

An aerial architectural rendering of a proposed supermarket site. The central feature is a large, rectangular supermarket building with a flat roof. To its right is a large, rectangular parking lot with many parking spaces. A road runs along the bottom of the parking lot, lined with trees. To the left of the supermarket building is another road with trees. In the background, there are other buildings and a residential area with houses and trees. The entire scene is rendered in a blue and white color scheme.

Blyth

Supermarket Site Development Brief





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1. INTRODUCTION

Introduction

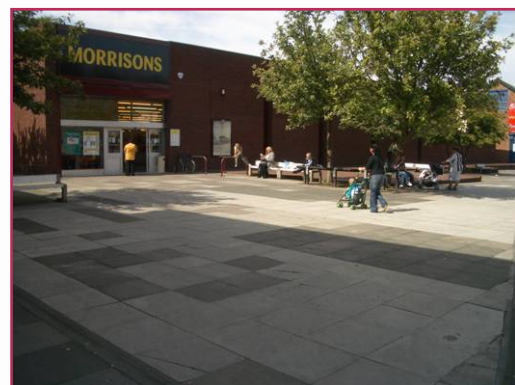
- 1.1. This Development Brief sets out the planning, conservation and historic context together with design principles and other criteria to facilitate the procurement of a high quality, 'A1 retail scheme' in a comprehensive and co-ordinated manner.

Supermarket Site

- 1.2. 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 (SENTRI); Planning officers of Blyth Valley Borough Council, New and Renewable Energy Centre (NaREC), and One NorthEast.
- 1.3. 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.
- 1.4. One NorthEast have a particular interest in this site and have been fully involved and informed of the information

contained within this Development Brief.

- 1.5 To complement this Brief and to assist with the production of a high quality development, the relevant Planning Policies of the Development Plan can be found on the council's website www.blythvalley.gov.uk.







2. THE BRIEF

Aims

- 2.1. 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.
- 2.2. In achieving its objective of securing a sustainable retail-led development, the 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.

Objectives

- 2.3. The objectives of the brief are:
 - To establish a clear foundation for development by investigating and clearly communicating constraints, opportunities and key issues which influence the site.
 - To express key principles against which any proposal will be judged.
 - To establish design parameters that achieves a high quality, responsive, inclusive and environmental sustainable development.

Vision

- 2.4. The vision is to secure, through consensus a scheme that not only maintains the integrity of the site's relationship to the historic environment, natural environment, and

landscape form but also recognises the opportunity for new biodiversity interests, and provides a future asset that adds a new layer of architectural, social and economic interest to the area.

- 2.5. The Brief is not intended to stifle innovation, individualism of design or architectural creativity. 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.
- 2.6. 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, sensitive to the needs of the people and which protects the interests of the nearby sites that are internationally and nationally designated for their nature conservation interest.
- 2.7. 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.

How the brief fits within the planning process

- 2.8. 2.7 Blyth Valley Borough Council (BVBC) is progressing the Blyth Valley Local Development Framework (LDF) that is setting out the spatial planning strategy for the district.



2.9. The LDF provides a framework for planning future development in the Blyth Valley area. The LDF comprises a series of Development Plan Documents (DPDs) of which the first to be produced was the Core Strategy. This strategy sets out the long-term spatial vision for the area and the strategic policies to deliver that vision. The second document to be produced was the Development Control Policies DPD. Beneath these two, all the other Supplementary Planning Documents (SPD's) of the LDF will sit within the framework. The LDF forms a framework of documents that must be consistent with relevant national, regional and local planning policies, programmes and strategies.

Development Brief and the particulars of sale.

2.10. The Supermarket Site Development Brief SPD aims 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. This SPD will be a material consideration in the consideration of a planning application. The document will form part of the Blyth Valley LDF and be adopted as SPD. This will also attach on to other policies R2 and SS1.

Developers Submission

2.11. Submissions from prospective developers will be assessed on the basis of compliance with the statutory development plan policies, conformity with this



Figure 1 - Aerial Site Plan





3. THE SITE

Regional Context

- 3.1. 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.
- 3.2. 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 and 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.

Description and Context

- 3.3. In reading this reference should be made to figures 3, 4, 5 and 6. The supermarket site is on the edge of the central shopping area and is in easy walking distance of Cowpen Quay neighbourhood. The site currently contains mainly the Morrisons store and a large surface car park behind the existing store. There are a number of other uses on site,

such as, garages and shops along Regent Street.

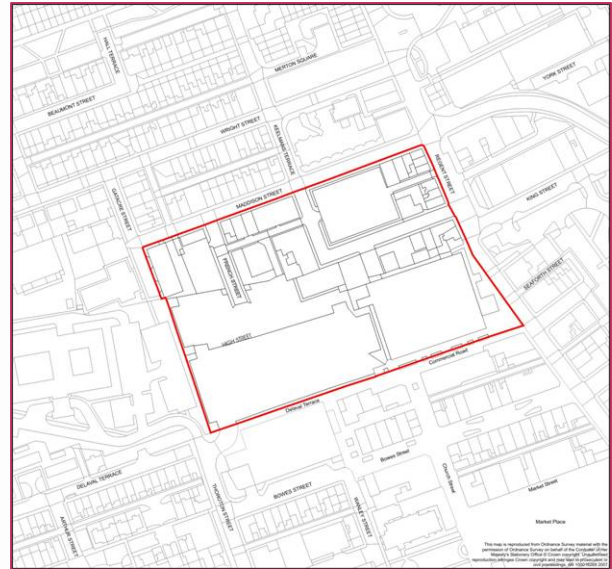


Figure 2 - Site Plan

- 3.4. The land uses in the southern section of the study area are mainly dominated by the Morrisons store and the serving car park. In the northern section of the study area are a number of other uses, such as retail and commercial properties.
- 3.5. As the study area is predominantly used for car parking it has mainly poor townscape features, in particular at the rear of the Morrison store. The junction of Regent Street with Maddison Street is a negative gateway to Blyth Town Centre and needs improvement.
- 3.6. The pedestrian route on Delaval Terrace is weak, and Commercial Road is in need of improvement. On the whole, public realm in the study area is poor.
- 3.7. One key view and node point is along Church Street where it



meets Commercial Road and Bowes Street.

- 3.8. The current store has poor frontage, and the surrounding shop frontages are in need of improvements. The current boundary treatment around the site is poor. Currently the service area backs onto the car park, but is not causing any amenity problems with residents.
- 3.9. The current existing buildings within the site boundary are generally of poor quality and lack any significant attractiveness to Blyth.
- 3.10. The site is not within any conservation areas and does not contain any nationally listed buildings – please refer to figure 3. The site however does contain the Blyth and District Social Club Workman's Institute on Keelmans Terrace. This is a locally listed building, set out in the Blyth Valley Local Plan, Appendix VIII. The Local List is a list of buildings adopted by the local authority which are of local rather than national architectural or historic interest. The Local List has no statutory significance however should demolition or alteration of a building on the list be proposed, applicants must demonstrate that the removal/alteration will help preserve or enhance the character of the site and the setting of the other buildings nearby (in line with Policy DC25). It is considered that this can be demonstrated in this case and that the redevelopment of this area in the appropriate manner outlined within this SPD and the

Urban Design Guide SPD will result in an enhanced area, which would be in the greater public interest. Any applications will be required to demonstrate this within their supporting planning statement.

- 3.11. The study area is only accessible via secondary roads in which residents live nearby. The frontage onto Commercial Road provides good townscape value. However, at the other end of this link is Delaval Terrace, which has poor frontage and provides little in terms of townscape value.
- 3.12. The Morrison site is surrounded by a number of uses. To the north of the site is the neighbourhood area of Cowpen Quay. East of the site is the port of Blyth and south of the site is Blyth Town Centre. West of the Morrisons site is the Hospital.
- 3.13. The site is therefore of key advantage for users of the Town Centre and surrounding facilities in the local area.

Connectivity

- 3.14. The Town Centre as a whole has good legibility. However, the study area has poor pedestrian links, with no connections through the Morrisons car park. Currently, many pedestrians walk through the Morrisons car park, making it hazardous both to pedestrians and car drivers using both the Morrisons car park and the Health centre car park at the rear of the site. Therefore, the Morrisons car park is seen as a barrier to movement, and improvement should be made in



the new layout. The improvements to access and movement should help improve the links to the Cowpen Quay neighbourhood.

- 3.15. 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.

Opportunity

- 3.16. The site offers a unique opportunity to provide a landmark development on the edge of the central shopping area that will act as a gateway and contribute to the sustainable renaissance of Blyth.
- 3.17. The site also offers the promise of a fresh look for Blyth Town Centre and a chance to regenerate the surrounding area.
- 3.18. There are also opportunities for improved links to the natural environment.

Ownership

- 3.19. The Morrisons Group own the existing store and serving car park. The remainder of the site consists of a number of private ownerships which include retail, residential and industrial uses.



Figure 3 – Local Planning Policy

3.20. Below is a brief summary of the policies affecting the area. Please refer to the Blyth Valley District Local Plan (1999) and Saved Policies Direction (2007), the Core Strategy (2007) and Development Control Policies Development Plan Document (2007) for more information.

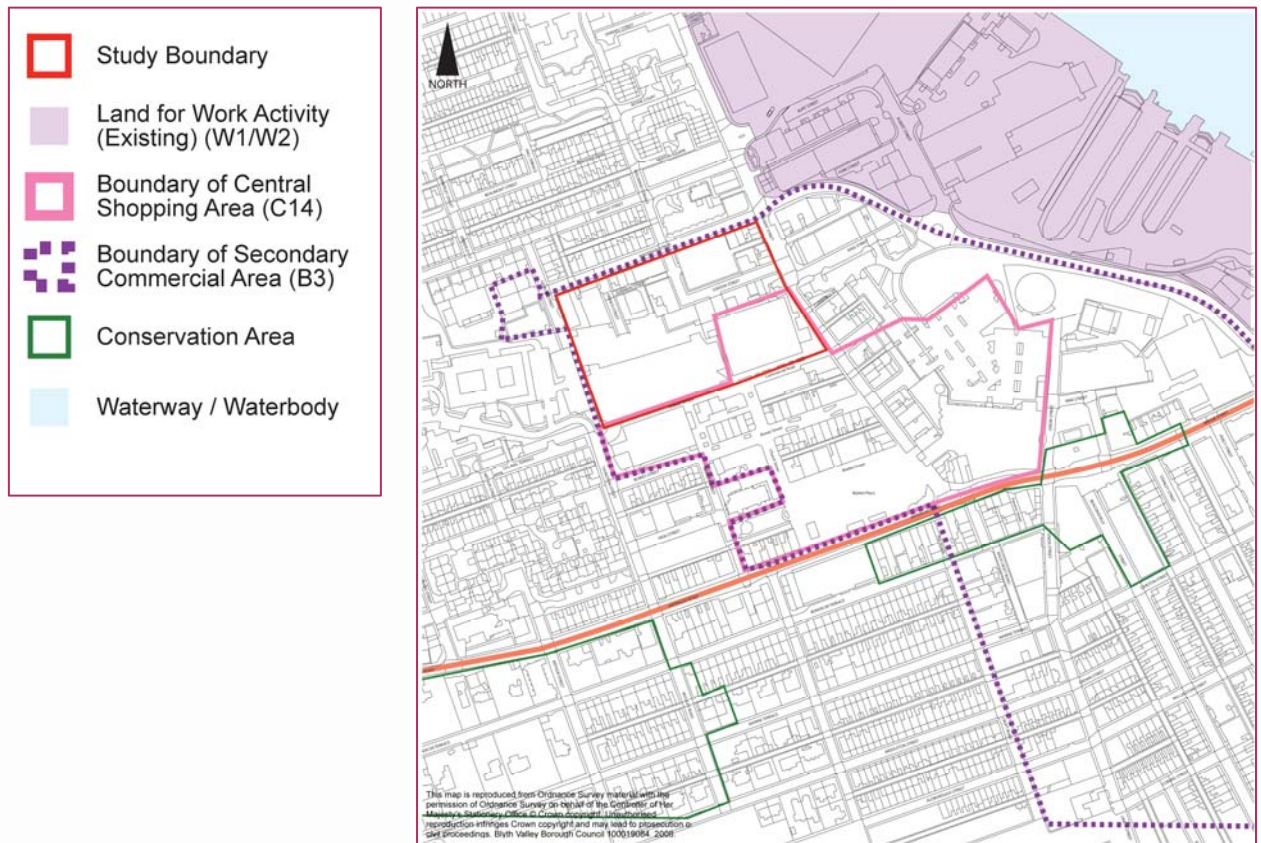




Figure 4 – Townscape and Legibility plan

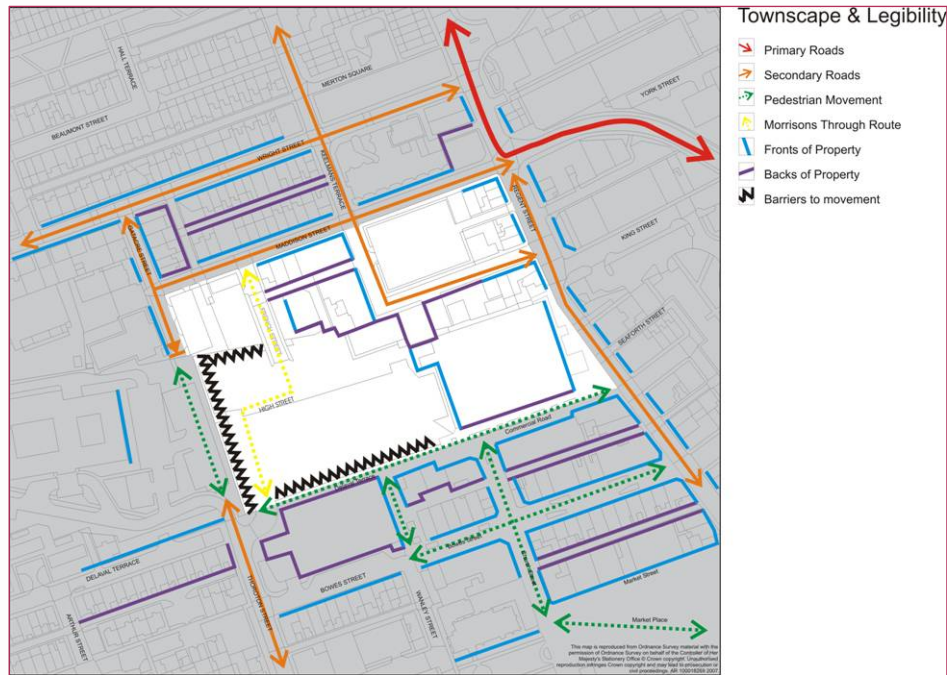
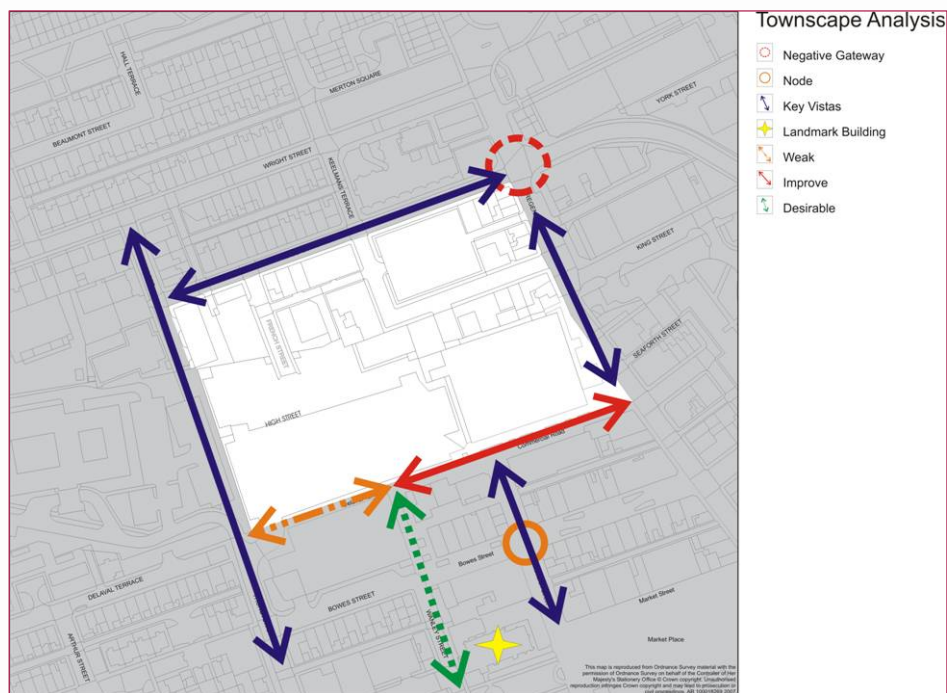
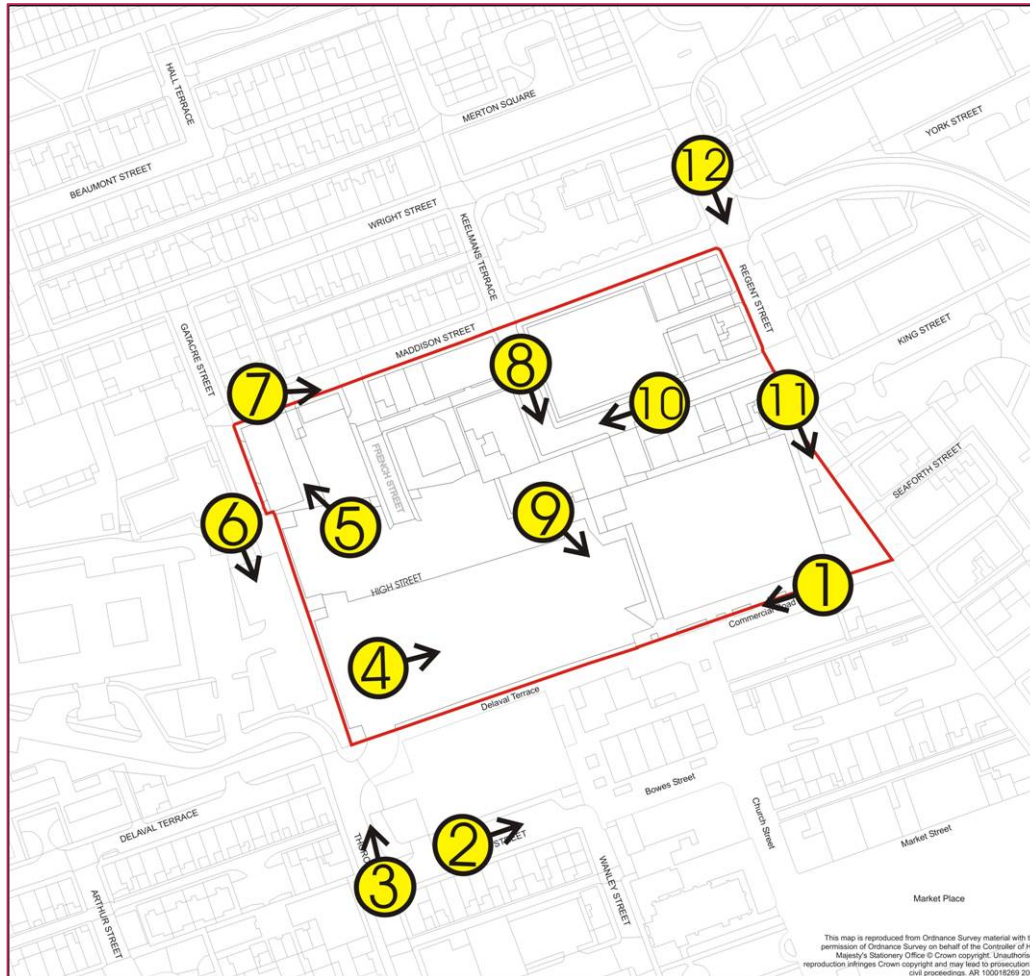


Figure 5 – Townscape Analysis plan





Contextual Photographic Images





Photograph 1



Photograph 5



Photograph 2



Photograph 6



Photograph 3



Photograph 7



Photograph 4



Photograph 8





Photograph 9



Photograph 10



Photograph 11



Photograph 12





A Brief History of Blyth

- 3.21. 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.
- 3.22. By the eighteenth century, the Ridley family dominated the coal trade, owning all the Plessey Collieries and Blyth's only shipping Quay.
- 3.23. 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".

Then and Now

- 3.24. 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.
- 3.25. Archaeology in the area has discovered various materials dating back to the Bronze Age, and Iron Age. In the nineteenth century a Roman coin was found during building of the dry dock. 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.
- 3.26. 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.
- 3.27. 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.
- 3.28. 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 Staiths 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.
- 3.29. Other industries also flourished in Blyth, 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.

- 3.30. 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: entertainment at the Cinema, and legal office at the Police Station and Harbour Commissioner's Offices.

- 3.31. Defences were a vital part of Blyth from the nineteenth century. Blyth Coastal Defence Factory 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

¹. Reference: Text from The Keys to the Past website, Durham County Council and Northumberland.





4. PLANNING FRAMEWORK

Introduction

- 4.1. Any proposed development has to take account of a number of inter-linked components of national, regional and local planning policy, as set out 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:

National Planning Policy Guidance

- Planning Policy Statement 1 (PPS1) - Delivering Sustainable Development [DCLG- February 2005]
- Planning Policy Statement 1 (PPS 1) – Supplement in Climate Change
- 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]
- Planning Policy Guidance Notes 13 (PPG13) - Transport [ODPM March 2001]
- Planning Policy Guidance Notes 16 (PPG16) - Archaeology and Planning [DOE- November 1990]

- Planning Policy Guidance Notes 20 (PPG20) - Coastal Planning [DOE- September 1992]
- Planning Policy Statement 22 (PPS22) August 2004
- 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 Notes 24 (PPG24) - Planning and Noise [DOE- September 1994]
- Planning Policy Statement 25 (PPS25) December 2006
- Development and Flood Risk [DCLG- December 2006]

Regional Planning Policy Guidance

- Regional Planning Guidance 1 (RPG1) for the North East (2002)
- The Secretary of States Further Proposed Changes to the Draft Revision Regional Spatial Strategy Submitted by the North East Assembly (February 2008)

Sub- Regional Planning Policy Guidance

- Northumberland County and National Park Joint Structure Plan- amended 1st Alteration



(2007) and the Secretary of State's (second) Direction, February 2008.

Local Planning Policy Guidance

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

Key Changes to Local Planning Policy

- 4.2. 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.
- 4.3. The Core Strategy for Blyth Valley was adopted in 2007. It sets out the vision, objectives and spatial strategy for the Borough to 2021.
- 4.4. As the Core Strategy cannot contain site specific elements, a number of Local Plan (1999) policies have been saved under the traditional 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 the recently adopted DPDs.

- 4.5. The existing store is currently saved under the retail frontage policy B1. However, this policy must also be read in context with policy R2 'retail-led regeneration' and policy SS1, and it is these policies that this SPD supplements.
- 4.6. 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 and R2 of the Core Strategy.
- 4.7. 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 Supermarket Site will be a key driver for change, as the priority is to regenerate the town.

Planning Policy Consideration

Introduction

- 4.8. A brief policy review has been carried out in order to assist in making developers aware of the national, regional and local policies that will need to be taken into consideration ahead of a planning application being submitted.

Sustainable Development

- 4.9. As set out in Planning Policy Statement 1: Delivering



Sustainable Development (PPS 1) development plans should ensure that sustainable development is pursued in an integrated manner.

- 4.10. This means a focus on social cohesion and inclusion, protection and enhancement of the environment, prudent use of natural resources and sustainable economic development.
- 4.11. Plans need to contribute to global sustainability by addressing the causes and potential impacts of climate change. This can be achieved 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.
- 4.12. 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.
- 4.13. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted.
- 4.14. Development plans should also contain clear, comprehensive and inclusive designs for access in terms both

of location (connecting people to places) and access to 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.

- 4.15. 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.
- 4.16. 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 new communities is highlighted in the following documents:

- PPS1
- Government circular: Biodiversity and Geological conservation – statutory obligations and their impact within the planning system (ODPM circular 06/2005), a companion to PPS9 which is now further modified by the Habitats Regulation amendments of 2007.
- RPG1 in policies DP1, DP2, T1, T2
- Emerging RSS Policies 2, 2A 3



- Core Strategy Policies SS1, SS3
- Development Control Policy DC1.

Design Principles and Quality of Design

- 4.17. As well as any proposals creating a sustainable development where access to jobs and services are paramount, there is also a need, following national, regional and local guidance, for good quality design to be incorporated within the development.
- 4.18. This site is in a desirable location, close to the town centre, which it is envisaged will in turn attract exceptional design and high quality development.
- 4.19. 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 re-use traditional materials wherever possible and incorporate the characteristics of the surrounding developments. 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.
- 4.20. Owing to the prime location of the Development Brief Site, design principles and quality will need to be paramount and take into consideration guidance PPS6, and Blyth Valley Development Control Policy DC1 and DC27.

Biodiversity within Developments

- 4.21. Development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design. When considering proposals, local planning authorities should maximise such opportunities in and around developments, using planning obligations where appropriate.

Public Realm

- 4.22. 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).
- 4.23. 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 and policy DC13 of the Development Control policies.
- 4.24. Other policies that should be taken into consideration by developers in connection with public space are RPG1 Policy ENV10 and Development Control Policy DC1.



4.25. Reference should also be made to policies SS3 (Clause 3), ENV1, DC1 (Clause e) and DC16.

4.26. The design of the public realm should pay close attention to the 'Urban Design and Public Realm strategy' for Blyth. The site should have strong boundary treatment on Regent Street and Maddison Street, as highlighted in figure 6 in section 5.

4.27. The Urban Design and Public Realm Strategy for Blyth has highlighted Regent Street as a 'Secondary Primary Treatment' and the developer should refer to this document.

Development and Function of Town Centres

4.28. The Council aims to improve the Town Centre in line with PPS6 and has therefore produced an Urban Design Guide and Public Realm Strategy which should be consulted prior to developing this site.

4.29. Developers should therefore be aware of the following policies:

- RPG1 policies TC1, TC3;
- Emerging RSS Policy 25

Retail Development

4.30. It is anticipated that the site will primarily incorporate retail space. The current store is situated within the central shopping area of Blyth as identified in the Local Plan. However, by relocating the store to the location shown in this brief (on the car park of the existing

store), it would result in the store being on the edge of the central shopping area, but within the secondary commercial area. In PPS6 terms the location would be identified as 'edge of centre'.

4.31. 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.

PPS6 Tests

The Need for the Development

Quantitative Need

4.32. The Council prepared and 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. The study, therefore, demonstrates the quantitative need for new retail floorspace in the Borough.



4.33. As the role of the RCS is primarily to identify the expenditure patterns and retail needs of Blyth Valley residents only and as it is now a few years old, a planning application would be required to be supported by an up-to date assessment of quantitative need tailored specifically for the proposal, taking account of the ratio of convenience and comparison goods.

Qualitative Need

4.34. Due to the poor quality of the existing store, a new supermarket will result in a significant improvement to the convenience retail offer of Blyth town centre.

4.35. Securing the Appropriate Scale of Development

4.36. 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.

4.37. 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:

4.38. 5,800 sq m (net) in Blyth Town Centre (comparison-3300 sq m; convenience-2500 sq m)

4.39. The convenience floorspace figure reflected the emerging proposals for the new supermarket on the Morrison's site. As it is now anticipated that the proposal will be on the reverse footprint, it will technically fall within the secondary commercial area, out with the central shopping area. As the floorspace requirement of Policy R2 is clearly intended to accommodate a replacement supermarket and, as discussed below, there are no other appropriate sites capable of accommodating a supermarket of this scale, this is not envisaged to be an issue.

4.40. As it is envisaged that the replacement store will be slightly smaller than the current store (in terms of net floorspace) there will not be a net increase in the retail floorspace. As policy R2 only allocates net additional retail floorspace, the proposal will not 'use up' any of this allocation. Even if there was a small net increase in floorspace, it is anticipated that this could be easily accommodated within the convenience floorspace allocation set out in Policy R2. There may be a small component of comparison goods within the new store. Once again this is unlikely to result in net additional comparison floorspace, but in any event would be well within the comparison floorspace allocation for Blyth set out in Policy R2. Clearly the nature of the proposal may change over time, and any application would need to be supported by a full PPS6 assessment.



4.41. As a result of the above the proposal is considered to be of an appropriate scale for Blyth town centre.

4.42. Applying the Sequential Approach to Site Selection

4.43. 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. 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.

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

Assessing Impact

4.45. As the proposal will not result in net additional retail floorspace, over and above the existing supermarket, it is not anticipated

that there would be an impact on Blyth town centre. Even if the proposal were to result in a net increase in additional floorspace, it is anticipated that this would be within the proposed retail allocation set out in Policy R2 of the Core Strategy. 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. A planning application would, however, be required to be supported by a full retail impact assessment, tailored to the nature and scale of the proposal.

Ensuring Locations are Accessible

4.46. The Supermarket 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.

4.47. 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. The existing Morrisons store and its car park function as an integral part of the town centre and there is clear evidence of linked trips between Morrisons and the other shops and services of the town centre. The proposal must ensure that the potential for linked trips is maximised.



Traffic, Parking and Sustainable Travel

- 4.48. Any development on this site would result in an increase in traffic movement in and out of it, 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.
- 4.49. 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.
- 4.50. 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.
- 4.51. Such arrangements should comply with the requirements of the Local Plan, Core Strategy and Policy PPG13. The parking standards set by the local authorities 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.
- 4.52. 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.
- 4.53. 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.
- 4.54. Developers will need to take into consideration the aims and aspirations of Blyth Valley Borough Council. In addition, the Blyth Valley Climate Change and Air Quality Action Plan should be considered when developing the design principles of the site ahead of a planning application being submitted. This will ensure that the proposed development achieves the Council's targets.
- 4.55. Developers will need to be mindful of traffic management policies in the wider context of Blyth, Northumberland and the North East. Account should therefore be taken of policies within the following documents:
- RPG1 Policies TC4, T3, T4, T5, T8, T11, T12, T14, T16
 - Emerging RSS Policies 5, 5a, 51, 52, 54, 55



- Blyth Valley Local Plan Policy
- Blyth Valley Core Strategy Policies A1, A2 DC Policies DPD Policy DC 11 and see Appendix A.

Flood Risk

4.56. The Area Flood Risk Assessment produced by Faber Maunsell on behalf of SENNTRI in November 2006 indicates that the development brief site is within Flood Zones 3 and 2.

4.57. PPS25 states that if a site lies in flood risk zones 2 or 3 a sequential test must be carried out. The purpose of a sequential test is to guide new development to areas which are at the lowest risk of flooding (flood zone 1) in accordance with the Environment Agency Flood Zone maps. Only if there are no 'reasonably available' sites in flood zones 1, then locations in flood zone 2 should be considered. If there are no 'reasonably available' sites in flood zone 2, then locations in flood zone 3 can be considered, applying the exception test. The exception test must demonstrate that the social, economic and environmental benefits of proposals outweigh the risk of flooding. The sites must also be brownfield and a planning application for the site must also be accompanied by a thorough flood risk assessment (FRA).

4.58. 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.

4.59. RPG Policy DP2 Sustainability Criteria. The following criteria should be taken into account in assessing the suitability of land for

- development in accordance with the sequential approach set out in DP1;
- the nature of the development and its locational requirements;
- the availability and location of previously-developed land and buildings;
- Strategy – A better future for the North East the accessibility of development sites to homes, jobs and services by all modes of transport, in particular public transport, walking and cycling, and the potential to improve such accessibility;
- the capacity of existing infrastructure including public transport, the highway network, utilities and social infrastructure to accommodate such development;
- physical constraints on the development of land including the level of contamination, flood risk and land stability;
- the impact that the development of sites will have on the region's natural resources, environmental and cultural assets, and the health of local people;



- the economic viability of the development of the site, and;
- the contribution that development might make to the strengthening of local communities.

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

- Policies DP2 and ENV4 of RPG1
- Emerging RSS Policy 2 and 37
- Policy SS3 Clause 2 and DC19

Sustainable Energy Sources and Devices

4.60. The Council is dedicated to mitigating the impact of climate change, and to this end 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 DC30 and DC31 in Blyth Valley Borough Council Development Control DPD reiterates the councils support for renewable energy schemes.

4.61. 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.

4.62. Other Policies that should be taken into consideration by developers are:

- RPG1 Policies EN1, EN2, EN3, EN4 and EN7
- Emerging RSS Policies 24, 39, 40, 41, 42

4.63. The council will take a proactive approach (in line with planning policy statement 1: Creating Sustainable Development) ensuring that new development is of good quality design, with innovative concepts to transform the appearance of areas in need of regeneration. 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 the use of best practice in environmental design and management of the building and encouraging the use of low energy construction methods as part of large-scale proposals, and also where appropriate, as part of developments at a micro level.

4.64. The development should include measures and principles that promote;

- Energy efficiency in the supermarket
- Use of renewable energy alternatives – Wind / Sun / Ground Source Heat Pumps
- The promotion of more sustainable transport modes
- Sustainable design and construction – the construction design should



allow for future alterations to add sustainable solutions

- Promotion of re-use and recycling

Designated Sites, Protected Species, Flora and Fauna

- 4.65. The Northumberland Biodiversity Action Plan (BAP) should be consulted prior to any planning application being submitted for the site to ensure that biodiversity quality is increased within the region.
- 4.66. 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 (i.e. the Northumbria Coast SPA and the Northumbria Coast Ramsar Site) to the town of Blyth, there will be a need to establish what, if any wildlife interests the proposed development site has. Consideration should be given to these wildlife interests and measures must be taken 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.
- 4.67. Developers should also make reference to the Appropriate Assessment for more detailed information and advice.

- 4.68. The Northumberland Biodiversity Action Plan (BAP) should be consulted prior to any planning application being submitted for the site to ensure that biodiversity is maintained through careful landscaping, and where possible enhanced within the area. The Development Brief Site is classed as previously developed land (PDL) and it is not considered to have any particular landscape features. However, any proposed development of this site would require an overall improvement to the biodiversity of the area, therefore enhancing the environment in line with Development Control Policies DC16 and DC17.

- 4.69. 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 also take account of policies within the following documents:

- Core Strategy Policies SS3, ENV1
- Development Control Policies DC1, DC16, DC17
- RPG1 policy ENV5
- Emerging RSS policies 33, 35

Public Art Works



4.70. 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 a percentage of funding for art schemes will be required in major developments in relation to the public congregating. The nature of any public art features would need to be discussed with 'Inspire', prior to submission of any planning application.

4.71. 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.

4.72. INSPIRE is a partnership of three local authorities - Blyth Valley Borough Council, Wansbeck District Council and Northumberland County Council, and 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.

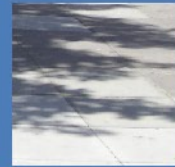
Air Quality

4.73. 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 must be taken into consideration.

4.74. Reference should be made to DC11 and the need for more sustainable travel to the supermarket. Contributions will be sought to achieve the vision and objectives of the AQMA Action Plan'.

Planning Obligations

4.75. Blyth Valley Borough Council may impose planning obligations under Development Control policy DC2 if it is felt appropriate to this particular site.





5. DEVELOPMENT AND DESIGN PRINCIPLES

Introduction

- 5.1. In reading this section reference should be made to figures 5 -12.
- 5.2. Securing design quality in new development is a key priority for the Council. This section sets out design principles and related guidance that new development on the site should respond to. Development proposals for this site will be assessed against these design principles.

Architecture and Design

- 5.3. The architecture and design of the proposed development should be of a high quality and create a building which is both fit for purpose and responsive to its context.
- 5.4. Whilst the Council is not seeking to impose any particular style of architecture on development, a contemporary design language is seen as appropriate for this site.
- 5.5. The design of the development should be appropriate for its context in terms of its form and massing, its scale and articulation, and its materials and detailing.
- 5.6. Simple robust design is encouraged that creates a building of architectural merit, and which adds to the urban fabric of the area.
- 5.7. The Urban Design Guide and Public Realm Strategy for Blyth

Town Centre are both central documents which should be referred to in relation to both the concept and detailed design work for the site.

- 5.8. The development should provide a gateway to the town centre and a focal point for local people.



- 5.9. New development should make a positive contribution to the image and vitality of Blyth Town Centre and the Quayside. It is important that the design recognises the context and the need to enhance the town centre through individual development projects.
- 5.10. The development should also demonstrate high standards in sustainable design. The Council is committed to sustainable development, and prospective developers will be expected to respond to the principles embodied within this Supplementary Planning Document and demonstrate this within the development submission. The development proposals should investigate the scope for sustainable technology to improve the environmental performance of the development.



5.11. The Council will support innovative and creative design solutions for this important site, which is to make a positive urban design and architectural contribution to the local environment. Conversely, standardised generic designs, which are not related to the site or context, will not be acceptable.

5.12. Contemporary architecture is welcomed and particular attention should also be taken to the north elevation and the west elevation of the store. The north elevation faces onto residential property and should reflect local scale and elevation features of the built environment. The west elevation faces the hospital and should also provide a positive contribution to the area. The service yard should not be a completely blank wall and should have an element of railing or transparency so that pedestrians walking along the footpath feel safer and have some element of activity along that route. This will be difficult to achieve given the nature of the service yard and a creative response is required – public art incorporated within the wall may be appropriate.

Assessing Design Quality

5.13. Developers should be aware that any proposals will be judged against One NorthEast Quality Standards (see appendix C) and English Partnerships Quality Standards (please see appendix C for a link to these standards).

5.14. The development will need to provide appropriate mitigation against flood risk following

assessment, and demonstrate that all areas would be protected during a flood event.

5.15. In order for the regeneration of the supermarket site and the town centre as a whole, it would involve the demolition of a number of existing buildings. The site is not in a conservation area and none of the buildings are nationally listed.

5.16. Buildings of a high quality or which contain important uses such as social housing, have however been retained.

Overall Design Criteria

5.17. The criteria against which any development proposals for the site will be evaluated include:

- The relationship to context – scale, height, urban grain, streetscape, built form, effect upon sky-line.
- The effect on the wider townscape and setting – Enhancing the existing built fabric and ensuring existing listed buildings, landscapes and local biodiversity and conservation areas are conserved.
- The architectural quality of the development – Its form, massing, proportion, silhouette and articulation and its relationship to other structures.

5.18. The contribution to public realm, public spaces and other public and pedestrian facilities;

- Internal and external uses and potential for overlooking,



vitality and activity – especially on the ground floor impact on the public realm is particularly important.

- The contribution to the surrounding area in terms of safety, diversity, vitality, environmental quality, biodiversity enhancement, social engagement and a “Sense of Place”.
- The effect on the local environment – environmental and landscape setting overshadowing, night-time appearance and amenity.
- The contribution made to permeability – improved accessibility, opening up of views from Church Street.
- The environmental performance of the building and wider development, including energy efficiency, renewable energy and sustainable drainage.
- The quality and appropriateness of materials and details including the overall articulation of the building form, its entrances and prominent features.
- It should also include active frontages at ground level to all main parts of the building frontage. This includes the front of the store and secondly entrance.

Landscape and Public Realm

- 5.19. The hard landscape treatment should be reflective of the architecture in Blyth, with the highest quality treatments on the gateway into the town centre

along Regent Street and at the new public spaces created on Delaval Terrace. The following objectives will need to be assessed.

- The scheme should be designed as a piece of townscape to fit in with the nature and scale of Blyth and its ambitions as set out in the Public Realm Strategy 2008
- Creation of attractive and successful outdoor areas valued by people who use them
- Ensure high quality treatments to boundaries that define spaces
- Establish a hierarchy of public space and consider how good amenity for users can be secured
- Promote natural surveillance of streets and spaces to maximise safety
- Ensure consistency of materials with those being used for the new market square scheme; develop a hierarchy of public realm treatments as primary and secondary palettes, related to the strategic public realm hierarchy
- Trees should be native species planted as extra heavy standards (20-25cm girth) with at least 5 cubic metres of structural tree soil per tree pit, underground guying and waterpoints. The tree pit detail is critical and must be of the highest standard



- High quality treatment of the car park with pedestrian routes defined in resin bound gravel or setts, and extensive tree planting in well-protected tree pits spaced on an approximately 15metre grid.
 - All applications/proposals will need to consider opportunities to create or enhance additional areas for roosting waders, in order to provide additional habitats for roost sites.
 - All applications must assess and identify sensitive feeding areas that could be affected by increased levels of recreation and means of minimising disturbance. Should any be identified, effective mitigation measures should be proposed, including the inclusion of green/living roofs.
- 5.20. A Strategic Best Practice Guide will be necessary to look at the wider implications of all of the regeneration proposals and to help guide development within or near to the SPA. 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. The Best Practice Guide will also cover relevant matters connected to the SSSI as well as providing advice in relation to 'Design for Biodiversity.'
- 5.21. The hard landscape materials should meet or exceed those recommended in the Blyth Public Realm Strategy 2008, including street lighting and street furniture.
- Layout, Public Spaces and Art**
- 5.22. The developer is expected to produce a layout that responds to and reinforces the local urban character.
- 5.23. As the supermarket will require a large surface car park, the developer should incorporate public space and shared surfaces within the car park. Any entrance to the car park on Regent Street must be designed to the highest standard as a pedestrian priority space promoting movement along the length of Regent Street.
- 5.24. Public space should have a strong identity and must be designed to minimise maintenance costs.
- 5.25. Public Art must be designed into any scheme and not as an afterthought. An artist should be engaged at the earliest opportunity to work with the design team and explore the best way of incorporating art into the project.
- 5.26. The boundary of the car park should be a strong urban detail, as this will form the urban edge of the development. A low (1 metre high) ashlar stone wall is recommended with high quality coping. The stone should match



that of St Mary's Church on the Market Square. The wall has potential to incorporate public art.

5.27. The developer is expected to produce a layout that responds to and reinforces the local urban character. Public space should have a strong identity and must be designed to minimise maintenance costs and be easy to maintain. These areas are to be considered for elements of art and for the public.

5.28. Provision should be made for planting areas with native species that have attractive foliage, flowers and berries that will boost local biodiversity. Such planting could be part of a Public Art design and should be of low maintenance and cost in the longer term.

Townscape and Built fabric

5.29. The development should achieve the following;

- Creation of a strong vista from the market square
- Creation of a gateway into the town centre from Regent Street
- Creation of a strong vista from Church Street.
- Integration with the surrounding built and landscape environment
- Unity of uses and spaces with the site and context
- Sensitive design at the edges of the site to create good neighbourly relationships
- Strong relationship with Regent Street

- Integration of the car park boundary treatment with public realm improvements in Regent Street
- Creation of a new open spaces and focal points at key nodes to develop character and identity
- Creation of a development in the town which contributes to the distinctiveness and character of Blyth
- Public and Private spaces which are clearly distinguished by built and landscaped form
- Ensure the amenity of existing residential areas on Maddison Street are protected through considerate design
- A consistently high specification for all materials and details
- Effective definition of fronts / backs and clarity of entrances
- A development which contributes to variety and choice
- Complementary relationships with existing town centre uses
- Sympathetic treatment of the car park area through the use of innovative hard and soft landscaping in order to minimize the visual impact of the car park and ensure its integration within the surrounding area.
- Good quality night time environment and support for the evening economy



- Enhanced local bio-diversity.

Access, Movement and Parking

5.30. The development should achieve the following;

- A clear movement hierarchy which defines entrances to the whole town centre, particularly entering Regent Street at the junction of the B1329
- Give priority to establishing a clear movement hierarchy which focuses more on pedestrians, cyclists and public transport
- Strong connections within and around the town and enhance links from the market square
- Accommodation of existing and recognized desire lines and their incorporation through the design
- Clarity of identity assisted by architectural articulation at focal points
- Efficient and consolidated approach to car parking e.g. including the health care centre parking within the supermarket car park
- Effective cycle provision provided on this site which can encourage people making trips to Blyth town centre
- The supermarket development should address access and movement across the site from the Cowpen Quay neighbourhood to the town

centre. This can be achieved by ensuring that the development allows for links to be incorporated into the design of the new store as referred to in figure 6.

- All development proposals must consider how cycle ways 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.

Transport

5.31. 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.

5.32. In line with DC 11 (b) development proposals must demonstrate that they have addressed and maximised the integration of different modes of travels, including public transport within the scheme.

Environmental Improvements

5.33. The selected developer will be required to arrange for the adoption of all landscaped areas within the new development. Therefore it is advisable to contact the Council concerning issues relating to the future maintenance of these areas. The developer will 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.

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

5.35. 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 ensure tree planting is compatible and would not prejudice service runs.

5.36. Wildlife/species surveys, where appropriate, may also be required as supporting documentation to ensure relevant legislative provisions are met.

Flooding

5.37. Emphasis should be placed on flood risk when designing new developments in Blyth. Therefore, reference should be made to the following documents and guidance notes;

5.38. 'Improving the flood performance of new buildings: flood resilient construction' The following principles should be taken into consideration to reduce flood risk and limit damage;

- Site layout – In designing the layout of development, it is important to consider the safe movement of people in and out of the area, especially near areas of potentially overflow water.

- Landscaping – the land surrounding individual or groups of buildings to encourage drainage away from a property is an effective measure.

- Drainage – The site drainage system and the management of surface water runoff are important considerations in reducing the flood risk to people and property. Consideration needs to be given, in both the FRA/FCA and for the site layout, to the surface water and foul drainage systems.

- Boundary Walls and Fencing – can be designed to create flood resistant barriers.

- Resistance – when constructing new properties, permanent flood resistance measures (e.g. use of low permeability materials) are always preferable to temporary measures, such as flood resistance products.

- Other design considerations - There are measures that can be taken to reduce the impact of floods; some are based on architectural choices, such as the layout of internal space, elevated construction or imaginative designs where as others relate to the use of warning systems.

Sustainability

5.39. The council and community share the aspirations for high quality sustainability within Blyth, and believe regeneration must be reinforced by sustainable



design at the individual building scale.

5.40. 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 in the landscape design.

5.41. Sustainable principles cover every aspect of regeneration and development. Indeed sustainability is a diverse topic and pervades every aspect of our lives and daily actions.

5.42. The proposed development must demonstrate that it has considered how the layout of the site and the design of the building can address the sustainability agenda including:

- Promoting sustainable transport use
- Reducing energy consumption e.g. by designing the store to maximise natural day lighting
- Reduce and recycle water
- Promote community recycling - The store should also have recycling facilities. Their location and operation should have minimal visual appearance.

- On-site micro generation
- Consider opportunity to improve / create wildlife habitats
- One North East (ONE) – agenda for sustainability.
- All development must consider incorporating 'green/living roofs'.
- New development should also incorporate beneficial biodiversity or geological features as part of good design (see for example 'By Design: Biodiversity by Design' TCPA 2004).

5.43. This list alone demonstrates the complexities of the subject, but the current Government and Agency guidance and initiatives help to focus responses to the issues as stated above and also in the form of:

- Planning policy guidance and statements
- Urban design guidance (CABE and English Partnerships etc.)
- Design and Access Statements
- Agenda 21

Safety and Security

5.44. The proposed development should take into consideration designing out crime measures and also the following;

- Consider security in the design of spaces
- Integrate uses which can enhance the feeling of safety through overlooking / activity



- Promote an attractive place after dark with full consideration given to the illumination of buildings and spaces, and in particular the landscaped area and public realm.

Land Use

5.45. Permissive uses may include:

Retail (Use Class A1)

- The single use of retail with car parking should be in a responsive and appropriate manner that generates activity and animation at all times of the day. It should also include active frontages at ground level to all main parts of the building frontage. This includes the front of the store and secondly entrance.
- Improvement to the quality of Public Realm and Open Space, which should include an element of Art for the public.

Character and Materials

5.46. 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:

- Materials that work best together often have a contrast in textures as well as colour, for example, timber, brick, metal and render;
- 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;

- 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. Those that are known to weather badly with age should be avoided;

5.47. The materials should link to the wider palette and include the town centre-wide 'thread' material of silver grey granite setts along with textured silver grey flags. Dark green granite setts could be used sparingly to highlight key points such as intersections and as an 'apron' at entry points to signal the change to a pedestrian dominated street. In addition, the black granite plinths used in the Market Place can usefully be repeated in a more compact scaled down form to act as vehicle stoppers where it is desirable to reduce vehicle access to certain streets.

5.48. Introduction of street trees to shopping street and particularly into the parking zones (Regent Street) will be important for a number of reasons. Firstly they will help with air quality problems, absorbing some carbon dioxide, and also helping to absorb some of the traffic noise, and also they will visually 'break up' the expanses of surface parking and further reduce the dominance of vehicles. 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. Using proprietary root barriers it should be possible to introduce large scale street trees such as Pyrus 'Chanticleer' planted at semi-mature size, which are highly successful in a street situation and are also known to have some resilience to salt laden winds. In the car parks, to allow cars to park close to the trees it will be necessary to specify a proprietary root cell system to prevent compaction and allow paving over the root zone. Such measures should allow trees to be successfully introduced without taking up excessive space.

Services

- 5.49. Provide appropriate and high quality services infrastructure, in particular in the provision of new streets, footways and public spaces.
- 5.50. Full consideration must be given to the management and maintenance of all public areas.
- 5.51. All services should comply with national standards. 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 7.
- 5.52. 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.

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

Planning Obligations

- 5.54. 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.

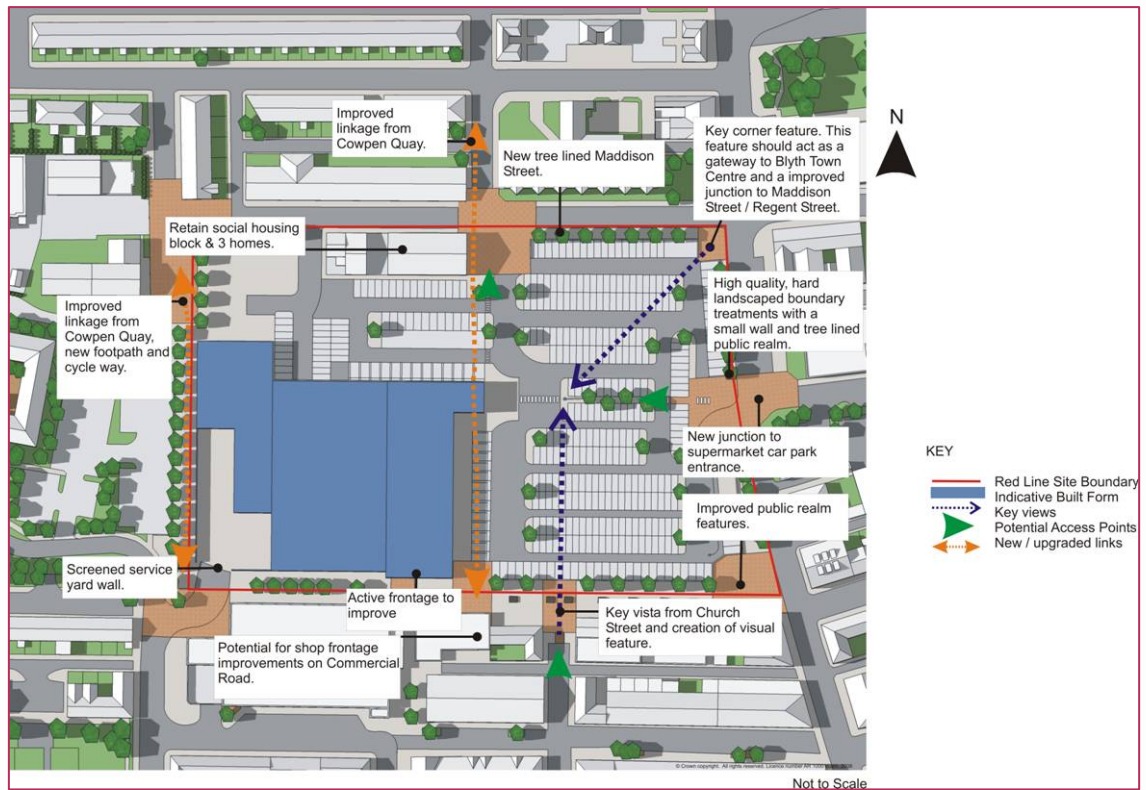
Development Constraints

- 5.55. There are a number of constraints on the Brief site, as stipulated below.
 - The building footprint and ground floor uses are vital in producing a legible, pedestrian dominated development that has a feeling of safety and vitality.
 - Active frontages are required wherever practical, and passive surveillance where active frontages are not appropriate.
 - All car parking should be well integrated within the street scene.
 - A locally listed building on the site (see page 11, paragraph 3.10 for more information).



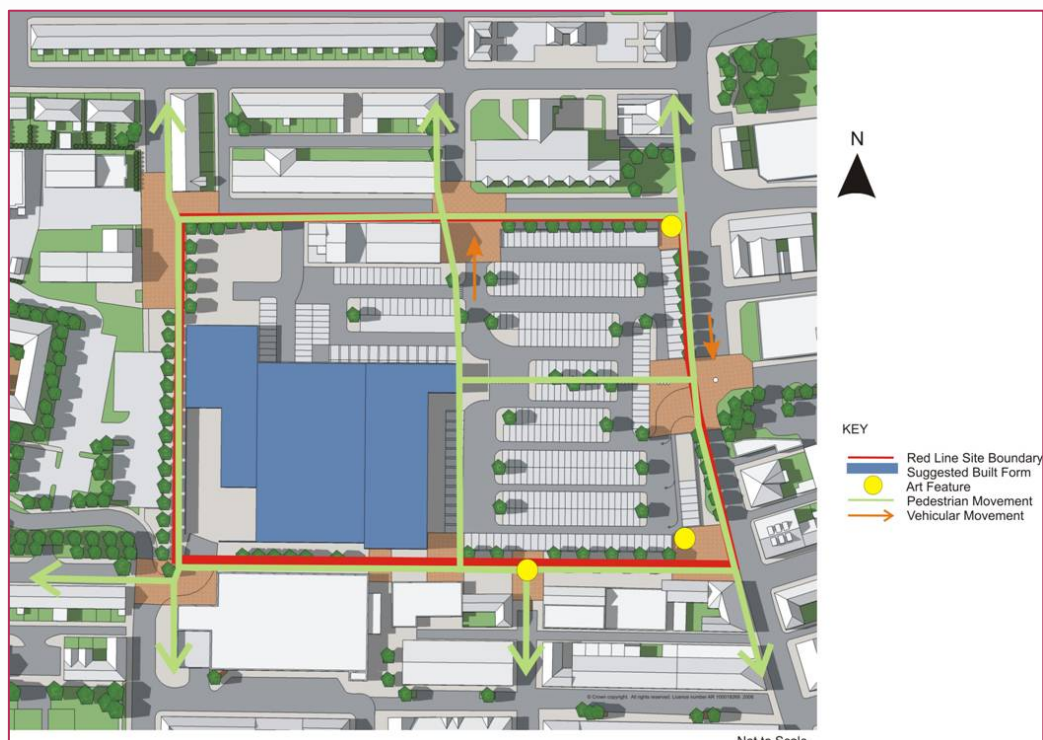
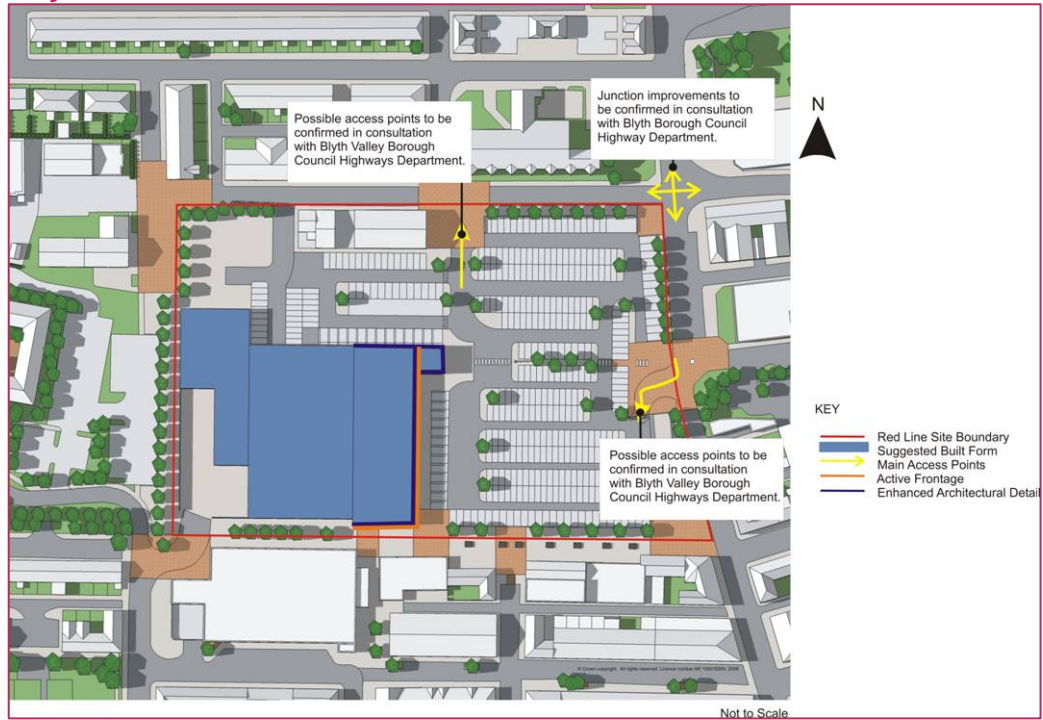


Figure 6 - Design opportunities 'Indicative only'





Figures 7 & 8 - Supermarket Site Design Constraints Diagram 1 and 2 'Indicative only'

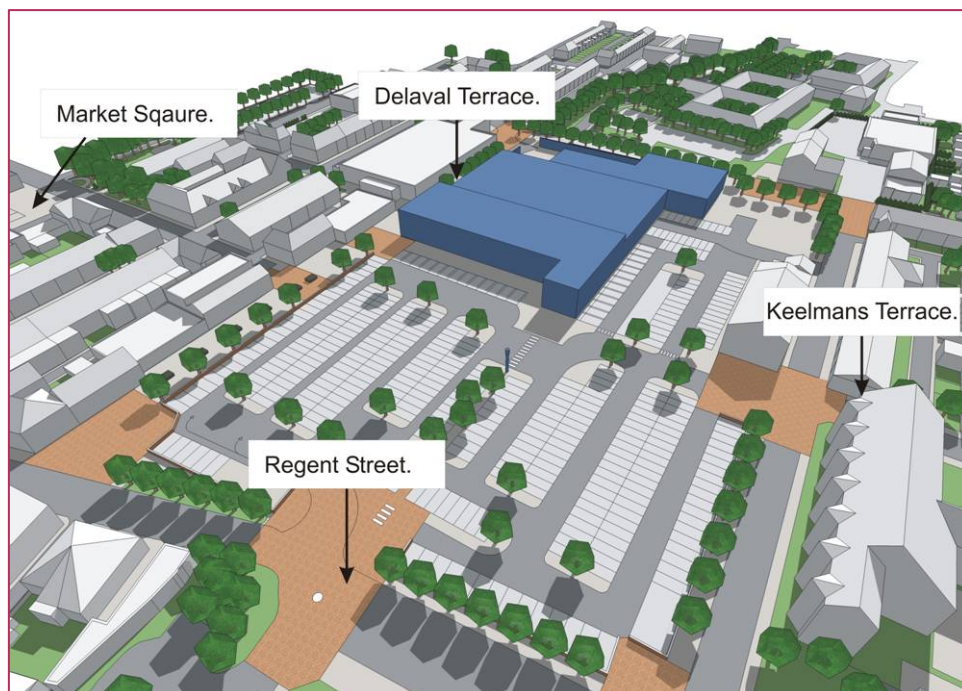




Figures 9 - Indicative Massing Studies – Aerial view from Regent Street looking into Supermarket Site ‘Indicative only’



Figure 10 - Indicative Massing Studies – Aerial view from Regent Street looking North away from Blyth Town Centre ‘Indicative only’





**Figure 11 - Indicative Massing Studies – View from corner of Regent Street and Commercial Road
'Indicative only'**



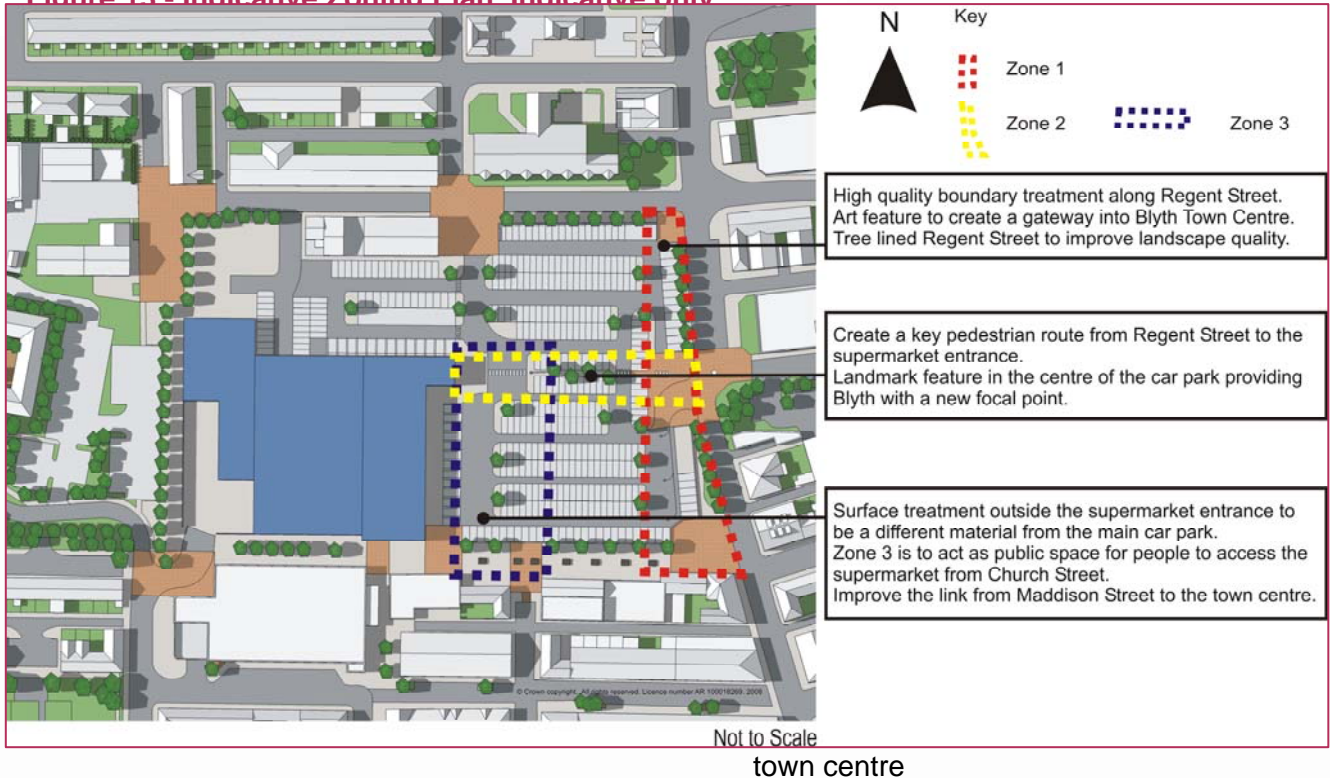
**Figure 12 - Indicative Massing Studies – View from corner of Regent Street and Commercial Road
'Indicative only'**





along Regent
Street from the

Figure 13 - Indicative Zoning Plan 'Indicative only'



Zone 1 – Regent Street Boundary

- 5.56. Treatment of the site boundary should be of high quality which is not only to improve the site itself but the wider area. Reference should be made to the Blyth Valley Borough Council Urban Design and Public Realm Strategy.
- 5.57. The design of this boundary treatment is of high importance. The loss of the building frontage that currently exists on Regent Street will change the streetscape and will need something significant to replace this. It is important to incorporate a structural element to define street enclosure. The view north

will be particularly important to address.

- 5.58. The existing pedestrian / seating area needs to be reformed with a space of good proportion relative to the buildings which addresses it. A significant space of circa. 30m x 40m will achieve this. It will give space for seating – occasional spill out area for local cafés. It needs to be defined to its car park edge into high quality boundary – probably incorporating public art and illumination. The strength and character of the spaces together



that define entrances will set the architectural style for all public boundaries.

Zone 2 – Pedestrian Route

- 5.59. This key pedestrian route should show a different character to the rest of the car park breaking up the design highlighting this key route. This must also apply to the pedestrian point of arrival at Maddison Street / Regent Street junction and the pedestrian route cutting across.

Zone 3 – Urban Square

- 5.60. Define the link from Church Street to the landmark feature. This area should show robust detailing and careful composition in an urban environment.
- 5.61. Creating defined parking zones within the car park, which will need Imaginative ideas for surface treatment and planting within the car park.

Site focused & Urban Design Solutions Section

- 5.62. Whilst reading this section reference should be made to the indicative zoning plan at the end of this appendix and also figure 12. This section focuses on issues relating to the site and contains locally distinctive urban design solutions that will need to be address by the developer of the supermarket site.

Detailed design of the car park and boundary treatment of the entire site

- 5.63. Treatment of the site boundary should be of high quality which is not only to improve the site itself but the wider area. Reference should be made to the Blyth Valley Borough Council Urban Design and Public Realm Strategy.

Regent Street boundary treatment (Zone 1)

- 5.64. The design of this boundary treatment is of high importance. The loss of the building frontage that currently exists on Regent Street will change the streetscape and will need something significant to replace this. It is important to incorporate a structural element to define street enclosure. The view north along Regent Street from the town centre will be particularly important to address.

Pedestrian route from Regent Street to the supermarket main entrance (Zone 2)

- 5.65. This key pedestrian route should show a different character to the rest of the car park breaking up the design highlighting this key route. This must also apply to the pedestrian point of arrival at Maddison Street / Regent Street junction and the pedestrian route cutting across.

Surface treatment of urban square feature of main car park

- 5.66. Define the link from Church Street to the landmark feature. This area should show robust detailing and careful composition in an urban environment.



- 5.67. Creating defined parking zones within the car park, which will need Imaginative ideas for surface treatment and planting within the car park.

Entrance Feature

- 5.68. Entrance features should be high quality architectural elements which contribute to the townscape of Blyth.

Church Street

- 5.69. The pedestrian route to the new store from the Town Centre needs to be given a focus at the point of arrival at Delaval Terrace. A strong architectural component perhaps linking with a canopy back to the main store would enhance amenity and provide a valued function in offering additional shelter. This canopy feature would serve a number of purposes including: providing symmetry in relation to the canopy on the far side, providing a visual link at the arrival point from Church Street, and providing a practical function in terms of a shelter.

Regent Street – Public Street

- 5.70. The existing pedestrian / seating area needs to be reformed with a space of good proportion relative to the buildings which addresses it. A significant space of circa. 30m x 40m will achieve this. It will give space for seating – occasional spill out area for local cafés. It needs to be defined to its car park edge into high quality boundary – probably incorporating public art and illumination.

- 5.71. The strength and character of the spaces together that define entrances will set the architectural style for all public boundaries.

Architecture

- 5.72. Contemporary architecture is positively welcomed. The active frontage on the corner of Delaval Terrace is also welcomed as this will provide an attractive frontage and feature.

- 5.73. Particular attention should also be taken to the north elevation and the west elevation of the store. The north elevation faces onto residential property and should reflect local scale and elevation features of the built environment. The west elevation faces the hospital and should also provide a positive contribution to the area. The service yard should not be a completely blank wall and should have an element of railing or transparency so that pedestrians walking along the footpath feel safer and have some element of activity along that route. This will be difficult to achieve given the nature of the service yard and a creative response is required – public art incorporated within the wall may be appropriate.

- 5.74. Particular detailing showing the location of cycle storage, trolley locations and cash machines should be shown on the next set of drawings. The



store should also have recycling facilities. Their location and operation needs to be shown as does their visual appearance.

Public Art

- 5.75. Public art should also be detailed in further drawings, clarity of what it is and where it needs providing.

Sustainability

- 5.76. The new superstore will achieve a high level of sustainability and meet the aspirations of One North East. Further detailing of this should be provided and made available to NaREC for comment.

Landscape

- 5.77. A full planting specification is required. There are opportunities for more substantial, tree planting within the car park and particularly to public street boundaries. A double bank of avenue trees to parts of Regent Street could be provided to create a strong visual edge from the outset. Totem and random lollipop trees scattered within the surface car park should be avoided. This is a town centre site and planting must be architectural and respond to the urban setting.



Design and Access Statement

5.78. 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.

Approvals and Implementation

5.79. The appointed developer must submit the development proposals to the Council both for 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.

5.80. Planning obligation agreements will be used to secure the provision of potential highway/public infrastructure improvements, street scene improvements, other public realm improvements contributions to achieving the AQMA Action Plan and local labour agreements in accordance with the Blyth Valley Borough Council's Development Control Policies DPD (Policy DC2).

5.81. The Council will expect the development to be implemented to a high standard and in line with approved drawings. It may be appropriate to approve detailing and materials by condition, but the design and access statement should set out the approach to materials in outline.

Design References

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

- By Design: Better Places to Live (DTLR / CABE)
- By Design: Biodiversity by Design (TCPA 2004)
- Urban Design Compendium (English Partnerships / The Housing Corporation)
- Manual for Streets (Department for Transport / Communities and Local Government) - This provides strong messages for all pedestrian / car environments principles which must be applied in the context of this site are: - Reducing street clutter, building local distinctiveness, parking, providing positive planting, recycling, street furniture and street lighting, materials, adoption and maintenance.
- Design Review (CABE)
- Delivering Great Place to Live (Buildings for Life)
- By Design: Urban Design in the Planning System :



Towards better Practice
(ODPM / CABE)

- Planning Policy Statement 1 (ODPM)
- Planning Policy Statement 3 : Housing (ODPM)
- Building in Sustainability: A Guide to Sustainable Construction and Development in the North East (Durham County Council)
- Code for Sustainable Homes (CLG)



6. Submission Requirements

Submission Requirements for Subsequent Planning Application

- 6.1. 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.

Community Engagement

- 6.2. 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.
- 6.3. Developers are recommended to refer to the Council's Statement of Community Involvement and The People's Plan.

Application Form and Drawing Package:

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

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.

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

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

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

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.

Other Documentation

Supporting Statement including:

8. Design and Access Statement.
9. Planning and Sustainability Statement.
10. Transport Assessment and Travel Plan.
11. Flood Risk Assessment (including Sequential Test).



12. Regeneration and Economic Assessment.
13. Statement of Community Involvement.
14. Landscape Report (including Zones of Visual Influence).
15. Archaeological Desk Top Study.
16. Noise Impact Assessment (include interactions between proposed uses together with interaction of proposed uses with existing uses within the immediate and wide area).
17. Contaminated Land Report (initial Desk Top Assessment - this will guide if intrusive investigations have to be undertaken prior to determination of application). This should be done with in accordance with PPS23 and the Agency's Contaminated Land Report 11 (CLR11).
18. Light Pollution Assessment.
19. Site Waste Management Plan.
20. Renewable Energy Feasibility Assessment.



7. CONTACTS

7.1. Prospective purchases are advised 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
Wendy Scott
Public Art and Design Officer
South East Northumberland Public Art
and Design Initiative
C/O Wansbeck District council
Front Street West
Bedlington
NE22 5TU

NaREC
New and Renewable Energy Centre
Keith Melton
Eddie Ferguson House
Ridley Street
Blyth
Northumberland
NE24 3AG
Tel: +44 (0) 1670 359 555
Fax: +44 (0) 1670 359 666

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Northumberland County Council
Jake Walton



County Hall,
Morpeth,
Northumberland,
NE61 2EF
tel: (01670) 533 0000
fax: (01670) 534 117

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

BUILDING REGULATIONS

The Building Surveying Group (Neighbourhood Services) can provide the service which you require. Based upon local knowledge and experience, this service can provide the following:

- Pre-application Advice
- Type Approvals – LANTAC (Housing and Commercial)
- Staged and Conditional Approvals
- Same Day Inspection Service and Out of Hours Inspections
- Partnering Arrangements
- Competitive Charges and Staged Payments



8. DISCLAIMER

- 8.1. 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.
- 8.2. 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.



9. BIBLIOGRAPHY

A climate Change and Air Quality Action plan for Blyth Valley, November 2006, Blyth Valley Borough Council.

Blyth Harbour Town Centre and Quayside, Option Development & Appraisal – Final Draft Part 1, September 2006, GVA Grimley

Blyth Town Centre and Quay Side, Baseline and Positioning Report, May 2006, GVA Grimley.

Blyth Town Centre and Quay Side, Final Business Case, September 2006, GVA Grimley.

Blyth Valley Urban Design Guide and Public Realm Strategy, 2008. Blyth Valley Borough Council.

Core Strategy, Blyth Valley Borough Council, adopted text July 2007, Blyth Valley Local Development Framework.

Development Control Policies, Development Plan Documents, Text for Adoption, September 2007.

Local Air Quality Management, Progress Report, October 2005, Blyth valley Borough Council.

SENNTRI, Blyth Estuary Development Framework Plan (Final Report) January 2005, Llewelyn Davies



10. GLOSSARY

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.

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.

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.

Density

A measure of the amount of housing in a particular area (acre or a hectare). The simplest measure of density is the number of residential units per hectare which ranges for 30u/ha in a suburban area to 200u/ha or more in a city centre. Density can also be measured using habitable rooms or bed spaces which takes account of the type of units.

Elevation

The front, back or side face of a building.

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
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 spaces streets. Course grained areas have large blocks and building and little architectural variety.

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.

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.

Massing

The size and height of a building

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.

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.

Privacy Distance

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

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.

Siting

The positioning of a building on the ground.

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.

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 heirachy - the boulevard.

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.

Tall Buildings

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

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 courtyard is often used by residents (sometimes for gardens) for shops it is where servicing takes place and of offices it is often an atrium.



APPENDICES

Appendix A - Car & Cycle_Parking Standards

Appendix B – Active Design Principles

Appendix C- One North East Quality Standards



Appendix A - Car & Cycle_Parking Standards

1.1 Car Parking Standards

- 1.1.1 This appendix should be read in association with Policy DC11 Planning for Sustainable Travel.
- 1.1.2 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 overprovision of car parking.
- 1.1.3 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.

- 1.1.4 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.

- 1.1.5 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.
- 1.1.6 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.

1.1.7 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 Industrial	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 Centres	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.	



1.2 Car Parking Design

- 1.2.1 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.

1.3 Cycle Parking

- 1.3.1 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.

- 1.3.2 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.

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

- 1.3.4 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.




Minimum Standards for Cycle Parking	
Land Use	Cycle parking minimum provision
Hotels/Motels/Guest Houses	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
Garages/service stations/car repair workshops	1 space per 200sqm Gross Floor Area (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 exhibition halls	1 space per 300sqm of public floorspace (minimum 4 spaces)
Hospitals	6 spaces per 100 beds
Clinics, Health Centres, Doctors, Dentists, Vets	1 space per 3 consulting rooms (minimum 2 spaces)
Libraries	1 space per 500 sq m gross 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)



- 1.3.5 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 resident dwelling
Elderly / Nursing	6 spaces per 100 residents
Sheltered Accommodation	1 space per 5 flats
Semi Retirement Accommodation	1 space per 5 flats
Purpose Built Student Accommodation	1 space per 5 students
Community Housing for the disabled or other special types of hostel	Assessed on individual circumstances



The Development Brief should acknowledge the principles of active design in the master

Appendix B- Active Design Principles

Principle of Active Design

Active Design is an innovative set of design guidelines to promote opportunities for sport and physical activity in the design and layout of development.

The guidance promotes sport and activity through three key Active Design principles of - improving accessibility, enhancing amenity and increasing awareness. Please refer to appendix B for more information and guidance on Active Design.

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.

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

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

The principles of Active Design (accessibility, amenity and awareness) should be referred to and applied in relation to detailed design work for the site.



Appendix C- One North East 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>	<p>Disability Discrimination Act 2005: www.opsi.gov.uk</p>



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, residential (Eco Homes) 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 3 of the Code for Sustainable Homes when adopted later in 2006.</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 Renewable On Site Energy Source Target 10%	<p>This standard promotes the use of solar thermal, wind turbine, geothermal etc to produce 10% of the building energy requirement. This standard could be relaxed (with the agreement of the One NorthEast project manager) if the project champions significant reductions in energy use through advanced lighting, solar gain, use of CHP systems etc.</p> <p>This standard complies with latest national and regional planning policy (Planning Policy Statement 22 and Draft Regional Spatial Strategy) and is also intended to satisfy the Building Regulations Part L 'Low or Zero Carbon' benchmark' of 10%.</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	<p>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.</p> <p>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.</p>	<p>WRAP www.wrap.org.uk</p> <p>Constructing Excellence: www.constructingexcellence.org.uk</p>

6 Green Travel Plan	<p>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.</p>	<p>Department for Transport Travel Plan Guide: www.dft.gov.uk</p>
7 Lifetime costing	<p>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).</p>	<p>Office of Government and Commerce Whole Life Costing Guidance: www.ogc.gov.uk</p>
8 Timber from recognised sustainable source	<p>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</p>	<p>CPET www.proforest.net/cpet www.woodforgood.com</p>
9 Considerate Constructors Scheme	<p>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.</p>	<p>www.ccscheme.org.uk</p>



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?

19. Does the layout allow for adaptation, conversion or extension?

20. Does the development have any features that reduce its environmental impact/improve its energy and resource efficiency?



21. 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.

Please also refer to the English Partnership Quality Standards

Source: "Places, Homes, People" Policy Guidance English Partnership Quality Standards Delivering Quality Places. Revised: from November 2007.

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