

# Bates Colliery

## Strategic Development Guide Supplementary Planning Document

August 2008

# Contacts / The Team

## Contacts - Original Document September 2007



**SENNTRI**  
Eddie Ferguson House, Ridley Street  
Blyth NE24 3AG  
T. +44 (0)1670 357 661 F. +44 (0)1670 357 653

**FABER MAUNSELL** | AECOM

Faber Maunsell  
Lynnfield House, Church Street, Altrincham  
Cheshire WA14 4DZ  
T. +44 (0)1619 2782 00



English Partnerships  
St George's House  
Kingsway, Team Valley, Gateshead, NE11 0NA  
T. +44(0)191 497 7537 F. +44(0)191 497 7693

**GILLESPIES**

Gillespies LLP  
Gillespies House, Wood Street, Altrincham  
Cheshire WA14 1ED  
T. +44 (0)1619 287 715 F. +44 (0)1619 277 680

**BlythValley**  
Borough Council

Blyth Valley Borough Council  
Strategic Planning and Economic Development  
Avenue Road, Seaton Delaval,  
Northumberland, NE25 0DX  
T. +44(0)1670 542 309 F. +44(0)1670 542 289



The Housing Vision Consultancy  
59 Stocks Lane, Newland, Malvern  
Worcestershire WR13 5AZ  
T. +44 (0)1886 833 118 F. +44 (0)1886 830 102

**King Sturge**

King Sturge LLP  
City Point, 29 King Street, Leeds LS1 2HL  
T. +44 (0)113 235 5292 F. +44 (0)113 242 1404



Kim Sangster Associates  
10c Printing House Yard, London E2 7PR  
T. +44 (0)20 7613 3597 F. +44 (0)20 7613 3578



John Thompson & Partners  
Wren House, 43 Hatton Garden, London EC1N 8EL  
T. +44 (0)20 7405 1211 F. +44 (0)20 7405 1221

## Contacts - Revised Document May 2008



**SENNTRI**  
Eddie Ferguson House, Ridley Street  
Blyth NE24 3AG  
T. +44(0)1670 357 661 F. +44(0)1670 357 653



English Partnerships  
St George's House  
Kingsway, Team Valley, Gateshead, NE11 0NA  
T. +44(0)191 497 7537 F. +44(0)191 497 7693

**BlythValley**  
Borough Council

Blyth Valley Borough Council  
Strategic Planning and Economic Development  
Avenue Road, Seaton Delaval  
Northumberland, NE25 0DX  
T. +44(0)1670 542 309 F. +44(0)1670 542 289



Northumberland County Council  
Community and Environmental Services Directorate  
County Hall, Morpeth, Northumberland, NE61 2EF  
T. +44(0)1670 533 000 F. +44(0)1670 534 117



Tony Armstrong  
Environmental and Regeneration Consultant  
39 Albert Street, Western Hill, Durham City, DH1 4RJ  
T / F. +44(0)191 386 1519



Banks Developments  
Inkerman Road, Tow Law,  
Bishop Auckland, County Durham, DL13 4HG  
T. +44(0)1740 658500 F. +44(0)1388 738336



UK Coal  
Harworth Park, Blyth Road, Harworth  
Doncaster, South Yorkshire, DN11 8DB  
T. +44(0)1302 751751 F. +44(0)1302 752420



Fairhurst Consulting Engineers  
1 Arngrove Court  
Barrack Road, Newcastle Upon Tyne, NE4 6DB  
T. +44(0)191 221 0505 F. +44(0)191 221 0949



New and Renewable Energy Centre  
Eddie Ferguson House, Ridley Street  
Blyth, Northumberland, NE24 3AG  
T. +44 (0)1670 359 555 F. +44 (0)1670 359 666



Jane Darbyshire and David Kendall Ltd  
Millmount,  
Ponteland Road, Newcastle Upon Tyne, NE5 3AL  
T. +44(0)191 286 0811 F. +44(0)191 286 3870

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## Appendix (separate from this document)

Renewable Energy Report - April 07

Geotechnical report - Feb 07

Interim Report - Nov 06

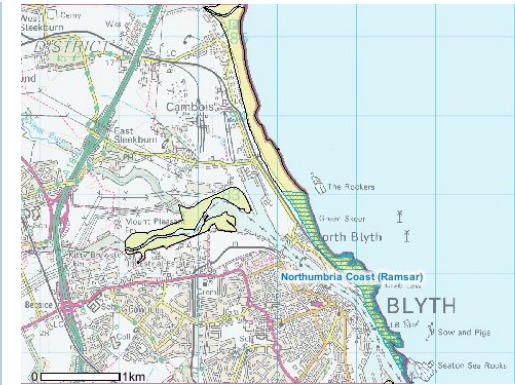
Community Planning Report Back Summary - Oct 06

Baseline Report - Aug 06

Appendix B - Open Space, Sport and Recreation Provision Standards taken from Development Control Policies DPD (Development Plan Document) September 2007



Site Location



Ramsar Area



SSSI Area

Figure 1: Wider Context



**1.1** This document has been produced by Jane Darbyshire and David Kendall Ltd (JDDK) Chartered Architects on behalf of a Partnership comprising SENNTRI (South East Northumberland and North Tyneside Regeneration initiative) BVBC (Blyth Valley Borough Council) and English Partnerships. JDDK and the Partners have formed part of a wider working group which also consisted of Northumberland County Council, Banks Developments, UK Coal and Tony Armstrong (Environmental and Regeneration Consultant). The Partners appointed JDDK in January 2008 to produce this document, which is based on an earlier Strategic Development Guide document produced by John Thompson & Partners in September 2007. JTP's consultant team included Gillespies (planning and landscape consultants), Faber Maunsell (transport planners), geotechnical consultants and renewable energy advisors, King Sturge (property advisors), Kim Sangster (cost consultants) and Housing Vision (advice on housing issues). JDDK also received additional advice from Fairhursts on engineering issues, and NaREC on renewable energy.

**1.2** The document updates the John Thompson and Partners Strategic Development Guide and also includes the outcome of the original consultant team's work, and is supported by a number of specialist technical reports, which have been included within the appendices along with JTP's summary of the community engagement process and baseline analysis report.

## 1.3 Purpose of the document

The primary purpose of this document is to provide a vision and development framework for a site, which includes the redevelopment of the 295 home Hodgson's Road estate, and the former Bates Colliery land in Blyth. This guide is intended to be adopted as a Supplementary Planning Document (SPD), and will form part of the Council's Local Development Framework (LDF). The Draft SPD will be subject to a consultation exercise as part of the SPD process and all comments received will be considered in the revision of the document. Note that local government is being re-organised in Northumberland with all councils being amalgamated into a single unitary from April 2009. A new Local Development Framework will be prepared for Northumberland and this SPD will form part of that LDF.

**1.4** It should be noted that this site currently is identified for employment uses under the Local Plan. Under the new LDF a Core Strategy has been adopted in Blyth Valley but the underlying site allocation plans are still to be updated. As a result, any proposals for development other than employment uses is technically a departure from the adopted Local Plan (1999). In stating this, the document should be read in conjunction with the emerging RSS policy for brownfield mixed use sites (Policy 13) and with Blyth Valley Borough Council's Core Strategy policies SS1, SS3, REG3 and ENV1. This document however specifically supplements policy REG3 of the Core Strategy (2007).

**1.5** The town of Blyth is located at the mouth of the Blyth estuary to the north of Newcastle upon Tyne and to the east of Cramlington and Bedlington (figure 1).

## 1.6 Masterplan Vision and Key Objectives

The Bates Colliery Site is a key Northern Gateway site to Blyth. The masterplan vision is therefore to create a beacon development for sustainable communities. Key objectives are to:

1. Create a new sustainable neighbourhood for Blyth
2. Stimulate wider regeneration
3. Provide good quality homes
4. Provide more and better quality open space
5. Improve connections to the town
6. Encourage more sustainable forms of transport and improve access to public transport
7. Provide better pedestrian and cycle access to the riverside
8. Provide a new primary school
9. Facilitate the use of renewable energy
10. Protecting and enhancing biodiversity

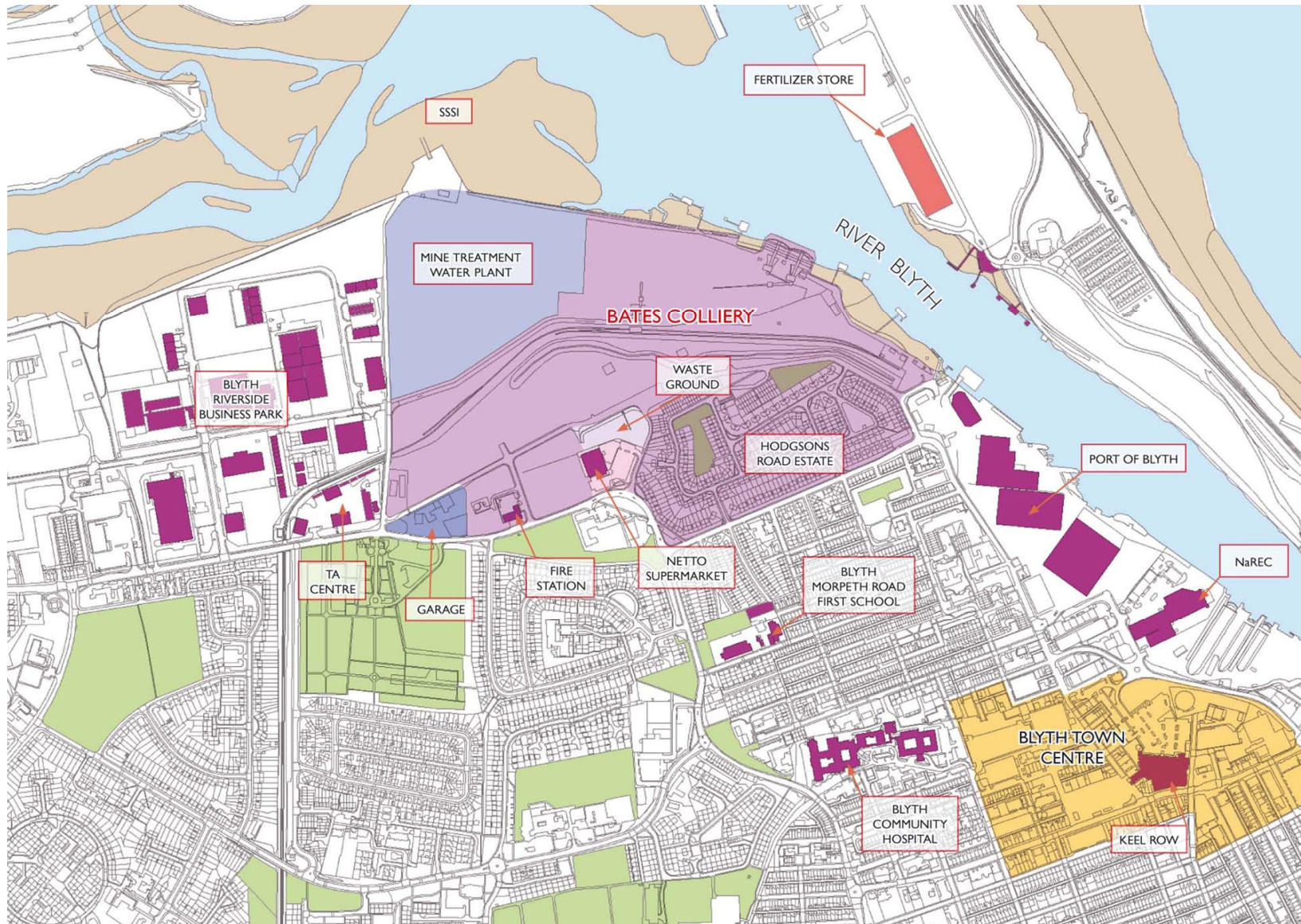


Figure 2: Blyth and the Site



### 1.7 Location of Site

The site area comprises of approximately 30 hectares of land, plus the Hodgson's Road estate, on the Blyth estuary located approximately 800 metres to the north east of Blyth Town Centre (figure 2). The masterplan area includes land currently used as a mine water treatment plant located to the north west of the site along with a garage, fire station and Netto supermarket on Cowpen Road (figure 3).

Figure 3: Study Area and Land Ownership

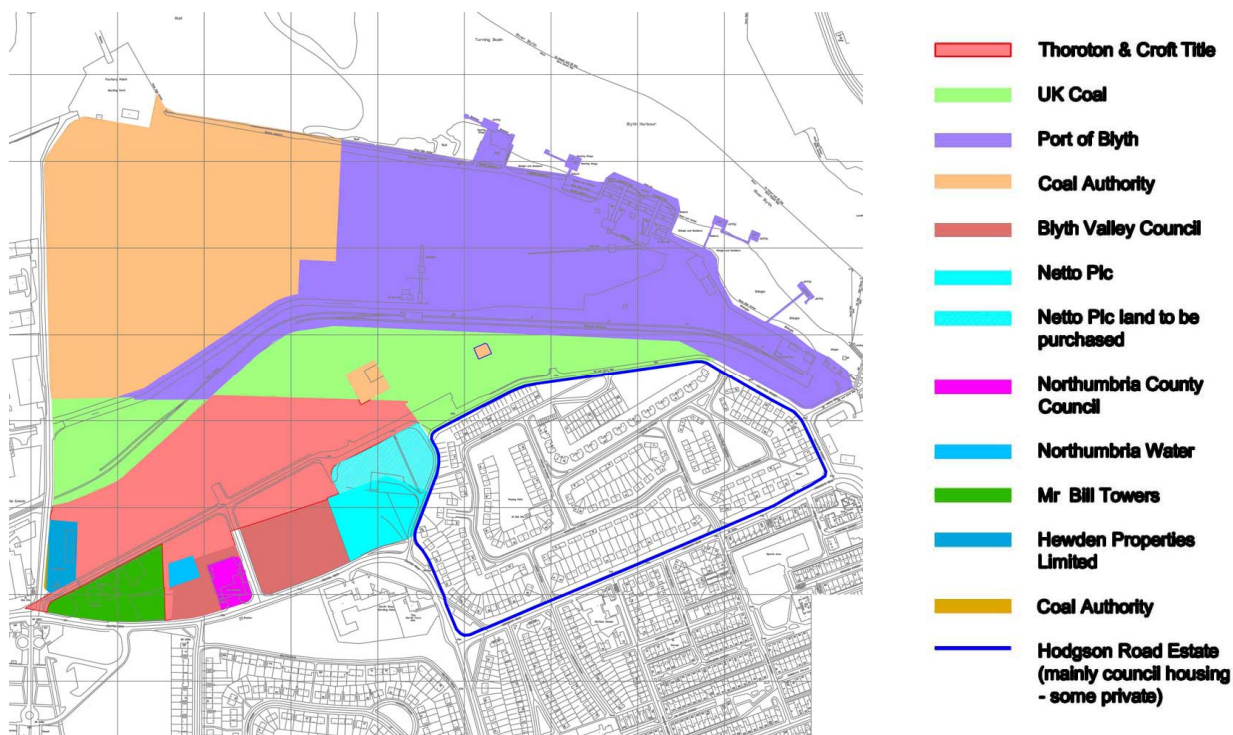






Figure 4: Aerial Photo of the site



**2.1** This section sets out the aims and the objectives of the process undertaken for the site.

### 2.2 Creating a new sustainable neighbourhood for Blyth

Bates Colliery will become a new neighbourhood for Blyth creating a distinct sense of place with buildings, streets and public spaces of the highest quality in terms of adopting sustainable design and construction principles and an appreciation of energy and waste reduction.

### 2.3 Stimulate wider regeneration

The overarching aim of the document is to encourage the creation of a high quality mixed tenure residential neighbourhood that will provide an attractive gateway to Blyth and a benchmark for future development in the town. The new development should aim to stimulate the regeneration of the wider area by creating a positive image and identity for Blyth.

### 2.4 Provide good quality homes

A key objective is the demolition of the majority of the existing housing on the Hodgson's Road Estate and the provision of a better housing solution for the area. The existing homes suffer from poor layouts and space standards and will not meet the community's future housing needs. The proposals must address this by rebuilding to better space and construction standards. They must also integrate affordable housing within a mixed tenure neighbourhood and provide an improved neighbourhood environment with a better range of facilities and open space.

### 2.5 Provide more and better quality open space

Redevelopment also provides the opportunity to address the existing deficit of open space, which currently exists in the area. The masterplan aims to provide a landscape and open space strategy for the site knitting into the existing structure providing an integrated multi-functional green infrastructure. See the North West Green Infrastructure plan as an example of good practice.

### 2.6 Improve connections to the town

The site is currently quite isolated – there are few north south links and poor links within the site. The masterplan aims to increase and improve these links.

### 2.7 Encourage more sustainable forms of transport and improve access to public transport

The masterplan will develop an access and movement strategy for the site, encouraging more sustainable forms of transport such as walking and cycling as well as strengthening and improving access to public transport for the site and future residents.

### 2.8 Provide better pedestrian and cycle access to the riverside

There is a wider strategy for Blyth as a whole to connect back to its prime asset the river. Providing pedestrian and cycle access to the riverside for residents and the wider community is a key ambition of the masterplan but recognising that this needs to be achieved without generating negative impacts on the Northumberland Shore SSSI interests or those of the nearby Northumbria Coast SPA.

### 2.9 Provide a new primary school

Northumberland County Council have requested that we provide a primary school on the site. This will take the place of the existing Morpeth first school located south of the site in Cowpen Quay. The school must be easily accessible (by sustainable forms of transport such as walking, cycling and public transport) for both existing surrounding communities and the new community of Bates. The school will provide a facility for the community that can act as a resource for extra curricular activities such as:

- Sport;
- Adult education;
- Community meetings; etc

### 2.10 Facilitate the use of renewable energy

The masterplan must take into account the use of renewable energy on the site. This is explored in later sections of this document.

### 2.11 Protecting and enhancing biodiversity

This area is of particular environmental significance with a SSSI, an SPA and Ramsar designations adjacent to the site as well as biodiversity and habitat of local significance including mosaic grassland. The masterplan considers the protection and enhancement of national and international sites as an essential objective. The masterplan also requires developers to identify solutions to mitigate against the loss of habitat and biodiversity of local significance.



Figure 5: Photo of Staiths at Bates Colliery looking east over the River Blyth

### 3.1 National policy

The Government sets out its policy approach to spatial issues in a sequence of Planning Policy Guidance Notes and Planning Policy Statements. The following are of particular relevance to Bates Colliery:

### 3.2 Planning Policy Statement 1:

Delivering Sustainable Development (2005) is at the core of the new planning system, and sets out the Government's policy on various aspects of land use planning. A spatial planning approach is central to sustainable development and development plans should ensure that sustainable development is pursued in an integrated manner. Local Authorities should ensure that development plans contribute to sustainability by addressing the causes and potential impacts of climate change; they should promote quality inclusive design in the layout of new developments, and include clear access policies to consider people's diverse needs and to break down barriers and exclusions. Quality and inclusive design is a fundamental element of PPS1 and this approach was taken in the development of proposals for Bates Colliery.

### 3.3 PPS 3:

Housing (2006) accords with PPS1 in setting out at regional and local levels the requirement to deliver housing within sustainable communities and seeks to provide for housing in the most sustainable way. Good design should contribute positively to making places better, and inappropriate design, or design which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted. Local Planning Authorities should encourage applicants to bring forward sustainable and environmentally friendly new housing developments, including affordable housing. To facilitate this, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques. PPS3 also sets the priority for development as being previously developed land, in particular vacant and derelict sites and buildings, and as such is particularly relevant to proposals at this site.

### 3.4 PPS 9:

Biodiversity and Geological Conservation (2005) sets out the principles and policies that apply to the integration of nature conservation priorities and land use planning. It describes the key role of local authorities and makes the connection between the conservation of the natural environment and the economic well being of an area, a fundamental consideration for development at this location.

### 3.5 PPG 17:

Planning for Open Space, Sport and Recreation and Companion Guide (2002) maintains that it is essential that local authorities have undertaken detailed assessments of needs and audits of existing facilities, and set appropriate local standards. A PPG17 compliant assessment of open spaces and sport and recreation facilities has been undertaken by Kit Campbell Associates for Blyth Valley Borough Council. This can be a key tool in developing planning obligations and provide opportunities to develop funding applications as well as being a development control tool.

### 3.6 PPS 25:

Development and Flood Risk (2006) are for planning to facilitate and promote sustainable patterns of development, avoiding flood risk and accommodating the impacts of climate change. Local planning authorities (LPAs) should prepare and implement planning strategies that help to deliver sustainable development by: appraising risk, managing risk, and reducing risk. The impact of flood risk and the application of the Blyth Estuary Area Flood Risk Assessment has been a key foundation for the development of the proposals for this site.

### 3.7 PPS 22:

Planning Policy Statement 22 (PPS22) sets out the Government's policies for renewable energy through eight key principles, to which planning authorities should have regard when preparing local development documents and when taking planning decisions. There is also a Companion Guide to PPS22 which offers practical advice on how policies can be implemented. Local authorities and developers both must consider opportunities for renewable energy in all developments. This is so the Government target of producing 10% of electricity from renewable sources by 2010 can be met.





Figure 6: Hodgsons Road Estate



## 3.8 Regional Policy

The City Region Development Programme for Tyne and Wear City Region was prepared as part of the Northern Way Business Plan and linked to the RES (Regional Economic Strategy). South East Northumberland is identified here as a priority for housing renewal. This opportunity is a key asset to embrace in the development at the Bates Colliery site nearby to be able to meet PPS1's agenda for creating sustainable communities. The RES intends to lever in investments in infrastructure to achieve transformational regeneration. In doing this the highest standards of design and environmental sustainability must be maintained.

**3.9** The Regional Spatial Strategy (RSS) sets out the long term strategy for the spatial development of the north east to guide the development over the coming decades. Policy 13 of the emerging RSS (Further Proposed Changes, February 2008), entitled 'Brownfield Mixed-Use Locations' identifies the Blyth Estuary as one of the strategies, plans and programmes that should be supported and provided for in the Local Development Framework (LDF). It has been identified as one of the key regeneration projects in the conurbations and main towns to be developed as major brownfield mixed-use schemes and has continued to be supported throughout the evolution of the RSS.

**3.10** The revised draft RSS was submitted to the Secretary of State in June of 2005, followed by an Examination in Public in March 2006. Following the first consultation on the Secretary of State's proposed changes in May 2007, ministers have considered the information and views received and are proposing some further changes. The consultation on the Secretary of State's Further Proposed Changes to the RSS closed on the 2 April 2008 with a final version expected later in the year. Particular recommendations emerging from this included modification to housing provision targets (Policy 30- Dwelling Provision).

**3.11** The RSS has now designated Brownfield Enhancement Areas and the Bates site provides south east Northumberland with a significant amount of grassland (improved/semi improved). This is a priority habitat in the UK BAP (Biodiversity Action Plan). Brownfield (classed as open mosaic habitat on previously developed land in UK BAP) is also a key habitat in the Northumberland BAP.

## 3.12 SENNTRI

Also set out in the RSS are SENNTRI's ambitious proposals to transform the Estuary area. The South East Northumberland and North Tyneside Regeneration initiative (SENNTRI) is a sub-regional initiative to create a '*Corridor of Opportunity*', resulting in an attractive, coherent and well connected sub-region. At the heart of their delivery strategy is the Blyth Estuary Development Framework Plan, which sets out a strategy for the regeneration of the Blyth Estuary area and describes how this change can be delivered. Key aspects of the vision include reconnection of Blyth to the waterfront through the redevelopment of three key sites including Bates Colliery.

**3.13** There is a negative external perception of the area due to the low levels of educational attainment, low levels of mobility and high levels of unemployment. One of the main opportunities to change the perception is through the physical regeneration of key waterfront sites to create new housing and employment opportunities. The Bates Colliery site provides a major opportunity for attractive mixed tenure property in close proximity to the town centre and the waterfront. Development needs to link to the adjacent Hodgsons Road Estate which itself needs regenerating. Bates Colliery not only provides the potential for the redevelopment that will reconnect the town centre to the port area and coastline, but it also acts as a northern gateway to the town centre.



### 3.14 Local Plan

The Blyth Valley Local Plan (1999) sets out the existing land use allocation for the Borough. The existing Local Plan policies and allocations have been saved under the transitional arrangements. The current allocation for the site is port use and the proposals within this document will form a departure. The Plan will be gradually replaced by the emerging Local Development Framework. On the site of Former Bates Colliery it is proposed that a reclamation scheme be secured at an early date for General and Local Employment and Business Park Use within the former colliery area, and, within a separately defined area fronting onto Cowpen Road, a comprehensive development scheme will be sought including retail warehouse uses. Policy H10 on the Allocation of land for housing in Blyth sets out (in point xi) a small area of land within the Hodgson Road estate for housing at an estimated capacity of 18 units.

### 3.15 Local Development Framework

The Core Strategy (2007) sets out the overall vision and spatial strategy for the Borough until 2021.

**3.16** Policy SS1 of the Core Strategy, the Regeneration and Renaissance of Blyth Valley aims to regenerate the town centre by means including the mixed use regeneration of the Blyth Estuary and directing new housing development towards previously developed sites.

**3.17** The Core Strategy (2007) Policy REG3 sets out the guiding principles that will apply to the allocation of the Blyth Estuary as a brownfield, mixed use development site to include housing, employment, and leisure uses in the forthcoming Blyth Development Plan Document. The Council will also take a positive approach to design and encourage best practice in environmental design and management of all buildings and the mixed-use regeneration of the Blyth Estuary will be the key driver for change as the priority is to regenerate the historical and social fabric of the town.

**3.18** The importance of Blyth Valley's environment and of promoting sustainable development objectives is fully recognised within the Core Strategy. Policy SS3 sets out clear sustainability guiding principles that all development must comply with. Because of the environmental quality of the Blyth estuary and the adjacent coastline with areas designated as nationally important SSSIs (e.g. the Northumberland Shore SSSI), internationally important Special Protection Areas (e.g. the Northumbria Coast SPA), and mosaic grassland on the Bates site, the Council has formulated a policy ENV1 within the Core Strategy that sets out a clear set of criteria that all development must meet. These will be of particular importance to the future Bates Colliery Development Plan.

## 3.19 Site Allocation

In the Secretary of State's Further Proposed Changes to the RSS (Feb 2008) Policy 13 'Brownfield Mixed Use Locations' supports regional brownfield mixed-use development at the Blyth Estuary. The further proposed changes also identifies habitat creation and enhancement areas in paragraph 3.100. These include brownfield biodiversity areas with a south east Northumberland Brownfield Biodiversity Area identified on Environment Map One. The Core Strategy however establishes the high level principle of mixed-use regeneration of the Blyth Estuary at policies SS1 and REG3. In addition, the housing trajectory (appendix D) makes allowance for housing development at the Bates site. The Core Strategy indicates that the site has early priority for redevelopment.

**3.20** In the Local Plan (1999) it is acknowledged as a site for reclamation and regeneration, allocated in Policy W1 for business, general industrial, and storage uses, and in Policy WP2 to potentially include other commercial uses and retail warehouse development for general and local employment and business park use. It is not allocated for housing. As part of the Local Development Framework process, policies from the Local Plan can be 'saved' under transitional arrangements that will retain the chosen policies until they are superseded by the adoption of relevant Development Plan Documents. These policies W1 and WP2 have been saved through this process and as such will remain in place until the Blyth DPD supersedes them.

**3.21** The saved allocations of the Blyth Valley District Local Plan (BVLP) will be formally reviewed through the Blyth DPD and the site will be re-allocated as a brownfield mixed use development site in line with the RSS and Core Strategy.

## 3.22 SPD

This Strategic Development Guide will be adopted as a Supplementary Planning Document in the Blyth Valley Local Development Framework. It will supplement Policy SS1 and REG3 of the Core Strategy. It will provide the framework for the consideration of future planning applications and ensure a high quality of development on the site.

**3.23** This supplementary planning document (SPD) will be reviewed alongside reviews of the DPD policies to which it relates. Following the amalgamation of all council's in Northumberland into a single unitary structure in April 2009, this SPD will be incorporated into the new council's Local Development Framework as it is developed.



## Key Features

1. Coal Conveyor - used intermittently
- 2a. Staith - operational (used by birds)
- 2b. Staith - not in operational use (used by birds.)
3. Mine water treatment plant - serves the wider area including mine shafts on Bates colliery site
4. SSSI mud flats and estuary surrounding the site - further investigation required to understand development impact implications
5. Proposed boundary of the site investigation area (area 3 to be studied for completeness but not in detail)
6. Golden Fleece pub - currently not in use
7. Popular boating yard (accessed from road which bounds the western edge of the site)
8. Industrial estate
9. Raised bund which divides the site
10. Cowpen Cemetery
11. Existing bus route
12. Mosaic grassland



Figure 7: Aerial Photo



### Site Information

**4.1.0** With reference to fig 7 the aerial photo on the adjacent page, the site is approximately 30Ha and is located 800m (10 min walking distance) north of Blyth Town Centre on the Blyth estuary. The overall character of the site is of a flat open landscape (of former industrial use) with an open aspect over the estuary to the north and east of the site.

**4.1.1** Cowpen Road is a main route into Blyth and passes along the southern boundary of the site. This route carries traffic from the town centre west to the A189 a busy route to the A19 and eventually Newcastle.

**4.1.2** The Bates Colliery site has a number of relics in-situ including a number of staiths and coal conveyors which indicate its former mining and heavy industrial use. A prominent bund divides the site into two and now carries an informal path for recreational use. The northern half of the site is largely flat and has an edge to the estuary. This area is of national importance (part of the Northumberland Shore SSSI) due to the mudflats which are used by migrant birds for feeding.

**4.1.3** The land to the south of the embankment (known as the Hodgson Road Estate) is in council ownership and provides largely rented accommodation in the form of 2 bedroom houses and bungalows. The space standards are considered small in modern standards and there is need for major works to bring the standard of housing up to an acceptable level. It is the intention to demolish most of these homes and reprovide them within the boundary of the Bates Colliery site. This is discussed in greater detail in later sections of the document.

**4.1.4** The proposals include the re-provision of a new first school on the site which would replace the existing first school currently in use on Morpeth road. Following discussions with Northumberland County Council it was decided to include a school in the proposals for the site. The school site has therefore been located within the centre of the site, surrounded by an identified phase one site for housing development. The site is located to the north of the Netto and fire station and detailed proposals have been prepared on behalf of Northumberland County Council.

**4.1.5** For more detailed information on the site analysis please refer to the Baseline report prepared by the consultant team August 2006, which forms part of the appendix to this document.

## Historical Timeline

**4.2** A number of historic plans have been gathered to understand the land use and character of the site over time. The site was mined for a number of years, with evidence of a mine shaft on the site since 1838. A river inlet was also present running across the north of the site. Workers housing in the form of Cowpen Square was again present since at least 1838 (these dwellings were demolished between 1949 and 1966). Hodgsons Road estate was built interwar. It is clear from the maps that the port and mining were served by the railway which had a large number of buildings associated with them. Many of the rail tracks and buildings have since been demolished and only one rail track remains today.

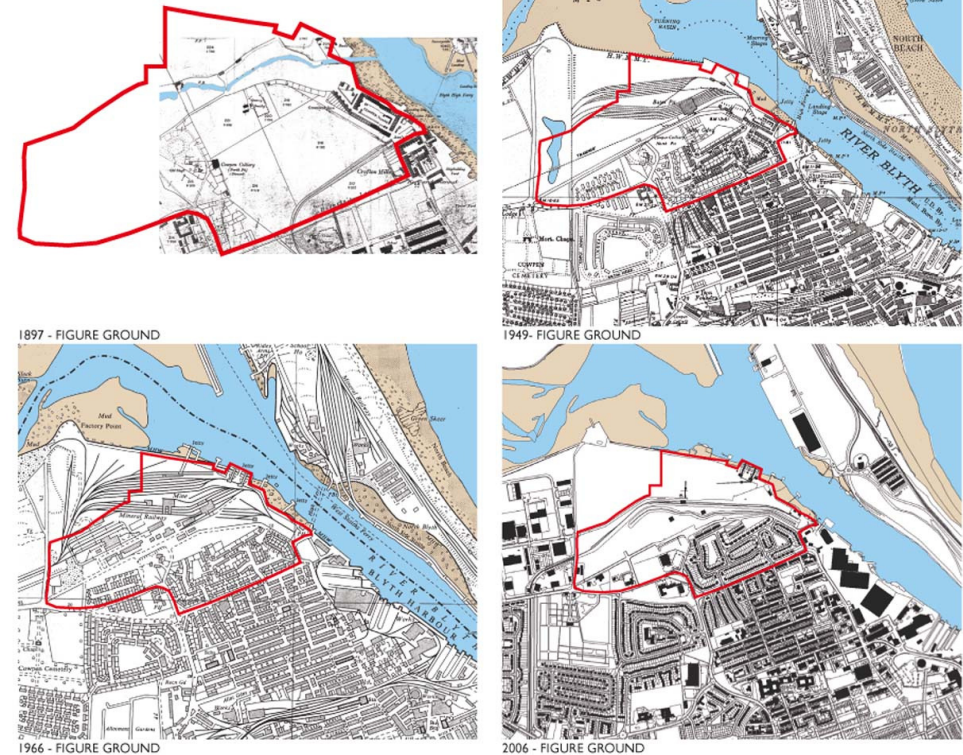


Figure 8: Figure Ground Plans

## Land Ownership

**4.3** There are a number of land owners on the site, some of whom have an interest in the redevelopment of the site. The masterplan design has respected the individual land boundaries where possible and aims to create a comprehensive development over the whole site which proves to be better than developing each site individually. The landowners with an interest in the redevelopment of their land have been closely involved throughout the process.

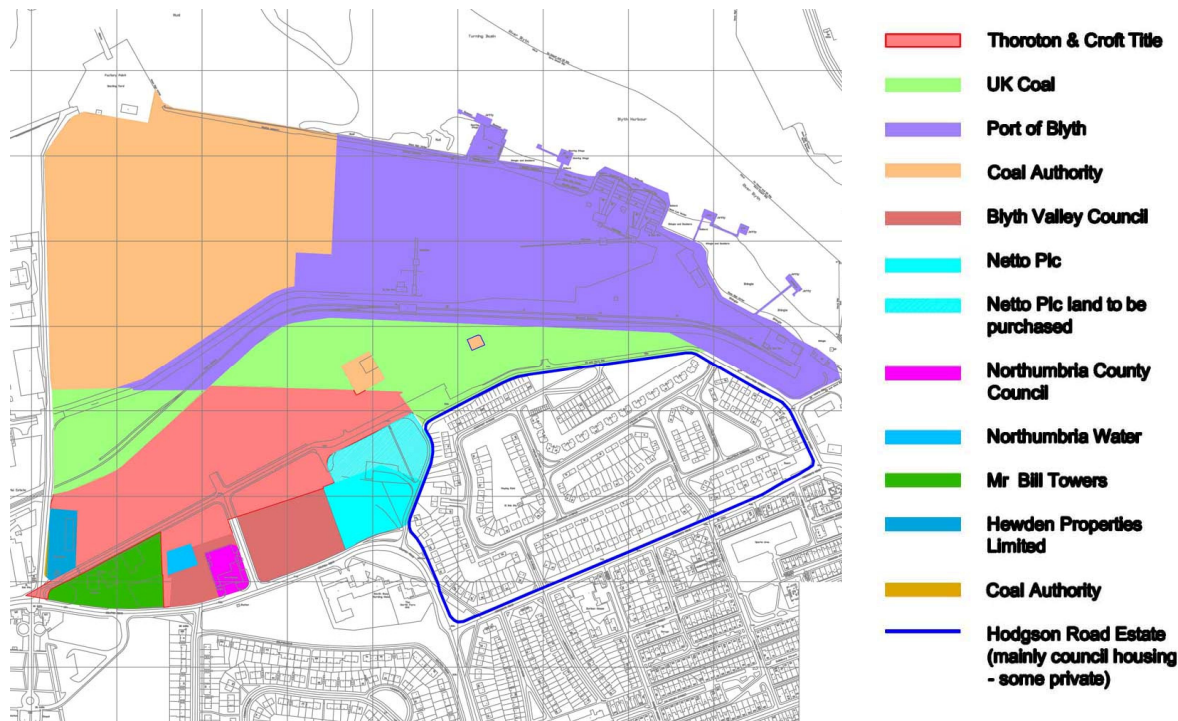


Figure 9: Land Ownership

## Open Space

**4.4.0** As identified within the baseline analysis, there is a shortage in both the quantity and quality of open space, particularly with regard to equipped and natural children's playspaces, both within the site and this area of the Borough as a whole. Development of the site provides the opportunity to significantly improve the quantity and quality of equipped and natural playspace in the community.

**4.4.1** The relocation of Blyth Morpeth Road First School into the site potentially opens up opportunities for shared community play facilities. The school has been centrally sited to the north of the fire station and Netto. This presents the opportunity to provide open space not only for the site but also for the surrounding community.

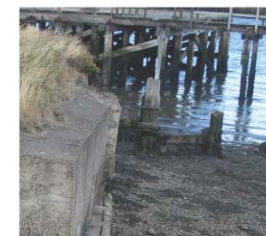
**4.4.2** Due to the nature of the location and the proposed approach to landscape (see below) there is a real opportunity for open space at Bates Colliery to serve an educational role.

**4.4.3** There are five mine shafts present on the site. As no buildings would be able to be placed over these mine shafts, there is the opportunity for open space to be centrally located within the site. The three mine shafts adjacent to Netto will be explored and capped. This area can then be landscaped. The two mine shafts within UK Coal land are operational and will remain fenced off. This will affect the nature of the open space in these areas, which will need to feature a detailed design approach sympathetic to this requirement.

**4.4.4** The majority of the landscape issues and drivers arise from the mudflats designated as SSSI directly adjacent to the site and also the proximity of the Northumbria Coast Special Protection Area.. This landscape approach would also provide a buffer along the waterfront, partly to protect the designated mudflats from the impacts of development, and also to protect potential residents from the noise created by the port uses on the north side of the river. The site also contains a significant proportion of south east Northumberland's open mosaic grassland. Measures will need to be taken to compensate for the loss of this habitat at the centre of the site.

### 4.4.5 Specific Site Constraints

The specific site constraints that impact on the design of the open space include; the location of the new school facility, as some leisure facilities may be dual use for both the school and local residents; mine shafts, the noise of general port uses and the location of the fertilizer warehouse at the port due to its consultation zone, the requirements of flood defences, and of course the restriction of public access to any ecologically sensitive areas.



RIVER WALL ALONG THE EDGE OF THE SITE AND SSSI MUDFLATS



VIEW OVER THE RIVER FROM THE SITE TOWARDS NORTH BLYTH



THE BOAT YARD ADJACENT TO THE SITE



## Landscape and Ecology

**4.5.0** The majority of the landscape issues and drivers arise from the mudflats designated as SSSI directly adjacent to the site or from the proximity of the Northumbria Coast SPA. The cumulative effect of the whole of the development programme for the estuary and coast of south east Northumberland needs to be considered with this site forming part of that programme. SENNTRI will be coordinating a working group of key stakeholders to develop an Appropriate Assessment for the programme.

**4.5.1** The foraging and feeding sites for winter migrants (e.g. Factory Point Flats) need to be retained. There is also the need to provide winter migrant roosting sites. There would be an opportunity to create an appropriately landscaped area along the waterfront that would help to conserve and protect local biodiversity whilst providing natural open space for people to enjoy.

**4.5.2** Recent bird studies (Nov 07 to Mar 08) have been carried out to update previous survey work carried out in 2005/06 and 06/07. The survey data shows that there are birds breeding around the Water Treatment Area within the site and also in grassland to the south of the site. There have also been Phase 1 Habitat Surveys carried out by Penn Associates (in May 2005) and the Northumberland Wildlife Trust (in May 2007) that map out the principal habitats on site and the key plant species.

### 4.5.3 Habitat and Conservation Status

The area of estuary to the north of the site contains a range of wildlife habitats of high ecological value and is thus designated as a nationally important Site of Special Scientific Interest (SSSI). The site also contains a significant proportion of the total open mosaic grassland (on previously developed land) existing in south east Northumberland. The surveys carried out by the Northumberland Wildlife Trust serve to show that the site has a high wildlife interest, so the design and layout of public space will be critical in order to avoid disturbance to sensitive ecological areas. Guiding people away from sensitive areas should therefore be a priority mitigating measure in the design. This will meet the intentions of RSS further proposed changes policy 35, which promotes the protection of nationally and internationally designated sites and species. The cumulative impacts of development elsewhere in the estuary could cause wildlife (birds in particular) to move, changing the location of their roosting and feeding sites. This in turn would alter the location and size of their habitat in this general area. It would be possible to mitigate the loss of some roosting sites by the creation of new habitat and sensitive ecological design. Natural England should be consulted about any proposals to mitigate against disturbance of the SSSI and any proposals to create or enhance habitat.



EXAMPLE OF INFORMAL BOARDWALK



MINEWATER TREATMENT AREA



MINEWATER TREATMENT AREA



THE SITE IS ADJACENT TO A SSSI-RICH IN BIRDLIFE

## Transport

**4.6.0** One of the aims of the masterplan is to improve accessibility to and from the development for both local destinations such as Blyth Town Centre, and wider destinations such as Newcastle-upon-Tyne, North Tyneside and South Northumberland.

**4.6.1** The expansion of the proposed estate is likely to involve the need for improved junctions with enhanced pedestrian crossing opportunities, from the estate onto the wider highway network. To determine the extent of improvements necessary, modelling work would need to be carried out in conjunction with discussions with the highway authority.

**4.6.2** Public Transport provision at the site and Blyth in general is limited by the lack of a rail link and indirect (if frequent) bus services. Whilst the introduction of a rail link may be a long-term aspiration, the provision of more direct bus services to key destinations should be considered. Whilst passenger waiting facilities are adequate there may be scope to improve those located on the site boundary in addition to developing a bus route through the development itself.

### 4.6.3 Opportunities

The following summary highlights the opportunities afforded by the site which can be built upon by the masterplan, to contribute to a sustainable development that will impact positively on Blyth.

### 4.6.4 Highway Network

Local congestion does occur along Cowpen Road and Hodgsons Road and developers will need to submit a transport assessment and travel plan with an application for development on the site.

### 4.6.5 Rail

The opportunity to introduce a future heavy rail or light rail link to Blyth via the disused rail lines in the area is being investigated.

### 4.6.6 Bus Services

The Bus Station at Blyth is also centrally located and appears to cope with the number of bus services it provides. Whilst the station building is somewhat dated it contains a travel shop and recently installed RTPI (Real Time Passenger Information);



## 4.6.7 Pedestrian Network

Durban Street is a home zone and forms a pleasant and safe pedestrian environment. It could be developed as the key pedestrian link between the development and the Town Centre and would offer a direct route. A crossing facility over Hodgsons Road close to the Durban Street/Hodgsons Street junction may be appropriate. The existing Morrison's car park represents a barrier between the Town Centre and Gatacre Street and works to improve pedestrian linkages between the community and the Town Centre at this location would be desirable. Supplementary Planning Documents have already been approved with reference to improving links to the town centre and a masterplanning exercise is underway in Cowpen Quay which, amongst other things, is reviewing linkages both to the town centre and the Bates site. Durban Street provides the most direct access from Hodgsons's Road through to the town centre.

**4.6.8** There is an opportunity to extend the attractive pedestrian boardwalk area at the quayside to link with the site. A consistent approach to street furniture and signing would re-enforce continuity. Whilst the landscape in this area could be described as working industry, the Port of Blyth buildings and wind turbines provide an interesting 'visual signature' to the development;



## 4.6.9 Cycle Network

National Cycle Route 1 (Castles and Coast aspect) passes through the west of Blyth. The disused rail line could be developed as a multi-user trail (primarily for pedestrians and cyclists) to form a spur to NCR1;

## 4.6.10 Sustainable Transport

The potential school site adjacent to the Hodgsons Road/Cowpen Road junction is located away from any junctions or roundabouts making parents dropping off and picking up children outside the school less of an issue.

**4.6.11** Locating the school close to the existing catchment area which will also encourage sustainable travel to the new school.

**4.6.12** Safe Routes to Schools initiatives should be considered from the start as the development of a new school site creates this opportunity.

**4.6.13** Strong transportation links to the Masterplanning process need to be addressed including;

- Signage opportunity to create an uncluttered streetscape that is legible.
- Parking arrangements, including a mix of types, courtyard, surface and on street with all provision being overlooked and secure;
- Streetscape design, considering a home zone style approach;
- New occupants information pack which would form part of a travel plan;
- Cycle storage in homes;
- Introduction of a bus link through the site.
- Well defined 'Main Street' to incorporate public square in front of the school
- Pedestrian/cycle route along central green spine to be well landscaped with highway crossover points handled as small public squares



## Housing

**4.7.0** Policy H1 of the Core Strategy sets out the housing land provision for the Borough as 4650 dwellings for the period 2004-2021 with 3134 dwellings in Blyth town. This equates to an annual average build rate of 275 dwellings per annum. The Core Strategy housing trajectory includes an allowance for housing on this site.

**4.7.1** The approach to the Bates Colliery site is to be design-led, responding to:

- Need,
- Demand, and
- Aspiration

**4.7.2** The Hodgson's Road Estate, immediately south of the Colliery Site features housing, which will be reprovided, the majority of which are to be 'affordable' (of mixed tenure and affordability). New housing proposals must be integrated in their approach to complement the redevelopments proposed for the Hodgsons Road Estate. There cannot afford to be a "ghetto" of affordable housing within or adjacent to Bates Colliery.

**4.7.3** Bates Colliery is set out in the SENNTRI Development Framework Plan as a key development opportunity to achieve the vision of a sustainable Estuary area for Blyth. It is a major opportunity for mixed tenure property close to the town centre linked to the regeneration of the Hodgsons Road Estate.

**4.7.4** Bates Colliery is also identified in the Bates Colliery Residential Market Analysis and Scheme Appraisal (DTZ, March 2006) as a flagship development site and will be designed to set itself apart from the local and sub regional offer to appeal to as wide a range of future buyers and employers/employees as possible. A key objective is for the scheme to be built to high design and construction standards.

**4.7.5** It is highlighted that any development is to be presented to the market "in an outstanding fashion." Development in the Estuary must be of high quality to attract buyers from around the sub-region and must take a lead role in drawing new employers and businesses to the area.

**4.7.6** The key opportunities for Blyth from the Town Centre Business Case Report is creating a sustainable town, and connecting the town centre with the Port Area in a cohesive way. The site will be able to act as a northern gateway to town centre – a key means of changing perceptions as part of the wider development of Blyth. This reflects the design led approach to be taken to development at this site.

## 4.7.7 Housing Provision

Based on the findings of the 2004 Housing Needs Study, future provision for older people needs to take account of the disproportionate requirement for single person accommodation and the finding that about one third of the requirement is derived from the social rented sector. Homes account for about 27% of UK's carbon emissions, which are a major cause of climate change. The Code for Sustainable Homes, launched in 2007, is a single national standard to be used in the design and construction of new homes. The Code for Sustainable Homes is a set of sustainable design principles covering performance in 9 key categories. These categories are: Energy and CO2 emissions; water; materials; surface water run off; waste; pollution; health and wellbeing; management; and ecology. There are 6 levels, and mandatory minimum standards in energy, water, material, waste and surface water run off must be achieved before even the lowest level of the Code can be achieved. All homes built from 2016 must be zero carbon rated. From April 2008, all new social housing must be built to a minimum standard of Level 3. However the code is currently voluntary for privately built housing. But by 2010, all new housing must be 25% more efficient than houses built to 2006 Part L building regulations – which is equivalent to Code level 3. By 2013 this rises to 44% (Level 4), and zero carbon by 2016 (Level 6). Zero carbon means that over a year the net carbon emissions from all energy use in the home will be zero.

**4.7.8** The overall implication of these recommendations is to place the emphasis on new market sector provision, with affordability partially addressed through low cost home ownership options. However, the Bates Colliery site will have to compete with a wide range of products in the area's new-build sector in terms of price; product range; environmental quality; services and facilities. The site is also to provide suitable housing for older people moving into the area. Again this is to be responded to by providing a wide range of product including a range of price, dwelling type and size.

## 4.7.9 Affordable Housing Provision

In line with the Interim Affordable Housing Policy 2005, a target of 30% affordable housing will be sought on this site. Applicants seeking to justify a lower proportion of affordable housing will be required to support their claim with a full financial appraisal of the scheme costs and end values. The affordable housing will be developed "tenure blind" (i.e. there will be no difference between affordable homes and those for private sale) and either pepperpotted or provided in small clusters throughout the development.

## 4.7.10 Key Housing Constraints To New Development At Bates Colliery

- Negative perceptions, issues of crime and safety, and anti-social behaviour
- Poor quality environment
- Lack of historic aspiration/inspiration in efforts to regenerate
- Cost of site remediation and preparation
- Scale of competing housing developments in the Blyth Valley Borough and wider area

**4.7.11** Despite this we consider that there are strong attributes and opportunities which could contribute to the attraction of both investment and people into this area.

## 4.7.12 Site Housing Attributes and Development Opportunities

**4.7.13** Proximity to Blyth town centre. Given the relative proximity to the town centre, Bates Colliery is well placed to access both the services and employment opportunities which are on offer. The site also benefits from good accessibility to nearby convenience food facilities – Asda, Netto and Aldi all being within close proximity;



## Renewable Energy

**4.8.0** The site is located close to NaREC, the centre of excellence for renewable energy technology. NaREC closely monitors the existing on-shore and off-shore wind turbines in Blyth which are producing green energy.

**4.8.1** In relation to opportunities for generating renewable energy the site has a number of advantages including:

- A sense of community among residents, which is a prerequisite for enabling shared facilities to succeed.
- Potential for organic growth of low carbon applications into neighbouring areas.
- Development proposed a key moment when real need for carbon reduction becoming obvious as public awareness accepts the need for change and fledgling technologies mature.
- An opportunity to take early steps towards the aspiration for practical zero carbon housing.
- Growing local potential and support for bio-mass fuel supply networks.
- Blyth Valley Borough Council is also a recognised leader in reducing fuel poverty.






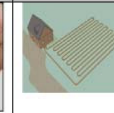



**4.8.2** The UK has current targets on the production of renewable energy:

- 10% of UK electricity to be generated by renewable energy by 2010 (aspirational 20% by 2020).
- The UK has also agreed with other Member States to an EU-wide target of 20% renewable energy by 2020 – including a binding 10% target for the transport sector. The European Commission has proposed that the UK share of this target would be to achieve 15% of the UK's energy from renewables by 2020.

**4.8.3** The North East region has also set targets which are set out in the Regional Spatial Strategy:

- 10% of the region's consumption of electricity to be generated from renewable resources by 2010 – 454MW installed capacity (aspirational target of 20% by 2020).
- This is translated into a sub regional target for Northumberland : 212 MW installed capacity by 2010.

**4.8.4** The following table is drawn from a report from Faber Maunsell indicating the technologies that they feel will be most applicable to the site. This table is not intended to prevent innovation and as technologies develop some may become viable that weren't previously. Passive and low energy design and biomass should be viable for terraced housing and apartments.

Application	Wind turbines	Photo-voltaics	Solar thermal	Bio fuel	Heat pumps	Combined heat and power	Tri-generation	Passive & low energy design
								
Site wide	Yes	Possible - review	n/a	Yes	Possible - review	Possible - review	No	n/a
Terraced housing and Apartments	Unlikely	Possible - review	Possible - review	No	No	No	No	Limited
Detached/semi housing	Unlikely	Possible - review	Yes	Limited	No	No	No	Possible - review
School and Community buildings	Possible - review	Possible - review	Yes	Yes	Limited	No	Unlikely	Possible - review
Commercial	Unlikely	Possible - review	Yes	Yes	Limited	No	Unlikely	Possible - review
LCBP Grant Aid	30%	60%	30%	35%	35%			
Selection criteria	Adequate mean wind speed is likely, larger- 10 kW plus may offer better return, may be planning issues	Long payback in excess of 100 years, due south orientation critical, simple to install	If correctly sized paybacks of 8-15years possible, established technology	Most likely applicable to larger central boilers, fuel cost less than gas. Bio-diesels may be available in future	Can be central or individual property, maintenance issues, require open ground of suitable for bore holes	Option to central bio-mass. Energy balance inappropriate so payback on capital extended. Micro CHP not appropriate	Site unlikely to have a suitable energy demand profile particularly mechanical cooling	The design of every property should take benefit from passive solar techniques, site layout can maximise potential



**4.8.5** The following images illustrate various renewable energy sources and heating systems which can be tested to see the suitability for the site.



WOOD CHIP



1 MW WOOD FUEL BOILER SERVING DISTRICT HEATING IN AUSTRIA



WOOD CHIP



BIOMASS



SUPER-INSULATED HEAT-PIPE



CHP PLANT



DISTRICT HEATING NETWORK



PHOTOVOLTAICS



IMAGES OF BIO-MASS BOILERS



## Geotechnical and Flooding Issues

### 4.9.0 Geotechnical

The principal geotechnical constraints identified that could affect the development of the site are:

- Mine workings
- Mine shafts
- Old buried foundations
- Made ground
- Alluvial soils

**4.9.1** There is evidence that there are coal workings in the Moorland Coal Seam that underlies the eastern side of the site. Prior to development within this part of the site further investigation is required to identify the extent of coal workings. This investigation should only be carried out with respect to specific development costs.

**4.9.2** The Coal Authority has identified five mine shafts on the site. Three of these have been located, the other two relate to a pit shown on the first edition ordnance survey and may prove very difficult to find. It is recommended that the development of the site should allow for the capping of these shafts.

**4.9.3** Investigations that coincided with former buildings encountered buried concrete foundations indicates that when the colliery was decommissioned some of the floor slabs and foundations of the colliery buildings have been left in place. Allowance should be made to excavate these slabs. They could be crushed to provide a capping or sub-base for roads on the site.



FLOOR SLABS IN SITU OF PREVIOUS BUILDINGS ON SITE



COAL WORKINGS - COAL CONVEYOR



NORTHERN PART OF THIS SITE - RECLAIMED LAND



AREA OF MINE SHAFT LOCATIONS

**4.9.4** The northern part of the site was reclaimed from the River Blyth using colliery spoil. Preliminary environmental human health risk assessments show that risks can be mitigated using imported clean soils in areas where gardens are to be formed. The desk study identified a possible flood risk and it may be beneficial to raise the site level where buildings are to be constructed to mitigate this

**4.9.5** It was initially thought that significant thicknesses of alluvial deposits may exist below the site within the old alluvial channel identified on historic mapping. Investigation has found less than 2m of alluvial soils within the channel.

## 4.9.6 Flood Risk

A possible tidal flood risk for the site has been identified. For further information please refer to the Blyth Estuary Area Flood Risk Assessment Stage 2 report prepared by Faber Maunsell June 2007. With reference to the report pages 38 and 39 list recommendations for the site. Due to the identified flood risk on the site, a Flood Risk Assessment (FRA) will be required to accompany any planning application on the site. In addition a sequential test will need to be carried out in line with PPS25. PPS25 states that the purpose of a sequential test is to guide new development to areas which are at the lowest risk of flooding in accordance with the Environment Agency (EA) Flood Zone Maps. Flood Zone 1 is at the lowest risk of flooding (less than 1 in 1000 annual probability of fluvial/tidal flooding), followed by Flood Zone 2 (between a 1 in 100 and 1 in 1000 annual probability of river flooding or between a 1 in 200 and 1 in 1000 annual probability of sea flooding) and Flood Zone 3 (land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year. Ideally, new development should be located in Flood Zone 1, unless a sequential test demonstrates that there are no reasonably available sites in lower Flood Zones suitable for development. If after consideration of the sequential test, the application sites are still preferred, then the exception test should be undertaken (see PPS25 for more details). The site is categorised as Flood Zone 3 however most of the site is in Flood Zone 1 or 2. Therefore a sequential test will be required for the site.



## Community Engagement

**4.10.0** A programme of community engagement was undertaken at an early stage in the masterplan process to ensure that the aspirations and concerns of local people were reflected in the proposals. For additional information please refer to the appendix entitled '*community engagement*'.

**4.10.1** The main Community Planning event was held on the weekend of the 15th and 16th September 2006. The session was attended by 60 people. Below is a summary of the issues raised and actions proposed.

### 4.10.2 Issues

- Uncertainty about the future – people would like to understand the programme for the re-housing of Hodgsons Road estate residents
- An uncared for Local Environment
- Bates Colliery has poor local image
- Few community facilities including play areas
- Pollution and Contamination – residents want to know how the land will be decontaminated and how the issues of noise and dust pollution from the Port will be improved
- The local economy – current high unemployment and a lack of attraction in Blyth
- Poor transport and connections both the site and Blyth as a whole



IMAGES TAKEN FROM COMMUNITY PLANNING WEEKEND

## 4.10.3 Actions

- Protect and enhance the environment – ecology, landscape and pollution
- Create a focus for the area – Bates could provide a neighbourhood centre
- Strengthen the heritage, culture and local character – take advantage of the water front as well as protecting biodiversity.
- Explore sustainable and ecological solutions for the site
- Improve the image of the area which in turn will create a new gateway to Blyth
- Improve the offer, mix, design and size of dwellings in the area. Provide adaptable lifetime housing.
- Improve management and maintenance to the area – provide community wardens and /or police
- Improve community facilities and public open space, particularly for young people in the area
- Improve public transport, access and movement
- Improve communication and community involvement
- Strengthen and support the local community
- Create / support local employment - run training programmes as part of the new development

## 4.10.4 Hands on planning

A number of hands on planning sessions were carried out, the results of which can be seen in the appendix of this document. Themes explored included; creating a new community hub for the area, renaming the neighbourhood to give a new identity, improving public transport and access to the site, developing a sustainable approach to development on the site using renewable energy sources and minimising running costs for residents, providing ponds on site to be used as part of the drainage strategy, improving links to the site from the surrounding neighbourhoods and town centre and improving the public realm.

Many of the ideas generated as well as the actions identified in 4.10.3 have been taken on board in the design of the masterplan.

## 4.10.5 On-going Consultation

Further consultation will be undertaken with the community as part of the SPD process. Following the adoption of the SPD, local residents need to be kept informed of proposals and progress for developing out the site including the council's aspiration to replace the Hodgson's Road estate with new development. As part of any "considerate contractor" scheme, residents need to be advised of what action is being undertaken to manage the pollution in the land adjacent to their homes. Consultation with other key stakeholders must be maintained as development of the site progresses.

## Opportunities Plan

### KEY:

-  Redevelop Housing Site
-  Potential for direct pedestrian link to Blyth
-  Potential to extend riverside links e.g pedestrian / cycle trail
-  Opportunity for new primary school as community focus
-  Potential site for renewable energy - biomass and minewater sourced heat
-  Good long distance views
-  Easy access to A189 and Newcastle and bus route
-  Potential Northern Gateway to Blyth
-  Opportunity to create central open space around mine shafts
-  Opportunity to create open space along waterfront
-  Possible cycle and pedestrian route along old railway line
-  Possible longterm relocation of fire station
-  Potential for mixed use within 50m zone
-  Possible longterm relocation of the minewater lagoons
-  Retain housing fronting onto tree lined road
-  Possible future development of Depot site

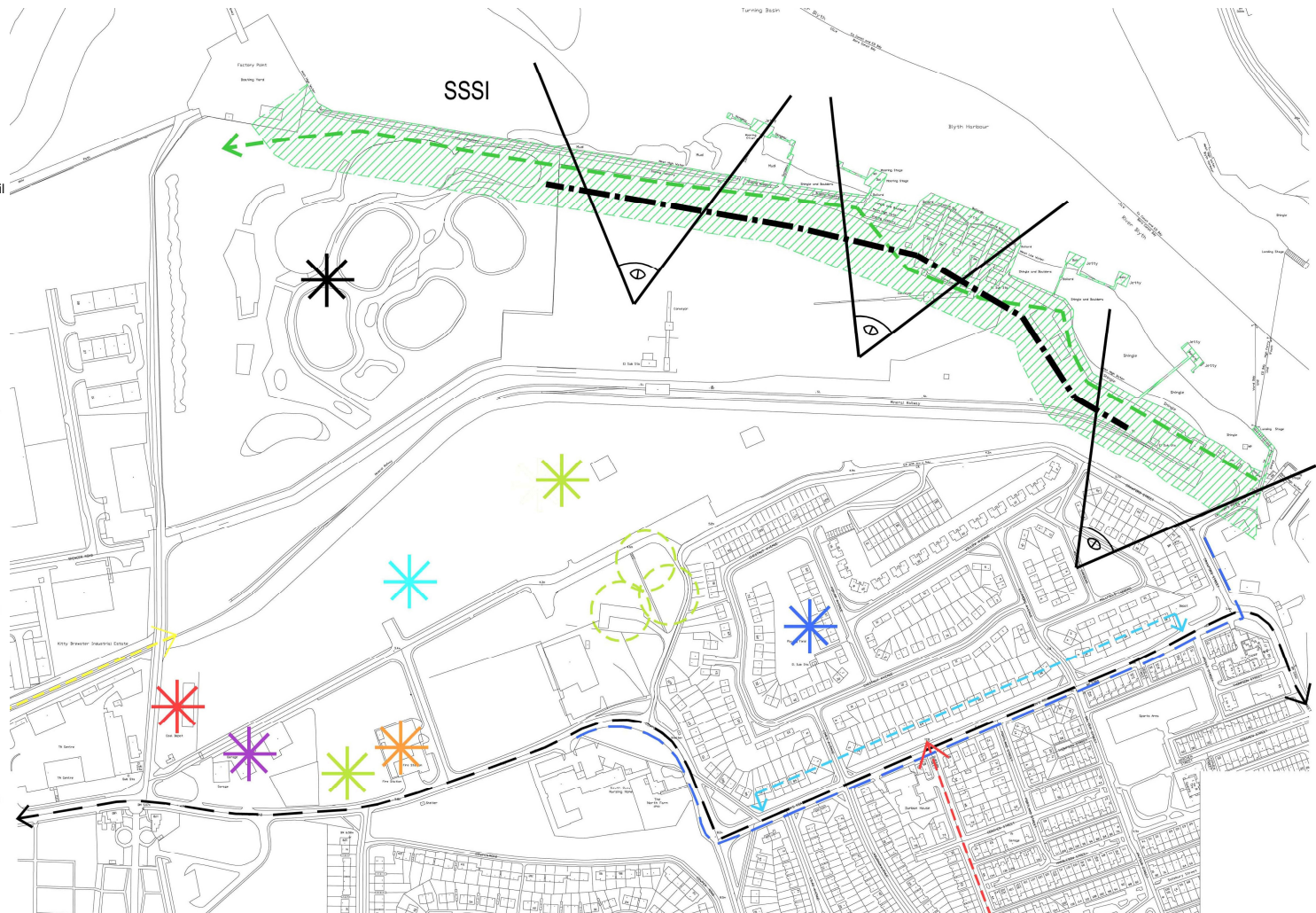


Figure 10: Opportunities Plan



**4.11.0** The accompanying Opportunity and Constraints diagrams aim to pull together all the major issues which have implications for the development of the site, the analysis derived from the baseline work prepared by the consultant team covering many aspects of development.

**4.11.1** With reference to the Opportunities Plan (fig. 10), there are a great many positive site characteristics which are to be understood in greater detail and enhanced by the process. These opportunities are a summary of all those discussed in the previous topic by topic analysis. These key points and issues are noted on the diagram and have been used as key drivers of the masterplan and proposed layouts for the site. The opportunities have been absorbed and incorporated into the design proposals for the site.



VIEW FROM THE BUND LOOKING WEST



VIEW OF THE CONVEYOR ON SITE



VIEW FROM THE BUND LOOKING NORTH



VIEW OF AN EXISTING MINE SHAFT (IN THE FOREGROUND) FROM THE BUND, CONVEYORS IN THE BACKGROUND

## Constraints Plan

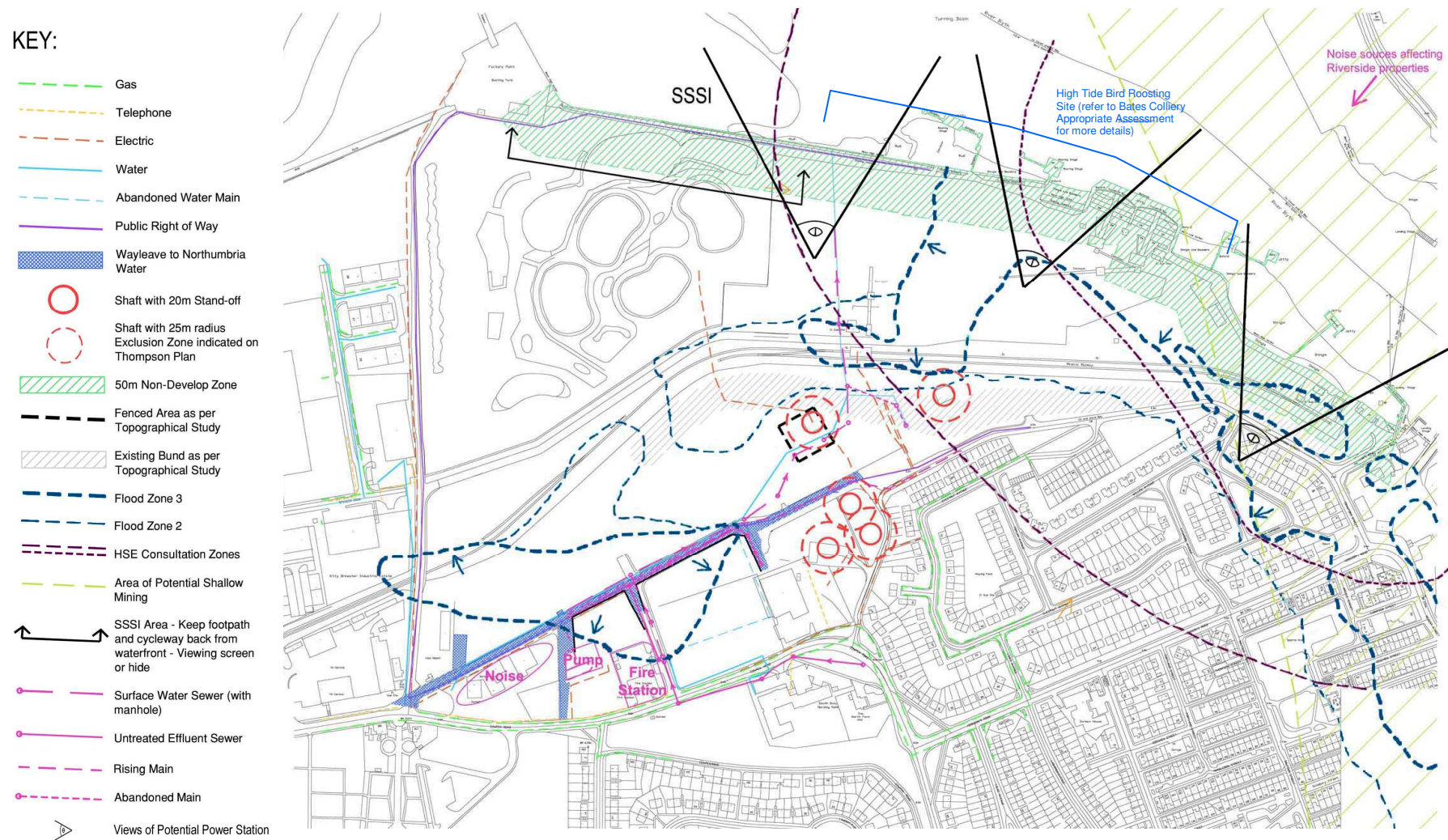


Figure 11: Constraints Plan

**4.12.0** With reference to the accompanying constraints plan (fig. 11) there are a number of issues which currently have a potential impact on future development of the site. These constraints are a summary of all those discussed in the previous topic by topic analysis. A geotechnical study was carried out for the site which identified areas of historic interest (former river inlet tidal inlet and quarry). It was initially thought that these could prove problematic for future development but further investigative work has proven that these sites are suitable to develop with appropriate remediation.

**4.12.1** The geotechnical study highlighted a number of constraints for the site including:

- a. The area of potential shallow mining (to the east of the site)
- b. The mineshafts.

**4.12.2** Confirmation is to be sought from the Coal Authority on the development exclusion zone around the mine shafts (currently indicated on “shaft location plan” with a 20metre diameter offset).

**4.12.3** The Port of Blyth has requested a 50m non-development zone along the River edge. The 50m buffer is indicative and can be slightly increased and or reduced along its length. This zone derived from the need to provide a bund, should a barrier from Port activity (across the river) be required. The opportunity for mixed use has also been identified in this zone such as a riverside café or restaurant.

**4.12.4** The constraints plan identifies the HSE consultation zones relating to the fertiliser store (located to the north of the site across the river), which dictate maximum housing densities in these zones.

**4.12.5** Both the opportunities and constraints have been absorbed and incorporated into the design proposals for the site.



-  Public Open Space
-  Green Links
-  Main Streets (Potential Bus Routes)
-  Secondary Streets
-  School and Grounds
-  Residential
-  Commercial/Industrial
-  Potential Renewable Energy Sites
-  Public Square



Figure 12: Concept Diagram

### 5.1 Masterplan Vision Statement

The development of Bates Colliery will create a new high quality residential neighbourhood in the north of Blyth, founded on sustainable communities principles and focused around a series of well designed open spaces with an attractive riverside walk.

### 5.2 Masterplan Vision

Bates colliery is to provide a new residential neighbourhood for the north of Blyth creating a varied sequence of open spaces through the site connecting new and existing Blyth communities to the river front and working with existing site characteristics. This will be achieved whilst safeguarding the integrity of the international and national designated nature conservation areas nearby, and encouraging natural habitats and local biodiversity wherever possible. This includes recognising the importance of the species rich (unimproved/open mosaic) grassland on the site, and maintaining, improving or recreating such habitat (on or off site), if all or part is lost through development. Policy 33 in the Regional Spatial Strategy supports this approach, in particular reversing habitat fragmentation and species isolation in biodiversity target zones. The Bates site is within the defined South East Northumberland Brownfield Biodiversity Area and Coastal Biodiversity Target Zone.

**5.3** Sustainable communities, like the one to be created at Bates Colliery, are places where people want to live and work, and want to stay and make their lives” They offer people a decent home they can afford; a community in which they want to live and work; the chance to develop their skills and interests; access to jobs and excellent services; and the chance to get engaged in their community and to make a difference. This will be achieved at the Bates Colliery site in ways that make effective use of resources, protect and enhance the natural environment, promote social cohesion and inclusion and strengthen economic prosperity.

**5.4** High quality building and public realm design will create an attractive neighbourhood with a unique sense of place. This is achieved through the use of varied and lively buildings – providing safer public frontages with overlooking provided from the dwellings and private rear gardens to homes. Although car parking will be provided there will be an access strategy for the site that will focus on promoting more sustainable forms of transport such as walking and cycling as well as improved access to public transport. Car parking will however be provided in a mix of locations, including on street to on plot, integral garages and rear parking courts. These parking solutions help create a variety of character in the streets and spaces.

**5.5** The concept diagram (figure 12) identifies the key components of the masterplan in a diagrammatic form creating a series of residential character areas around a sequence of open spaces which link existing Blyth to the Waterfront and provide a new identity along Cowpen and Hodgsons Road.

### 5.6 English Partnership Standards

The scheme is to comply with the English Partnership revised and recently published quality standards. These include providing homes to Code for Sustainable Homes Level 3, compliance with all 16 standards for lifetime homes, to achieve a Building for Life ‘silver award’ and to be compliant with ‘Secured by design’ principles. The requirement for Code for Sustainable Homes for development after April 2010 is to achieve Code Level 4 and after April 2013 to achieve Code Level 6 which is zero carbon. These quality standards are discussed in more detail in section 6 of this document.

### 5.7 Community Objectives

Extensive consultation has been undertaken with the residents in the area. The following are a number of the objectives that residents saw as important in the regeneration of the area. These objectives are referenced to the SPD objectives identified on page 2 of this document. Consultation and involvement is not identified as a specific objective in this SPD. It is expected that councils and responsible developers will undertake this as a matter of course rather than need to be told to do it through an objective.

1. Demolish Hodgsons Road estate and re-provide high quality, new dwellings across the site (relates to masterplan objectives 1,2 & 3)
2. Ensure good communication with the community
3. Connect Bates Colliery to the rest of Blyth (relates to masterplan objective 5)
4. Create Waterfront walks (relates to masterplan objective 7)
5. Celebrate the heritage of Blyth (relates to masterplan objectives 1 & 2)
6. Provide a new school and community facilities (relates to masterplan objectives 1 & 8)
7. Placemaking – create a unique place (relates to all masterplan objectives)
8. Involve the community throughout the process
9. Develop the mudflat area in a pro-active way while keeping it natural – open the area up to all not just to an organization like the RSPB (where you have to pay) (relates to masterplan objectives 4,6 & 9)





Figure 13: Image of Site



### Development Principles – General Introduction

**6.1.0** This section sets out a number of development principles that will be adhered to in guiding development at Bates Colliery.

**6.1.1** Placemaking lies at the heart of the approach to developing a new residential neighbourhood at Bates Colliery. Creating a '*sense of place*' in a new development is a challenging task as many of the environments that exhibit this characteristic have evolved over a long period of time. As such their richness and vitality often derive from repeated overworking, habitual usage, well weathered materials and a mature landscape.

**6.1.2** The importance of placemaking to our psychological well-being cannot be underestimated – everybody needs to feel that they live '*somewhere*'. In this regard '*places*' are all about identity – not just the visual identity of the environment itself – but the identity of the people that live and have a sense of shared ownership. In the words of the late Charles Moore, the American architect and urban designer -'*to make a place is to make a domain where people know where they are – and, by extension, who they are*'. Good quality homes and environment also have a positive impact on physical well-being.

**6.1.3** '*Housing*' developments or '*housing estates*' are the very antithesis of a place and often occur as a result of over adherence to technical requirements such as highway standards. '*Housing*' is usually a generic product – often detached and individually isolated – with arbitrary use of materials and architectural features. In housing estates the whole is always less than the sum of the parts.

**6.1.4** Places by comparison are all about specificity. New places grow out of their location and have characteristics that reflect the local area. They are rich and varied, create a sense of security, are memorable and provide a stimulating environment for everyday life – encouraging sociability and a strong sense of community.

**6.1.5** Please see overleaf for development principles to achieve a unique sense of place for Bates Colliery. These principles will be taken into account when assessing future planning applications for the site.

## Placemaking Principles

### 6.1.6 Creating a sense of enclosure

Enclosure is important in creating a sense of 'being somewhere' and can only be achieved by using buildings to enclose the public realm and creating a container for social interaction. Object buildings should only be used as highlights within the urban fabric as they dominate space rather than creating enclosure.

Buildings should define and enclose streets and public spaces. In general the overall street width to building height ratio should follow the guidelines as set out in the illustration entitled 'Height-to-width ratios' and the table below

	Maximum	Minimum
Minor street, e.g. mews	1:1.5	1:1
Typical Streets	1:3	1:1.5
Squares	1:6	1:4

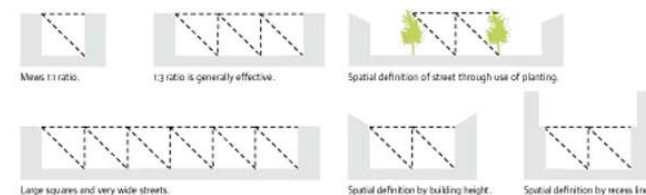
For additional information please refer to Manual for Streets DCLG 2007(pages 52- 54 & pages 79 - 81) and the Urban Design Compendium.

Each character area will require a different approach to create varying degrees of enclosure and should meet with the following guidelines:

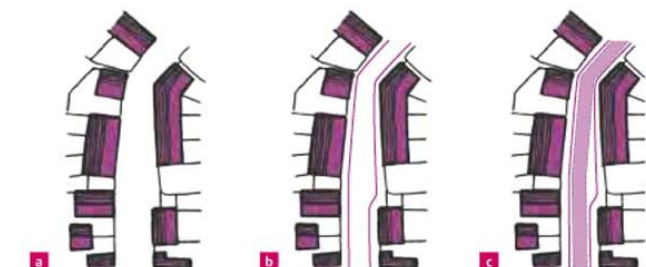
- Buildings on main streets (eg Cowpen Road) and public squares to be a minimum of 3 storeys with the opportunity for 4 storeys on key corners and focal points.
- Buildings along the waterfront with open space to the front of them to have a stepped roofline with elements of height (possibly 5 stories).
- Buildings along homezone areas to have varied heights ranging between 2 to 3 storeys with some narrowing of streets to create sheltered play streets overlooked by dwellings.



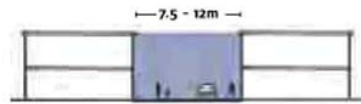
CREATING A SENSE OF ENCLOSURE



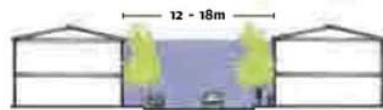
HEIGHT TO WIDTH RATIOS (EXTRACT FROM MANUAL FOR STREETS)



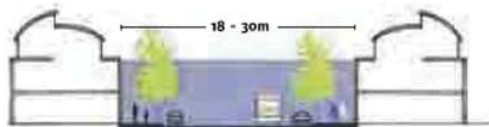
BUILDINGS AND SPACES SHOULD GENERALLY CONSIDERED FIRST, WITH THE CARRIAGEWAY ALIGNMENT BEING DESIGNED TO FIT WITHIN THE REMAINING SPACE (EXTRACT FROM MANUAL FOR STREETS)



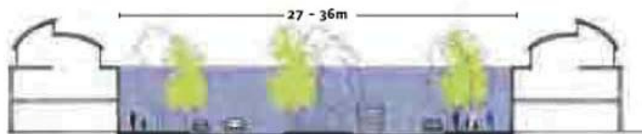
Mews



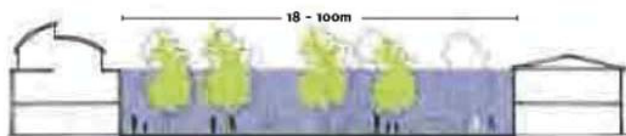
Residential Street



High Street



Boulevard



Square

TYPICAL WIDTHS FOR DIFFERENT KINDS OF STREET  
(EXTRACT FROM MANUAL FOR STREETS)

The design speed for the streets within the development is restricted to 20mph, creating a much more pedestrian and cycle friendly environment for the residents. The main street through the site should have a carriageway width of 6.75 metres (subject to approval from the Highways Authority) to accommodate for a future bus route. This street should be designed to accommodate the bulk of the traffic through the site, provide an attractive and safe cycle route and include generous footpaths either side of the carriageway with tree planting along its length to create an attractive environment. Dwellings along this street may be accessed directly from it and will front on to the street.

Within the development the remaining streets (identified in chapter 7 'Access and movement') should in general be no more than 5.5m wide for major access routes and 4.8m wide for minor routes.

Pedestrian links should be provided within the site so where possible they are overlooked by dwellings and provide the shortest distance across the site. The riverside walk will aim to be overlooked by dwellings where at all possible and provide an attractive recreational route through the informal and naturalistic landscape and river edge.

Any proposed development on the site will be subject to detailed negotiations with the Highways Authority to ensure that any required public transport infrastructure and cycleway links required by the development is provided at the developer's expense where deemed necessary.

Proposals should include:

- Design speed for streets restricted to 20mph
- Pedestrian and cycle friendly environment for residents
- Main street to have generous footpaths and cycleways with tree planting
- Dwellings to front onto the main street and riverside walk
- Pedestrian links to provide shortest routes and be overlooked.



### 6.1.7 Providing a variety of use

Providing a mix of uses is important to placemaking as it creates a dynamic environment with overlapping usage. Where it is unviable to create commercial uses the environment can still be designed to allow for a variety of use such as nature conservation or children's play. Mixed uses that include developing the natural environment and the promotion of local biodiversity are vital for building a 'sense of place', while the therapeutic benefits of natural areas (e.g. Parks, gardens and open space) rich in biodiversity are now well understood.

### 6.1.8 Allowing permeability and accessibility

Connecting a new development into the existing context, so that it acts as a natural extension is critical to the scheme. Integrating new development into existing movement patterns, will allow inhabitants to take advantage of a wider range of local facilities and must be adhered to.

### 6.1.9 Focusing movement and activity

Creating a spatial hierarchy helps to focus movement and activity into important spaces – which in turn become more attractive due to their social vitality. Demonstration of the creation of a street hierarchies must be evident in all future planning applications.

#### 6.1.10 Movement Principles

- Provide a mix of uses
- Development must link to the existing Hodgsons Road Estate and wider area by extending footpaths and cycleways
- Developers must demonstrate how the development fits into the existing movement pattern
- Proposals must clearly set out the street hierarchy



EXISTING MOVEMENT PATTERNS



CONNECTING INTO THE EXISTING CONTEXT



PROVIDING A VARIETY OF USE - OPEN SPACE  
AT CHIPPENHAM CATTLE MARKET



FOCUSING MOVEMENT AND ACTIVITY - CALA DOMUS, NEWHALL



SECURED BY DESIGN PRINCIPLES



WESTHOE COLLIERY SITE, SOUTH SHIELDS



ADDRESSING MASSING SCALE AND SKYLINE  
BISHOPS WALK ELY, BUILDING FOR LIFE SILVER AWARD



CATERHAM BARRACKS, BUILDING FOR LIFE GOLD AWARD

## 6.1.16 Placemaking Principles

- Design and Access statements must explain how the development will 'design out crime'.
- Overlooking and natural surveillance must be maximised.
- Development to be a mix of 2 and 3 storeys with a maximum of 4 storeys on corners and 5 storeys at key points along the waterfront.
- Design and Access statements must explain place making techniques used
- Materials used to be high quality, robust, environmentally friendly (refer to the BRE Green Guide to Specification) and locally sourced where possible.

## 6.1.11 Creating a sense of security

If public space lacks a sense of security it very quickly falls into disuse and attracts anti-social behaviour. Security works best when it is 'built-in' to the design with a clear distinction made between public and private space, and the buildings being laid out to allow natural surveillance (overlooking) of the street.

6.1.12 Secured by Design Principles will be incorporated where they will not compromise the principles of good design.

## 6.1.13 Addressing massing, scale and skyline

Massing should create an interesting and varied skyline and take account of the immediate context. For example the housing fronting onto the main streets such as Cowpen Road will need to be of a greater scale (largely 3 story with some use of 4 storeys to create focal points) than the homezone streets to the south of the open space (which will be a range of 2 and 3 storeys). Along the waterfront a greater scale can be achieved with a stepped roofline and the possibility of 5 storeys in areas. Scale needs to be carefully considered both in terms of distant views of the scheme and the quality of the spaces created when close to the buildings.

## 6.1.14 Creating a memorable experience

It is important that the experience of walking through a place is considered in the design phase – carefully established views, vistas and landmarks must be designed in to make Bates Colliery a varied and interesting pedestrian environment with a memorable character. A demonstration of the creation of a unique sense of place must be evident in the subsequent planning applications.

## 6.1.15 Attention to detail

Placemaking depends on a holistic approach and buildings need to have a coherent approach to their language, and pay close attention to issues such as colour, texture, materiality and detail. High quality materials and finishes for buildings and public realm must be used. Materials should be robust and environmentally friendly. Developers selecting materials should refer to the BRE publication 'Green Guide to Specification' and explore responsible local sourcing options where possible.



## Sustainable Building Design

**6.2.0** Bates colliery presents an opportunity to develop into a low or zero carbon community contributing to local employment, enhanced biodiversity, satisfying growing numbers of home buyers desire to be low carbon, helping to overcome fuel poverty and raising the profile of the town as a centre of low carbon excellence. Dwellings will need to comply with level 3 of the Code for Sustainable Homes, Code Level 4 for development after April 2010 and Code Level 6 (which is zero carbon) after April 2013.

**6.2.1** The following measures should be incorporated within the proposals in order to improve the carbon reduction capacity of the development.

**6.2.2** The investment in community heating a local energy network and the organisation behind it are very possible but will require an early commitment to ensure that all future design strategy and development have the network incorporated.

### Sustainable Design Principles

#### 6.2.3 Thermal performance

To achieve significant improvement over Building Regulation performance.

#### 6.2.4 Planning

Site to be planned, and dwellings orientated, to maximise benefits of solar input, with glazing, sun spaces and porches incorporated to enhance performance.

#### 6.2.5 Renewable energy

Achieving the commitments set nationally by the Energy White Paper will require at least 40% of electricity to be generated from renewable sources by 2060. In the shorter term the Government is committed to the achievement of 10% renewable energy by 2010 and is aiming for 20% by 2020. These targets have been embedded in planning policy at both the regional level in RSS (2008) Policy 39, and at the local level in Development Control Policies DC30 and DC31. In line with Policy DC30, major developments, including housing developments over 20 dwellings and other developments over 1000 sqm (gross), will include measures to produce 10% of total predicted energy requirements by renewable energy sources. Properties at Bates will therefore need to be designed to incorporate those renewable energy systems

demonstrated to be most effective (i.e. following a feasibility assessment), in order to meet these policy requirements. Consideration must also be given to designing the properties so that they have the ability to adopt new technology as the renewable energy market develops.

#### 6.2.6 Community heating

Community heating would be linked to the most efficient, effective and sustainable renewable source available at the time.

#### 6.2.7 Local energy network

The piped heating distribution could be expanded to include electrical power, data, cable and other communications.

#### 6.2.8 ESCo

The planning organisation administration and maintenance of the Local Energy Network to be undertaken by a locally constituted organisation with Local Authority and Regional support ideally employing local residents. If the ESCo is locally constituted rather than in effect contracted out to an established "merchant" then the assured employment of local people is possible.

#### 6.2.9 Longer Term Impact

From the Bates Colliery development the energy network can be expanded to serve adjoining zones within Blyth town and new housing developments, the preparation and delivery of wood chip for heating creating real business and employment growth.

#### 6.2.10 Materials

Recycled materials, materials from sustainable sources and materials with low carbon footprints should be utilised where possible.

#### 6.2.11 Waste

Where possible waste should be prevented using the waste hierarchy of reduction, reuse and recycling. Storage space should be allowed for recycled waste both outside and inside properties to promote recycling.



## Landscape and Biodiversity

**6.3.0** Landscape design plays an important part both in creating 'natural' places that people will get both recreational and spiritual benefits from and also plays a critical role in conserving, enhancing and promoting local biodiversity.

**6.3.1** Because of the size of the development a full EIA will be needed to firm up mitigation but some measures likely to include:

- Avoiding development on critical14 bird feeding and roosting sites
- Avoidance of disturbance or destruction of feeding and roosting sites
- Avoidance of planting in inappropriate areas
- The use of Visitor Management Plans that could include such measures as seasonal access restrictions, landscaping and the sensitive routing of access
- An appropriate landscape design that creates habitat that is as natural as possible and congruent with the location and setting
- Implementation of Best Practice on site (including a site environmental management system to prevent noise and other forms of pollution, SUDS, spill prevention and other emergency response plan measures, etc)

Full implementation of policies SS3, ENV1, DC21,DC22, DC26 and 28.

**6.3.2** For further detailed information please refer to the previous Open Space Development Principles .



DWELLINGS AROUND A PUBLIC OPEN SPACE



EXAMPLES OF ALTERNATIVE LANDSCAPE SETTINGS



### 6.3.3 Landscape and Biodiversity Design Principles

In order for developers to deliver these principles they will need to consult with Natural England, The Northumberland Wildlife Trust on detailed design, refer to the local biodiversity action plan and liaise with the Council's biodiversity officer. Formal and informal spaces should be separated. By separating the more formal open spaces of amenity grass and equipped play spaces from the informal, more naturalistic spaces, it will allow for more enjoyable amenity spaces with less conflict of uses and for more ecologically rich and diverse landscapes.

**6.3.4** Consideration needs to be given to landscape design issues in terms of sustainability. Sustainable Urban Drainage on site and use of green roofs that are compatible with bird life will be incorporated into the development. 'Green' or 'living' roofs provide opportunities for innovative ways of both providing effective insulation and enhancing biodiversity. Green roofs should be designed specifically to meet the feeding or roosting needs of the bird population that they are catering for, natural species of sedum would be likely to tolerate a coastal location. SUDS should be designed to support a wider scale strategic ecological role. Green roofs and SUDS ponds have a multiple role to play to include absorbing run-off, a degree of flood alleviation, the assimilation of pollutants, as well as enhancing biodiversity. Both SUDS and green roofs also play an important role in reducing surface water run off and reducing the risk of localised flooding where appropriate.

**6.3.5** The continuation and where possible, enhancement of the natural estuarine environment at the river's edge is essential. This would act to preserve and enhance the existing ecological value of the site, particularly with regard to the SSSI and the wintering birds. There needs to be retention of foraging and roosting provision for wintering birds within the site. Public access would be pulled away from the waterfront adjacent to the SSSI to prevent disturbance, but incorporating viewing screens for observation of the wildlife.

**6.3.6** The estuarine environment is desired not only for ecological reasons, but by having a softer approach to the landscape on the waterfront within the site it would allow for the potential transition between the existing environments and to differentiate the site from other 'harder' waterfront landscapes.

**6.3.7** BREEAM standards should be referred to as a guide for delivering landscaping around buildings of ecological value, for example 'demonstrating a positive increase in the ecological value of the site'.

## Open Space

### 6.4.0 Open Space Requirements

The relevant quantity standards of open space and facilities are set out in the Open Space Needs Assessment carried out for Blyth Valley Borough Council (see the Development Control DPD adopted standards within Appendix). The relevant quality standards set out for this location are for accessible natural greenspace, amenity greenspace, and for equipped play areas. Any development must adhere to the quality standards set out within the Open Space Study (2007). For further detailed information please refer to Section 4.3 of this report.

**6.4.1** The boundary between formal and informal space should be clearly defined. By separating use of the more formal open spaces of amenity grass and equipped play spaces from the informal and naturalistic spaces which are more ecologically diverse, this allows for more enjoyable amenity spaces with less potential for user conflict. It is not necessary for different uses to be geographically separated as all spaces have the opportunity to cater for biodiversity, regardless of use.

**6.4.2** A more informal style of open space that would be particularly desirable within the site would be the creation of a natural estuarine environment along the waterfront. This would act to preserve and enhance the existing ecological value of the site, particularly with regard to the SSSI and the wintering birds (see 6.3.4). Natural England must be consulted on any proposals relating to the SSSI or waterfront.



IMAGE OF ONE OF THE MINE SHAFTS ON SITE



VIEW OF THE STAITHS ON SITE WITH THE FERTILISER STORE AND SHIP ON THE NORTH BANK OF THE RIVER

**6.4.3** Design of open space should also respond to the surrounding built environment. Refer to page 44 for open space design principles

### 6.4.4 Policy Drivers

The policy drivers emerged through consultations with Blyth Valley Borough Council Leisure Service. An initial view is that taking into account the site area, built context and development density, the site would require two Locally Equipped Areas for Play (LEAP), and one Neighbourhood Equipped Area for Play (NEAP). This will need to be revised depending on finalised housing numbers. In terms of parks and amenity greenspace, the off-site contribution required for formal park space will be directed to Ridley Park, whilst a central amenity green space on site will be required. There is an aspiration to see public art utilised on site, and there is also an aspiration to integrate the National Cycle Network where possible. A multi-use games area can accommodate equipment for older children and youth facilities, although an off-site contribution is preferred for dedicated youth facilities, directed again towards Ridley Park. There is an aspiration to see an informal, small home-zone approach to equipped play areas, although some formal play provision would be desired.

**6.4.5** The Open Space Needs Assessment was completed for Blyth Valley by Kit Campbell Associates. It set out specific Quality Standards that the Council should adopt in residential development. This open space audit was PPG17 compliant and can be a valuable development control tool to accompany development. Open Space Needs are set out in the planning policy standards. Please refer to "Appendix B - Open Space Sport and Recreation Provision Standards" taken from "Development Control Policy DPD (Development Plan Document)", included in the Appendix of this document.

**6.4.6** The quantity standards of open space and facilities are set out in the Open Space Needs Assessment carried out for Blyth Valley Borough Council. Open space should be integrated into the wider multi-functional green infrastructure network. The relevant quality standards set out for this location are for:

- Accessible natural greenspace,
- Amenity greenspace, and
- Equipped play areas.



**6.4.7** The overall design principles for open space at the Bates Colliery site are set out here:

## 6.4.8 Open Space design principles

- There is a requirement for a landscape buffer to the waterfront. Any new planting to create buffer areas or areas of natural (or semi natural) environment should be done using native plants (preferably native to the area) that are congruent to the locality and typical of the habitat being constructed.
- Open space will be community-focused, accessible, and of a high quality design.
- A major requirement will be for the enhancement and preservation of the estuarine landscape, ecology and wildlife. The open mosaic grassland habitat is scarce and important habitat within south east Northumberland. Measures need to be taken to mitigate for the loss of this habitat. Consultation with Natural England on proposals is vital.
- The school external spaces will be shared use (subject to formal agreement with NCC).
- Flood risk will be required to be mitigated and any bund/structure required will need to be carefully designed to fit into the concept of the open spaces.
- The landscape should reflect the role of this site as a vehicular northern gateway to Blyth and serving as a transition to the town centre.
- Public art must be supplied on site.
- Consideration must be given to linking new cycleways to the National Cycle Network.
- The open space must respond to a density of housing in the range of 35 to 55 units per hectare.
- The open space must also respond to the proposed housing types, including 1 and 2 bedroom apartments, 3 bed terraced, and 4 and 5 bed detached houses.
- Open space must be carefully considered and defined
- Formal and informal spaces should be separated where possible to create a distinct identity, appropriate to the needs of the population and the environment.
- Create a green waterfront which includes informal leisure provision in areas while also diverting access adjacent to the SSSI to prevent disturbance and to maintain feeding and roosting sites for important birds.
- Create a green spine running east to west.
- Create a series of formal parks with formal play equipment.
- 3 equipped areas for play to be provided:
  - Western Park (LEAP)
  - Northern element of Hodgsons Park (NEAP)
  - Eastern Park within Hodgsons Estate (LEAP)

- PPG17 Assessment must be consulted to determine the appropriate on site contributions and off site if considered appropriate
- On site contributions (in line with PPG17) should include:
  - Accessible natural green space
  - Amenity green space
  - Equipped play
  - Pitches
  - Urban parks
  - Youth areas
  - Green Roofs



PUBLIC OPENSACE ENCLOSED BY DWELLINGS



INFORMAL WALKWAY IN A SENSITIVE SETTING



EXAMPLE OF INFORMAL RECREATION WALK IN A SENSITIVE ECOLOGICAL SITE



## Housing and Community Facilities

### 6.5.0 Housing market assessment:

Following the key findings of the housing assessment work undertaken the following development principles for housing can be established.

### 6.5.1 Population growth:

The total number of households in the BVBC area is projected to increase by over 7,500 by 2026, a trend which implies a strong internally generated growth in the need and demand for housing, and which the Bates colliery site might partly satisfy.

### 6.5.2 Increasing housing market choice:

Analysis of social and demographic trends in the context of local housing market dynamics suggests that new residential development at the Bates Colliery site has the potential to increase choice by meeting the following priorities:

### 6.5.3 Family housing:

Including detached homes and/or 4 bed homes in the owner occupied sector - to encourage the in-migration of families, especially with young children - and to re-balance the local housing market.

### 6.5.4 Social housing provision:

The 2004 Housing Needs Study identified an annual 5 yearly need in Blyth of 197 dwellings per annum, for approximately 4 x 4 bed or larger houses in the social rented sector, some of which might be provided at the Bates Colliery site. Family housing is by far the most popular in applications for Blyth Valley Housing social rented homes, with 69 bids for each property let. In line with the Interim Affordable Housing Policy 2005, a target of 30% affordable housing will be sought on this site. Applicants seeking to justify a lower proportion of affordable housing will be required to support their claim with a full financial appraisal of the scheme costs and end values.

### 6.5.5 Apartments:

In the private rented sector where supply is very limited; to meet housing need in the social rented sector and to re-balance the local housing market. However, the proportion of the open market sale apartments is likely to be modest at Bates Colliery, linked to providing access to home ownership.

### 6.5.6 Low cost options to improve access to new-build home ownership:

Especially for local people seeking access or to move on in the market, including for example, New Build Home Buy; shared equity and re-sale covenant products, all of which would require market testing.

### 6.5.7 Smaller and more manageable homes for older people:

In the social and market sectors, including apartments, to meet the projected growth in the retired population. We would strongly advise considering a cross-tenure retirement village or older persons' complex providing housing with care. We assume that a proportion of flats provided on site will be suitable for older people.

### 6.5.8 Environment and views:

Whilst the existing environment at Bates Colliery is poor, the scale of the site and physical location on the estuary provides a clear opportunity to provide a high quality living experience with proximity to public open space and controlled access for viewing protected areas of ecological interest. It will be important that new development looks to maximise the dramatic views that are offered over the Blyth River Estuary;

### 6.5.9 Access:

Despite the northern location of the site, the A193 still allows for quick access onto the A189, and accessibility to other areas within and outside Blyth Valley, particularly Newcastle.

### 6.5.10 Scale of development opportunity:

We consider that one of the strongest attributes, which must be fully exploited, is the scale and quantum afforded by Bates Colliery. Future development will play a dramatic role in dealing with the barriers to investment highlighted above. It must be stressed however, that the nature and quality of development which is brought forward is critical. High quality design and specification will be needed to attract and persuade residents who may choose to live elsewhere. The site affords the opportunity to create a new high quality environment which can, when put together, fundamentally change the image and perception of the area.

## 6.5.11 Typology and tenure mix

We consider it important that a scheme at the Bates Colliery site looks to create an identifiable housing ladder. By this we mean looking to deliver a range of house types, to appeal to a wide range of purchasers. We would anticipate that the following mix of house types would be achievable at a site such as Bates Colliery: 3 bed semi-detached houses and 3 or 4 bed (or more) semi-detached/detached houses. We would expect new development to include an element of 1-2 bed smaller properties such as flats and apartments, to provide access onto the property ladder for first time buyers. In keeping with the aspiration to incorporate the Hodgson's Road Estate into development proposals, we would expect new development to include a range of affordable housing to enable the existing community to continue to live in the area.

## 6.5.12 Affordable housing

The quantity of affordable housing at Bates Colliery will comply with Policy H4 of the Blyth Valley Borough Council Core Strategy (2007).

## 6.5.13 Policy H4 – Affordable Housing Target

A target of 30% of affordable housing will be sought as a proportion of all new housing development in the borough. This policy will apply to all new housing developments capable of providing 10 dwellings or more.

## 6.5.14 Housing Mix

Analysis undertaken by Housing Vision, King Sturge and Kim Sangster Associates has resulted in the identification of an appropriate and suitable mix of housing typologies for the site. The understanding is that the area is to mainly provide affordable family housing for existing residents of Blyth and provide an attractive offer to those moving into the area which includes families and retired people. The suggested mix therefore reflects the needs and aspirations of these groups and provides:

<b>2 bed apartments</b>	<b>10%</b>
<b>3 bed houses</b>	<b>60%</b>
<b>4 bed houses</b>	<b>25%</b>
<b>5 bed houses</b>	<b>5%</b>

## 6.5.15 Housing density principles

Based on the option testing work carried out for the strategic development guide a *density range for the site of between 35 and 55 dwellings per hectare* is deemed appropriate. This range reflects the housing mix and allows variation within the site providing higher densities closer to public transport stops and can also accommodate lower densities within areas more suitable for larger family housing.

## 6.5.16 Community facilities

Community facilities are essential to successful placemaking. The new school at the heart of the new community must play a central role in providing facilities for the community outside school hours. Provision has been made in the design of the new school for sports changing rooms and community rooms that can be accessed without the need to open up the school. Support for helping the local community to run the new facilities will be available from ICCQ (the neighbourhood management initiative based in Croft ward) and from the two main community centres in the area, the Buffalo and Briardale centres.



DETACHED AND SEMI  
DETACHED HOUSING



SEMI DETACHED HOUSING  
AT CATERHAM



RIVER FRONT APARTMENT BLOCK



APARTMENTS AND HOUSES OVERLOOKING PUBLIC OPEN SPACE

### 6.6.0 Transport Access And Movement Principles

Integrating the site with existing walking and cycling provision is a key component of the masterplan and measures to improve such links should be undertaken in a thoughtful and well designed manner. Safe walking and cycling routes to the primary school are essential.

**6.6.1** The Masterplan will improve accessibility to and from Bates Colliery to both local, and regional destinations.

**6.6.2** Linkages such as high quality walking and cycling routes must be introduced to serve both leisure and the important day to day access needs of a local community.

**6.6.3** The impact of the private car should be kept to a minimum within the Masterplan area, not dominating the street scene in terms of both access and parking.

**6.6.4** Bus services are an important mode of transport for a large number of local residents, and should be encouraged. Any planning application for the site must be accompanied by a green travel plan.



OVERLOOKED PUBLIC OPEN SPACE WITH A BUS ROUTE ALONG THE PARK EDGE

**6.6.5** The following section highlights the principles for the Bates Colliery Masterplan area in terms of access and movement for all modes of transport.

### 6.6.6 Access by Sustainable Modes

Developing a hierarchy of routes will establish appropriate and attractive corridors for all modes of transport, with appropriate public realm and environmental improvements depending on the type of mode primarily using it. The routes penetrating the key Masterplan area should be designed as streets to cater for the variety of users and should encourage slow speeds, 20mph or lower, and provide strong linkages for pedestrians and cyclists. They should have high quality footways, with no designated footways in certain neighbourhood streets encouraging a shared surface approach, and would make best use of the green linkages where possible. These streets and links will be provided with good lighting for ensuring personal safety, and ample crossing opportunities for enhanced door to door accessibility. These corridors could also be served by community transport modes, for example demand responsive services, picking up elderly or less mobile passengers from locations that traditional public transport providers would not penetrate.



BAUS SERVICE AT CATERHAM



## 6.6.7 Public Transport

Public transport is an important mode in an area such as Blyth. Direct penetration into the Bates Colliery site would provide a highly accessible link to both local and strategic destinations. The introduction of a number of high quality stops with shelters and seating, would provide the community with the incentives necessary to encourage public transport usage.

**6.6.8** The future of the disused railway line which penetrates the site is unsure, however it is an important sustainable opportunity and the corridor should be safeguarded. The corridor forms a potential opportunity for either a walking or cycling route, or in future years a link to a higher volume public transport opportunity, such as rail or light rail.

## 6.6.9 Access and Movement Principles

- The routes penetrating the key Masterplan area should be designed as streets to cater for the variety of users and should encourage slow speeds, 20mph or lower, and provide strong linkages for pedestrians and cyclists
- Routes should have high quality footways
- Shared surface approach is encouraged to certain neighbourhood streets
- Green linkages where possible
- Streets and links to have good lighting and ample crossing opportunities
- Bus stops to be of high quality with shelters and seating

## 6.6.10 Pedestrians / Cyclists

If car trips are to be reduced and replaced by sustainable modes, clear, safe networks of footpaths and cycleways need to be developed within the neighbourhood. These links will encourage improved access directly into the heart of communities, in addition to developing linkages to key destinations. Any proposed linkages should be clear, safe and secure providing attractive alternatives to the private car for journeys to school, short retail trips to the local and neighbourhood centres, and short trips to community facilities such as the doctor. These routes should aim to encourage leisure trips making use of existing corridors such as the disused railway line.

**6.6.11** Bates Colliery benefits from an excellent waterside location, which should be utilised for both leisure and day to day access. The utilisation of this attractive corridor would encourage visitors to any commercial or nature attractions which may be introduced to the Masterplan area. However, the need to protect the SSSI etc. must be built into any proposals.”

**6.6.12** With the proposed location of the school within the heart of the community, improvements to the sustainable network, will be of paramount importance when encouraging children to arrive and depart school by modes other than the private car. The streets within the Masterplan area should not be designed to carry high numbers of vehicles, and trips to and from school should be discouraged by car. However, if children and parents are to be encouraged to walk to school, the physical environment which surrounds the school and its community, should be attractive and feel safe.



ATTRACTIVE PEDESTRIAN AND CYCLE ROUTES

### 6.6.13 Vehicles

In order to reduce the dominance of the private car along the key corridors within the Bates Colliery Masterplan study area, initiatives should be introduced to soften the corridors where possible with environmental improvements, whilst maintaining the strategic access vital to the continuing expansion of the Bates Colliery site. Managing car usage is essential to this area due to the already high level of pollution identified. Current pollution levels demonstrate that this area is already on the threshold of being designated as an Air Quality Management Area. If levels increase and the area is designated as an AQMA, it will require the local authority to develop an action plan to reduce pollution levels. Preventative action is therefore desirable such as the development of a School Travel Plan for the new school.

**6.6.14** Streets and corridors, both internally to the site, and forming the boundaries of the site, should be provided with environmental improvements.

**6.6.15** These improvements should include improved public realm and enhanced pedestrian priority, with increased crossing opportunities to reduce the barrier effect currently experienced in the area, especially on the surrounding highway network reducing severance to the Masterplan area. A number of the existing key accesses to the site have potential accident problems as a result of inappropriate designs. The reduction of car dominance should reduce these impacts, leading to a more attractive environment for local residents to access neighbouring communities and facilities. Safety along these key corridors is vital to providing a sense of well being for both pedestrians and cyclists. Access points and key junctions from the development onto Cowpen Road and Hodgsons Road, should be considered in terms of providing safe access for all modes, with good visibility for drivers but also the pedestrians and cyclists. Signage to and from Bates Colliery should also be considered, to encourage users to take the most appropriate routes available. Discussions with the Highways Authority (Northumberland County Council) should be undertaken to identify the best approach to follow for junction design and signage during the future detailed design process.

**6.6.16** Whilst car access will remain important to large proportions of the local population, high quality sustainable alternatives should be provided to stimulate choice. This aspiration may be aided by the possible lower than average car ownership levels of certain pockets of the potential community.

### 6.6.17 Sustainable Transport Principles

- Proposals must demonstrate a clear and safe network of footpaths and cycleways - links to the National Cycle Route are to be explored.
- Linkages should provide attractive alternatives to the private car for journeys to school, short retail trips to the local and neighbourhood centres, and short trips to community facilities.
- Existing corridors such as the disused railway line should be utilised where possible.
- Waterside park should be utilised for both leisure and day to day access.
- Trips to and from school should be discouraged by car by providing safe pedestrian and cycle routes.
- Reduce the dominance of the private car along key corridors.
- Improved public realm and enhanced pedestrian priority, with increased crossing opportunities.
- Access points and key junctions from the development should be considered in terms of providing safe access for all modes, with good visibility for drivers but also the pedestrians and cyclists.
- Signage to and from Bates Colliery should also be considered, to encourage users to take the most appropriate routes available.

## 6.6.18 Parking

Whilst parking tends to be a highly emotive issue, its location and design has an impact upon the physical layout and the feeling of a community. It is unlikely that parking would not be provided for the residents of this community, however this Masterplan should be mindful that its presence does not adversely impact upon the physical fabric of the development. The variety of housing types and usages should lead to the design and type of parking being considered individually on a site by site basis, ensuring that a ceiling is introduced to ensure maximum parking standards are not surpassed.



EXAMPLE OF ON STREET PARKING

**6.6.19** Such designs should include off-street garages, parking bays, courtyard parking, and 'underground' shared parking, and all provision provided should be secure and attractive to the residents. The design of parking should, in certain locations, aid the promotion of slow speeds within the streets and spaces of Bates Colliery, and not be a dominating feature shaping the community. It is recommended that the provision of parking does not exceed current maximum parking standards and where possible should consider a reduced level of supply.

## 6.6.20 Parking Standards

The car and cycle parking standards are to comply with Blyth Valley Borough Council's adopted Development Control Policies which are:

- A maximum of 1.5 car parking spaces / dwelling
- A minimum of 1 cycle parking space / dwelling

## 6.6.21 Car Clubs

The development could include the setting up of a car club to reduce the level of car ownership and improve social inclusion, by making cars available through a club scheme. The success of such a scheme will depend on either good public transport provision or access to local employment within a reasonable walking or cycling distance, and the number of residential units to be provided. All developments should provide suitable secure cycle parking either within the properties or in a more central location, such as a secure car park.



## 6.6.22 Provision of Residents' Travel Pack

This development should be supported by the issue of a Residents' travel Pack to all households providing information on the location, details of alternative cycle, walking and public transport routes, contact details for local bus operators, taxi operators etc. This document would form part of the planning application for the site and would be updated prior to occupation of the development. Local transport-related businesses could be encouraged to advertise within the pack.



## English Partnerships' Quality Standards Delivering Quality Places

Revised: from November 2007

**6.7.0** The following is a summary of the standards laid out in English Partnerships' Quality Standards Policy Guidance.

### 6.7.1 Quality Places

**Design Statements** - Design statement adhering to the principles of UDC and UDC2

**Inclusive Design** - Access Statement, taking an inclusive approach to design and adhering to the principles of Inclusive Design Guidance note

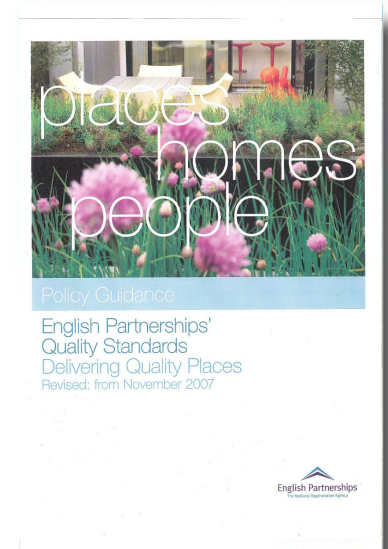
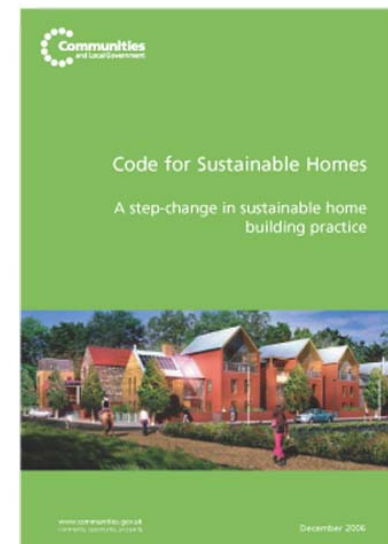
**Building for Life** - Building for Life Silver

**Secured by Design** - Developments designed by Secured by Design principles and accredited by the local constabulary

**Integration of Tenure** - Tenure blind development (maximum 6 social units together)

**Car Parking** - Local Authority minimum is EP maximum. Design in accordance with Manual for Streets and Car parking; what works where.

**Biodiversity by Design. A guide for sustainable communities** – a TCPA publication.



### 6.7.2 Quality Homes

**BREEAM / Code for Sustainable Homes** - Code for Sustainable Homes Level 3 minimum for housing and BREEAM “very good” for commercial or other building types.

**Lifetime Homes** - All 16 standards for Lifetime Homes must be achieved

**Noise** - Airborne sound attenuation 5dB higher than Approved Document Part E.

Impact sound attenuation 5dB lower than Approved Document Part E.

**Building specifications** - Specifications between A\*-C only from BRE Green Guide to Specification and green Guide to Housing Specification

**Overheating** - Testing required on overheating; For living areas, < 1% of occupied hours are over an operative temperature of 28°C. Bedrooms < 1% of occupied hours are over 26°C

<b>Space Standards -</b>	1 Bed / 2 person dwellings	51 m <sup>2</sup>
	2 Bed / 3 person dwellings	66m <sup>2</sup>
	2 Bed / 4 person dwellings	77 m <sup>2</sup>
	3 Bed / 5 person dwellings	93 m <sup>2</sup>
	4 Bed / 6 person dwellings	106 m <sup>2</sup>

### 6.7.3 Construction Quality

**Fire safety** - Statement of Fire Safety

**Health and Safety** - Health and Safety Plan and Construction Design and Management (CDM) coordinator appointed

**Construction efficiency** - Construction Efficiency Statement outlining how developers have used lessons of the Design for Manufacture competition and how new technologies improve the quality and deliverability of the scheme

**Recycling of resources** - Remediation and/or demolition statement, Site Waste Management Plan. Reuse of existing materials and buildings where possible

**Civil Engineering** - CEEQUAL Very Good for construction quality

### 6.7.4 Qualitative Assessment

**Site specific design issues** - Project delivery team to identify site specific design issues

**Long-term management** - Proposals for a long term management strategy appropriate to the needs and context of the project, to be developed upon with partners

**Community engagement** - Comprehensive site and context specific. Community Engagement Strategy

**Delivery and financial capacity** - Pass financial and company vetting process



**Figure 14: Proposed Final Masterplan Layout**

The purpose of this plan is to show the proposed broad locations for housing and open space and to show the main access points and principle routes through the site



### FINAL MASTERPLAN LAYOUT

**7.1.0** The final masterplan layout was developed to meet with the development aspirations and principles for the site.

**7.1.1** With reference to the plan on the opposite page the layout creates a loose grid which respects the solar orientation of individual dwellings within the layout which can be explored in greater detail as the masterplan progresses. A rigid north-south grid layout to maximise solar gain is not necessary as dwellings with a specific orientation along a grid can respond to their location. This can be achieved by maximising glazing to the south, minimising glazing to the north, providing individual dwelling photovoltaic's and solar thermal panels where appropriate.

**7.1.2** This chapter discusses a number of layout characteristics which help to create a unique sense of place.

#### 7.1.3 Layout

The layout has been developed through the overlaying of site ownership and the use of economic development parcels most suited for residential use. Key routes into and out of the site have been created and existing desire lines on site retained where appropriate. A sequence of open spaces has been developed around which development parcels have been created to provide attractive and secure areas with a unique sense of place.

**7.1.4** The layout aims to knit in with the surrounding street patterns allowing permeability and connectivity through the site. Key links are connected with the existing Homezone along Durban Street and providing new pedestrian friendly direct links to the Riverside walks and the new sequence of public open spaces.

#### 7.1.5 Landuse

The site is predominantly residential with the potential for some mixed use along the riverside. A primary school has also been located in the heart of the new development with good links to the existing neighbourhoods. A sequence of open spaces are also provided with landscaped areas along key pedestrian and cycle routes and desire lines arriving at the large riverfront open space and route.

#### 7.1.6 Density

The masterplan illustrates medium to high density development alongside Cowpen Road to the south, with high density to the riverside development to the north and lower density towards the central green spine



corridor of opportunity

**Blyth Valley**  
Borough Council



English Partnerships

Bates Colliery  
Strategic Development Guide

## Access and Movement

**7.2** The following diagram illustrates the layout of the proposed street network for the site. A main street will run through the site from which most of the secondary streets (including green link play streets) run off. Cycle and pedestrian routes are also connect up to these routes creating a permeable movement pattern across the site and provide key linkages to existing surrounding routes in the area. The width of these carriageways is touched upon in chapter 6 of this document.



Figure 15: Access Routes and Movement

## Development Plan

**7.3** This diagram illustrates the 4 gateways into and out of the site from Cowpen and Hodgson Road. The new build gateway areas tend to have apartment blocks defining the corners creating interest at these important junctions. The most suitable locations for apartment blocks have been identified on the plan which emphasises the hierarchy of streets through the use of mandatory and non-mandatory building lines. Mandatory building lines are located around public open space and along important streets and desire lines across the site.



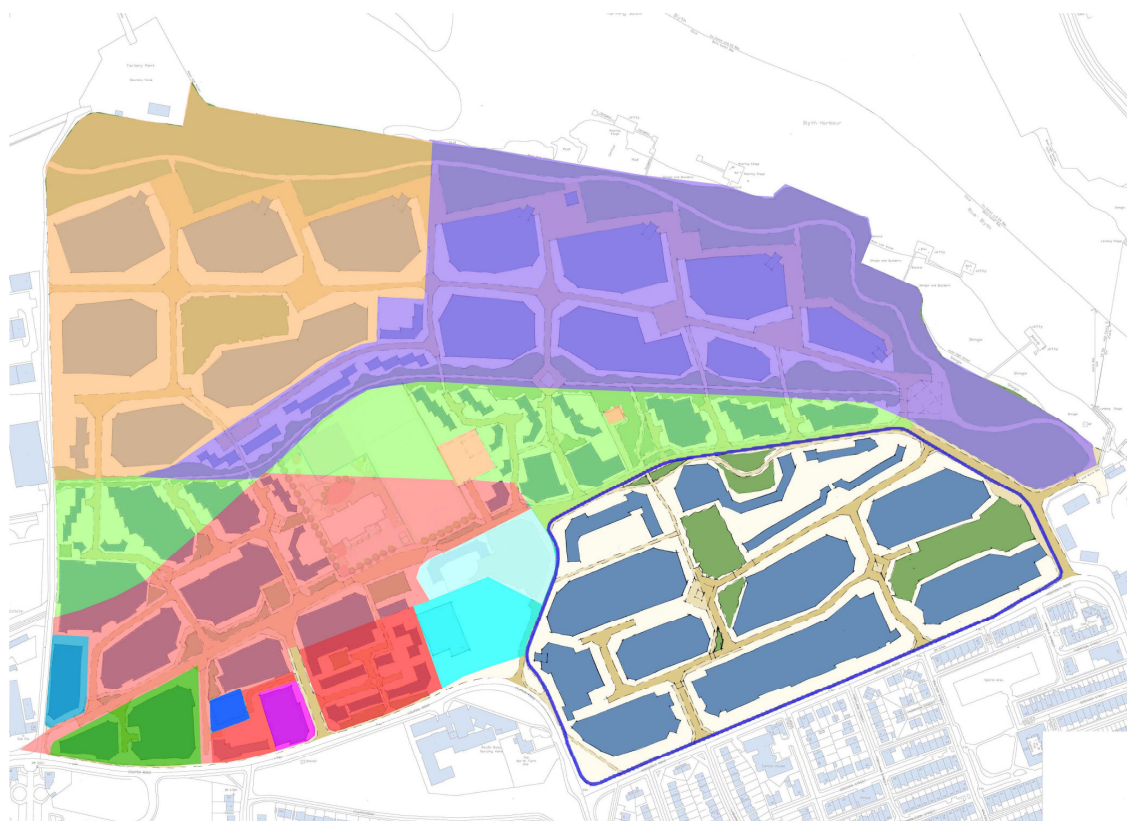
**Figure 16: Development Plan**

The purpose of this plan is to show the proposed broad locations for housing and open space and to show the main access points and principle routes through the site



## Land Ownership

**7.4** The following diagram illustrates how the masterplan has been developed taking into account the various land ownership boundaries on the site. The masterplan aims to be able to be broken into phases (and/or sub phases) as and when landowners are ready to develop their specific sites.



**Figure 17: Land Ownership**



## Landscape Plan

**7.5.0** The landscape strategy shows the application of the landscape principles set out in the previous section. The streetscape will be a predominantly pedestrian friendly zone, whilst the public open space will be a combination of formal, semi-formal and naturalistic parks. Across the scheme there will be an array of opportunities for play, ranging from designated play areas in the formal and semi-formal parks to more informal play opportunities integrated into the homezones. It is important that parks and the green spine are linked and do not become isolated pockets of vegetation. This not only creates a better environment for residents, but is also essential to maintain connectivity for biodiversity.

**7.5.1** At the heart of the scheme is a new town square or plaza adjacent to the newly relocated school, and this could include public art. The square will also enable markets and small events to be staged. There is scope for the proposed school playing fields to be partially shared increasing the provision of sports pitches and open space to the public, subject to a formal agreement with Northumberland County Council.

**7.5.2** Along the coastal edge of the site will be an informal and naturalistic landscape creating a vital habitat for the birds and wildlife already inhabiting the site. The character and integrity of this landscape will be preserved by restricting access to the public through clearly defined routes, protective fencing, planting and mounding

**Figure 18: Landscaping**

The purpose of this plan is to show the broad locations of strategic open space and the linkages of principle green corridors. The quantity of open space required is dictated by housing numbers. Any proposals must provide open space in line with the BVBC Development Control Policies (Appendix B) Open Space Standards.

-  The Square
-  The Green
-  Hodgsons Park
-  Western Park
-  Green Spine
-  Riverfront Park
-  Typical Homezone
-  Eastern Park

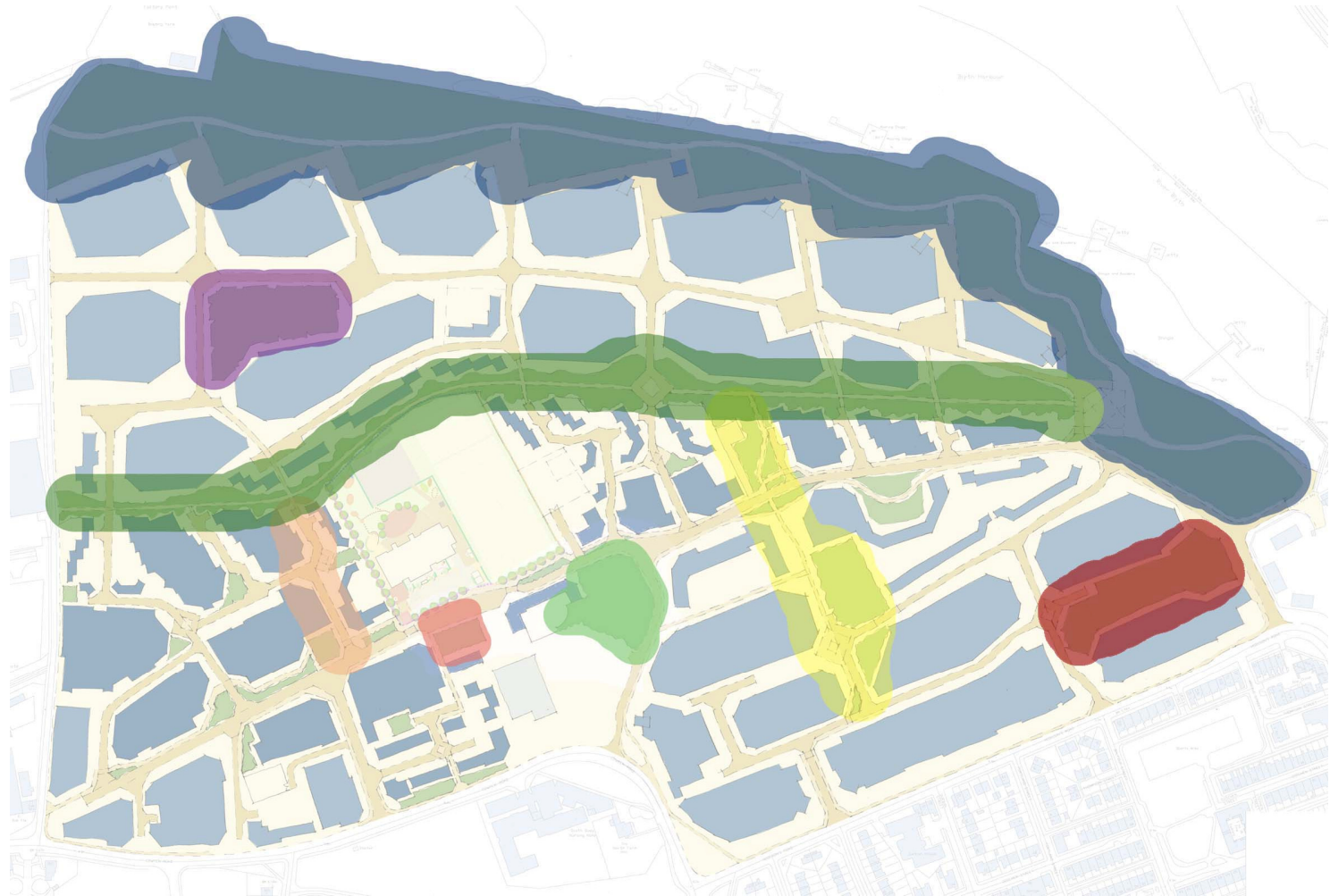
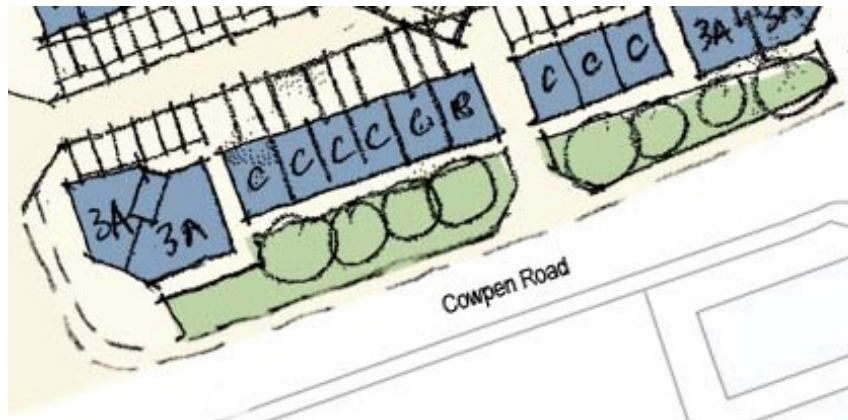


Figure 19: Landscape Character Areas



### 8.1 Cowpen Road/Hodgsons Road

These roads are key routes into Blyth and also provide key frontage from the site. Development along these routes should be exemplar, promoting high quality design and materials which will make Bates Colliery a step change for the area. There are a number of existing trees along Hodgson Road and these are to be retained as they add to the unique sense of place. There will be tree planting along Cowpen road – creating a unified tree strategy for the major route into town. The access streets into Bates Colliery are all off Cowpen Road/Hodgsons Road and follow (in the main) existing access ways into the site.



### 8.2 Main Route

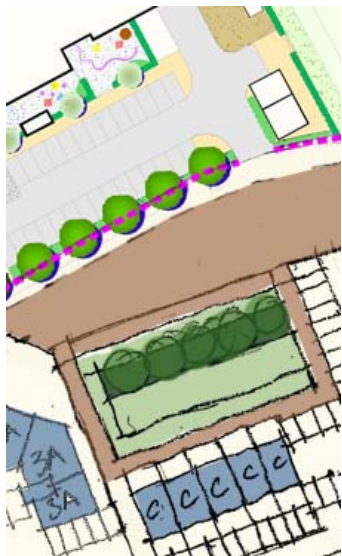
The main route into and out of the new neighbourhood passes through a sequence of spaces which results in a changing streetscape. If entering the neighbourhood from the western end of Cowpen Road the route passes from the Cowpen Road area into the Main Street which leads through the Square followed by the Green from where vehicles can exit back to Cowpen Road. Pedestrians and cyclists can continue on to enjoy Hodgsons Park. This can lead on to the south out onto Hodgsons Road or to the north to the green spine, which ultimately connects the Western Park to the Riverside Park.





### 8.3 Public Open Spaces

The masterplan provides a variety of types of formal and informal open space including recreational open space and play facilities. Provision for future maintenance will be described in the planning applications for the individual land parcels and should be considered in the detailed design of these spaces. Natural landscaping with native species should be incorporated throughout the public open space network. The open spaces and the routes between them should be well overlooked by the principle living areas of homes and the detailed design of these spaces will be developed in close liaison with the local Police Architectural Liaison Officer. The amount and type of open space will be in line with the standards set out within the Development Control Policies DPD (Appendix B). All open space is to be usable and not incidental.



### 8.4 The Square

The Square will provide an active heart to the new neighbourhood and accommodate both residents and the wider community utilising the facilities at the new primary school. High quality hard and soft landscaping within the Square will aim to create a transition between the mixed uses and the residential streets beyond.

### 8.5 The Green

This central open space will have attractive residential properties fronting onto the open space increasing security and overlooking, while the main route and the access point from Cowpen Road wrapping around will define this space as the central green for community activities.



### 8.6 Hodgsons Park

The name reflects the housing estate that was in this location. This open space provides a mix of amenity space with play areas for local children and connects to further open space to the north providing a green link to the central green spine.





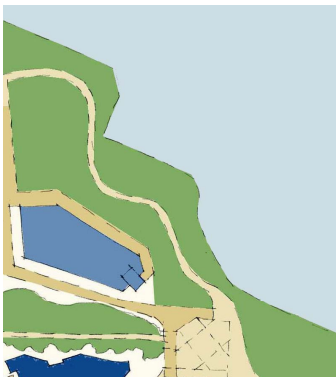
## 8.7 Western Park

This open space provides amenity green space for neighbouring properties while also incorporating an equipped play area.



## 8.8 The Green Spine

This landscaped pedestrian and cycle route provides a green lung in the heart of the scheme while connecting all routes through the site from east to west



## 8.9 Riverfront Park

This important open space will provide amenity not just to the neighbourhood but surrounding areas creating a unique sequence of spaces suitable for all ages. There will be a flood defence bund provided in this area (for further details please refer to the recently published Faber Maunsell flooding report for the area). The riverfront park is also a suitable location for a landscape bund to act as a noise / dust barrier from Port activity if necessary. This area will be more sensitive to the ecological richness of the north west of the site and provide habitats suitable for the rich wildlife and ecology and probably result in more restrictive access to the river in this location. The area to the south and east aims to be more accessible to pedestrians and cyclists, providing more informal recreation areas along the riverfront. Play areas will be provided within the park.

## 8.10 Eastern Park

This formal urban park provides amenity green space for neighbouring properties while also incorporating an equipped play area and an important green link to the eastern end of the Riverfront Park.



## 8.11 Homezones

Streets from the main route are designated as Homezones creating safe pedestrian and cycle routes.

## 8.12 Playstreets

These streets give clear priority to pedestrians and cyclists and slow vehicular traffic to well below 20mph. The detailed design of the play streets also seeks to encourage positive social interaction between neighbours and enable children to play safely in the streets creating an attractive and unique sense of place.

**8.13** Please note that Design Codes will be required for the area which will expand in greater detail on the character areas.





### 8.14 Local distinctiveness

Bates Colliery will create a step change in residential layout and design in Blyth. In order to achieve this, the development will be constructed using only high quality materials.

The need for the new development to respect established character and preserve local distinctiveness is emphasised in both local and national policy and guidance.

Historically the design and character of neighbourhoods and buildings were directly influenced by the availability and sustainable use of local materials.

Detailing and materials must be appropriate for the location and microclimate

Where modern materials and detailing are used there needs to be respect for the local vernacular and an ability to fit into the context rather than sit uncomfortably with the surroundings.

Architectural continuity is to be respected with reference to local vernacular window proportions, reveals, banding, projections, parapets, gables etc. which can be given a contemporary interpretation .

### 8.15 Public realm

The public realm at Bates Colliery should:

Provide a distinctive character of high quality built environment and public realm.

Be constructed of high quality materials

Have simple surface treatments with high quality detailing

In general have road surfaces and pavements in tarmac with higher quality paving, kerbs and surfaces treatments used in key locations e.g. around public open spaces, key junctions.



WESTHOE SOUTH SHIELDS



MAKINS COURT, WINCHESTER



MAKINS COURT, WINCHESTER



CATERHAM BARRACKS



NEW HALL HARLOW



ST MARY'S ISLAND, KENT



THE WYND, AMBLE



CATERHAM BARRACKS



ST MARY'S ISLAND, KENT



BLYTH



THE WYND, AMBLE



THE WYND, AMBLE

## 8.16 Palette of materials

The palette of materials for development at Bates Colliery should be selected from the list below:

- Locally sourced stone and brick
- Slate or reconstituted slate
- Self-coloured render
- Timber cladding (careful detailing responding to adverse site and climate conditions) Colours are to respect and enhance the character of the site
- Pre-weathered metal cladding (careful detailing responding to adverse site and climate conditions)
- Green (living) roofs
- Timber or metal framed windows and doors. (No U-pvc windows. No varnished hardwood, pressed metal, fibre glass or U-pvc doors)







### 9.1 Delivery Issues

In looking to bring forward a comprehensive scheme at Bates Colliery, the following issues need to be considered as part of the preparation of a development framework:

### 9.2 Perceptions of the market

Recent new-build developments within Blyth have been delivered within close proximity to the main road transport networks – good accessibility to Newcastle being a key marketing driver. The northern side of Blyth is not a key growth area with no large schemes within the town centre or around the estuary.

### 9.3 An unproven market

The unproven nature of the new-build market will be a key risk for a developer in looking to bring forward a significant new housing scheme at Bates Colliery. Recent new-build developments have mainly been around the southern side of the town – Sandringham Meadows and South Shore being two noticeable schemes. Developer assumptions will be cautious in terms of the sales values which may be achieved at the site.

### 9.4 Abnormals & site restrictions

Site investigation work carried out as part of this commission, has identified a number of ground constraints and HSE consultation zones, most of which impact on the financial viability of bringing forward new development at Bates Colliery. Further detailed work will be required to provide confidence to the market regarding the full extent, and likely financial implications of dealing with the abnormals at the site. The initial financial modelling shows that the viability of the scheme remains marginal due to the substantial amount of abnormal costs to be expended to bring the land into residential use.

### 9.5 Multiple ownerships

The multiple-ownership of Bates Colliery and Masterplan area bring a challenge to the prospect and timeframe of delivering the project as a comprehensive regeneration scheme. The timescale for delivery should be accelerated if landowners work effectively together to support the comprehensive development of the site.

### 9.6 Procurement process

The overall time scales for development will depend on the structure of the development partnership adopted for the scheme. A partnership arrangement will accelerate the delivery but more work is needed to establish these time scales in greater detail. A longer time table could support a CPO process, however there is evidence of a partnership approach amongst the landowners at present which would remove the need for CPO.

### 9.7 Phasing

The main phasing issues relate to access and decant of the Hodgsons Road estate. Providing a good gateway to the site from Cowpen Road would be important to establish a new image for the overall re-development and provide a positive image to maximise sales levels. Uncertainties regarding the timing of work on the Hodgsons Road Estate suggest that phase one of the development will be focused on the vacant land.

### 9.8 Timescales

Overall timescales would depend on private sales rates. Normally single developer schemes would sell at an average of 2 units per week. This can be enhanced where different products are offered by two or more developers. This would give an overall timescale for the development of somewhere between 7-10 years.

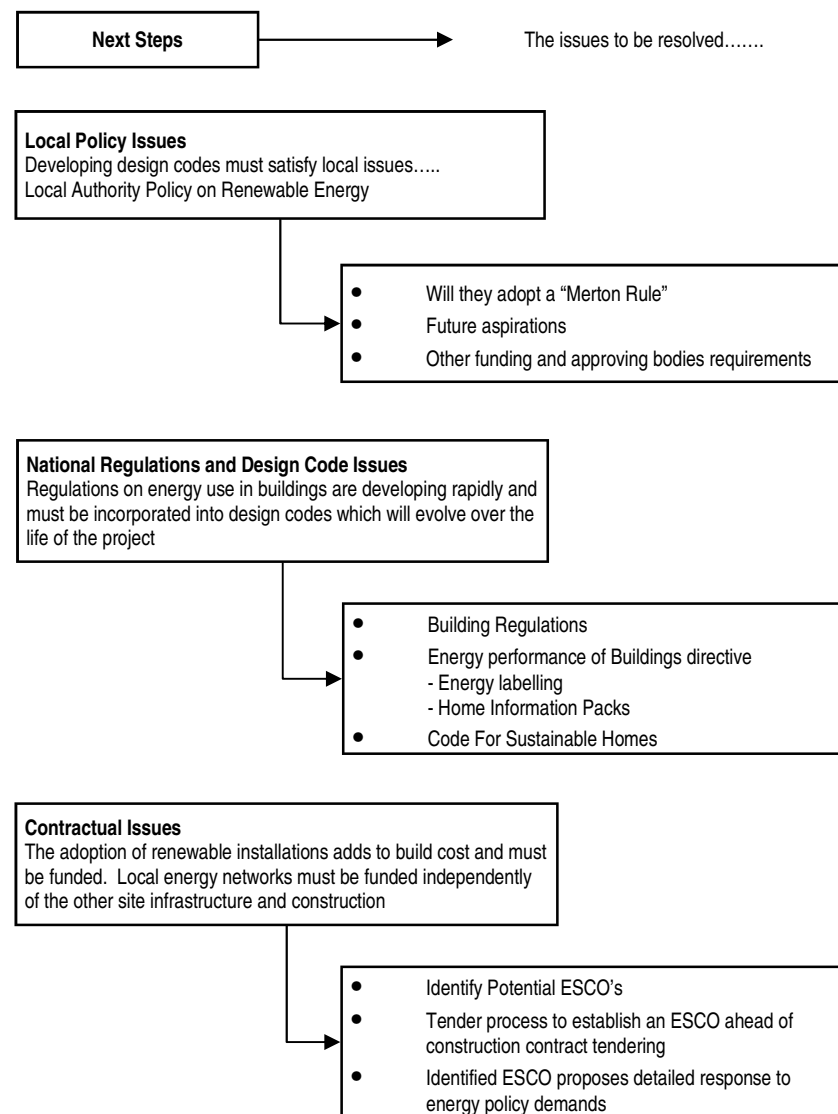
For further delivery consideration please refer to the *Implementation and delivery advice May 2007* report which forms part of the appendix to this document.

### 9.9 Renewable Energy Policy At Bates Colliery

The following diagram highlights the next steps in the process for the adoption of an effective renewable energy policy for Bates Colliery.

### 9.10 Biodiversity Plan

Given the various habitat and biodiversity issues relating to the site, the development of a biodiversity plan would be a sensible step forward. Although it would not be a statutory requirement, it would help to pull together the varied strands and needs of the site and support developers to meet their responsibilities.”



### 9.11 Process

To achieve the best financial outcome comprehensive regeneration is essential to enhance the potential sales values. The Port Authority Land will give access to the river whilst the inclusion of the redevelopment of the Hodgsons Road estate will address the valuable relationship with Cowpen Road and the town centre.

**9.12** Pump priming and forward infrastructure investment will also give a more comfortable financial equation and help to induce the landowners to move forward with a more deliberate attitude. This capacity to lever in agency support and funding needs to be explored in more detail.

**9.13** There has been significant growth in value and confidence in the local market in recent years. Although the continued growth cannot be assumed in an uncertain market, the regeneration of this part of Blyth should enhance the value of this site in relation to other sites in the area. Therefore we recommend that there is sufficient confidence within the short term to move the project forward as soon as possible bringing with it the positive effect on Blyth in terms of economic and social sustainability.

### 9.14 Infrastructure Phasing

Infrastructure (roads and landscaping) will need to be provided in the early phases of development. The Riverside Park and improvements to the river wall will be required at a later stage.

**9.15** The remediation of the site due to contamination can be phased as and when the development land parcels come available. These will respond to market demand for residential accommodation proposed for the site.

**9.16** In order to meet the shared costs of delivering infrastructure requirements, mitigation/compensation measures and wider community benefits, it would be sensible to establish a pool to manage financial contributions from developers to address these matters.