contemporary character.
2. The development should in turn be sustainable, high quality in terms of generic design, materials and execution.
3. The development should also acquire its own distinctive night - time character in balance with its setting.
4. Respect and respond to the existing street pattern on Bridge Street whilst at the same time considering design options for the current roundabout junction on Bridge Street, Maddison Street and Quay Road.
5. Any development should add a new layer of interest to the character of the Town Centre area by drawing inspiration from and understanding strategic views of the townscape and its constituent buildings and structures.
6. The Urban Design Guide and Public Realm Strategy for Blyth Town Centre should be viewed as a key document in finding solutions to the architectural approach for the Brief site.

7. The development should form a gateway and landmark to the south east corner of the site to provide not only a gateway to the Town Centre but also an orientation landmark building for visitors and to increase the retail / commercial offer of the Town Centre.
8. Any development should reflect the existing build line, heights, fenestration, roof line and massing of Bridge Street and be sympathetic to the massing of the adjacent Ballast Hill area.
9. Any proposed development should be of a dual frontage nature in order to create safe and attractive pedestrian and vehicular routes within the development further enhanced by treatment to the rear of the existing terrace of buildings on Bridge Street to create a high quality, safe and attractive route.
10. Aspiration to create a pedestrian / recreational route behind Bridge Street from the existing Bus Depot site that fit logically within the wider network to enhance the legibility between the Town Centre and the Quayside quarters.
11. A development that accommodates vehicular movement for occupiers and management functions that are subservient to pedestrians and cyclists and promotes sustainable forms of transport.
12. Development of car parking areas to be integrated within the overall design so as not to be over-bearing or to reduce active frontage at ground floor level.
13. The development proposals should demonstrate a commitment to innovative commercial design. The build form, choice of materials and architectural detailing acknowledges (without replicating local building



characteristics that make a positive contribution to character of the wider area.

14. Built Form should be designed to minimise maintenance costs and demonstrate that performance and quality will be enhanced by use of advances in construction and technology. The overall block arrangement should aim to establish an appropriate sense of enclosure and continuous and active frontages to the streets surrounding the site.

15. High quality landscaping, particularly street tree planting would be desirable within any proposal in order to enhance the appearance and attractiveness of the space to the rear of the buildings.

16. Active Design is an innovative set of design guidelines to promote opportunities for sport and physical activity in the design and layout of development. (See Appendix 3 for further details).

4.2.2 Developers should be aware that any proposals will be judged against One NorthEast Quality Standards and English Partnerships Quality Standards (Appendix 4 and 5).



Figure 4.0 Aspirational retail development, Manchester.

4.3.0 Sustainability

4.3.1 The proposed development should demonstrate a commitment to sustainability in its widest sense i.e. it should be well designed and built, be environmentally sensitive and sustainable, be well connected, encourage activity, inclusiveness and safety, be well served (facilities and essential services), be economically thriving and be fair for all.

4.3.2 Development proposals will need to address the issues of energy efficiency and sustainable design, which are consistent with the Development Plan Documents (DPDs), requirements of the Blyth Valley Borough Council.

4.3.3 New development should also incorporate beneficial biodiversity for geological features as part of good design.

4.3.4 The Council will encourage all - round sustainable design of buildings that work towards a BREEAM (Building Research Establishment's Environmental Assessment Method) rating. This will incorporate using best practice in environmental design and management of the building, encourage energy efficiency measures, encourage the use of low energy construction methods, support the sustainable sourcing of materials and promote biodiversity conservation and enhancement in the landscape design.

4.3.5 Key sustainable issues require consideration through the design process include achieving lower energy, cost effective building solutions that will exceed current legislative requirements and meet the demand of tomorrow's market place.

4.3.6 A proposed mix used development on this site must include a commitment to the following :

1. Renewable energy systems
2. Low and / or zero carbon building techniques



3. To be designed to Building Regulations Part L2A or iSBEM Regulations as appropriate
4. A BREEAM Assessment to be carried out on all office developments to achieve a rating of "Very Good" as a minimum standard
5. Development proposals should use Sustainable Urban Drainage Systems (SUDS) where it is feasible to do so.
6. All developments must consider incorporating 'green/living roofs'.

4.4.0 Townscape

4.4.1. Allow views to and from the north area shopping quarter and towards the Quayside to create a distinctive sense of place.

4.4.2. Any proposed development should

correspond to a redefined public realm, provide a landmark feature to the redefined gateway of the existing roundabout and create new legible, attractive routes and spaces through the development (Figures 4.1 and 4.2).

4.4.3. Any proposed development should be of a scale and massing which is sympathetic to the existing building heights which are predominantly three storeys or approximately 12m, however any gateway landmark feature or building could break through the three storey scale, up to a possible five storeys.

4.4.4. Any proposed development should ensure the provision of attractive and safe pedestrian, vehicular and cycle routes to Maddison Street and to the NaREC Research Centre.

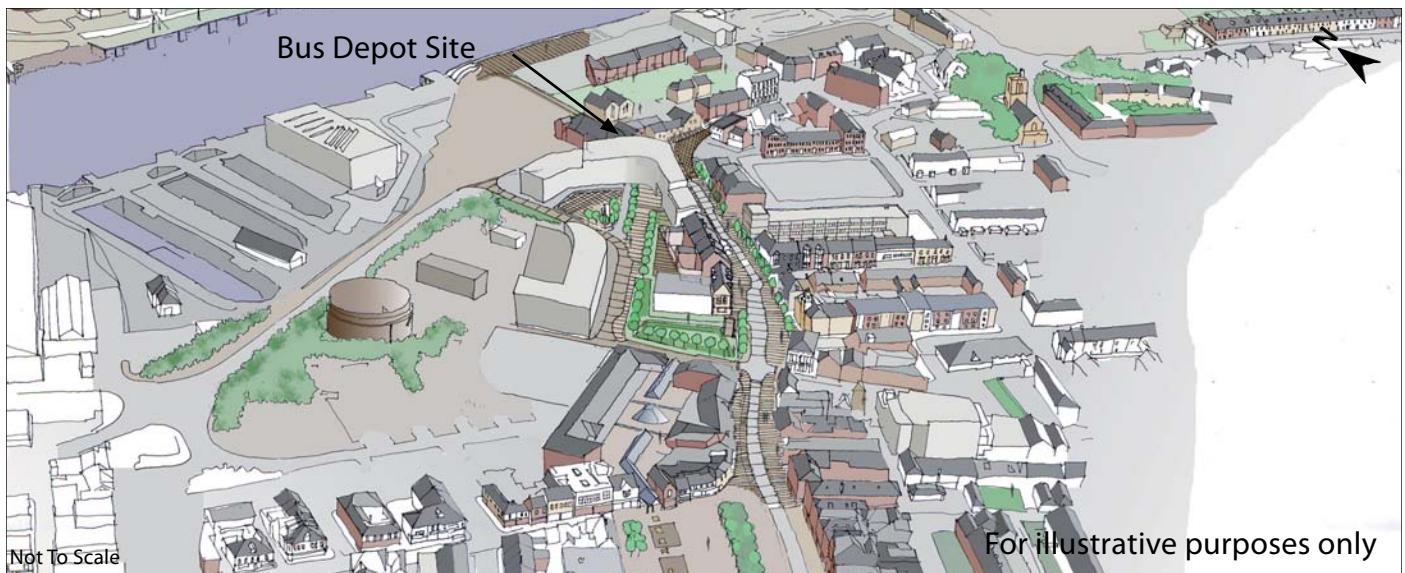


Figure 4.1 Townscape illustration showing indicative massing on Bus Depot Site.

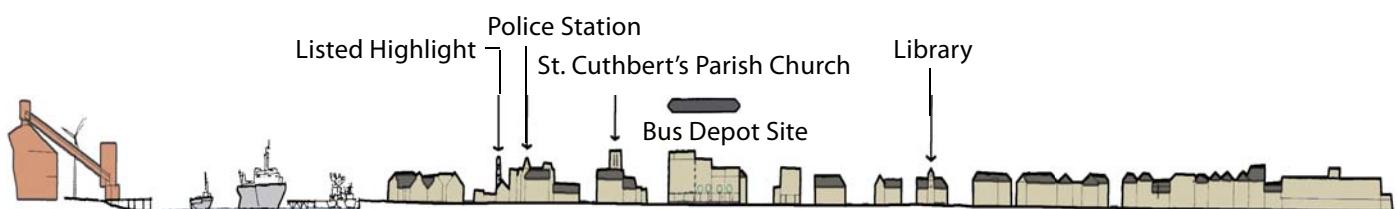


Figure 4.2 Site location within Blyth's skyline.



4.5.0 Layout, Access, Movement and Parking

4.5.1 The developer is expected to produce a layout that responds to and reinforces the local urban character. Street layouts that are designed solely with the geometry of traffic movement in mind should be avoided.

4.5.2 Part of any planning assessment would be how the development has sought to help create conditions to encourage access to the development by public transport, for cyclists and pedestrians, including people with disabilities, as well as private motorists. An essential part of the scheme will be how the built form and proposed streetscape integrates with and provides safe pedestrian routes into the adjacent areas, bus stops, shops and community facilities.

4.5.3 Developers must liaise with Arriva re. their operational requirements, when developing their planning applications for the site.

4.5.4 Any proposal will need to demonstrate that it has considered the integration and effective functioning of the public transport network, and considered ways in which it can be improved.

4.5.5 The development should provide a parking arrangement that will enhance the public realm and overall quality and character of the streetscape.

4.5.6 All service and visitor parking would need to be provided in accessible and secure parking courts. Guidance is provided by the Council's car parking standard in Appendix 4.

4.5.7 Development proposals must demonstrate that they have addresses and maximised the integration of different modes of travels, including

public transport within the scheme.

4.5.8 The Council's parking standards require a proportion of all parking spaces provided to be suitable for use by people with disabilities. These spaces should be 5m by 3.6m and should be level (maximum cross fall 1:40) and be conveniently located (Appendix 6a).

4.5.9 Car parking provision should be carefully designed so as not to visually dominate the development but cycle parking should be located so as to encourage its use.

4.5.10 Regard must be given to the existing highways, which surround the development sites. Modifications must be clearly identified including design constraints for example existing utilities.

4.5.11 In the design of the public realm, regard must be given to existing properties adjacent to the sites and their access requirements. Details of refuse collection and access must be included in the design proposals.

4.5.12 The Council does not currently operate any collection of commercial waste and this is to be dealt with by private waste disposal companies.

4.5.13 The aspiration is to create a pedestrian / recreational route from the Town Centre to the Quayside and create a corridor which fit logically within the wider network. This key corridor should be considered with any development opportunity (Figure 4.3).

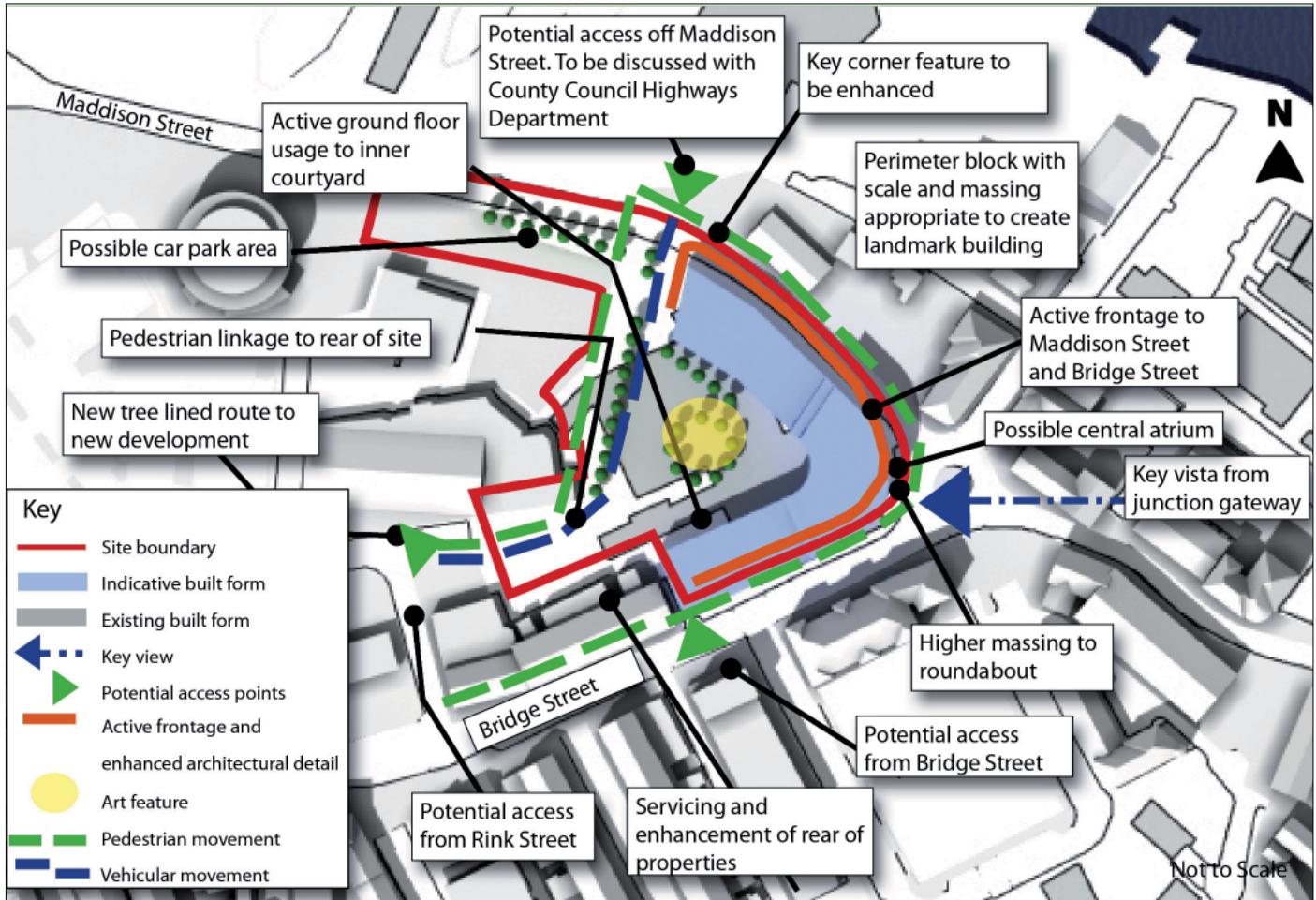


Figure 4.3 Design constraints and opportunities.

4.5.14 As part of ongoing Urban Design and Public Realm works within the Blyth Town Centre Area, there is a future aspiration for layout and design changes to the current roundabout junction on Bridge Street, Maddison Street and Quay Road. This aspiration involves the provision of a signalised junction and revised road line incorporating safe pedestrian crossing points to facilitate easier access from the Town Centre to the Quayside (Figure 4.4). It is recommended that developers are aware of this future aspiration within any development of the Bus Depot Site.

4.5.15 All development proposals must consider how cycle routes will be provided as part of the proposals and how these will effectively link into the existing local and national cycle networks in the borough.

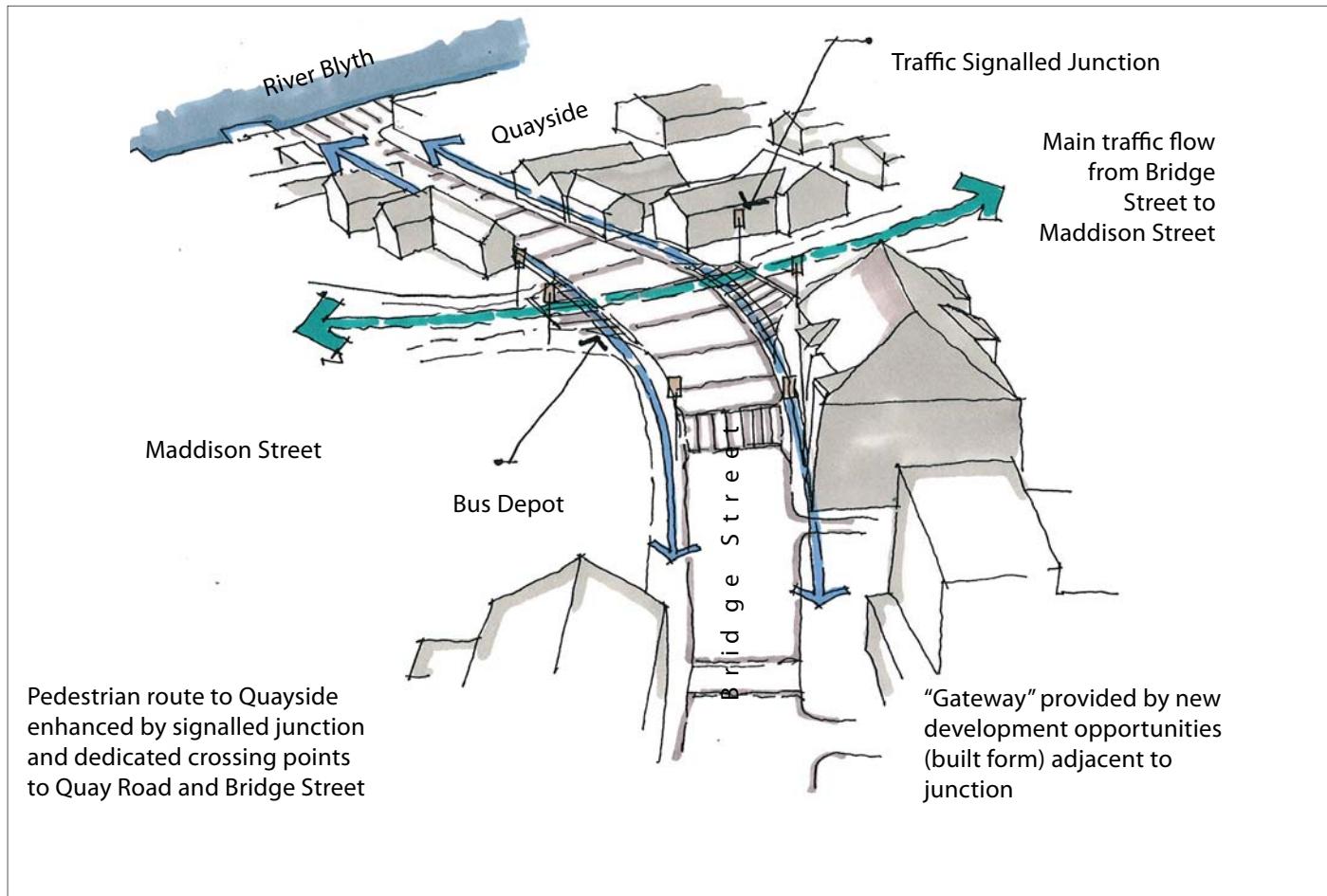


Figure 4.4 Option for Maddison Street/Bridge Street roundabout enhancement.

4.6.0 Land Use

4.6.1 Permissive uses may include :

1. Retail (Use Classes Order A1)
2. Financial and Professional services (Use Classes Order A2)
3. Office Research and Development (Use Classes Order B1(a) and B1(b))
4. Assembly and Leisure (Use Classes Order D2)

4.6.2 The mixture of uses is considered in a logical, responsive and appropriate manner that generates

activity and animation at all times of the day and that includes active frontages at ground floor level to all building frontages.

4.6.3 Mixture of accommodation – variety of retail / commercial uses and sizes to be based upon practical and commercial viability.

4.6.4 Improve the quality of the Public Realm and Open Spaces and such improvements should include an element of Art for the Public.

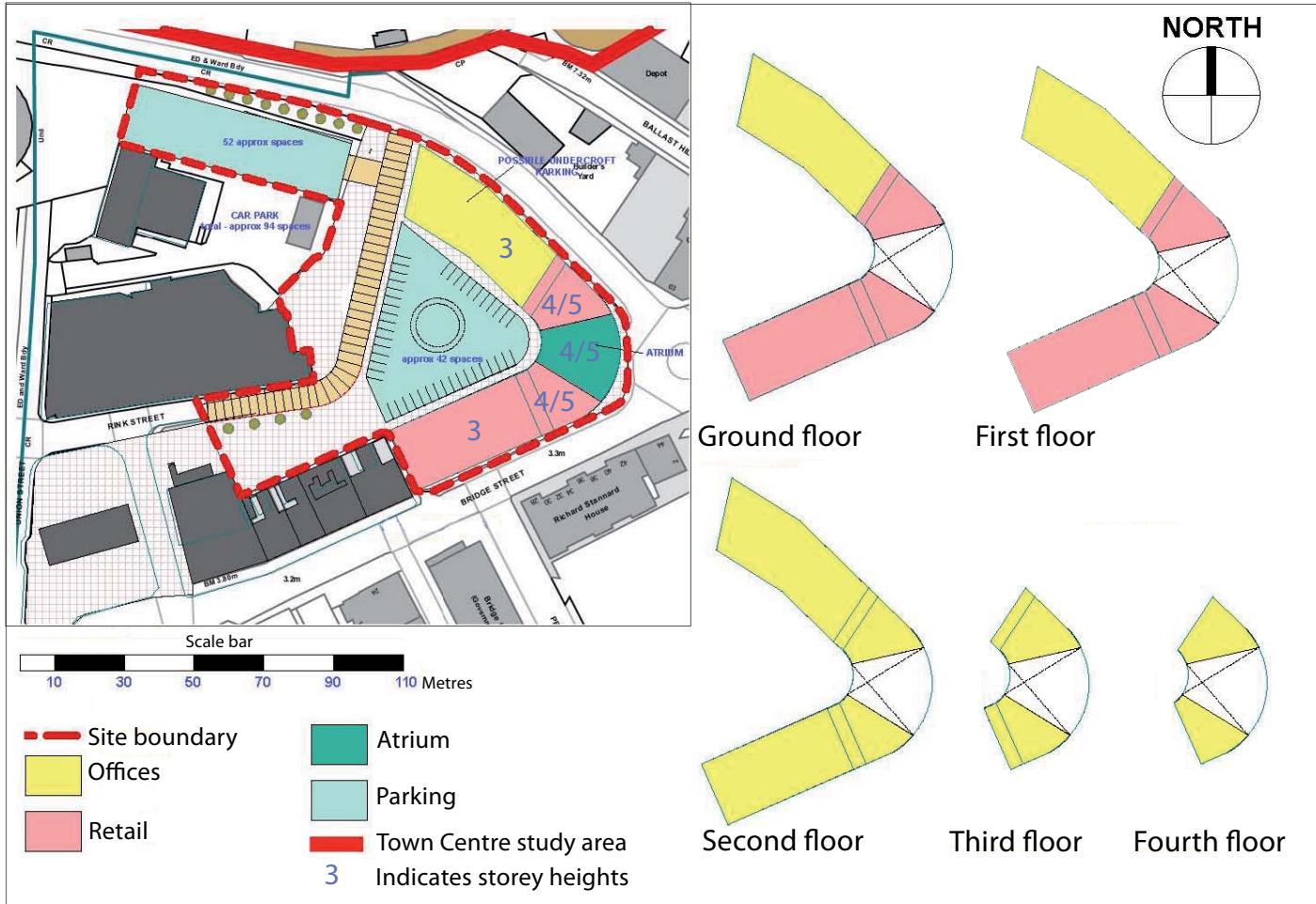


Figure 4.5 Land use opportunities.

4.6.5 Flexibility should be retained to encourage innovative design solutions that can reconcile surface parking provision and the high quality design of public realm. Proposed development should be reviewed against sustainable transport and parking options.

4.6.6 The option illustrated in Figure 4.5 shows the site Development can accommodate approximately the following built form:

| | |
|--------------|--|
| Ground Floor | 2610m ² |
| First Floor | 2610m ² |
| Second Floor | 2610m ² |
| Third Floor | 970m ² |
| Fourth Floor | 864m ² |
| TOTAL | 9664m² (gross) Approximate |



4.7.0 Built Form Guidance

4.7.1 There are a number of constraints on the Brief site, as stipulated below, however this is not an exhaustive list and Blyth Valley Borough Council do not want to constrain prospective developers and a flexible approach will be maintained to ensure a high quality, innovative yet sympathetic approach to development is provided.

1. No built form above three storeys adjacent to existing historic buildings, on Bridge Street (See paragraph 3.2).
2. Any built form above three storeys will only be acceptable if it is, firstly, a specific gateway / landmark building, and secondly, deemed to have a positive effect on the massing of the overall design concept.
3. The height, scale, fenestration and façade design must be in keeping with and respect the existing built form or character area.
4. All development buildings should respect the historic build line of adjacent developments or buildings.
5. The building footprint and ground floor uses are vital in producing a legible, pedestrian dominated development which has a feeling of safety and vitality.
6. Active frontages are required wherever practical and passive surveillance where active frontages are not appropriate.
7. All car parking should be well integrated within the street scene.
8. Roof scape should provide a visual interest and

any roof mounted plant and / or services should be concealed.

9. A minimum ground level floor to ceiling height of 3.2 metres should be provided to promote flexibility of use (Figure 4.6).

10. The design of buildings may need to consider the raising of floor levels to ensure the developments are safe from flooding. Taking into consideration the impact from climate change, including sea level rise, floor levels may have to be raised to a substantial height and bare significant weight and influence on the design of a development. We consider that developers need to consider this in developing designs for the proposed sites (See paragraph 5.14.0).

Other measures include flood resilient walls, floors, windows and doors. Further guidance on considering flood risk in new development can be found at:

'Improving the flood performance of new buildings: Flood resilient construction' complements Planning Policy Statement 25: Development and flood risk, which was published in December 2006. http://www.planningportal.gov.uk/uploads.br.flood_performance.pdf.

'Making space for Water,' the government's flood and coastal erosion risk management strategy can be found here:

<http://www.defra.gov.uk/environ/fcd/policy/strategy/rf1rf2.htm>

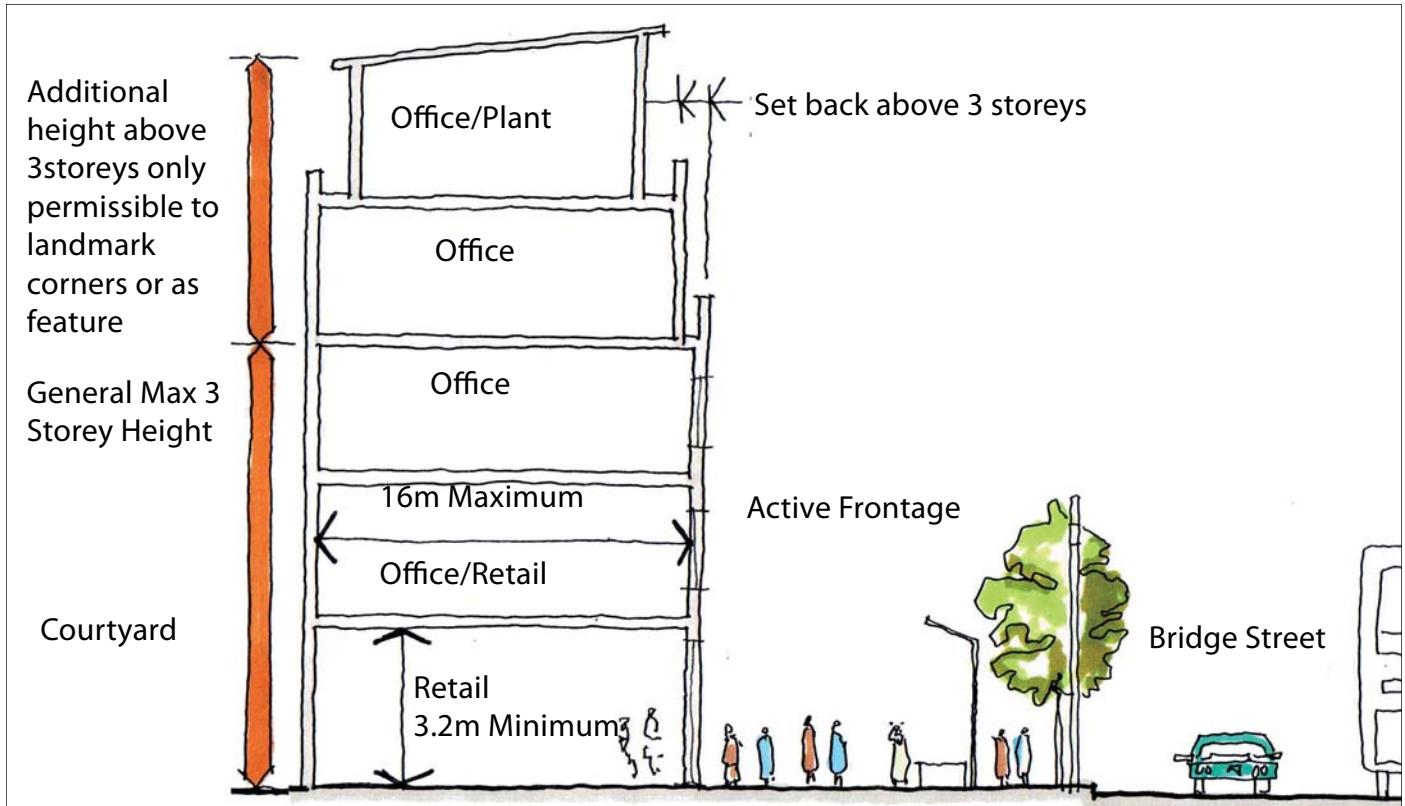


Figure 4.6 Bus Depot Site indicative section through built form.

11. Daylighting and natural ventilation are key considerations of building widths relating to mixed use schemes on this site. A maximum of circa 16 metres is a suggested building width appropriate to this site.

12. The design of the building envelope including fenestration solid to void ratio should be sympathetic and make reference to surrounding existing buildings. Developers must make reference to the Urban Design and Public Realm Strategy Document for further guidance on new building design.

13. The location and design of the primary and secondary entrance locations must consider key desire lines and linkages and be appropriate to the built form which they serve.

14. All proposed access points into the site should tie into existing levels and highways recommendations of Blyth Valley Borough Council including sight lines and line and level of access.

15. Access to all buildings to comply with DDA and building regulations recommendations.

16. Planning obligations will be sought under Development Control Policy DC2. In particular contributions will be sought to achieve the vision and objectives of the AQMA Action Plan.



4.7.2 The criteria against which any development has to be evaluated should replicate the same factors that are considered in any design process. Which in this process comprises of:

1. The relationship to context-scale, height, urban grain, streetscape, built form, effect upon sky line.
2. The effect on the whole existing environment- need to ensure that the proposal will not harm listed buildings, conservation areas, landscapes and local biodiversity.
3. The potential architectural quality of development-scale, form ,massing, proportion, silhouette and relationship to other structures.
4. The contribution to public spaces and facilities- internal and external, mix of uses, especially on the ground floor and the inclusion of these as part of the public realm.

5. It should contribute positively to its surroundings and contribute to safety, diversity, vitality, environmental quality, biodiversity enhancement, social engagement and a "Sense of Place".

6. The effect on the local environment- environmental and landscape setting, overshadowing, night-time appearance and amenity.
7. The contribution made to permeability-offer improved accessibility, opening up of views.

Figures 4.7 - 4.16 illustrate the appropriate scale and massing of development on this site. These are indicative only, as is the artist's impression.

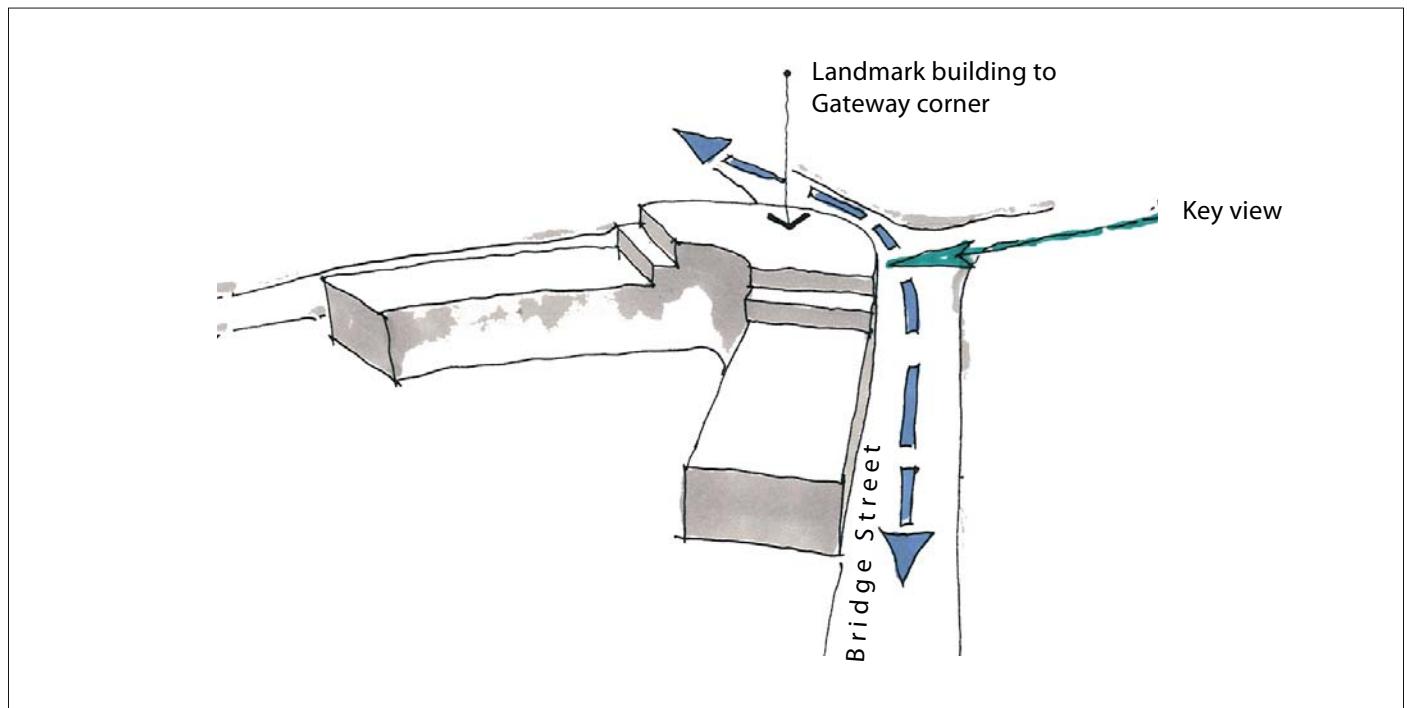


Figure 4.7 Initial concept massing diagram.

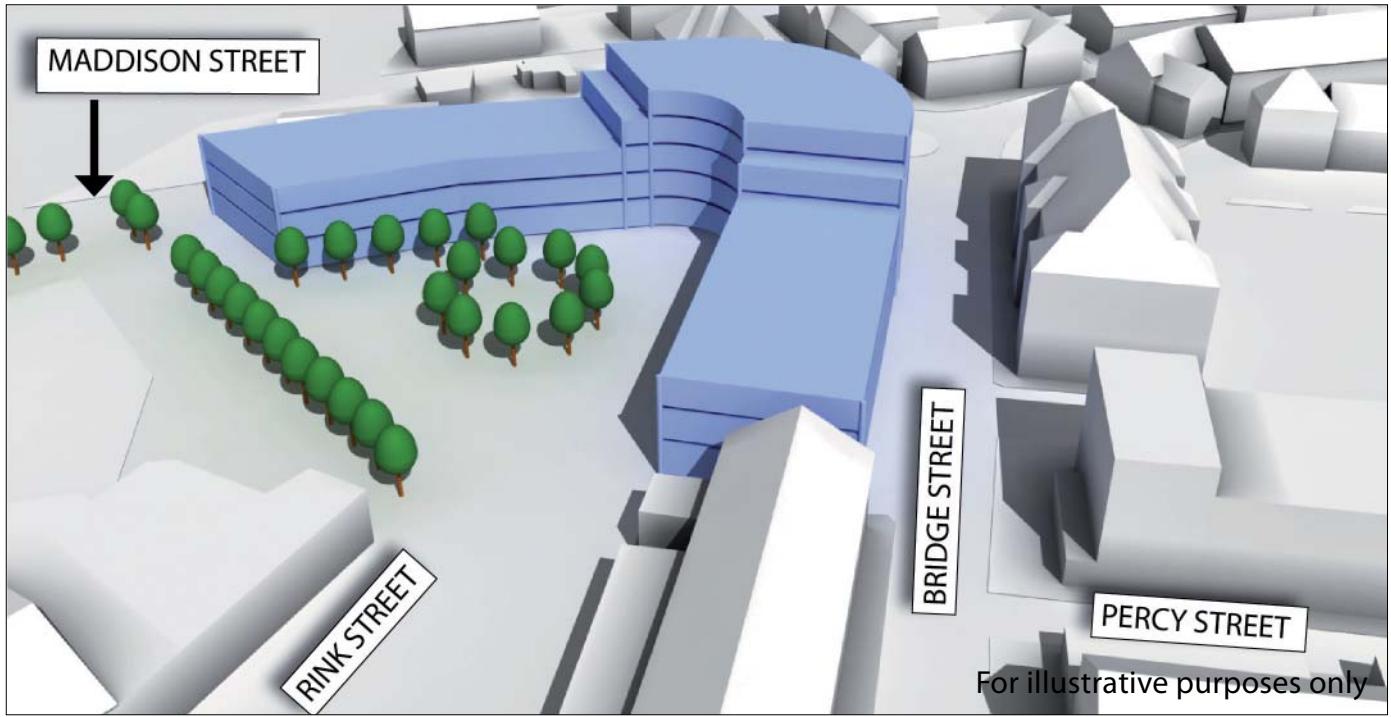


Figure 4.8 Indicative massing aerial view looking eastward toward Quay Road.

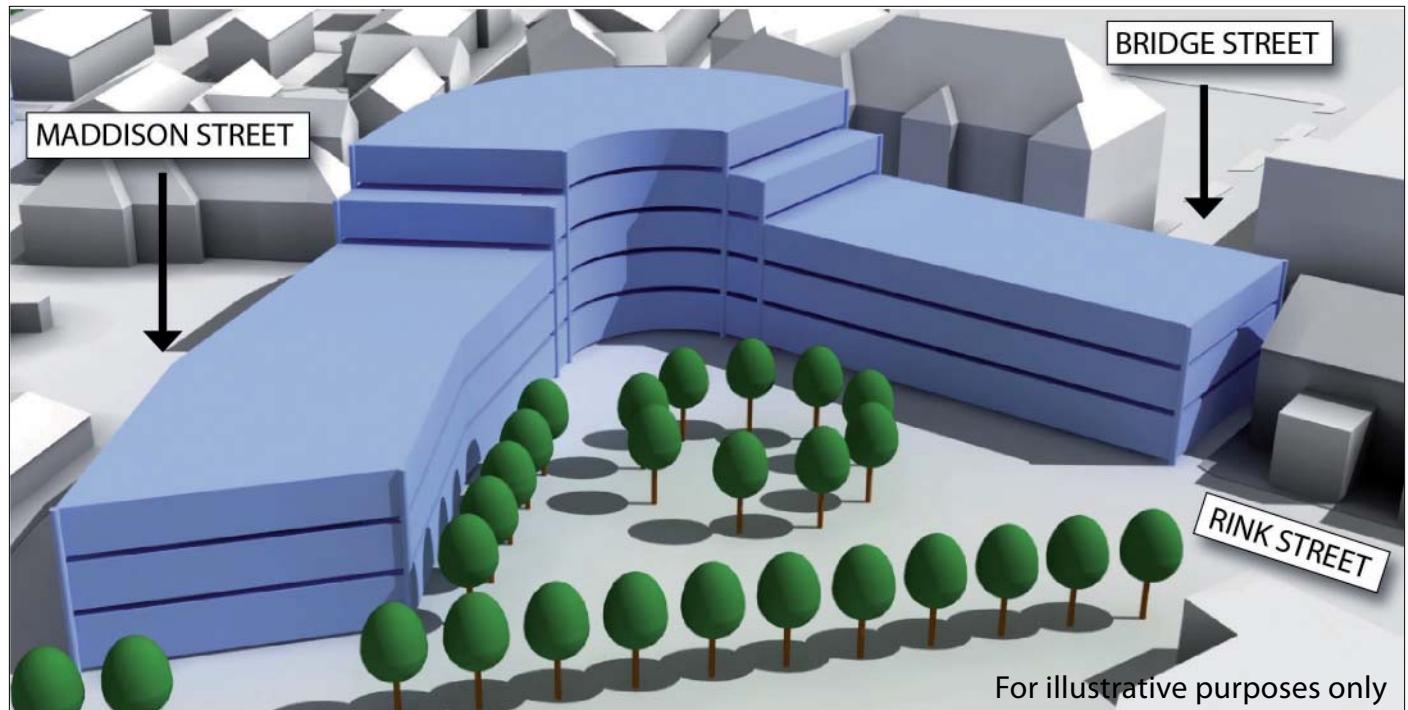


Figure 4.9 Indicative massing studies - view from Gasometer.

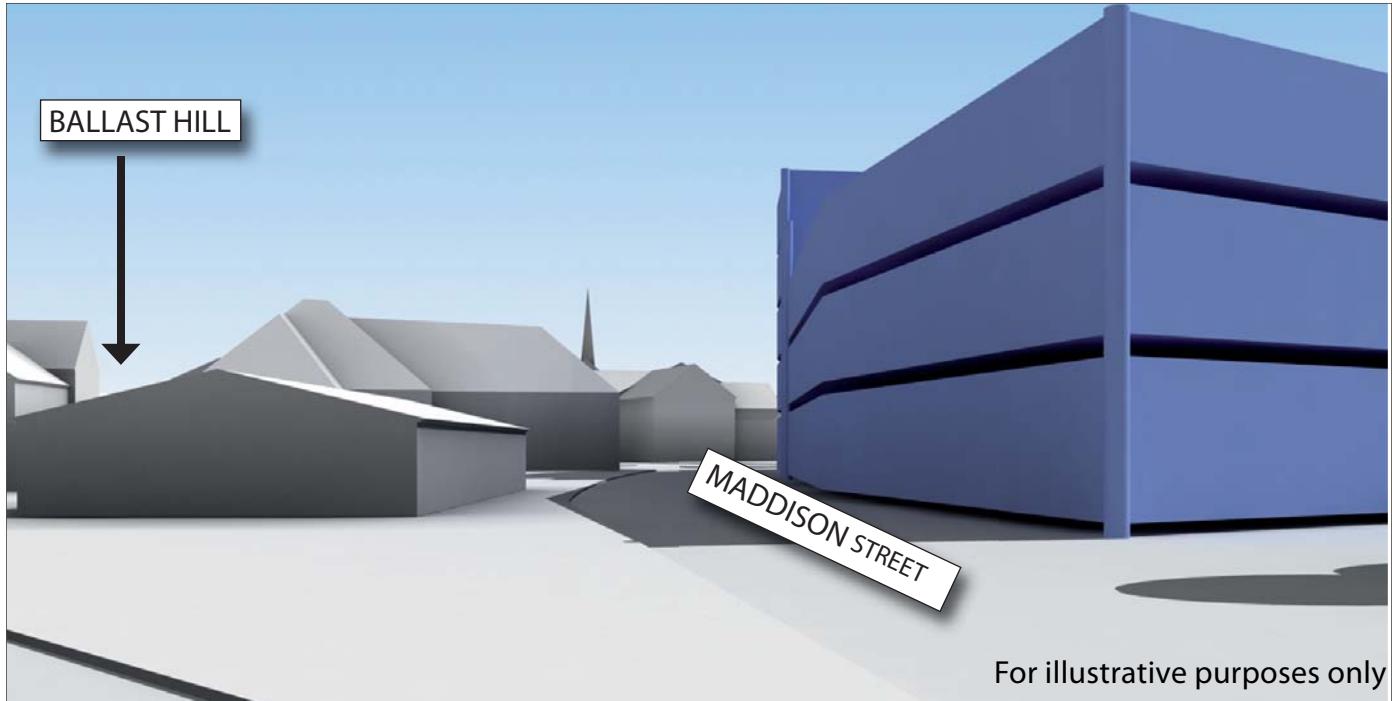


Figure 4.10 Indicative massing model view looking south along Maddison Street towards Bridge Street.

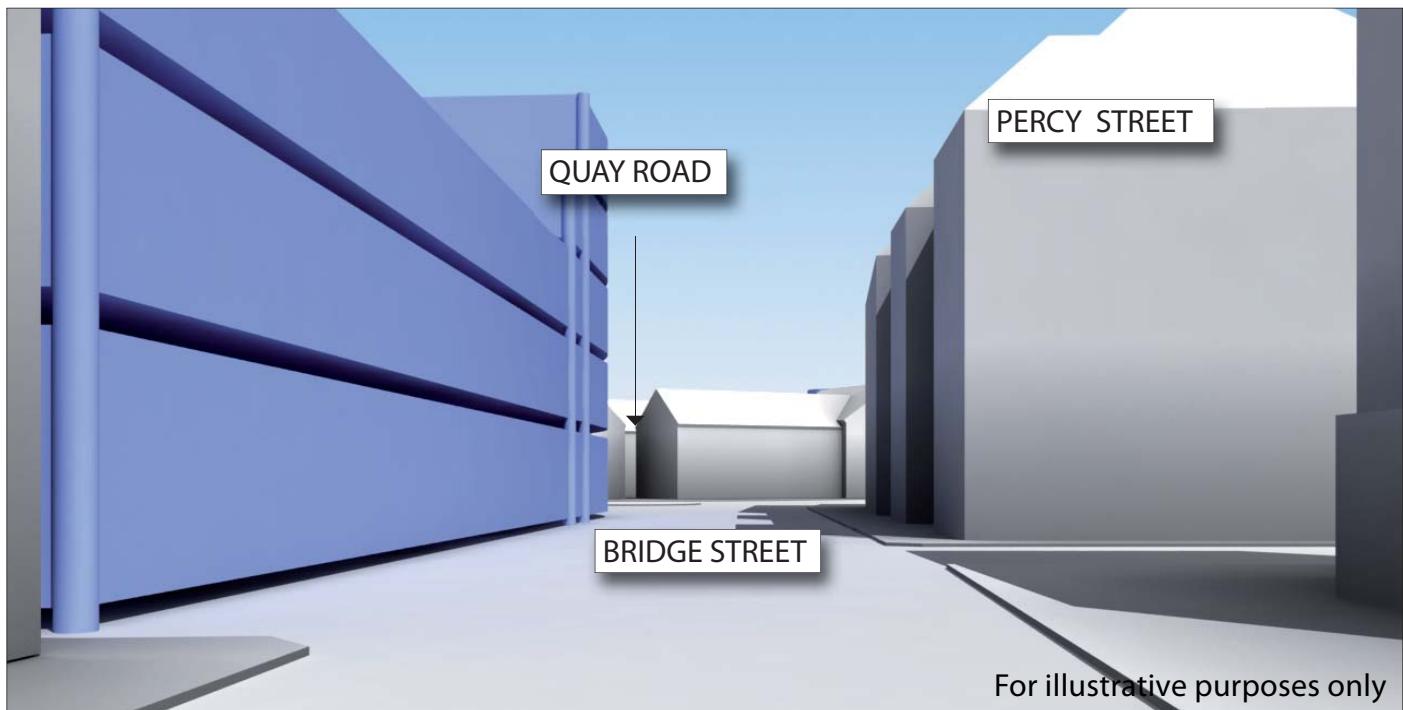


Figure 4.11 Indicative massing studies - view along Bridge Street.



Figure 4.12 Photomontage of suggested massing on site Bridge Street looking east.



Figure 4.13 Photomontage of suggested massing on site along Maddison Street looking south towards Bridge Street.



Figure 4.14 Photomontage of suggested massing on site view from Maddison Street looking southwards into the site.



Figure 4.15 Photomontage of suggested massing on site view along Rink Street looking eastwards.



Figure 4.16 Artists impression of views along Bridge Street towards Maddison Street/Quay Road junction.



4.8.0 Materials

4.8.1 Proposed developments should take into account the guidance within the Urban Design Guide and Public Realm Strategy for any proposed materials. Some key design guide principles for materials would be:

1. Materials that work best together often have a contrast in textures as well as colour, for example, timber, brick, metal and render;
2. Good quality materials and fixings should always be used. This is especially the case with contemporary buildings which have less decoration and rely more on the finish of the materials;
3. The choice of materials should be influenced by the way they age as well as their wider environmental impact. Materials should normally be selected that wear well with age and last a long time and those that are known to weather badly with age should be avoided (Figure 4.17).



Figure 4.17 Contextual detailing.

4.9.0 Landscaping, Public Spaces and Public Art

4.9.1 A Strategic Appropriate Assessment will be necessary to look at the wider implications of all of the regeneration proposals. This will recognise likely significant effects of all likely developments and regeneration in the area and ensure that early developments will not prevent necessary avoidance and mitigation measures being

delivered in relation to later developments. This relates particularly to assessments of 'in combination' effects of plans and projects as required by the Habitats Regulations and which should be considered in EIAs.

4.9.2 The hard landscape treatment should be reflective of the architecture in focussing the highest quality elements on the gateway point at the Bridge Street / Maddison Street junction, along the frontage of Bridge Street, and at entry points, plus the rear focal space. The hard landscape materials should meet or exceed those recommended in the Blyth Urban Design Guide and Public Realm Strategy 2008, which suggest repeating the use of silver granite, yorkstone and dark green granite and street furniture as used in the Market Place improvement works, then introducing high quality concrete products in secondary areas.

4.9.3 The gateway building will include a rear access and parking area which will provide the opportunity for a high quality landscape treatment to the central focus to the space, in the form of a ring of semi mature street trees such as clipped limes which are British native, have a stately presence and should survive in this relatively sheltered space (Figure 4.18). High quality paving materials, lighting and street furniture should be provided including seating, whilst taking into account of DDA requirements.



Figure 4.18 Example of well integrated landscaping within the public realm.



4.9.4 Introduction of street trees where possible will help with air quality problems, absorbing some carbon dioxide, and also helping to absorb some of the traffic noise. Studies have shown that trees help to improve air quality especially in traffic hotspots. Not only do trees absorb carbon dioxide, they also act as a biological filter, trapping tiny particles on their leaves, which are later washed off with rain.

4.9.5 At the detailed design stage a review of buried services will be required (ideally a test trench) to establish exactly where the utilities lie and where tree planting is permissible.

4.9.6 The best leaf types to trap particles are large leaves with fine hairs on the surface or sticky leaves, such as limes. However limes are not always happy close to the coast, but would thrive in sheltered spots with plenty of space.

4.9.7 Tough British native trees which should tolerate pollution and salt winds include Silver Birch (*Betula Pendula*), Rowan (*Sorbus Aucuparia*) and Alder (*Alnus glutinosa*), though they may need to be clipped back along bus routes. If true British natives are not available at semi mature stock sizes it may be necessary to specify select varieties such as '*Sorbus aria 'Lutescens'*' or '*Sorbus aria 'Shearwater Seedling'*', or tough non natives such as Ornamental Pear *Pyrus calleryana 'Chanticleer'* which has a columnar habit suitable for streets, however local British natives should be the first preference.

4.9.8 Any trees will require a proprietary root protection and watering points plus 5m³ below ground soil volume per tree. Where trees are planted in grilles and surrounded by paving, a proprietary root protection system should be used to ensure adequate aeration to the roots and stability to the paving.

4.9.9 "In addition, all applications/proposals will need to be aware of any artificial high-tide roost sites for SPA bird species and either protect these or consider opportunities to create or enhance additional areas for roosting waders, in order to provide additional habitats for roost sites. All applications must also assess and identify sensitive feeding areas for SPA bird species that could be affected by increased levels of recreation and identify the means of minimising disturbance. Should any be identified, effective mitigation measures should be proposed, including the inclusion of green/living roofs if this is appropriate.

4.9.10 The selected developer will be required to arrange for the adoption of all landscaped areas which form part of the new public realm (Figure 4.19). Therefore it is advisable to contact the Council concerning issues relating to the future maintenance of these areas. The developer shall maintain all landscaping, on completion, for a period of five years, to the satisfaction of the Council or until completion of the Adoption Agreement. Any areas for adoption must be indicated on a layout plan at submission stage. Prospective developers are advised to discuss in detail the treatment of areas to be adopted as highway with the County Council as Highway Authority.



Figure 4.19 Landscape within a commercial environment.



4.9.11 The selected developer will be required to arrange for the adoption of all landscaped areas which form part of the new public realm. Therefore it is advisable to contact the Council concerning issues relating to the future maintenance of these areas. The developer shall maintain all landscaping, on completion, for a period of five years, to the satisfaction of the Council or until completion of the Adoption Agreement. Any areas for adoption must be indicated on a layout plan at submission stage. Prospective developers are advised to discuss in detail the treatment of areas to be adopted as highway with the County Council as Highway Authority.

4.9.12 If highway areas are not to be adopted, developers must stipulate the proposed management arrangement for the maintenance of these areas.

4.9.13 Subject to service constraints, soft landscaping and tree planting is to be provided as part of the overall improvement works. Where services are identified, innovative techniques are encouraged to secure tree planting is compatible and would not prejudice service runs.

4.9.14 Subject to service constraints, soft landscaping and tree planting is to be provided as part of the overall improvement works. Where services are identified, innovative techniques are encouraged to secure tree planting is compatible and would not prejudice service runs.

4.10.0 Safety and Security

4.10.1 The development should foster a sense of safety through design by maximising natural surveillance and creating defensible space. The layout and arrangement of windows should allow workers to view the street and its activity. It is important that the public and private spaces are clearly defined.

4.10.2 Effective street lighting that does not detract from the quality of the street scene should be provided. The street lighting specification will be in accordance with the requirements of the Council.

4.10.3 Integrated measures and design features to reduce traffic speed should be included in the development proposals.

4.11.0 Services

4.11.1 All public utilities within the sites are to be provided underground with no overhead wires or lines. Developers will be required to discuss these requirements with relevant statutory undertakers. Contact details are provided in Section 8.0.

4.11.2 No ground investigation has been undertaken and it is the responsibility of the developer to ensure the site is suitable for the proposed development. It will be the developer's responsibility to undertake a site investigation to determine the composition of the site and, if required, to identify a suitable and effective remediation strategy to be submitted as part of any planning application.

4.11.3 All costs associated with the provision and connection of services is to be borne by the developer.

4.11.4 Due to the potential ingress of stythe gas, (a.k.a. black damp), into buildings from abandoned mine workings or via migration through porous strata and other routes, it is a requirement that all new buildings in the Borough are protected against ingress of gas. In general, the most effective method of doing this is by the installation of a multi media gas impermeable membrane at damp proof course or slab level, extending across any wall cavities. Voids below damp proof course or slab level should be ventilated to prevent stythe gas build up in these areas and to



facilitate mixing with air. All service entry points for utilities and pipes should be taped and sealed. This applies equally to residential or commercial properties. This requirement is not negotiable and cannot be overcome by testing for gas.

4.12.0 Approvals

4.12.1 The appointed developer must submit the development proposals to the Council for both Planning Permission and Building Regulations Approvals. In seeking full planning consent, the developer must satisfy the Council as to the design of the development, compliance with current relevant policies and other matters including external materials, car, disabled and cycle parking, landscaping, walls and fences, vehicular, cycle and pedestrian accesses and links to surrounding areas, drainage and service provision. Appendix 7 summarises the planning history of the site.

4.12.2 Planning obligation agreements will be used to secure the provision of street scene improvements and local labour agreements in accordance with the Blyth Valley Borough Council's Development Control Policies DPD (Policy DC2).

4.13.0 Design References

4.13.1 The following urban design policy and guidance documents should inform any design proposals for the development of the site :

Urban Design Compendium (English Partnerships / The Housing Corporation).

Manual for Streets (Department for Transport / Communities and Local Government).

Design Review (CABE).

By Design : Urban Design in the Planning System :

Towards better Practice (ODPM / CABE).

Building in Sustainability : A Guide to Sustainable Construction and Development in the North East (Durham County Council).

Active Design Guidance (www.sportengland.org).

By Design: Biodiversity by Design TCPA 2004.

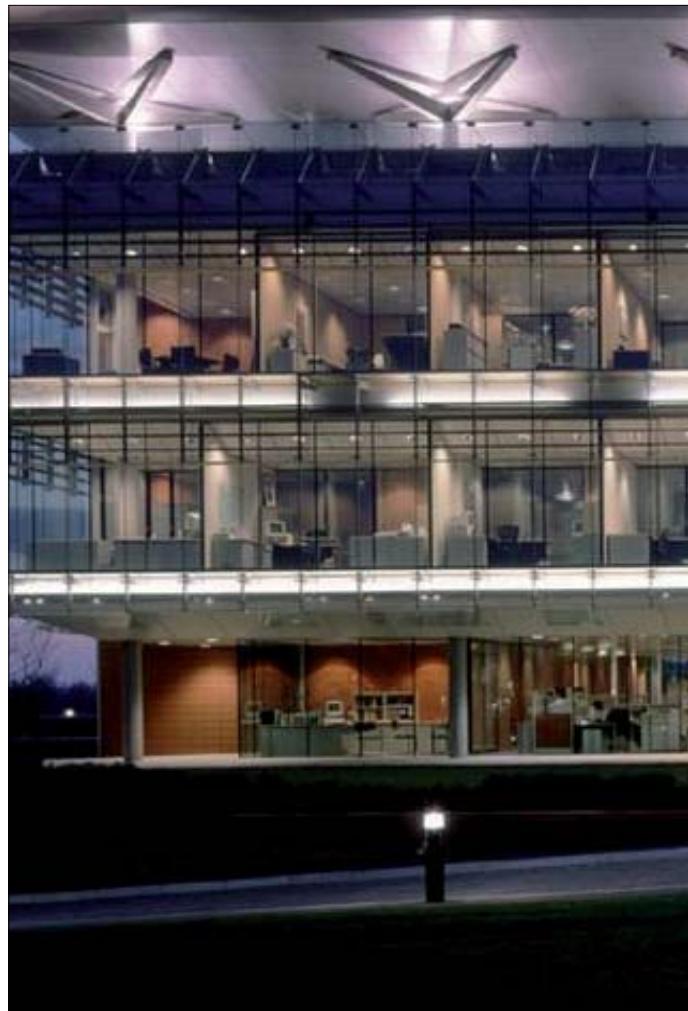


Figure 4.20 Aspirational office development.



5.0.0 PLANNING FRAMEWORK

5.1.0 Introduction

5.1.1 Any proposed development has to take account of a number of inter-linked components of national, regional and local planning policy as set within the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004. Under the terms of this Section of the Act, the following development plan documents should be considered in relation to the development brief site:

5.1.2 National Planning Policy Guidance

- Planning Policy Statement 1 (PPS1) - Delivering Sustainable Development [DCLG- February 2005]
- Planning Policy Statement Planning and Climate Change - Supplement to Planning Policy Statement 1(DCLG - Dec 2007)
- Planning Policy Statement 3 (PPS3) - Housing [DCLG- November 2006]
- Planning Policy Statement 6 (PPS6) - Planning for Town Centres [ODPM- March 2005]
- Planning Policy Statement 9 (PPS9) - Biodiversity and Geological Conservation [ODPM- August 2005]
 - Biodiversity and Geological Conservation - Statutory obligations and their impact within the Planning System [ODPM - circular 06/2005]
 - Planning Policy Guidance Note 13 (PPG13) - Transport [ODPM March 2001]
 - Planning Policy Guidance Note 16 (PPG16) - Archaeology and Planning [DOE- November 1990]
 - Planning Policy Guidance Note 20 (PPG20) - Coastal Planning [DOE- September 1992]
 - Planning Policy Statement 22 (PPS22) - Renewable Energy [ODPM- 2004]
 - Planning for Renewable Energy: A Companion Guide to PPS22 [ODPM –December 2004]
 - Planning Policy Statement 23 (PPS23) - Planning and Pollution Control [ODPM- 2004]
 - Planning Policy Guidance Note 24 (PPG24) - Planning and Noise [DOE- September 1994]

- Planning Policy Statement 25 (PPS25) - Development and Flood Risk [DCLG- December 2006]

5.1.3 Regional Planning Policy Guidance

- Regional Planning Guidance 1 (RPG1) for the North East (2002)
- The Secretary of State's Further Proposed Changes to the Draft Revision Submitted by the North East Assembly (2008)

5.1.4 Sub- Regional Planning Policy Guidance

- Northumberland County and National Park Joint Structure Plan - Schedule of Adopted Policies and Key Diagram as amended by the First Alteration, February 2005, the Secretary of State's (First) direction, August 2007, and the Secretary of State's (Second) Direction, February 2008.

5.1.5 Local Planning Policy Guidance

- Blyth Valley Local Plan (1999) Saved policies (2007)
- Blyth Valley Core Strategy (2007)
- Blyth Valley Development Control Policies (2007)

5.1.6 Key Changes to Local Planning Policy

Local policy guidance is currently in a period of transition. Therefore, all of the above documents must be considered by developers in order to establish development principles. An introduction and guide to the local policy information is stated below.

5.1.7 The Core Strategy for Blyth Valley was adopted in 2007. It sets out the vision, objective and spatial strategy for the Borough to 2021.

5.1.8 As the Core Strategy cannot contain site specific elements, a number of Local Plan (1999) policies have been saved under the transitional arrangements. A direction under Paragraph 1 (3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 was issued to the Council to save policies from the Local Plan until such time



as they are replaced by other policy formats, i.e DPD or SPD policies. It is therefore necessary to refer to any relevant policies which are currently active and applicable. These include saved Local Plan policies and new policies contained within recently adopted DPDs.

5.1.9 This Development Brief will be adopted as a Supplementary Planning Document in the Blyth Valley Borough Council Local Development Framework. It will supplement policy SS1 of the Core Strategy.

5.1.10 The Core Strategy Policy SS1 "Regeneration and Renaissance of Blyth Valley 2012: Integrated Regeneration and Spatial Strategy" sets out the guiding principles that apply to sites within Blyth Town Centre. The regeneration of the Bus Depot Site will be a key driver for change as the priority is to regenerate the historical and social fabric of the town.

5.2.0 Planning Policy Consideration

5.2.1 A brief policy review has been carried out in order to assist developers in making them aware of the national, regional and local policies that will need to be taken into consideration ahead of a planning application being submitted. The policies that are referred to in the following text are available in full from Blyth Valley Borough Council.

5.3.0 Sustainable Development

5.3.1 As set out in Planning Policy Statement 1: Delivering Sustainable Development (PPS1) development plans should ensure that sustainable development is pursued in an integrated manner. This means a focus on social cohesion and inclusion, protection and enhancement of the environment, prudent use of natural resources and sustainable economic development. Plans need to contribute

to global sustainability by addressing the causes and potential impacts of climate change - through design principles which reduce energy use, reduce emissions (for example, by encouraging patterns of development which reduce the need to travel by private car), promote the development of renewable energy resources, and take climate change impacts into account in the location and design of the development. PPS1 also stresses that planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted. Development plans should also contain clear, comprehensive and inclusive designs for access in terms of both location (connecting people to places) and access jobs and essential services. Designs should consider people's diverse needs and aim to break down unnecessary barriers and exclusions in a manner that benefits the entire community.

5.3.2 In formulating plans developers should factor in designs for this site that will cover important sustainability issues such as waste minimisation, conservation of water, use of sustainable construction materials, energy efficiency and green travel plans.

5.3.3 Further information on the context of sustainable development can be found in the introductory chapters to the Core Strategy and prospective developers are recommended to refer to this document. The need for sustainability principles when creating communities is highlighted in the following documents:

1. PPS1
2. RGP1 in policies DP1, DP2, T1, T2
3. Emerging RSS policies 2, 3, 24, 39
4. Core Strategy Policies SS1, SS3
5. Development Control Policy DC1



5.4.0 Sustainable Energy Sources and Devices

5.4.1 The Council is dedicated to mitigating the impact of climate change and to this end the Council is seeking to secure renewable energy systems and features within new developments. This is in line with consultation Planning Policy Statement on Climate Change and PPS22: Renewable Energy. Policy DC31 in Blyth Valley Development Control DPD reiterates the council's support for renewable energy schemes.

5.4.2 It is anticipated that proposals for the site will contain more than 1000 sq.m of development and therefore under Development Control Policy DC 30, 10% of the total predicted energy requirements for the development will be obtained by renewable resources.

5.4.3 Other policies that should be taken into consideration by developers are:

1. RPG1 Policies EN1, EN2, EN3, EN4 and EN7
2. Emerging RSS Policies 24, 39, 40, 41, 42
3. Core Strategy Policy SS3
4. Development Control Policies DC1, DC27 and DC30.



Figure 5.0 Solar panel.

5.5.0 Design Principles and Quality of Design

5.5.1 As well as any proposed development creating a sustainable development where access to jobs

and services are paramount there is a need for the development to incorporate good quality design guidance. This site is in a desirable location close to the River Blyth and the town centre which it is envisaged will in turn attract exceptional design and high quality development.

5.5.2 High quality, contemporary architecture or local styles should be incorporated into the design of the development where appropriate in line with RPG1 Policy ENV22 on built development. Although high quality and contemporary architecture is required in this development, there is still a need to reuse traditional materials wherever possible and incorporate the characteristics of the surrounding developments (see paragraph 3.2.0). References should therefore be made to the Urban Design Guide and Public Realm Strategy published by Blyth Valley Borough Council when establishing materials for the site.

5.5.3 Due to the prime location of the Development Brief Site, design principles and quality will need to be paramount and take into consideration guidance PPS6, PPS9 and Blyth Valley Development Control Policy DC1 and DC27.

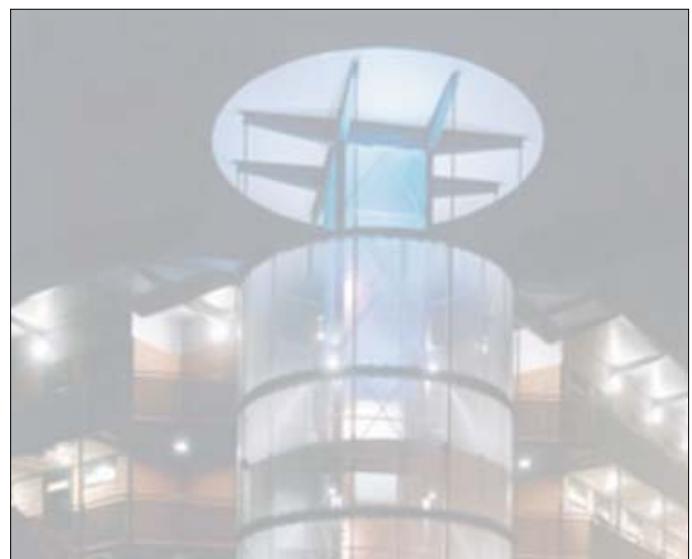


Figure 5.1 Landmark building design.



5.6.0 Public Open Space

5.6.1 The development of this site would not conflict with any public open space policies as the site is not designated within the Local Plan or Core Strategy as open space (Local Plan Policy E18). Local Plan Policy H21 needs to be taken account of in terms of design of any proposed open space areas.

5.6.2 Developers are expected to contribute to the enhancement and development of the network of green corridors within Blyth as part of their new development in compliance with Policy C2 of the Core Strategy.

5.6.3 Other policies that deal with public space should be taken into consideration by developers are:

1. RPG1 Policy ENV10
2. Core Strategy Policies SS3, ENV1
3. Development Control Policies DC1, DC2, DC16

5.7.0 Public Art Works

5.7.1 The creation of a public art feature or landmark will be sought in line with Local Plan Policy E21. This policy is reinforced by Blyth Valley Development Control policy DC1 where it is identified that percent for art schemes will be required in major developments in relation to the public congregating.

5.7.2 The nature of any public art features would need to be discussed with 'Inspire', prior to submission of any planning application. The South East Northumberland Public Art and Design Initiative, or 'INSPIRE', was set up in 2003 to improve the built and natural environment in South East Northumberland through the involvement of artists and better design. By bringing good design to the public realm the aim is to change negative

perceptions, contribute to a contemporary environment and raise aspirations for the future. Through these actions, it is hoped that people will be encouraged to stay in the area and take pride in it, and that others will be tempted to move to South East Northumberland.

5.7.3 INSPIRE is a partnership of three local authorities - Blyth Valley Borough Council, Wansbeck District Council and Northumberland County Council - the South East Northumberland North Tyneside Regeneration Initiative (SENNTRI) and Northumberland Groundwork Trust. It has the support of Commissions North and Northern Architecture. Funding for the project comes from the local authorities and the Northumberland Strategic Partnership via the Single Programme.



Figure 5.2 Integration of public art at Ingress Park.

5.8.0 Designated Sites, Protected Species, Flora and Fauna

5.8.1 The Development Brief Site is not located directly within a site designated internationally, nationally or locally for its nature conservation interest. However, given the proximity of such designated sites to the town centre of Blyth, there will be a need to establish what if any wildlife



interests the proposed development site has, and to consider measures that any development will need to take in order to conserve and enhance biodiversity. A brief site walkover should be carried out to establish any current biodiversity interest and the future potential for any landscaping scheme that would enhance local biodiversity.

5.8.2 The Northumberland Biodiversity Action Plan (BAP) should be consulted prior to any planning application being submitted on the site to ensure that biodiversity is maintained through careful landscaping and where possible enhanced within the area.

5.8.3 The Development Brief Site is classed as previously developed land (PDL) and it is not considered to have any particular landscape feature. However any proposed development of this site would require an overall improvement to the biodiversity of the area therefore attracting and enhancing the environment in line with Development Control Policies DC16 and DC17.

5.8.4 Developers will need to be mindful of biodiversity policies in the Core Strategy and Development Control Policies DPD as well as the wider context of Blyth, Northumberland and the North East. Prospective developers should refer to chapter 5 "Environment" in the Core Strategy which provides further background and guidance to the approach needed and should take account of policies within the following documents:

1. RPG1 policy ENV5
2. Emerging RSS policies 33, 35
3. Northumberland Structure Plan Policies L11, HC4
4. Core Strategy Policies SS3, ENV1

5.9.0 Development and Function of Town Centres

5.9.1 Blyth Valley Borough Council aims to improve the town centre in line with PPS6 and have therefore produced an Urban Design Guide and Public Realm Strategy which should be consulted prior to developing this site.

5.9.2 It is Blyth Valley Borough Council's intention that as part of the Strategy document, key areas within the town centre will be linked through a continuous built form allowing for public access. Therefore developers should be aware of the following policies:

1. RPG1 policies TC1, TC3;
2. Emerging RSS Policy 25
3. Core Strategy Policy SS1



Figure 5.3 Market Place, Blyth.

5.10.0 Commercial/ Office Use

5.10.1 It is anticipated that this Development Brief Site will incorporate an element of office/commercial uses. The Development Brief Site is allocated as an area for town centre expansion in the Blyth Valley Borough Council Local Plan. Therefore under PPS6 office/commercial uses are classed as appropriate



uses for a town centre location.

5.10.2 Developers should also take the following policies into consideration:

1. Local Plan Policy W6
2. Core Strategy Policy REG3
3. Development Control Policies DC6, DC8

5.11.0 Retail Development

5.11.1 It is anticipated that the site may incorporate an element of retail space as part of a mixed use proposal. The site is within the secondary commercial area of Blyth town centre and immediately adjacent to the central shopping area, as identified in the Blyth Valley Local Plan. The site is also allocated as an area for 'possible expansion of town centre uses' under Policy BP2.

5.11.2 Proposals for new retail development, not situated within the central/primary shopping area, must be considered against the various tests set out in PPS6 Planning for Town Centres. As the SPD is intended to provide a framework against which to consider future planning applications and in recognition that the nature of the proposal could change over time, it is not appropriate to undertake a full PPS6 assessment as part of this SPD. This will need to be undertaken by the developer at the planning application stage in liaison with the Council. A brief précis of how the proposal relates to PPS6 and the retail policies set out in the Blyth Valley Core Strategy is, however, set out below.

5.11.3 a) Assessing the need for the development. The Council adopted a Retail Capacity Study (RCS) in 2004 which formed the evidence base for the retail policies in the Core Strategy. The Study identified a significant amount of expenditure leaking out of the Borough in terms of both convenience and comparison goods. Notwithstanding this, a planning application for retail development

would need to be supported by an up-to-date assessment of need, tailored specifically to the nature of the proposal.

5.11.4 Qualitative Need

New retail development on this site would assist in improving the quality of the retail offer of Blyth town centre.

5.11.5 Securing the Appropriate Scale of Development

PPS6 states that an indicative upper limit for the scale of a development which is likely to be acceptable in particular centres for different facilities should be set out in development plan documents.

5.11.6 On the basis of the Retail Capacity Study, Policy R2 of the Core Strategy (in line with PPS6) sets out the appropriate level of retail growth for the Borough and where this should be directed, in order to 'claw back' some of the retail expenditure which is currently flowing out of the Borough. In terms of Blyth the proposed retail growth is comprised of the following:

5.11.7 5,800 sq m (net) in Blyth Town Centre (comparison-3300 sq m; convenience-2500 sq m)

5.11.8 The above the proposal is considered to be of an appropriate scale for Blyth town centre.

5.11.9 Applying the Sequential Approach to Site Selection

PPS6 requires developers to undertake a sequential test to demonstrate that there are no more central sites in the primary/central shopping area which could accommodate the proposal. As the central shopping area of Blyth is very tightly defined, the only other site which has potential to accommodate a supermarket of this scale would be the Keel Row Car Park. As this is required for



both a potential extension to the Keel Row itself and as general car parking for Blyth town centre, this site is not considered appropriate. Discussions regarding the extension of the Keel Row are underway and will be the subject of a separate SPD in due course. Adjacent to the Keel Row car park, there is a small area of land allocated under Proposal BP1 of the Blyth Local Plan for A1 retail use. In the event that the planned extension of the Keel Row shopping centre goes ahead, this area of land will be required for additional car parking, and in any event is considered to be too small to accommodate the proposed retail development.

5.11.10 Notwithstanding the above, a sequential test should be submitted in support of a planning application.

5.11.11 Assessing Impact

Given the significant leakage of expenditure outside the Borough as identified in the Retail Capacity Study, it is not envisaged that the proposal will have an impact on the town centre. However, given the location of the site out with the central/primary shopping area of Blyth, a planning application would be required to be supported by a full retail impact assessment, tailored to the nature and scale of the proposal.

5.11.12 Ensuring Locations are Accessible

The bus depot site is situated immediately adjacent to Blyth Central Shopping area, and within the secondary commercial area of Blyth. It is highly accessible by a variety of means of transport, including public transport.

5.11.13 Connectivity and continuity are paramount with the development of this site in order to ensure that it does not become disjointed from the rest of the town centre in line with Policy RD1.

5.12.0 Employment Land Distribution

5.12.1 Developers will need to be aware of the provision of employment land in the wider context of Blyth, Northumberland and the North East. Therefore taking account of policies within the following documents:

1. RPG1 Policy EL5
2. Emerging RSS Policies 12, 13, 18
3. Northumberland Structure Plan Policy ED1
4. Core Strategy Policies REG2

5.13.0 Traffic, Parking and Sustainable Travel

5.13.1 Any development on this site would result in an increase in traffic movement in and out of the site, both during construction and once the development is operational. Therefore a Traffic Assessment would need to be carried out as part of any planning application as well as the production of a green travel plan in line with PPG13 and Development Control Policy DC11.

5.13.2 As part of this process, consideration will need to be given to the level of parking provided, the arrangement of such parking together with other means of transport (i.e. bicycles), and the servicing of commercial elements. To encourage the dominance of the users of the proposed development above that of the highway infrastructure, passive traffic calming mechanisms that serve dual uses (i.e. servicing and acting as part of the carriageway) will be encouraged on the Site. Such arrangements should comply with the requirements of the Local Plan, Core Strategy and Policy PPG13. The parking standards set by the local authority's planning department should have regard to the site's location and the aspiration of the Government for the streets to be reclaimed by the people and not the private motorcar.

5.13.3 With regard to the promotion of



sustainable travel options any development should demonstrate the sustainable transport linkages to other areas by walking, cycling and use of public transport. Any improvements that are considered appropriate for the scale of the proposed development should be in line with Blyth Valley Core Strategy Policy A2.

5.13.4 Policy DC11 and Appendix A of the Blyth Valley Development Control DPD specifies the number of car and cycle parking spaces that would be required depending on the uses within the development. The developer would therefore need to ensure that the number of parking spaces allocated within the development site is adequate in line with the policy requirements.

5.13.5 Developers will need to take into consideration the aims and aspirations of Blyth Valley Borough Council. Further to this, the Blyth Valley Climate Change and Air Quality Action Plan should be considered when developing the design principles of the site ahead of any planning application being submitted. This will ensure that the proposed development achieves the Council's targets.

5.13.6 Developers will need to be mindful of traffic management policies in the wider context of Blyth, Northumberland and the North East. Therefore taking account of policies within the following documents:

1. RPG1 Policies TC4, T3, T4, T5, T8, T11, T12, T14, T16
2. Emerging RSS Policies 5, 5a, 51, 52, 54, 55
3. Northumberland Structure Plan Policy T1.
4. Local Plan Policy H21
5. Core Strategy Policies A1, A2

5.14.0 Flood Risk

5.14.1 The Area's Flood Risk Assessment produced by

Faber Maunsell on behalf of SENNTRi in November 2006 indicates that the development brief site is within Flood Zones 2 and 3a. Sites identified in Flood Zones 2 and 3a signify that a flood risk assessment sequential and exception tests must be carried out ahead of a planning application being submitted in line with PPS25. Developers would need to consult PPS25 Annex D and E ahead of

submitting a planning application to ensure that the minimum requirements are met with regard to flood risk.

5.14.2 RPG1 Policy ENV4 identifies a need for caution to be taken when proposing development in areas identified as having a high flood risk value as this site does.

5.14.3 Other policies that need to be taken into consideration relating to flood risk are:

1. RPG1 Policies DP2, ENV4
2. Emerging RSS Policy 2, 37
3. Core Strategy Policy SS3
4. Development Control Policy DC19

5.15.0 Water, Sewage and Pollution Control

5.15.1 The north west part of the site lies adjacent to one of NWL's sewage pumping stations, Blyth No5 SPS. The station uses Archemeides screw pumps to pump combined sewage flows and is partly open to the atmosphere. Any redevelopment of the site near to this pumping station would have to take into account the proximity of the station in accordance with PPS23 Planning and Pollution Control.

5.16.0 Air Quality

5.16.1 The Development Brief Site is within the Air Quality Management Area (AQMA). Therefore the



policies and actions within the AQMA and Emerging RSS Policy 38A and Development Control Policy DC21 must be taken into consideration.

5.16.2 There is a need to make a link between good air quality and planning for sustainable travel therefore, developers should refer to Development Control Policy DC11. Contributions will be sought to achieve the vision and objectives of the AQMA Action Plan.

5.17.0 Conservation Areas

5.17.1 The Development Brief Site is adjacent to the Heritage Conservation Area and the Central Conservation Area and therefore development of this site must be sympathetic to the character of the area. Developers will therefore need to be mindful of the adjacent conservation areas when making design decisions and inclusion of sustainable measures.

5.17.2 Development adjacent to the Conservation Areas are permitted in Development Control Policy DC23 as long as the development is considered to enhance or preserve the character of the area.

5.17.3 Development adjacent to the Conservation Areas are permitted in Development Control Policy DC23 as long as the development is considered to enhance or preserve the character of the area.

5.18.0 Archaeology

5.18.1 Care should be taken when developing the site to ensure that any archaeological remains are not damaged. To conform to PPG16 and Development Control Policy DC1 it may be necessary for a full architectural and historic assessment to be carried out to ensure that the historic context of the area remains, this would be in line with Development Control Policy DC26.

5.19.0 Planning Obligations

5.19.1 Blyth Valley Borough Council may impose planning obligations under Development Control Policy DC2 if it is felt appropriate to this particular site. This is dependant upon mix put forward by any developer.

5.20.0 Equality and Diversity

5.20.1 Blyth Valley Borough Council is committed to equality and diversity and its access policies under DDA and Building Regulations requirements.

5.20.2 Developers should note that a key priority of the Council is regeneration and making sure that the proposals that are delivered have equality and diversity at their heart and are accessible to all.



Figure 5.4 Accessibility for all.





6.0.0 SUBMISSION REQUIREMENTS

6.1.0 Submission Requirements for Planning Application

6.1.1 The submission requirements for planning applications, whilst not fully exhaustive, are set out below and will form the basis of discussions with the Council on the precise form and content of the submissions.

6.2.0 Community Engagement

6.2.1 The development proposals should be informed by consultation and engagement with relevant individuals, groups and organisations with an interest in the development. A statement of consultation should be submitted giving details of all consultations, how they have informed the proposed design solution and how further consultations will inform the finalised proposal.

6.2.2 Developers are recommended to refer to the Council's Statement of Community Involvement and The People's Plan.

6.3.0 Application Form and Drawing Package

6.3.1. Requisite number of application forms, certification, location plan and statutory submission fee.

6.3.2. Two record drawings (i.e. as existing) of buildings and structures on the site including sections to show relationship with the immediate and wider environs. Topographic survey of existing and proposed and finished floor levels.

6.3.3. Full plans and elevations at a scale to be agreed. The drawings shall include sections across the site at a number of agreed points to illustrate the context of the proposed development to adjacent

buildings and structures.

6.3.4. Full details including tracking of the parking and servicing areas together with access to bin storage and collection point.

6.3.5. Full details, including samples, of facing and roofing materials for all external elevations together with hard landscaping details.

6.3.6. The applicant will prepare and submit photomontages and computer generated modelling of the proposed development illustrating its constituent elements and the surrounding context.

6.3.7. Full details for all private and public boundary treatments together with landscaping, street furniture, and embedded art. Lighting together with parking and services area.

6.3.8 Other supporting documentation may include:

1. Design and Access Statement.

A brief Design and Access Statement will explain and illustrate how the key principles of good building design and good urban design have informed the proposed design solution. It will illustrate the key design concepts of the project and demonstrate how the proposed development has been informed by a thorough appraisal of the site and its context as well as relevant planning policies and design guidance.

2. Planning and Sustainability Statement.

3. Travel Plan

4. Flood Risk Assessment (including Sequential Test)



5. Regeneration and Economic Assessment
6. Statement of Community Involvement
7. Landscape Report (including Zones of Visual Influence).
8. Archaeological Desk Top Study.
9. Noise Impact Assessment (include interactions between proposed uses together with interaction of proposed uses with existing uses within the immediate and wide area).
10. Contaminated Land Report (initial Desk Top Assessment - this will guide if intrusive investigations have to be undertaken prior to determination of application).
11. Site Waste Management Plan.
12. Renewable Energy Feasibility Assessment.
14. Biodiversity Assessment.
15. Ground Water and Land Contamination Assessment.



7.0.0 DISCLAIMER

7.0.1 The preceding information is supplied for preliminary guidance only. Neither the Borough Council nor any of its Officers accepts any responsibility for the accuracy or completeness of the information contained in this Brief or to be supplied on enquiry. It is the sole responsibility of the developer to ascertain to his satisfaction the nature, stability and characteristics of the site and its suitability for any proposed scheme by inspection, survey, investigation and appropriate inquiry of statutory undertakers and others.

7.0.2 Acceptance by the Council of an offer for the land by the developer shall not be taken as an endorsement by the Council of that scheme or any of its technical content and shall not abrogate the necessity for the developer to obtain the appropriate statutory approvals thereto.





8.0.0 CONTACTS

Developers are required to make their own enquiries with the respective Undertakers :

Northumbrian Water Authority
Abbey Road
Pity Me
Durham
DH1 5FJ
Tel: 0845 717 1100

C E Electrics
Records Information Centre
New York Road
Shiremoor
Newcastle upon Tyne
Tel: 0191 229 4272

Northern Gas Networks
1100 Century Way
Thorpe Business Park
Colton
Leeds
LS15 8TU
Tel: 0113 251 5000

British Telecom plc
Head Office
81 Newgate Street
London
EC1A 7AJ
Tel: 0800 800 150

Northumbria Police
Force Architectural and Planning Liaison Officer
Tel: 01661 872 555

Environment Agency – North East Region
Tyneside House
Skinnerburn Road
Newcastle Business Park

Newcastle upon Tyne

NE4 7AR

Tel: 08708 506 6506

Inspire Northumberland

Wendy Scott

Public Art and Design Officer

Wansbeck Square

Ashington

Northumberland

NE63 9XL

Tel: 01670 843440

NaREC

Dr. Keith N Melton

Director of Technology and Innovation

Eddie Ferguson House

Ridley Street

Blyth

NE24 3AG

Tel: 01670 357 325

John Dowsett

Development Control Manager

Borough of Blyth Valley

Council Offices

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Tel: 01670 542389

Ian Glendinning

Building Control Manager

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Jack Walton
Highways Department
Northumberland County Council
County Hall
Morpeth
NE61 2EF
Tel: 01670 533 0000

County Archeologist
Northumberland County Council
County Hall
Morpeth
NE61 2EF
Tel: 01670 533 0000

County Ecologist
Northumberland County Council
County Hall
Morpeth
NE61 2EF
Tel: 01670 533 0000

Sport England North East
Richard Fordham
Northumbria House
Aykley Heads
Durham
DH1 5UU
Tel: 0207 273 1987



9.0.0 GLOSSARY

Accessibility

The ability of everybody to conveniently go where they want.

Adoption

The final confirmation of a development plan or Local Development Document as having statutory status.

Active Frontage

This refers to ground floors with windows and doors onto the street which create interest and activity. This normally means shopfronts but can include atriums and foyers.

Affordable Housing

Affordable housing includes social rented and intermediate market housing, to specified eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough to afford, determined with regard to local incomes and local house prices; and
- Include provision for:
 - The home to be retained for future eligible households; or
 - If these restrictions are lifted, for any subsidy to be recycled for alternative affordable housing provision

Affordable housing includes 'social rented' housing which is owned or managed by local authorities and Registered Social Landlords, for which guideline target rents are determined through the national rent regime and; intermediate affordable housing is housing above those of social rent but below market prices or rents and which meet the criteria set out above.

Air Quality Management Strategy

A designation made by a local authority where an assessment of air quality results in the need to devise an action plan to improve the quality of the air.

Area Action Plan

A Type of Development Plan Document focused upon a specific location or an area subject to conservation or change (for example major regeneration).

Area of Outstanding Natural Beauty

An area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty. Together with the national parks, they represent the finest landscapes.

Atrium

A circulation space, normally in the centre of an office building. This is often a high space with a glass roof that is the reception space for the building and the vertical circulation.

Best and Most Versatile Agricultural Land

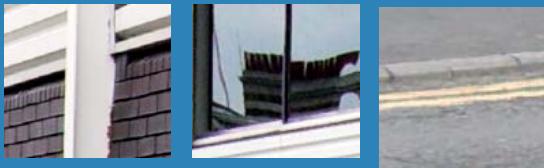
Land identified by the Department for Environment Food and Rural Affairs (DEFRA) as falling within classification grades 1, 2 or 3a, based on the physical characteristics of the land and the limits these oppose upon its agricultural uses.

Biodiversity

The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Building

The term building refers to the whole or any part of any structure or erection. It does not include plant or machinery comprised in a building.



Building Line

The primary front face of buildings along a street. Where all of the buildings share a common building line (which can be curved) there is continuous enclosure along the street.

Bulky Goods

Goods of a large physical nature (for example DIY, furniture, carpets) that sometimes require large areas for storage or display.

Business Clusters

Groups of companies and related organisations that collaborate to grow their business. Using this collaborative team approach allows businesses, regions and interest groups to develop greater speed, quality, innovation and critical mass. This assists in resolving practical issues like training, infrastructure and procurement.

Capacity (Retailing Terms)

Money available within the catchment area with which to support existing and additional floor space.

Change of Use

A change in the way that land or buildings are used. Planning permission is usually necessary in order to change a use class.

City Region

The concept of a city region can be understood as a functionally, inter related geographical area comprising a central or Core City, as part of a network of urban centres and rural hinterlands. A little bit like the hub and the spokes surrounding a bicycle wheel.

Community Strategy

A strategy prepared by local authorities to help deliver local community aspirations, under the Local Government Act 2000.

Conditions

Requirements attached to a planning permission to limit or direct the manner in which a development is carried out.

Conformity

In agreement with, accords with the principles of something.

Conservation Area

Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.

Conversions

Generally means the change of use of a building from a particular use, classified in the use classes order, to another use. Can also mean the subdivision of residential properties into self-contained flats.

Core Strategy

A Development Plan Document setting out the spatial vision and objectives of the planning framework for an area, linking into the Community Strategy.

County Council

A higher tier local authority providing strategic planning functions in non-unitary local authority areas.

Density

In the case of housing development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

Deposit

A term describing the statutory consultation period for plans being processed under transitional arrangements.



Designated Sites

Sites of conservation or landscape importance which will be protected from adverse impact of development. There are three main tiers of designated conservation sites, international, national and regional.

Development

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

Development Plan Documents (DPD's)

DPD's are Local Development Documents that have Development Plan Document Status. Once they are adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. The DPD's that planning authorities must prepare include the core strategy, site specific allocations of land and where needed action area plans.

d - NOX Pavers

d - NOX pavers have a special top layer containing titanium dioxide (TiO₂) that, in the presence of sunlight, acts as a catalyst to break down the pollutant nitrogen dioxide gas (NO₂) into nitrates.

Elevation

The front, back or side face of a building.

Employment Land Availability

The total amount of land reserved for industrial and business use awaiting development.

Enclosure Ratio

A measure of the shape of a street expresses as a ratio in which the first number relates to the

width of the street. A street with an enclosure ratio of 1:2 is therefore twice as wide as the height of the buildings.

Eyes of the Street

Refers to views out of building that provide surveillance of public areas.

Facade

The front wall of a building.

Flight Path

The route taken by aircraft between destinations.

Flood Plain

Generally flat lying areas adjacent to a watercourse, tidal lengths or a river or the sea where water flows in times of flood or would flow but for the presence of flood defences.

Functional Flood Plain

The unobstructed or active areas where water regularly flows in times of flood.

Frontage

Similar to facade - the front face of a building where it has its main door windows.

Grain

The complexity and coarseness of an urban area. Fine grained areas have a large number of different buildings and closely spaced streets. Course grained areas have large blocks and buildings and little architectural variety.

Green Belt

Land designated around certain cities and large built up areas, which aims to keep this land permanently open or largely undeveloped.

Greenfield Land

Land which has never been built on before or



where the remains of any structure or activity have blended into the landscape over time.

High Street

Traditionally a high street is a road through the heart of an urban area that carries all of the through traffic and is also where the greatest number and most important shops are sited together with civic functions. These streets would once have been the 'shopfront' of the town or city. Now bypasses often mean that they no longer carry traffic but they do still tend to be the focus for the shopping area.

Historic Parks and Gardens

A park or garden of special historic interest. Graded I (highest quality), II* or II. Designated by English Heritage.

Housing Land Requirement

The number of new housing units for which it is estimated, for planning purposes, that provision will be needed to be made in a defined area over a particular time period.

Housing Pathfinder Initiative

Nine sub regional projects to tackle low demand and abandonment, administered by a group of local authorities working in partnership and in receipt of funding from the Housing Market Renewal Fund.

Identity

The memorability or sense of place of an urban area. An area with identity is recognisable and has a distinctive character created by the size, shape or design of the buildings.

Independent Examination

The process by which an Independent Planning Inspector may publicly examine a "Development Plan Document" and any representations before issuing a binding report.

Infill Development

Building on a relatively small site between existing buildings.

Infrastructure Services

Which need to be in place in order that a completed development can function – e.g. roads, footpaths, electricity cables, water supply pipes and sewers.

Interchange

Transport Interchanges are places where the change between modes of travel is easy, for example a bus/rail station.

Issues, Options and Preferred Options

The pre-submission consultation stages on Development Plan Documents with the objective of gaining public agreement over proposals before they are submitted to Government for Independent Examination.

Landscape Character Assessment

The identification of different elements of the countryside, such as moorland, woodland and mountains. These elements give places their unique sense of character and will be considered in designating sites for further protection.

Listed Building

A building of special architectural or historic interest, graded I (highest quality) II* or II.

Local Centre

Includes a range of small shops and perhaps limited services of a local nature, serving a small catchment. Sometimes also referred to as a local neighbourhood centre.

Local Development Documents

These include Development Plan Documents, which will form part of the statutory development plan, and Supplementary Planning Documents,



which do not form part of the statutory development plan. Local Development Documents collectively deliver the spatial planning strategy for the local planning authority's area and they may be prepared jointly between local planning authorities.

Local Development Framework

A non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. The Local Development Framework will also comprise the statement of community involvement, the local development scheme and the annual monitoring report.

Local Nature Reserve

A statutory designation by principal local authorities made under Section 21 of the National Parks and Access to Countryside Act 1949 where public understanding of nature conservation is encouraged. Parish and Town Councils can declare LNRs but they must have the powers to do so delegated to them by a principal local authority.

Local Plan

An old style development plan prepared by the District Planning Authority. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.

Local Transport Plan

A five year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local Transport Plans should be consistent with the policies and priorities set out in the Regional Transport Strategy.

Major Development

Major development is defined as 10 or more dwellings, a building of 1000m² or greater floor area, or a site with an area of 0.5 hectares or greater.

Massing

The size and height of a building.

Masterplan

A type of planning brief outlining the preferred usage of land and buildings, as a framework for planning applications.

Mixed-Use

Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

Nature Conservation

The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.

Negative Containment

Built form which does not provide positive/active containment or frontage especially at ground floor level.

New Town

A newly planned settlement. The first new towns were planned urban communities under 1946 New Towns Act. Their purpose was to reduce overcrowding in major cities through the creation of attractive urban units that would provide local employment for their residents.

Northern Way

A cross regional strategy created by the three northern Regional Development Agencies (RDA's) and their partners in response to Office of the Deputy Prime Minister's "Sustainable Communities



Plan" progress report, "Making it happen" the northern way the purpose of which is to create a step change in economic growth across North of England.

Open Space

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

Perimeter Block

See urban block.

Permeability

The ease with which people can move around an urban area. A permeable neighbourhood has plenty of streets and it is possible to move through the area by a variety of routes.

Phasing or Phased Development

The phasing of development into manageable parts. For example, the annual rate of housing release for a large development that may need to be controlled so as to avoid destabilising housing markets and causing low demand.

Plan, Monitor and Manage

Approach to housing provision involving: Plan for an overall annual rate and distribution of housing; Monitor provision against targets and indicators; and Manage the process

Planning and Compulsory Purchase Act 2004

The law that controls the planning system. The Act updates elements of the 1990 Town and Country Planning Act.

Planning Out Crime

The planning and design of street layouts, open space and buildings so as to reduce the actual

likelihood or fear of crime, for example by creating natural surveillance.

Planning Obligations and Agreements

A legal agreement between a planning authority and a developer, or offered unilaterally by a developer, ensuring that certain extra works related to a development are undertaken. For example the provision of highways. Sometimes called a "Section 106" Agreement.

Planning Permission

Formal approval sought from a Council, often granted with conditions, allowing a proposed development to proceed. Permission may be sought in principle through outline plans, or be sought in detail through full plans.

Planning Policy Guidance

Issued by central government setting out its national land use policies for England on different areas of planning. These are being replaced by Planning Policy Statements.

Plot Ratio

A measure of density for non-residential used. This is expressed as a ratio in which the first number relates to the floor area of the building and the second to the area of the site. A 2:1 ratio therefore denotes a building that has two times the floor area of the site. This could be a two storey building covering the entire site or a four storey building covering half of the site.

Prestige Employment Sites

A strategic employment site that the Council identifies as critical to delivering accelerated growth in the Blyth Valley economy- A flagship employment site for the Borough of high design quality, which forms part of the regional portfolio.



Previously Developed Land

Previously developed land is that which is or was occupied by a permanent structure including the curtilage of the developed land and any associated fixed infrastructure.

Privacy Distance

The distance between the habitable windows of a dwelling necessary to ensure privacy.

Proposals Map

The component of a development plan, or LDF, showing the location of proposals in the plan, on an Ordnance Survey Base Map.

Public Open Space

Urban Space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role.

Public Realm

The public spaces of an urban area. This includes streets, squares and parks where people are free to walk. It does not include private gardens or courtyards or shopping malls.

Public Right of Way

A Public Right of Way is a highway over which the public have a right of access along the route.

Regeneration

The economic, social and environmental renewal and improvement of rural and urban areas.

Regeneration Proposal/Scheme

A proposal to deliver the economic, social and environmental renewal of a rural or urban area through investment and improvement.

Regional Spatial Strategy

A strategy for how a region should look in 15 –20

years time and possibly longer. It identifies the scale and location of new housing in the region, indicates areas for regeneration, growth and identifies smaller sub regions, specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.

Retail Floorspace

Total area of the property associated with all retail uses. Usually measured in square meters.

Secondary Service Centre

An area into which retail and related services of a suitable scale can locate themselves, to serve the surrounding villages.

Rural Diversification

The expansion, enlargement or variation of the range of products or fields of operation of a rural business.

Saved Policies

Policies within Local Plans that are saved for a time period during replacement production of Local Development Documents.

Sequential Approach

A planning principle that seeks to identify, allocate or develop certain types of locations of land before the consideration of others. For example, Brownfield housing sites before Greenfield sites, or town centre retail sites before out of centre sites.

Site of Nature Conservation

Importance (SNCI) Locally important sites of nature conservation interest designated by local authorities for planning purposes.

Site of Special Scientific Interest

A site identified under the Wildlife and Countryside Act 1981 as an area of special interest by reason of



any of its flora, fauna, geological or physiographical features (basically plants, animals and natural features relating to the Earth's structure).

Siting

The positioning of a building on the ground.

Spatial Planning

Spatial planning goes beyond the traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

Spatial Vision

A Brief description of how the area will be changed at the end of the plan period (10-15 years).

Special Protection Area

Sites classified under the European Community Directive on Wild Birds to protect internationally important bird species.

Star Building

This relates to a building that is special by virtue of its role. Traditionally this would include churches, town halls and other public institutions. These buildings should be commissioned by public competition but are not subject to the same rules as other buildings.

Statutory

Required by law (statute) through an act of parliament.

Strategic Employment Site

Key employment sites in strategic locations capable of accommodating major investment often of national or regional significance.

Strategic Environmental Assessment

An environmental assessment of plans and programmes, including those in the field of planning and land use, which complies with the EU Directive 2001/42/EC in order to make sure that the plan is sustainable.

Strategic Planning

Wider ranging and longer term planning which establishes broad goals, strategies, principles and objectives for the wider region. This is established through the Regional Spatial Strategy and the Northumberland County Council Structure Plan.

Street Hierarchy

The relative importance of different streets. This traditionally includes high streets that carry most through traffic and have the greatest number of shops, secondary streets that take traffic into each neighbourhood and have fewer shops, secondary streets that take traffic into each neighbourhood and have fewer shops and local streets that give access to each of the buildings. Today high streets are often pedestrianised and through traffic is carried on a new level of the hierarchy - the boulevard.

Submission Draft

A Development Plan Document submitted to the Secretary of State for independent examination before a Government appointed Planning Inspector.

Structure Plan

An old style development plan, which sets out strategic planning policies and forms the basis for detailed policies in Local Plans and Development



Plan Documents. These plans will continue to operate for a time after the commencement of the new development plan system.

Submission Document

The final version of a development plan document which is submitted to the Secretary of State for consideration. The Secretary of State will consider the content of the submission document, the way in which it has been prepared, and any outstanding objections in relation to either of the documents. The Secretary of State will then make recommendations that we will have to take on board before the document becomes formal policy for us to use when considering planning applications. The document will be formally adopted in 2007.

Supplementary Planning Document (SPD)

An SPD is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.

Supporting Cast Building

This relates to the majority of buildings in an urban area- all of the housing, shops and offices. These create the urban form of an urban area and should be subject to urban design rules.

Sustainability Appraisal

The process of weighing and assessing all the policies in a development plan, Local Development Document or Regional Spatial Strategy, for their global, national and local implications.

Sustainable Communities

Places where people want to live and work, now and in the future.

Sustainable Development

A widely used definition drawn upon by the World

Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".

Sustainable Urban Drainage Systems (SUDS)

Surface water drainage methods that take account of quantity, quality and amenity issues and are collectively more sustainable than conventional methods.

Tall Buildings

The definition of a tall building depends on context. However in Blyth tall buildings are defined as anything over 4 storeys.

Transport Assessment

An assessment of the availability of and levels of access to all forms of transportation. Indicative thresholds for transport assessments are contained in Appendix B of the DFT's Guidance for Transport Assessments (February 2007).

Traffic Impact Assessment

An assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require highway improvements.

Travel Plan

A travel plan aims to promote sustainable travel choices as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel Plans can be required when granting planning permission for new developments.

Use Classes:

A1 Shops

A2 Financial and Professional Services

A3 Restaurants and Cafes

A4 Drinking Establishments



A5 Hot Food Takeaway

B1 Business

B2 General Industrial

B8 Storage and Distribution

C1 Hotels

C2 Residential Institutions

C3 Dwelling houses

D1 Non-Residential Institutions

D2 Assembly and Leisure

Sui Generis: for example theatres and casinos

in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context.

Urban Block

This is an area bounded by streets and occupied by buildings. Sometimes called a perimeter block, the buildings face outwards onto the streets often with a private courtyard in the centre. For housing development this court yard is often used by residents (sometimes for gardens) for shops it is where servicing takes place and of offices it is often an atrium.

Urban Regeneration

Making an area develop or grow strong again through means such as job creation and environmental renewal.

Vitality

In terms of shopping, a centre that is capable of success or continuing effectiveness.

Viability

In terms of shopping, the capacity of a centre to grow or develop.

Waste

Waste is a material or object that is no longer wanted and which requires disposal. If a material or object is reusable, it is still classed as waste if it has first been discarded.

Windfall Site

A site not specifically allocated for development



APPENDICES

Appendix 1 Blyth Conservation Areas

Appendix 2 Site Plan

Appendix 3 Active Design Guidance

Appendix 4 One NorthEast Quality Standards

Appendix 5 English Partnership's Quality Standards

Appendix 6 Blyth Valley Borough Council Development Control Development Plan Document
Appendix A) Car and Cycle Parking Standards

Appendix 7 Planning History

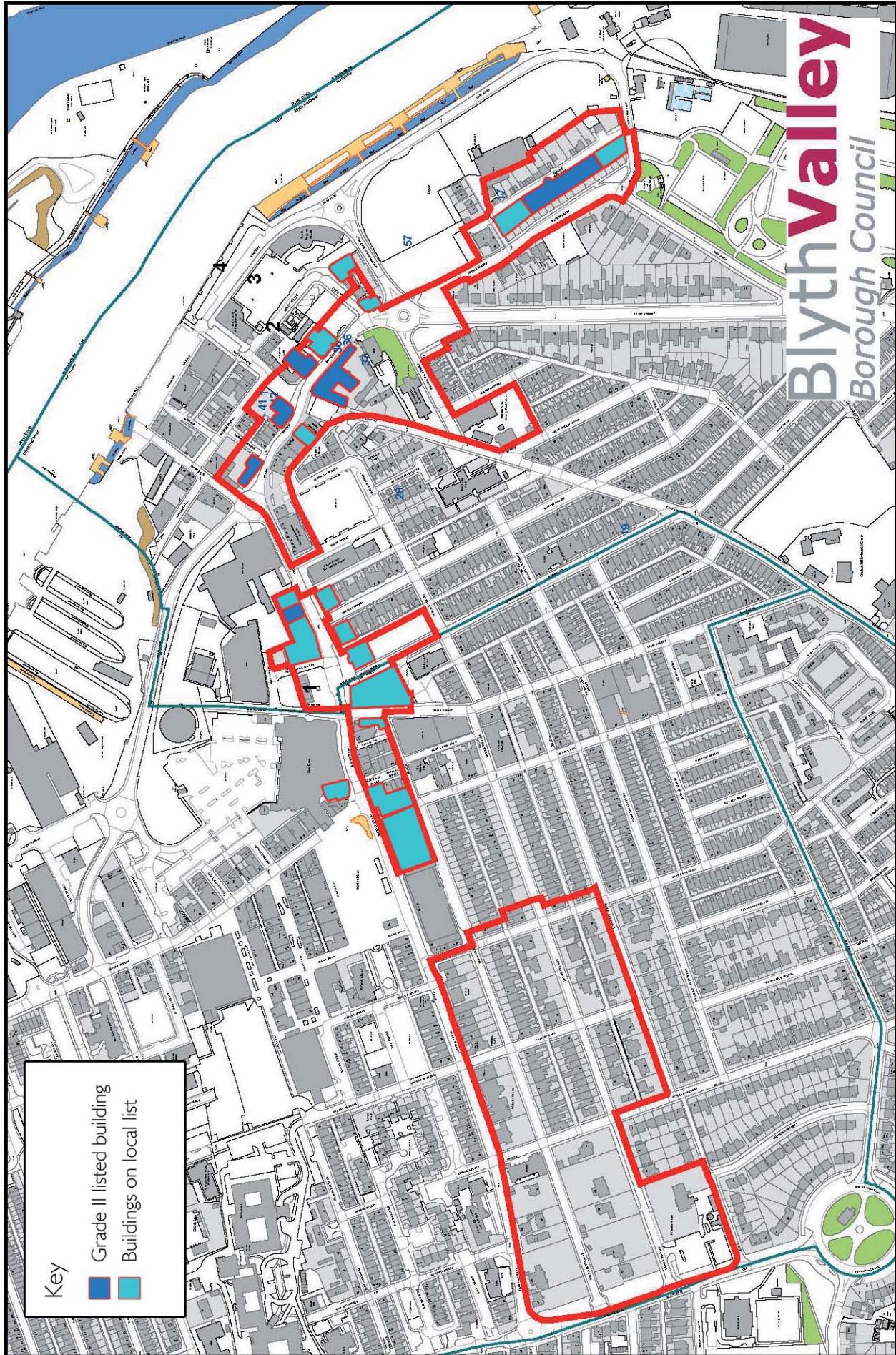




APPENDIX 1 BLYTH CONSERVATION AREAS



Blyth Conservation Areas



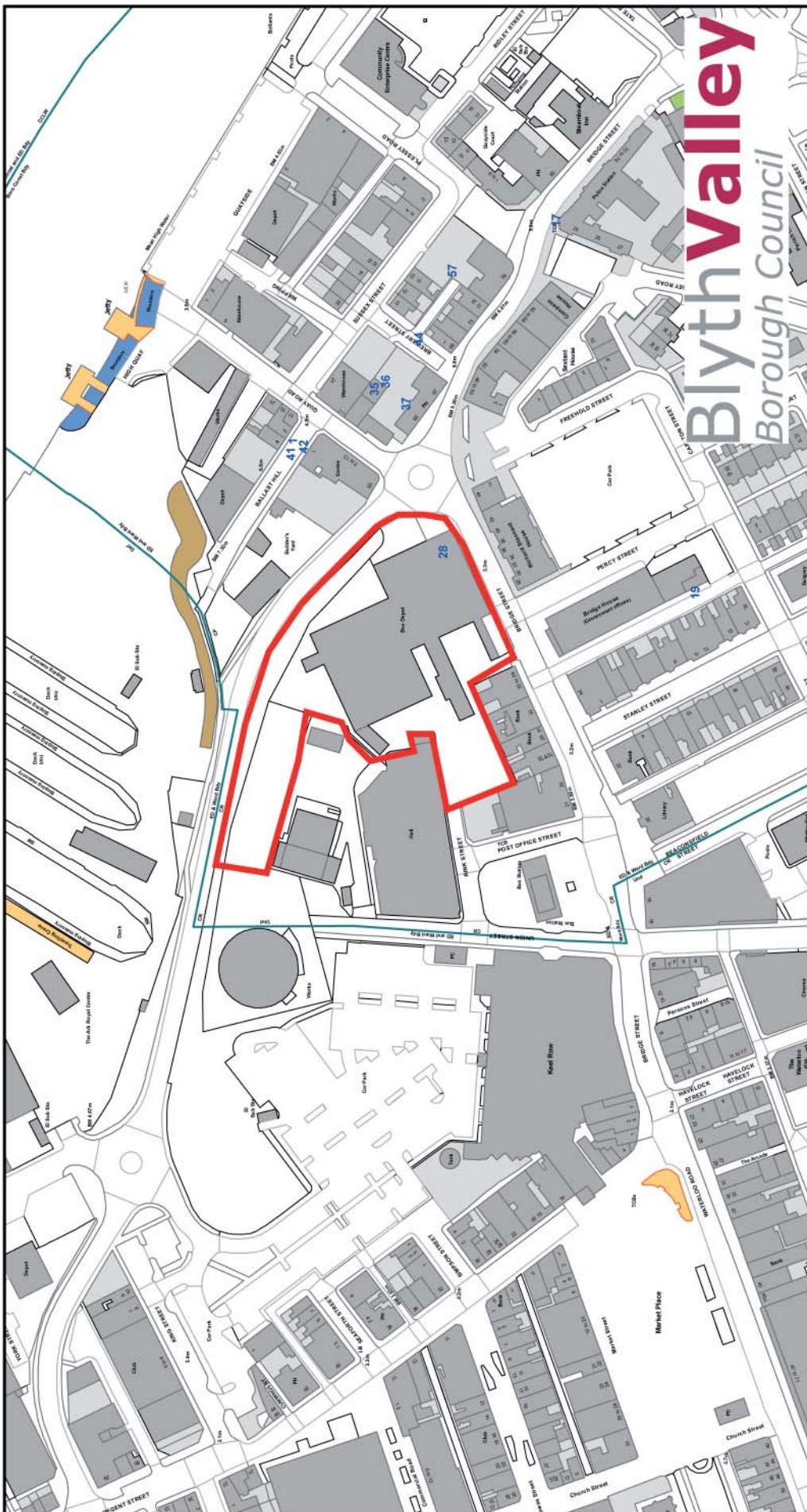
This map shows listed buildings from Blyth Central Conservation Area and Blyth Heritage Conservation Area only.





APPENDIX 2 SITE PLAN





| | | | |
|---------------------|---|------------------|----------------------|
| Organisation | Blyth Valley Borough Council | | |
| Department | Strategic Planning & Economic Development | | |
| Comments | | | |
| Date | <input type="text"/> | Signature | <input type="text"/> |
| Licence No. | 100019084 | | |

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APPENDIX 3 ACTIVE DESIGN GUIDANCE





ACTIVE DESIGN GUIDANCE

The guidance promotes sport and activity through three key Active Design principles of - improving accessibility, enhancing amenity and increasing awareness.

Accessibility

Improving accessibility refers to the provision of easy, safe and convenient access to a choice of opportunities for participating in sport, active travel and physical activity for the whole community.

Amenity

Enhancing amenity involves the promotion of environmental quality in the design and layout of new sports and recreational facilities, the links to them and their relationship to other development and the wider public realm.

Awareness

Increasing awareness highlights the need for increased prominence and legibility of sports and recreation facilities and opportunities for exercise through the layout of the development.

Detailed guidance on active design can be obtained from the Sport England website on:

www.sportengland.org/index/getresources/planning_for_sport_front_page/planning_active_design.htm





APPENDIX 4 ONE NORTHEAST QUALITY STANDARDS





ONE NORTHEAST QUALITY STANDARDS

One NorthEast's Quality Standards apply to all capital projects funded through the single programme this includes gap-funded projects and site disposals. They must be achieved in every instance with no trade-offs between categories.

In addition, scheme-specific/local standards may be applied at the discretion of the One NorthEast project manager (including OGC Minimum Construction Standards for publicly procured projects).

| QUALITY STANDARDS | Key Assessment Criteria | Further information |
|---|---|---|
| 1 Design Quality Assessment (14 of the 20 criteria must be satisfied to have passed) | <p>The submission of a Design and Access Statement is required for all projects.</p> <p>This statement allows a detailed understanding of how the proposal responds to the context of the site and requirements of any design brief/guide/code. It should be used as the principal means of pre-application dialogue on design matters between the proponent and One NorthEast and the local planning authority.</p> <p>In addition to a general review of appropriateness projects will be assessed against 20 defined criteria (attached) based on the core principles of permeability, legibility, vitality and robustness. Projects, which achieve 14 of the 20 criteria, are deemed as having achieved the minimum design standards.</p> | <p>Ignite Design Statement Tool: www.designstatement.co.uk</p> <p>CABE Design and Access Statements Guide: www.cabe.org.uk</p> <p>RSA Inclusive Design resource: www.inclusivedesign.org.uk/</p> |
| 2 Disability Discrimination Act Statement of Approach | <p>All projects must identify through the Design and Access Statement how they have responded to the Inclusive Design agenda.</p> <p>In addition a DDA statement of approach is required. This must identify how the project meets One NorthEast statutory duty to promote access by describing how the project team is equipped to respond and documents the decision making process that has considered the needs of disabled people.</p> | Disability Discrimination Act 2005: www.opsi.gov.uk |
| 3 BREEAM /CEEQUAL Excellent at Post Construction Review Certificates required. | <p>All projects must achieve an Excellent BREEAM rating at Post Construction Review.</p> <p>There are various BREEAM models to cover retail, industrial, office and bespoke. The BREEAM assessment includes Energy, Management, Pollution, Materials, Transport, Water Use, Health & Well Being.</p> <p>The CEEQUAL assessment, the civil engineering equivalent to BREEAM, includes environmental aspects such as the use of water, energy and land as well as ecology, landscape, nuisance to neighbours, archaeology, waste minimisation and management, and community amenity. CEEQUAL will only be required when specified by the One NorthEast project manager.</p> <p>With the agreement of the One NorthEast project manager there may be exceptional circumstances in which a Very Good assessment could be justified.</p> <p>All residential projects will also need to achieve Level 4 of the Code for Sustainable Homes.</p> | <p>BREEAM: www.breeam.org.uk</p> <p>CEEQUAL: www.ceequal.com</p> <p>Code for Sustainable Homes: www.communities.gov.uk</p> |
| 4 Carbon Target 22% | <p>This standard promotes a 22% reduction in carbon emissions above those required by Building Regulations.</p> <p>It is essential that One NorthEast assists in the delivery of high quality buildings with exemplar energy performance. The Agency is fully supportive of the use of renewable energy technology as a method of achieving this objective. However, the energy agenda has been expanded to examine the overall carbon impact of a building.</p> <p>This change of focus places a greater emphasis on the incorporation of energy efficiency measures, such as higher levels of insulation, improved air tightness and improved boiler systems. The improvement in carbon use is calculated through a comparison with a standard product that will achieve Building Regulations compliance.</p> <p>It is important to note that this level of improvement is equivalent to 10 BREEAM points and can contain an element of renewable power, with the majority of planning authorities requiring a 10% provision.</p> | <p>Planning Policy Statement 22 Renewable Energy: www.communities.gov.uk</p> <p>Building Regulations Part L: www.communities.gov.uk</p> |



| | | |
|--|---|--|
| 5 Resource Efficiency | All schemes must derive at least 10% of the value of materials from recycled and reused content. Advice and information as to how to achieve this standard is provided by WRAP a not for profit company as part of the Government's waste strategies across the UK. Schemes must also consider how to increase Resource Efficiency by incorporating Modern Methods of Construction, promoting water efficiency, using materials with lower embodied energy, etc. | WRAP www.wrap.org.uk Constructing Excellence: www.constructingexcellence.org.uk |
| 6 Green Travel Plan | Green Travel Plans need to be prepared for all appropriate schemes (as determined by the One North East project manager). Location of developments is considered to be crucial as is the need to increase provision for cycling and public transport. | Department for Transport Travel Plan Guide: www.dft.gov.uk |
| 7 Lifetime costing | The whole-life costs of a building or space (often referred to life cycle costs) are the costs of acquiring and building it, the costs of operating it and the costs of maintaining it over its whole life. Projects will need to establish lifetime costs (the level of detail required to be agreed with the One NorthEast project manager). | Office of Government and Commerce Whole Life Costing Guidance: www.ogc.gov.uk |
| 8 Timber from recognised sustainable source | All timber or timber products (including timber used solely during the construction process such as temporary fencing, hoardings or shuttering) are to be purchased in accordance with the Government's timber procurement policy. A central point of expertise on timber (CPET) website provides information and advice on procuring legal and sustainable timber and dealing with specifications, selecting tenderers, bid evaluation and contract compliance | CPET www.proforest.net/cpet www.woodforgood.com |
| 9 Considerate Constructors Scheme | Clients are to include within all contracts involving construction a requirement for their constructors to be registered with a suitable site management / good neighbour scheme such as the Considerate Constructors Scheme and to comply with the scheme's Code of Considerate Practice. | www.ccscheme.org.uk |

Design Assessment Criteria

The criteria cover four main themes:

Permeability and Accessibility

1. Does the development promote easy access to public transport?

2. Does the building layout take priority over the roads, service yards and car parking, so that they do not dominate the street scene?

3. Is the site and its access routes capable of accommodating all anticipated vehicle requirements whilst being pedestrian and cycle friendly?

4. Are principles of inclusive design evident in the building/space design?

5. Does the scheme integrate with existing roads, views, paths and surrounding development?

Legibility and Identity

6. Is the design specific to the scheme?

7. Does the scheme feel like a place with a distinctive character?

- 8. Do buildings exhibit architectural quality?
- 9. Do buildings and layout make it easy to find your way around?
- 10. Does the scheme exploit existing buildings, views, landscape and/or topography?

Vitality and safety

11. Is there a mix of uses (within or adjoining the development) to promote diversity and enliven the scheme?

12. Is there sufficient variety and richness in the architectural style and material/colour palette to achieve visual interest and variety?

13. Are buildings, public spaces and pedestrian routes overlooked and do they feel safe?

14. Are private areas appropriately defined and secured?

15. Does the development provide users with sufficient opportunities for physical activity (e.g. cycle stands, gyms, shower facilities etc)?



Robustness

16. Is public space well designed and does it have suitable management arrangements in place?
17. Will the scheme make use of advances in construction that enhance its performance, quality and attractiveness?
18. Does the layout allow for adaptation, conversion or extension?
19. Does the development have any features that reduce its environmental impact/improve its energy and resource efficiency?
20. Does the building/s take account current ICT requirements and make provision for future anticipated developments?

Proposals which achieve 14 of the 20 criteria, are deemed as having achieved the minimum standards. Assessment will be against the Design and Access Statement.





APPENDIX 5 ENGLISH PARTNERSHIP QUALITY STANDARDS





Quality Standards Checklist

| Quality Places | Design statements | Design statement adhering to the principles of UDC and UDC2 |
|--|---------------------------------------|---|
| | Building for Life | Building for Life Silver (or Gold) |
| | Inclusive design | Access statement, taking an inclusive approach to design and adhering to the principles of inclusive design guidance note |
| | Secured by Design | Developments designed by Secured by Design principles and accredited by the local constabulary |
| | Integration of tenure | Tenure-blind development (maximum 6 social units together) |
| | Car parking | Local authority minimum is English Partnerships' maximum Design in accordance with <i>Manual for Streets and Car parking: what works where</i> guides |
| | | |
| Quality Homes and Buildings | Code for Sustainable Homes and BREEAM | Code for Sustainable Homes Level 3 minimum for housing (later phases may be higher) and BREEAM Very Good for commercial or other building types |
| | Lifetime Homes | All 16 standards for Lifetime Homes must be achieved |
| | Noise | Airborne sound attenuation 5dB higher than Approved Document Part E Impact sound attenuation 5dB lower than Approved Document Part E |
| | Building specifications | Specifications between A*-C only from BRE <i>Green Guide to Specification</i> and <i>Green Guide to Housing Specification</i> |
| | Overheating | Testing required on overheating – for living areas <1 per cent of occupied hours are over an operative temperature of 28°C. Bedrooms <1 per cent of occupied hours are over 26°C |
| | Space standards | 1 Bed/2 person homes 51 sq m 2 Bed/3 person homes 66 sq m 2 Bed/4 person homes 77 sq m 3 Bed/5 person homes 93 sq m 4 Bed/6 person homes 106 sq m also requirements for room dimensions and balconies |
| | Fire safety | Statement of fire safety |
| | | |
| Construction Quality | Construction efficiency | Construction efficiency statement outlining how developers have used lessons of the Design for Manufacture Competition and how new technologies improve the quality and deliverability of the scheme – detail on lending, insurance and consumer warranties |
| | Re-use of resources | Land remediation and demolition statements (where relevant) Site waste management plan Re-use of existing buildings and materials where possible |
| | CEEQUAL | Very Good for construction quality |
| | Health and safety | Health and safety plan and Construction Design and Management (CDM) co-ordinator appointed |
| | | |
| Rewarding Quality and Delivering Locally | Site-specific issues | Project delivery team to identify site-specific requirements |
| | Long-term management | Proposals for a long-term management strategy |
| | Community engagement | Community engagement strategy |
| | Delivery and financial capacity | Development team, finance and market proposals are deliverable |

Source: "Places, Homes, People" Policy Guidance English Partnership Quality Standards Delivering Quality Places.

Revised: from November 2007.

www.englishpartnerships.co.uk





APPENDIX 6 Blyth Valley Borough Council Development Control Development Plan Document

Appendix A) Car and Cycle Parking Standards





Appendix A Car and Cycle Parking Standards

Car Parking Standards

This appendix should be read in association with Policy DC11 Planning for Sustainable Travel.

It is recognised that the availability of parking influences the pattern of journeys made and the extent to which people select the private car as a means of travel. PPG13 now requires that maximum car parking standards should be set, whilst only setting minimum car parking standards for disabled parking. This is reinforced in the Northumberland County Council Structure Plan, and it is advised that parking standards are set at a local level through Local Development Frameworks. Car parking standards will ensure that new developments provide adequate off street whilst avoiding the over provision of car parking.

The proposed maximum car parking standards for Blyth Valley reflect the emerging regional car parking standards. Should significant amendments be made to these standards or county wide standards be adopted which are not reflected in the standards set in this policy, it will be necessary to review the standards accordingly.

The standards set in the table below include the space needs of residents, employees, visitors/ customers, but do not take into account the requirements of vehicles delivering/loading.

It is the responsibility of the applicant to ensure that adequate provision is made on the site for disabled parking, which meets as a minimum the requirements of the Disability Discrimination Act and the Traffic Advisory Leaflet 5/95 Parking for disabled people.

The standards are set for each of the use classes

as established in the Town and Country Planning (Use Classes Amendment) 2005. For those uses which are not included in the table below, car parking provision will need to be established through a Transport Assessment, and will be

agreed with the Local Authority. For those developments falling below the thresholds set, the amount of parking required by the development will be agreed with the local authority. For individual developments the standards will be required as a maximum. Only in exceptional circumstances (where the applicant has demonstrated through a Transport Assessment) will a higher level of parking be permitted. In relation to housing developments, parking provision should be framed with good design in mind, recognising that car ownership varies with income, age, household size and the type of housing and its location. The maximum parking standards are to be applied to the development as a whole, whilst allowing for a reasonable degree of flexibility in the distribution of these parking spaces across the residential development. This will allow for the provision of an appropriate level of parking for the different types of dwellings proposed.

It is envisaged that in locations which are well served by existing public car parking and public transport, that a lower level of parking could be provided which would still adequately meet the needs of those using the development. This will be subject to the agreement of the local authority, and must ensure that road safety is not compromised by encouraging more on street parking. Shared parking is encouraged, particularly in town centres and as part of major mixed-use proposals.



| Maximum Parking Standards | | |
|--|---|---|
| Use Class/Use | Maximum number of spaces | Threshold from which standard applies (sqm) |
| A1 Food Retail | 1 space per 19sqm gross of floorspace | 1000sqm |
| A1 Non Food Retail | 1 space per 27sqm gross of floorspace | 1000sqm |
| A2 Financial and professional services | 1 space per 25sqm of gross floorspace | 1000sqm |
| A3 Restaurants and cafes | 1 space per 5sqm of gross floorspace | 1000sqm |
| A4 Pubs and bars | 1 space per 10sqm of gross floorspace | 1000sqm |
| A5 Takeaways | To be agreed with the local authority subject to location of proposal | |
| B1 Offices, research and development, light industry | 1 space per 40sqm of gross floorspace | 2500sqm |
| B2 General industry | 1 space per 50sqm of gross floorspace | 2500sqm |
| B8 Storage or distribution | 1 space per 100sqm of gross floorspace | 2500sqm |



| | | |
|-------------------------------------|--|---------|
| C1 Hotels | To be agreed with the local authority, dependant on size of operation and the extent of additional facilities which attract wider use and therefore generate parking demand, e.g. restaurant, conference facilities, public house etc. | |
| C2 Hospitals | 1 space per 4 staff 1 space per 3 daily visitors | N/A |
| C2 Nursing homes | 1 space per residential staff 1 space per 3 bed spaces | N/A |
| C3 Dwelling houses | 1.5 off street spaces per dwelling | N/A |
| D1 Pre-school/nursery | 1 space per 1.5 staff | N/A |
| D1 Schools (Primary/Secondary) | 1 space per 2 staff 1.5 spaces per classroom | N/A |
| D1 Higher education | 1 space per 2 staff 1 space per 20 students (both full and part time) | N/A |
| D1 Health services | 1 space per 2 staff 2 spaces per consulting room | N/A |
| D2 Cinema/conference facilities | 1 space per 7 seats | 1000sqm |
| D2 Leisure and community facilities | 1 space per 29sqm of gross floorspace | 1000sqm |
| D2 Stadia | 1 space per 20 seats | N/A |
| Sui Generis | To be agreed with the local authority, dependent on size and location of development and the extent to which it will generate trips | |



Car Parking Design

The design and layout of car parks will impact on the quality of the environment. Proposals which include the provision of off street car parking must take into account the design principles outlined in policy DC31. This will ensure that the car parking is well landscaped and lit, user friendly, accessible to all people, safe, attractive and relates well to the surrounding area allowing pedestrians and cyclists to move easily around and through the car park during the day and evening.

Cycle Parking

PPG13 states that the provision of cycle parking should be consistent with the cycle strategy in the Local Transport Plan. The Northumberland Local Transport Plan (2006-2011) does not set standards for cycle parking, but includes these in the Northumberland Cycling Strategy (Draft November 2005), and encourages local authorities to incorporate cycle parking in new development. The Northumberland County Structure Plan (2005) encourages the provision of facilities for cyclists at public facilities and other locations.

Setting cycle parking standards will ensure that new development provides for the needs of cyclists. The provision of secure cycle parking should encourage more people to cycle to work, school or in their leisure time, which in turn encourages a more healthy lifestyle, sustainable travel system and potentially eases congestion and parking pressures, assisting in achieving some of the broader objectives outlined in the Core Strategy.

Any cycle parking facilities must be appropriately located within the development site and comply with other relevant policies in the Local Development Framework.

Minimum standards for cycle parking are set out below. Should it appear that, in particular

circumstances this provision might be inadequate to meet the demand for cycle parking then additional provision may be required.



| | |
|--|--|
| Hotels/motels/guest house | 1 space per 8 bedrooms |
| Restaurants/cafes/public houses | 1 space per 50sqm public area |
| Fast food/hot food takeaways | 1 space per 200sqm gross floor area |
| Retail | 1 space per 200sqm gross floor area |
| Cash and carry warehouses | 4 spaces |
| Storage and distribution warehouses | 2 spaces |
| Industry | 1 space per 500sqm gross floor area (minimum of 4 spaces) |
| Offices | 1 space per 300sqm gross floor area |
| Car sales | 2 spaces minimum |
| Garage/service stations/car repair workshops | 1 space per 200 sqm gross floor are (minimum 2 spaces) |
| Education-schools/colleges | 1 space per 5 pupils |
| Places of worship | 1 space per 100 seats (min 4 spaces) |
| Places of entertainment (i.e. cinemas,theatres, bingo) | 1 space per 100 seats (min 4 spaces) |
| Art galleries, museums and exhibit halls | 1 space per 300sqm of public floorspace (minimum 4 spaces) |
| Hospitals | 6 spaces per 100 beds |
| Clinic, health centres, doctors, dentist, vet | 1 space per 3 consulting rooms (minimum 2 spaces) |
| Libraries | 1 space per 500sqm floor area (minimum 4 spaces) |
| Sports facilities | 1 space per 20 patrons able to use facilities at any one time (minimum 4 spaces) |
| Touring caravan and camping sites | 1 space per 10 tent spaces (minimum 4 spaces) |

For residential developments secure, covered, cycle parking should be included in the development where possible. Cycle parking should be directed towards accessible on site locations, adjacent to communal uses such as car parks, garages refuse/recycling facilities. Where communal facilities are not present and dwellings have private gardens, parking and refuse facilities, cycle parking is encouraged within the curtilage of individual dwellings, either in individual lockers or cycle stands. Minimum parking standards for residential cycle parking are set out below.



Minimum Parking Standards for Residential Cycle Parking

| Land use | Minimum cycle provision |
|---|--------------------------------------|
| Dwelling | 1 space per residential dwelling |
| Elderly/nursing | 6 spaces per 100 residents |
| Sheltered accommodation Semi retirement accommodation | 1 space per 5 flats |
| Purpose built student accommodation | 1 space per 5 flats |
| Community housing for the disabled or other special types of hostel | 1 space per 5 students |
| | Assessed on individual circumstances |



APPENDIX 7

PLANNING HISTORY





PLANNING HISTORY

A list of planning applications from January 2002 until November 2007 on the site and the immediate area is listed below:

Reference: 05/00509/FUL

Received: 19th August 2005

Decision: Pending

Location: Dales House, 21 Sussex Street, Blyth, Northumberland, NE24 2AY

Description: 12 no. flats with associated in-curtilage parking of 100% -communal entrance

Area: Adjacent to Dun Cow Quay and Ballast Hill

Reference: 02/00573/FUL

Received: 20th November 2002

Decision: Approved 7th January 2003

Location: 73 Bridge Street, Blyth, Northumberland, NE24 2AN

Description: Conversion of magistrate's court to 2no. Two bed roomed flats

Area: Adjacent to Dun Cow Quay and Ballast Hill

Reference: 03/ 00573/ FUL

Received: 23rd October 2003

Decision: Approved 9th December 2003

Location: Land at Quay Road, Blyth, Northumberland, NE24 2AS

Description: Proposed new two storey office building with associated car parking and external works.

Area: Commissioners Quay- opposite Eddie Ferguson House

Reference: 03/ 00565/ FUL

Received: 16th September 2003

Decision: Approved 11th November 2003

Location: 52- 54 Bridge Street, Blyth, Northumberland, NE24 2AP

Description: Reinstatement of original pitched roof and alteration to rear entrance

Area: Adjacent to Dun Cow Quay and Ballast Hill

Reference: 03/ 00290/FUL

Received: 13th May 2003

Decision: Approved 24th June 2003

Location: Land at Blyth Quayside, Ballast Hill, Blyth, Northumberland

Description: Proposed building for use as a research and development facility

Area: Adjacent to Ballast Hill

Reference: 06/ 00196/ FUL

Received: 11th April 2006

Decision: Approved 5th June 2006

Location: Including 1/1A/3 Freehold Street, 46-50 Bridge Street, Blyth, Northumberland

Description: Change of use on ground floor to public house and restaurant offices to first, second and third floor to remain. Replace flat roof with new pitched roof and dormers. Replace windows and shop fronts and open up blocked up windows.

Area: Adjacent to Dun Cow Quay and Ballast Hill

Reference: 01/ 00306/FUL

Received: 19th June 2002

Decision: Approved 11th October 2002

Location: 20 Carlton Street, Thomas Knight Nursing Home (1, 3, 5, 7, 9) and 11 Beaconsfield Street, Blyth, Northumberland, NE24 2DN

Description: Demolition of existing buildings on site. New purpose designed nursing/ residential care home.

Area: Behind the library

Reference: 07/ 00195/ FUL

Received: 26th March 2007

Decision: Approved 19th June 2007

Location: Market Place between Waterloo Road and Market Street, Blyth, Northumberland, NE24 1BQ

Description: Proposed redevelopment of Market



Place to include allowance for the market, events
and informal seating.

Area: Market Place

Reference: 03/ 00696/ FUL

Received: 1st December 2003

Decision: Withdrawn

Location: Blyth Bus Station, Post Office Square,
Blyth, Northumberland, NE24 1AW

Description: 3 retail units

Area: Bus Station



Blyth Valley
Borough Council
Avenue Road
Seaton Delaval
Whitley Bay
NE25 0DX

