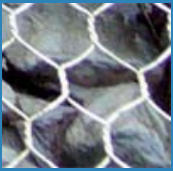


Blyth

Dun Cow Quay Development Brief

June 2008





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APPENDICES

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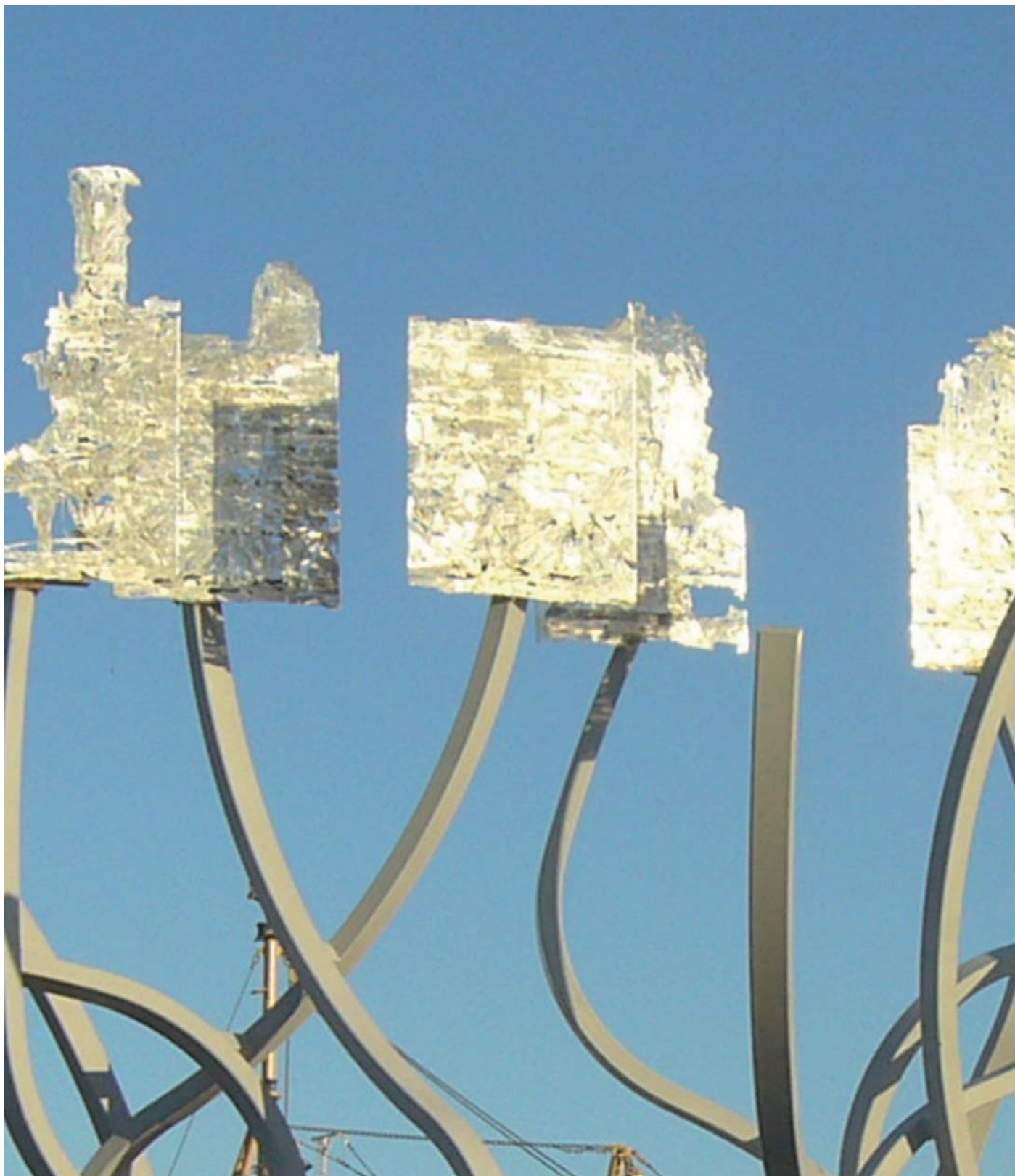
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1.0.0 INTRODUCTION

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

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

1.0.3 In order for a development brief to be adopted as an SPD it must supplement a policy within the LDF. In the case of this development brief it will supplement Policy REG3 of the Blyth Valley Borough Council's Core Strategy.

1.0.4 The Core Strategy Policy REG3 is "Regional Brownfield Mixed Use Development Blyth Estuary." Dun Cow Quay is located within the Blyth Estuary area. The Estuary area is identified as an area suitable for mixed use development to include housing, employment and leisure uses. The mixed-use regeneration of the Blyth Estuary will be the key driver for change as a priority for Blyth is to regenerate the historical and social fabric of the town.

1.1.0 Dun Cow Quay Site

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





Tyneside Regeneration initiative (SENNTri); Planning Policy and Development Control Officers of Blyth Valley Borough Council, New and Renewable Energy Centre (NaREC), Port of Blyth, English Partnerships and One NorthEast.

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



2.0.0 THE BRIEF

Aims, Objectives and Vision

2.1.0 Aim

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

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

2.2.0 Objective

2.2.1 The objectives of the brief are:

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

2.3.0 Vision

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

2.3.2 The Brief is not intended to stifle innovation,

individualism of design or architectural creativity.

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

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

2.4.0 How the Brief fits within the Planning Process

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

2.5.0 Developers Submission

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

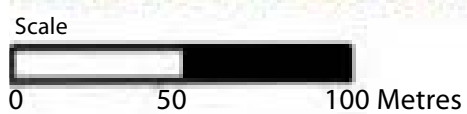


Figure 3.1 Aerial view of site
Source: Google Earth Image.



3.0.0 THE SITE

3.1.0 Regional Context

3.1.1 Blyth is situated on the north east coast of England within the county of Northumberland. It lies to the east of Bedlington, south east of Ashington, north east of Cramlington and approximately 20 kilometres (13 miles) north east of Newcastle upon Tyne. Blyth lies in an accessible location being bound by the A189 to the west which provides a strategic route to the north. The A189 joins the A19 to the south of Cramlington which provides a strategic link to the south via the Tyne Tunnel. Additionally, the A19 provides a link to the A1 to the south west of Cramlington which is a main north to south strategic route through the region. The Port of Blyth, which handles over 1 million tonnes of cargo each year, provides an ideal location for trade with Europe and beyond, whilst Newcastle Airport is situated 13 miles away and provides a link to a range of international destinations (Figure 3.0).

3.2.0 Description and Context

3.2.1 The Brief site which is located along the quayside frontage directly onto the River Blyth, is a "L" shape parcel of land on a north-west / south-east axis (Figure 3.1). The Brief site is approximately 0.38 hectares in size. The site is clearly framed by the River Blyth to the north-east, Quay Road to the north-west, Plessey Road to the south-east and Sussex Street to the south-west. This Quayside townscape quarter is characterised by traditional quayside buildings and uses. Please refer to the Urban Design Guide and Public Realm Strategy for reference to Quayside Townscape quarters.

3.2.2 In terms of the wider environs, the quayside area in which the Brief site is situated is predominantly two to three storeys in height and of a domestic scale with historic, predominantly marine and port usage, warehouses and

accommodation. Some of these buildings are now derelict and specifically on part of the Brief site, demolition works have been undertaken.

3.2.3 As part of Blyth Valley Borough Council's regeneration strategy for the Quayside area, a number of regeneration projects have been developed to bring together a range of key initiatives and projects that involves Agencies working together to address social, economic, environmental and housing issues to reverse the decline of the area. (Appendix 1 identifies the Conservation Areas). These wider regeneration proposals include :

1. The award winning Staithes development to the south of the Brief site for public realm improvements.
2. The redevelopment of the Ridley Street area to provide new office accommodation, namely Eddie Ferguson House and associated parking and public realm works.
3. The redevelopment of land to the north of the Brief site for the NaREC (New and Renewable Energy Research Centre) which has benefited from relevant investment.

Figure 3.3 and supplementary photographs show the site and it's surroundings.



Figure3.0: Location of the site within the North East.



3.3.0 Connectivity

3.3.1 With regard to connectivity, the Brief site is defined within the Quayside area of the Blyth Town Centre redevelopment. Blyth Town Centre is only two minutes walk away with the main Bus Station and shopping offer (Figure 3.2). Excellent public transport links connect Blyth not only to the rest of Northumberland but to the wider Tyneside conurbation, including Newcastle City Centre.

3.3.2 It is envisaged that the site will become a destination in its own right and will form a key development opportunity linked to its riverside location. Proposals must address connectivity by cycle links to wider cycle networks and should demonstrate that public transport and pedestrian routes have also been fully integrated into proposals.

3.4.0 Opportunities

3.4.1 The Site offers the opportunity to provide a landmark development and reconnect this north Quayside area to the Town Centre in a way which will contribute to the continuing sustainable renaissance of Blyth Town Centre with other key developments. Such as leisure/cultural uses may be appropriate. Consequently there is a clear requirement to ensure that any forthcoming development proposals are considered and undertaken in an appropriate manner to produce a scheme that will benefit the community.

3.4.2 This opportunity allows for the procurement of a high quality, mixed use scheme that will provide socio-economic, environmental improvements and positive sustainable benefits to the community whilst supporting economic regeneration along the Quayside area. In essence, the creation of a place that people will want to visit as a destination, to increase the footfall from the Town Centre down to the Quayside and also to provide a year

round visitor attraction or uses which enliven the Quayside and contribute to its regeneration.

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

3.5.0 Ownership

3.5.1 The majority of the site is currently in the ownership of ONE. The SENNTRi partners are currently discussing with the remaining land owner regarding the potential acquisition of their interest. Appendix 2 illustrates the site boundaries.

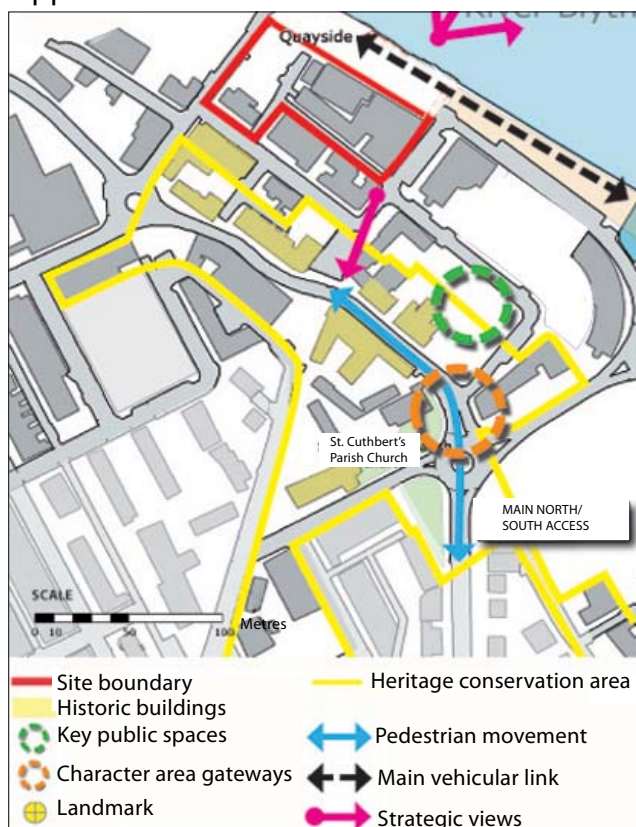


Figure 3.2 Constraints Plan.



3.6.0 Contextual Photographic Images

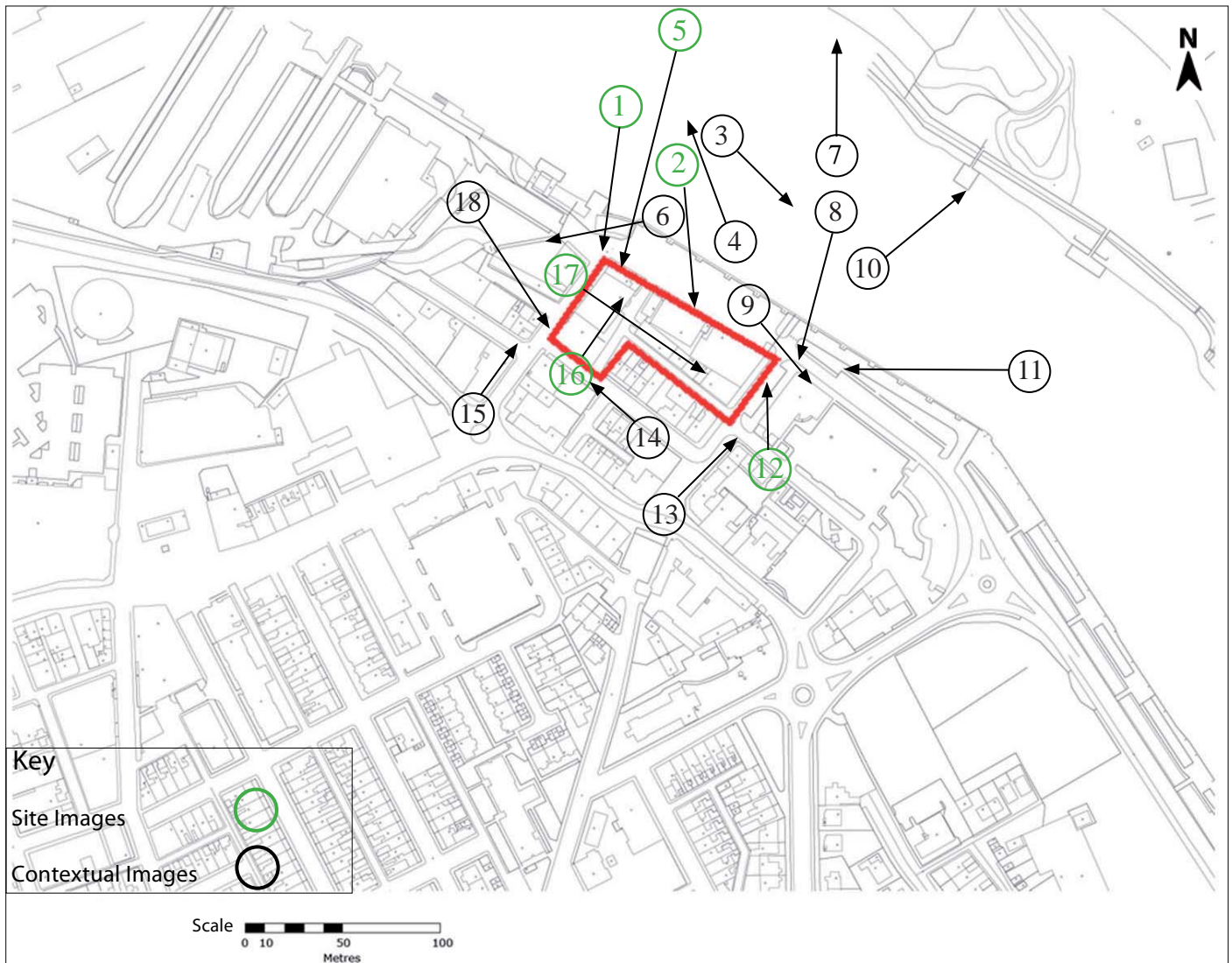


Figure 3.3 Location of contextual and site photographs.



1. View of site towards Quay Road.



2. View of site from Quayside.



Contextual Photographic Images



3. View of River Blyth.



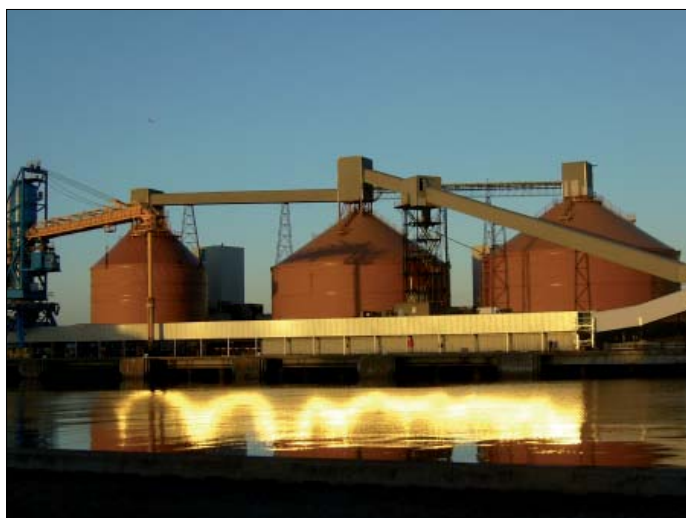
4. View of north Staithes adjacent to the NaREC facility.



5. View of site on Wapping.



6. View of adjacent the NaREC facility.



7. View from Quayside towards Alcan facility.



8. View of Community Enterprise Centre adjacent to the site.



Contextual Photographic Images



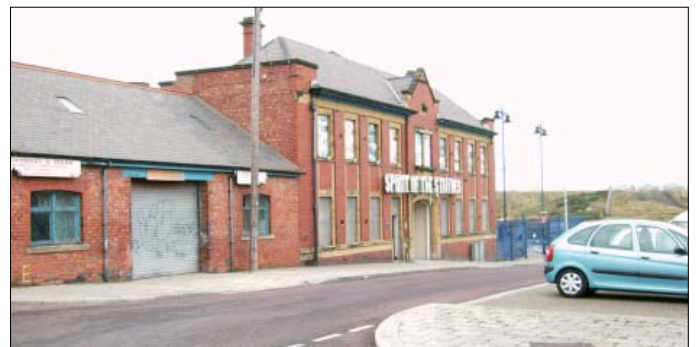
9. View of existing gates intergrating art for the public.



10. View of wind turbines.



11. View of Quayside from Staithes.



12. View of site on Plessey Road frontage.



13. View of Plessey Road from Bridge Street.



14. View of site along Sussex Street.



Contextual Photographic Images



15. View of Quay Road towards Quayside.



16. View of public realm improvement works on Plessey Road.



17. View of site.



18. View of Brewery building conversion.

3.7.0 A Brief History of Blyth

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

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

3.7.3 Ship-building in the town can be traced back to the mid eighteenth century. The Blyth Shipyard

(around where the Euroseas Dry Docks now stand) specialised in transport, particularly colliers, diversifying in the early nineteenth century to turn out convict ships. During the First World War, Blyth built the first ever aircraft carrier, the "Ark Royal".

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

3.7.5 Archaeologists in the area have discovered various materials dating back to the Bronze Age, Iron Age and in the nineteenth century when the Roman coin was found when the dry dock was being



built. There is much speculation about the existence of a Roman camp together with older encampments from the Vikings and later in the English Civil War.



Figure 3.4 Historical view of Blyth Quayside taken from the east side of the river.

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

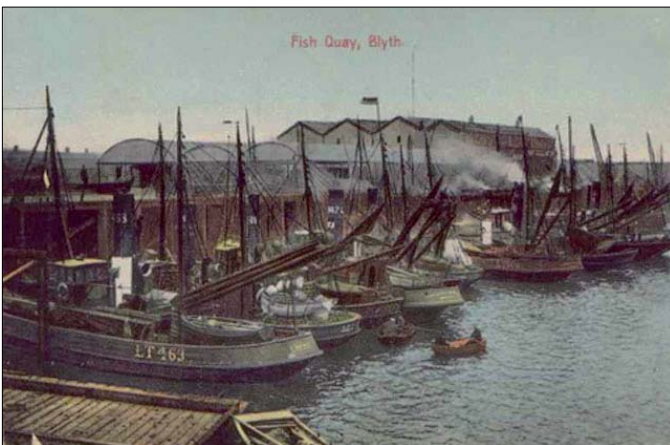


Figure 3.5 Blyth Fish Quay.

3.7.7 The post medieval period saw the major development of Blyth. Much was centred on coal mining and, although mining originated here in the medieval times at Cowpen for example, the number of mines and quantities of coal dealt with

expanded rapidly after the English Civil War. Such collieries may originally have been built in small villages, but the need for workers accommodation and supplies meant an enormous expansion in the area. Blyth Harbour developed as a place where ships could anchor and be loaded with coal brought by waggonway or railways for export to London or the continent.

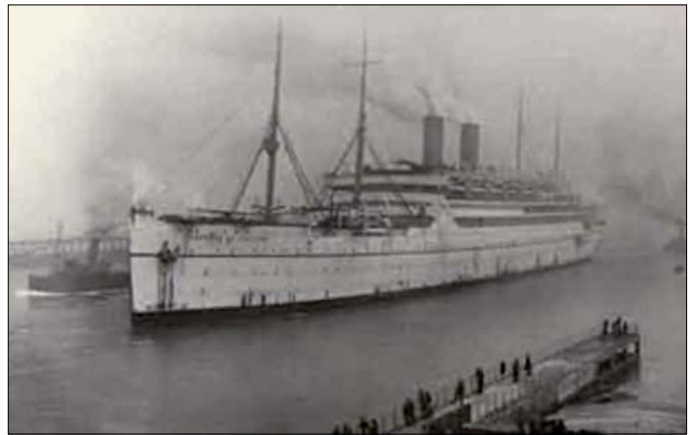


Figure 3.6 Blyth Quay.

3.7.8 Initially such waggonways came direct from the individual collieries such as Cowpen, or later ones linked into railway networks leading to the Tyne or Blyth river mouths – such as the Blyth and Tyne Railway. Coal Staithes allowed the dropping of coal directly into the ships. Safety for ships entering the river saw lighthouses built and an early survival is the Highlight built in stages as further buildings obscured the advantage. Other industries also flourished in Blyth, although usually on a smaller scale than the coal industry. The salt industry continued in quantity until the eighteenth century, although nothing remains of it today.

3.7.9 The town of Blyth grew as a result of its economic rise. There are many fine buildings from the eighteenth and nineteenth centuries. An historic core of houses stands on Bath Terrace, the diverse background of the miners and their families led to the building of many Churches and Chapels, including Blyth United Reformed Church,



Church of St Cuthbert and the Church of our Lady and Wilfred, the latter eventually becoming the Parish Church. Other structures fulfilled specific roles of entertainment at the Cinema, and legal office at the Police Station and Harbour Commissioner's Offices.



Figure 3.7 Blyth as a thriving maritime Port.

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

3.8.0 Historic Grain and Land Use

3.8.1 The historic map Figure 3.8 illustrates the red line boundary location of the development Site. Figures 3.9 - 3.11 illustrates a number of historic developments which were located on the site. These include the railway link for the transportation of coal to the Staithes and also port related cargo. The built form on the Site consisted of a mix of warehousing, naval buildings and workers accommodation reflecting its port location.

Footnote : ¹

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

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

3.8.3 The Dun Cow Quay figure-ground diagrams illustrate a strong development pattern, reinforcing the current Plessey Road and Quay Road links to the Quayside together with a strong built form fronting the Quayside. The buildings are of a modest scale, but have been developed over time, with extensions to existing buildings or the addition of new buildings in close proximity, forming pedestrian routes and rear lanes.

3.8.4 Although it is not intended for new development to replicate historical precedents, this analysis provides good reference to the site development history.

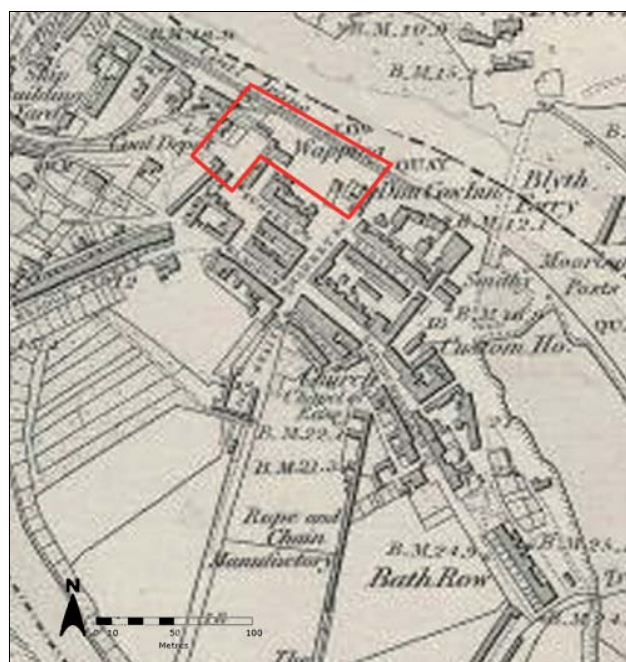


Figure 3.8

Site boundary overlaid on historic plan
Source: Ordnance Survey Map.

Year: 1897

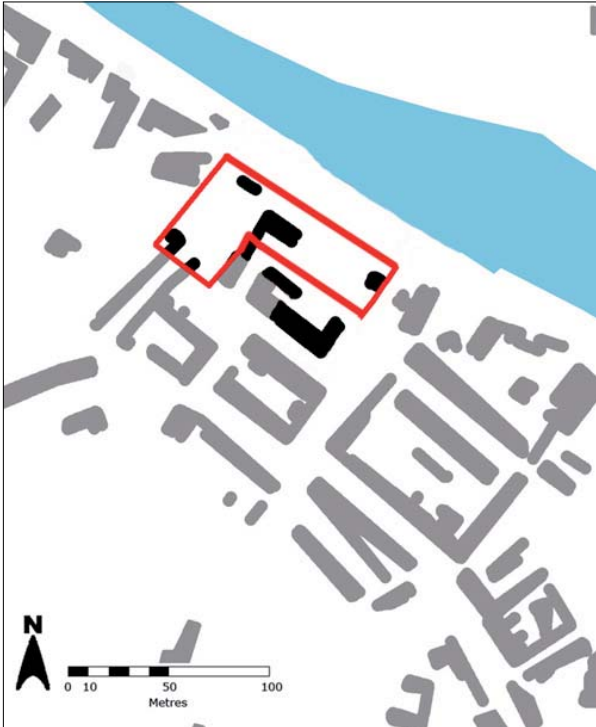


Figure 3.9
Source: Ordnance Survey Map.

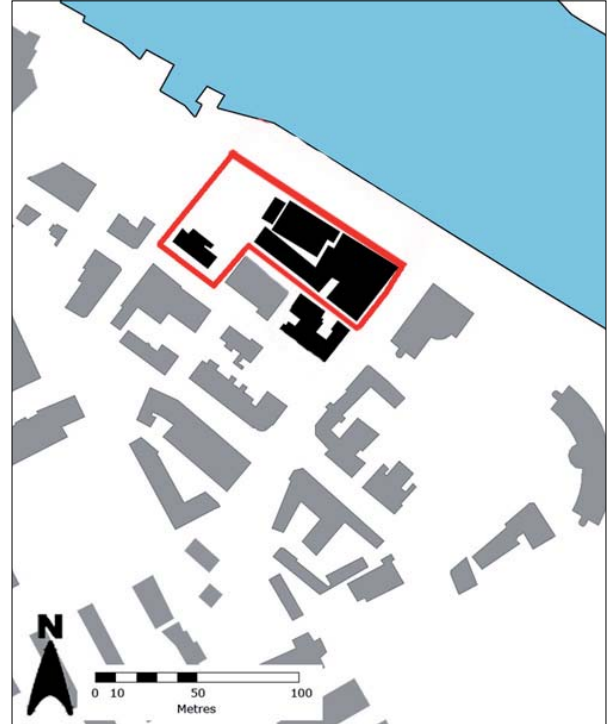


Figure 3.11
Source: Ordnance Survey Map.

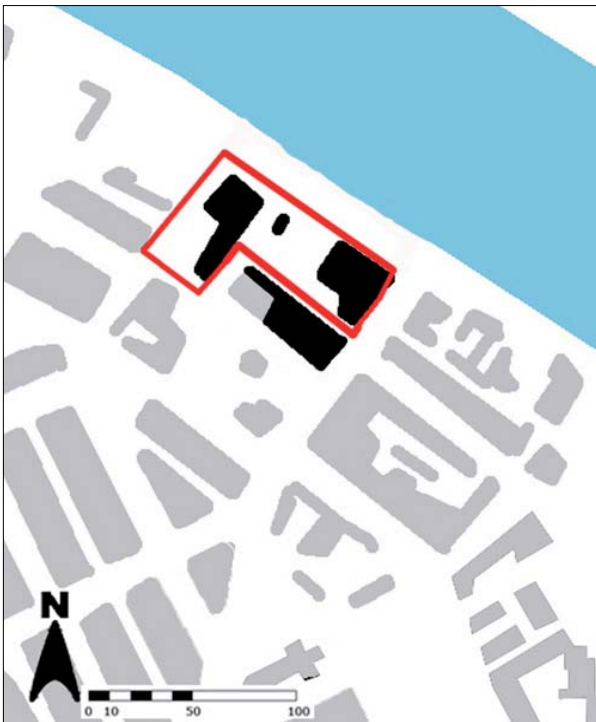


Figure 3.10
Source: Ordnance Survey map.





4.0.0 DEVELOPMENT AND DESIGN PRINCIPLES

4.1.0 Introduction

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

4.1.2 The Council is committed to achieving the highest possible standards of design and creation of successful urban regeneration that will contribute to the regeneration of the Quayside and wider Blyth Town Centre area. This will assist in the creation of the Quayside quarter with a range of uses which would be suitable for people of all ages.

4.2.0 Architecture and Design Quality

4.2.1 The key principles (illustrated by Figures 4.0 and 4.1) are:

1. The development of this key site provides an opportunity for contemporary, distinctive urban design and architecture.

2. A contemporary architectural approach is not considered inappropriate as it would provide and create a simple contemporary character.

3. The development should, in turn, be sustainable, high quality in terms of generic design, materials and execution.

4. The development should also acquire its own distinctive night time character in balance with its setting.

5. The development has to provide appropriate mitigation against flood risk following assessment, and demonstrate that all habitable areas would be protected during a flood event.

6. To make a significant contribution to the image and vitality of the Blyth Town Centre and Quayside through high quality buildings and spaces.

7. To secure the highest possible quality mixed use development in an attractive, safe and accessible environment for the benefit of all. This should respect and respond to the existing quayside frontage.

8. Good design is fundamental to the development of high quality commercial and residential developments, which contributes to the creation of sustainable, mixed communities.

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



Figure 4.0 Example of vibrant quayside.

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



Figure 4.1 Example of a feature building and waterfront location.

4.3.0 Sustainability

4.3.1 To demonstrate Best Practice principles of sustainable design. The Council is committed to sustainable development, and prospective developers will be expected to take on board the principles embodied within Supplementary Planning Guidance and demonstrate this within the development submission.

4.3.2 The proposed development should demonstrate a commitment to sustainability in its widest sense. It should be well designed and built, be environmentally sensitive and sustainable, be well connected, encourage activity, inclusiveness and safety, be well served (facilities and essential services), be economically thriving and be fair for all. New development should also incorporate beneficial biodiversity or geological features as part of good design.

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

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

4.3.4 In addition the proposed development should aim to achieve a Code for Sustainable Homes - Level 4 standard as a minimum (The Code produced by Government is intended as a single national standard to guide industry in the design and construction of sustainable homes and is a means of driving continuous improvement, greater innovation and exemplary achievement in a sustainable home building - developers are referred to the Code for more details). If developers propose to achieve a higher standard than level 4, this will be reflected in the Council's assessment of the scheme.

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

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

4.4.0 Townscape

4.4.1 Any development should add a new layer to the character of the Quayside area by drawing inspiration from and understanding strategic views of the townscape and its constituent



buildings and structures. Prospective developers are asked to consult with the Urban Design Guide and Public Realm strategy for further information on Blyth Valley Council's overall strategic approach to the regeneration of the Blyth Town Centre area.

4.4.2 The development should become a key destination and orientation point from the Town centre and from along the Quayside route. It is intended that the buildings created will provide panoramic views from a landmark building (Figures 4.2, 4.3 and 4.4).

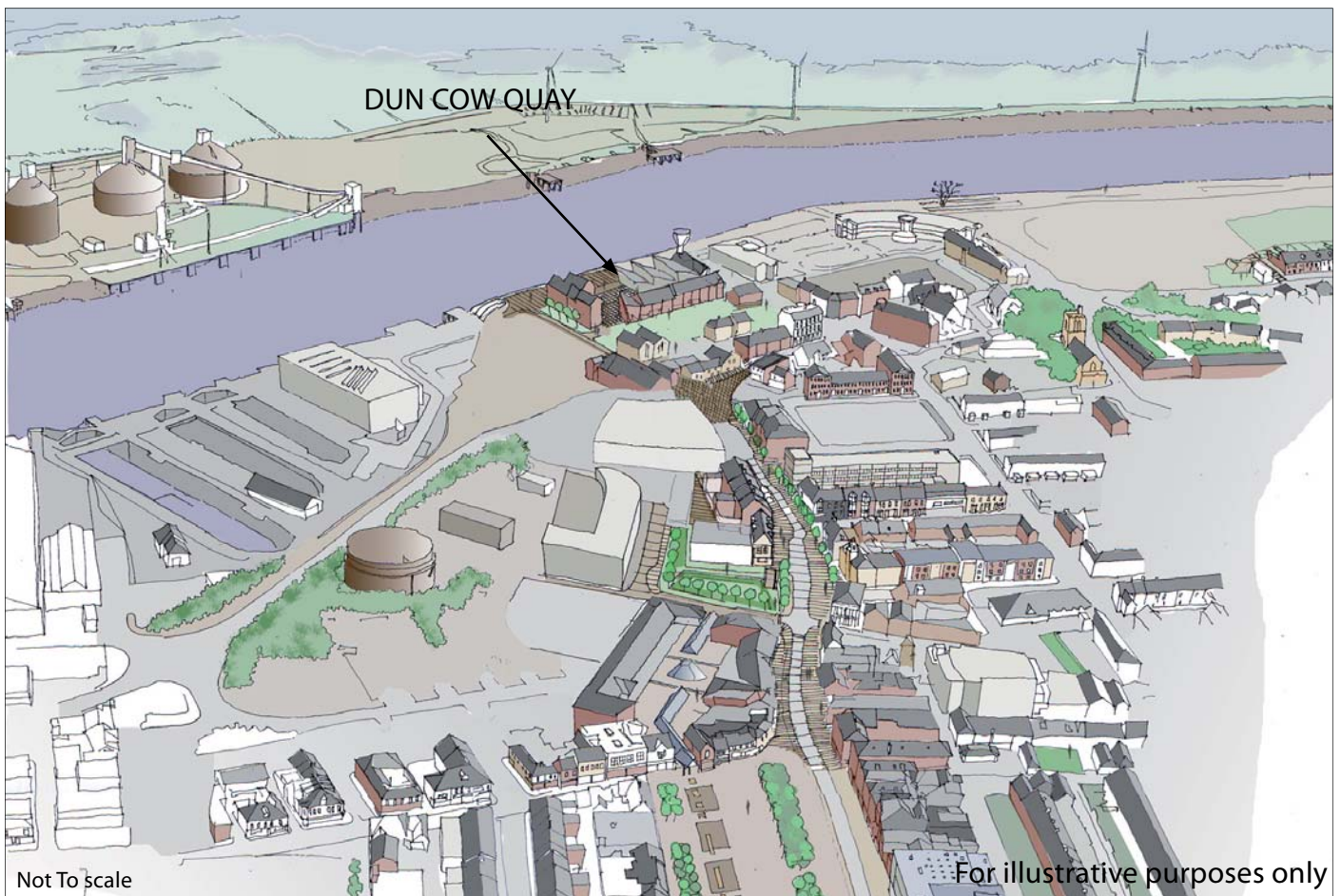


Figure 4.2 Townscape illustration showing indicative massing on Dun Cow Quay Site.

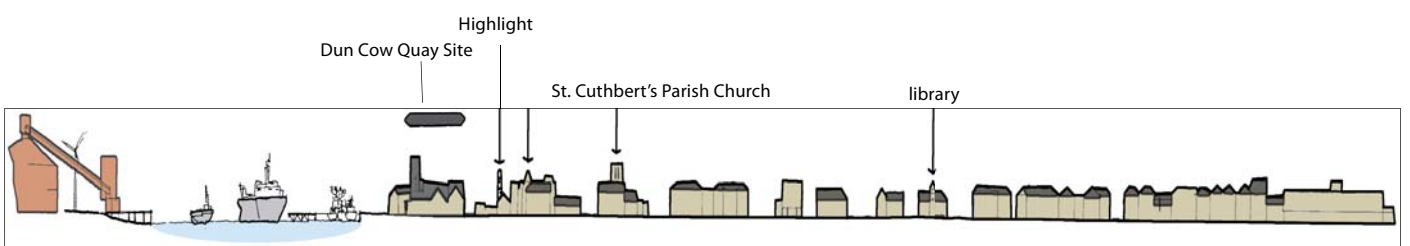


Figure 4.3 Site location within Blyth's skyline.

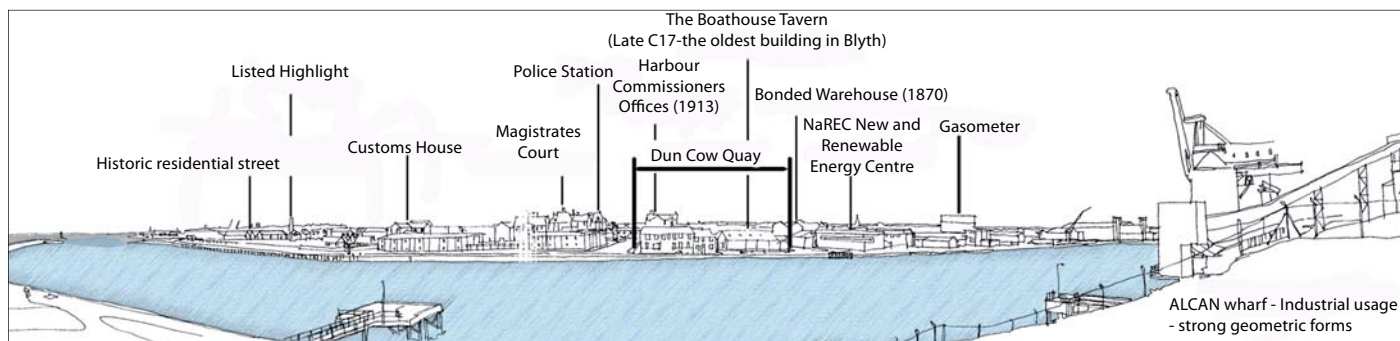


Figure 4.4 Site location within Blyth's skyline.

4.5.0 Layout, Access, Movement and Parking

4.5.1 The developer is expected to produce a layout that responds to and reinforces the local urban character.

4.5.2 Street layouts that are designed solely with the geometry of traffic movement in mind should be avoided for residential and commercial developments.

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

4.5.4 Development proposals must demonstrate that they have addresses and maximised the integration of different modes of travel, including public transport within the scheme.

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

This will allow users of the leisure facilities and residents to have limited access to a residential parking area. Guidance is provided by the Council's car parking standard in Appendix 6.

4.5.6 The Council's parking standards require a proportion of all parking spaces provided to be suitable for use by people with disabilities. These spaces should be 5m by 3.6m and should be level (maximum cross fall 1:40) and be conveniently located. It may be appropriate to note areas which could be adapted if necessary throughout the development rather than identifying specific properties or spaces on the highway.

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

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

4.5.9 In the design of the public realm, regard must be given to existing properties adjacent to the sites and their access requirements. Details of refuse



collection and access must be included in the design proposals.

4.9.10 The aspiration is to create a pedestrian / recreational route along the riverside and create other corridors which fit logically within the wider network.

4.9.11 The potential exists to add to other routes, and enhance legibility between the Town Centre, River edge and south towards Ridley Park. In this instance Dun Cow Quay affords the opportunity of creating a destination place on this route

between the Town Centre and the Staithes and indeed onwards to Ridley park. This key corridor should be considered with any development opportunity (Figures 4.5 and 4.6).

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

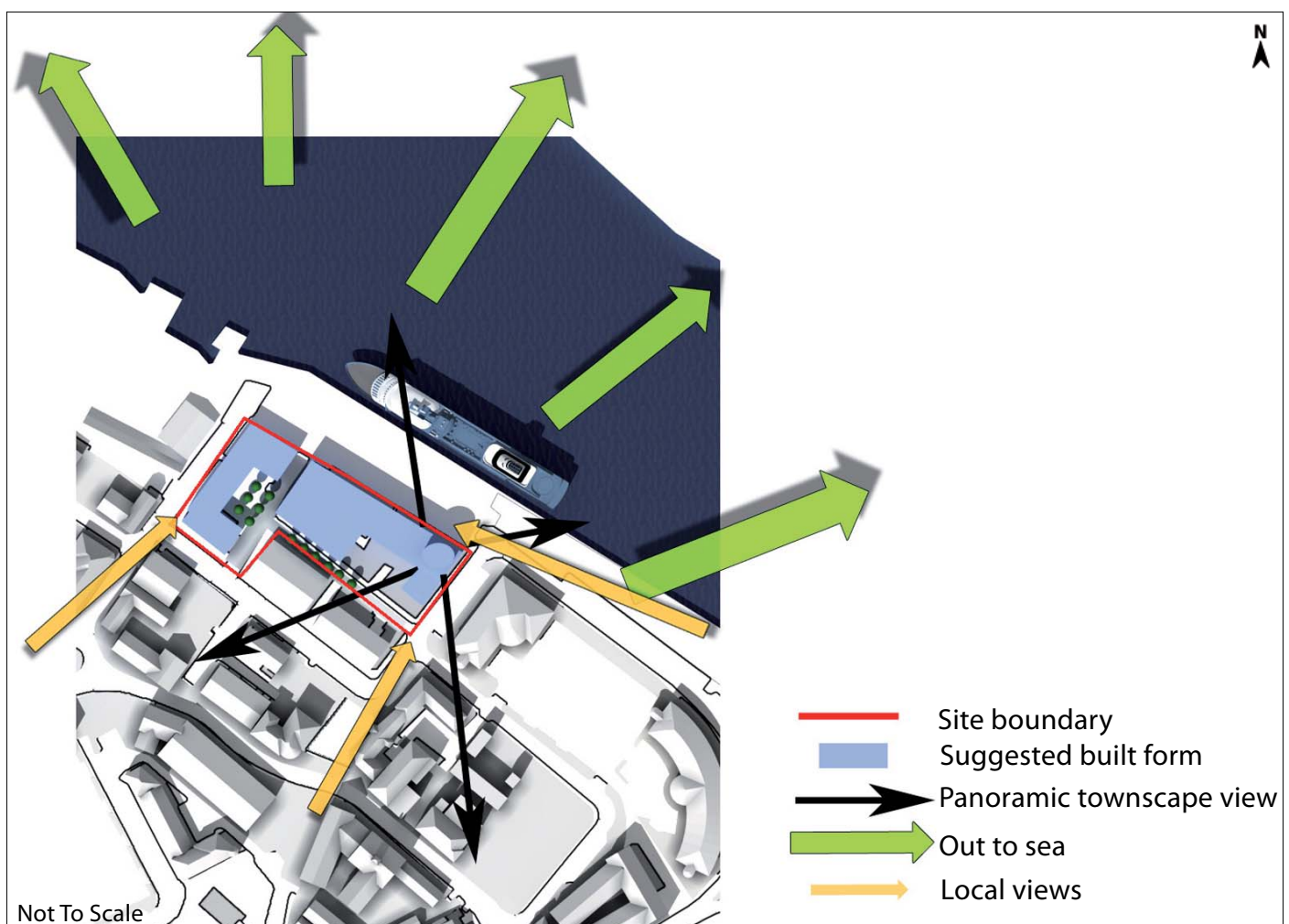


Figure 4.5 Design constraints.

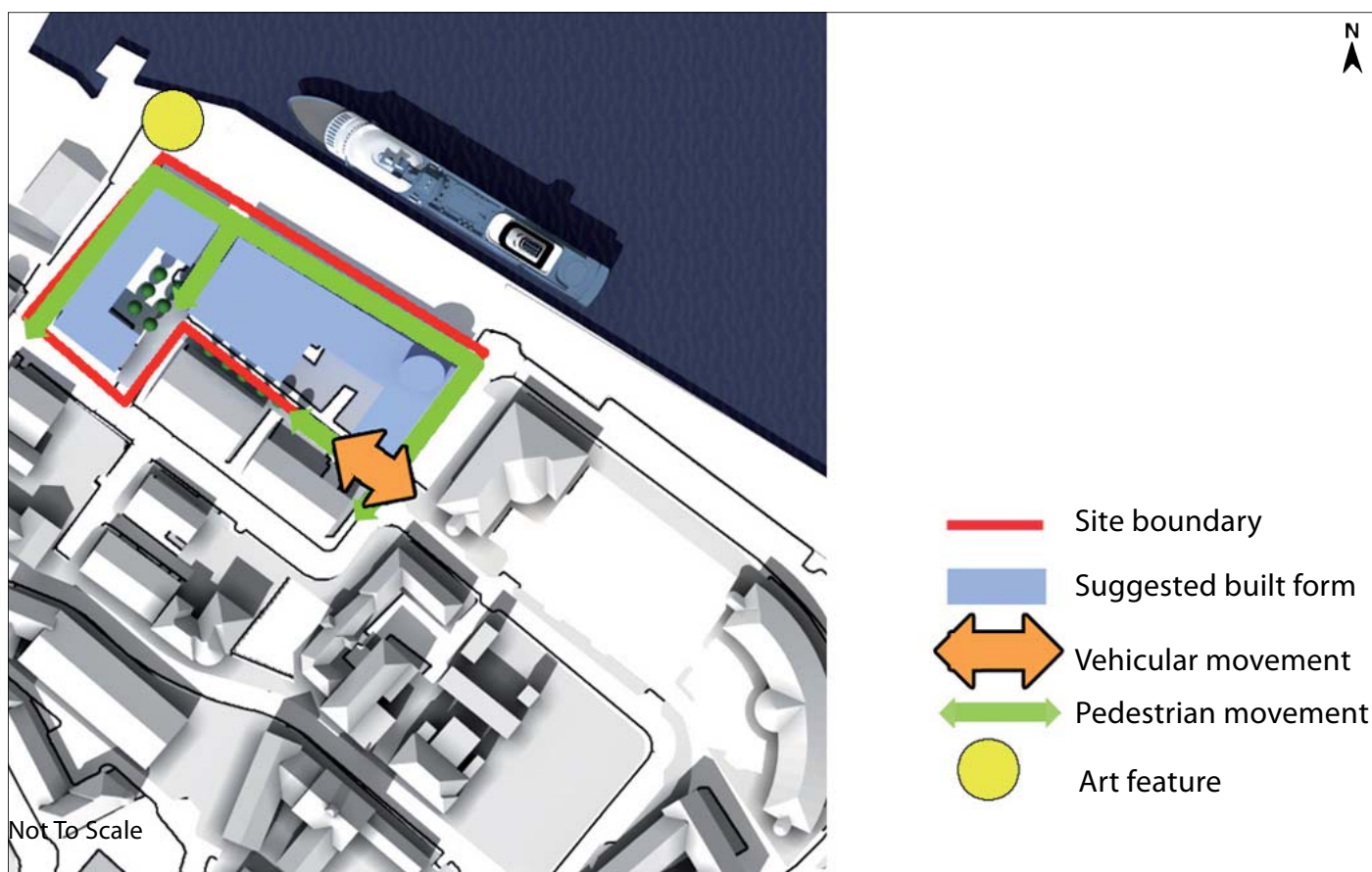


Figure 4.6 Design constraints.

4.6.0 Land Use

4.6.1 Permissive uses may include:

1. Restaurants/Cafes (Use classes Order A3)
2. Drinking Establishments (Use Classes Order A4)
3. Office and Research and Development Use (Use Classes Order B1a) and B1b))
4. Residential (Use Classes Order C3)
5. Assembly and Leisure (Use Classes Order D2)

4.6.2 Developers should be aware that sequential tests may be required on some of the suggested land uses. Further information on when sequential tests are required refer to Section 5.

4.6.3 This mixture of uses is considered in a logical, responsive and appropriate manner that generates activity and animation at all times of the day and that includes active frontages at ground floor level specifically to the Quayside frontage, Quay Road and Plessey Road (Figure 4.7)

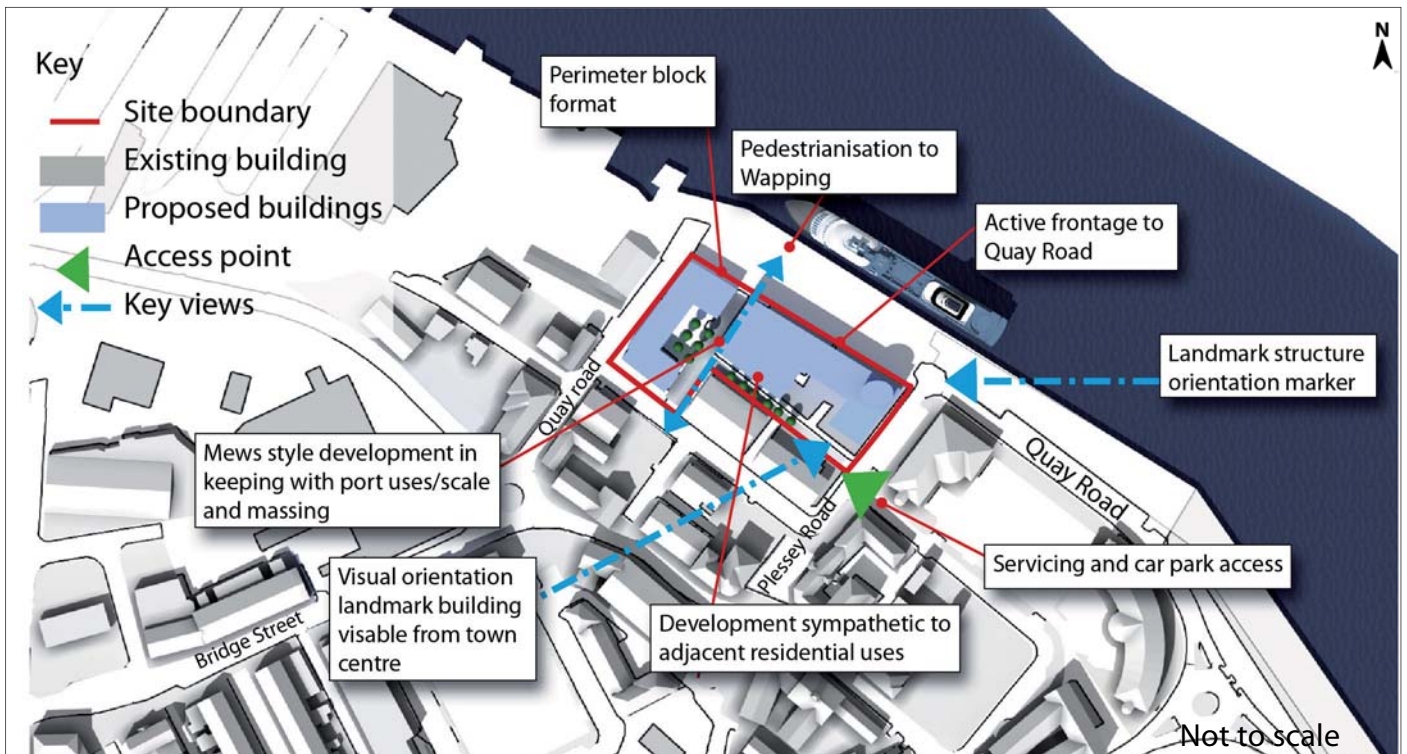


Figure 4.7 Design opportunities.

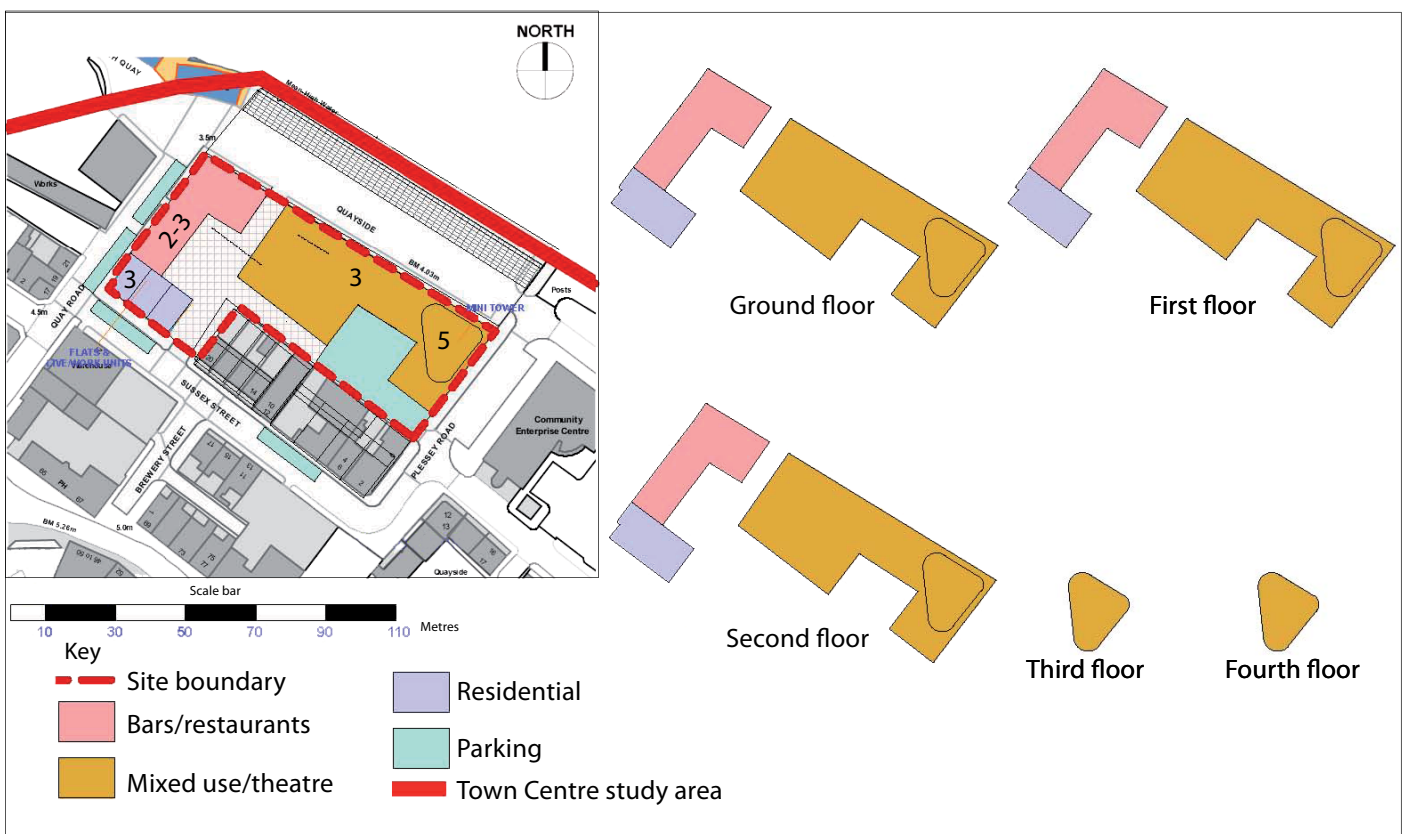


Figure 4.8 Land use opportunities.



4.6.4 The option illustrated in Figure 4.8 shows the site can accommodate approximately the following built form:

Ground floor	2423m ²
First Floor	2423m ²
Second Floor	2423m ²
Third Floor	256m ²
Fourth Floor	256m ²
TOTAL	7781m²(Gross) Approximate

4.7.0 Built Form Guidance

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

1. Any development proposal on this site must ensure that the built form, Public Realm and access requirements adjacent to properties on Sussex Street is exceptionally well considered, to ensure privacy and amenity together with positive outlook is achieved. A blank gable or façade or built form which overpowers the existing buildings will not be considered appropriate.

2. No built form above three storeys on the Quay Road frontage to the Riverside. Any built form above three storeys will only be acceptable if it is, firstly, a specific gateway / landmark building, and secondly, deemed to have a positive effect on the massing of the overall design concept.

3. No built form above three storeys to front Quay Road adjacent to Ballast Hill and Plessey Road.

4. The height, scale, fenestration and façade

design must be in keeping with and respect the existing built form or character area (paragraph 3.2.0).

5. All development buildings should respect the historic build line of adjacent developments or buildings.

6. The building footprint and ground floor uses are vital in producing a legible, pedestrian dominated development which has a feeling of safety and vitality.

7. Active frontages are required wherever practical and passive surveillance where active frontages are not appropriate (Figure 4.9 and Figure 4.10).

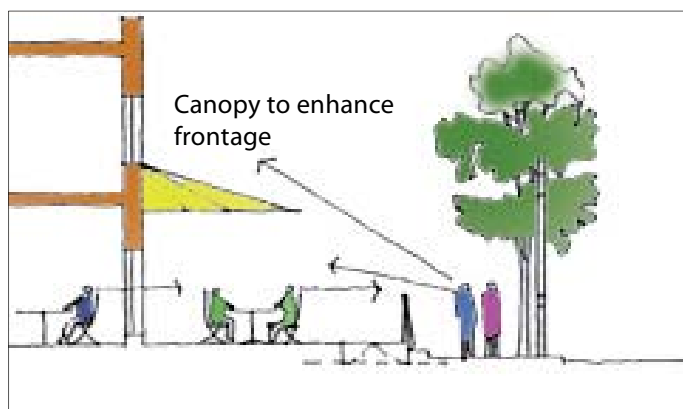


Figure 4.9 Quayside build line and spill out space.

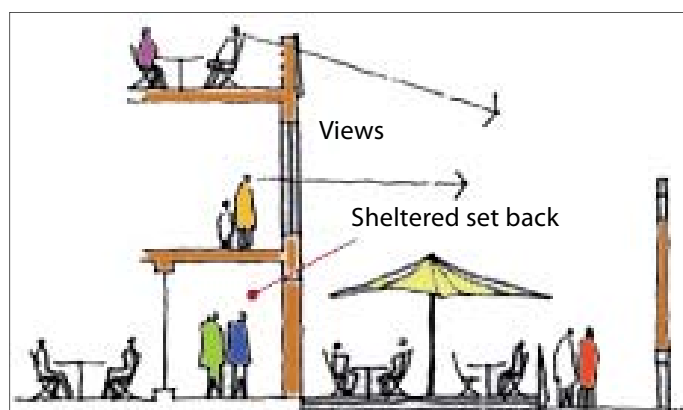


Figure 4.10 Quayside alternative active frontage and spill out space.



8. All car parking should be concealed or well integrated within the street scene.

9. Roof scape should provide a visual interest and any roof mounted plant and / or services should be concealed.

10. A minimum ground level floor to ceiling height of 3.2 metres should be provided to promote flexibility of use

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

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

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

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

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

16. The design of buildings may need to consider the raising of floor levels to ensure the developments are safe from flooding. Taking into consideration the impact from climate change, including sea

level rise, floor levels may have to be raised to a substantial height and bear significant weight and influence on the design of a development. We consider that developers need to consider this in developing designs for the proposed sites (See paragraph 5.21.0).

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

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

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

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

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

4.7.2 The development proposals should demonstrate a commitment to innovative leisure, cultural, tourism and housing design. The built form, choice of materials and architectural detailing acknowledges (without replicating) local building characteristics that make a positive contribution to character of the wider area.

4.7.3 The criteria against which any development



has to be evaluated replicate the same factors that are considered in any design process, which in this instance, comprised :

1. The relationship to context – scale, height, urban grain, streetscape, built form, effect upon sky-line (Figure 4.11).

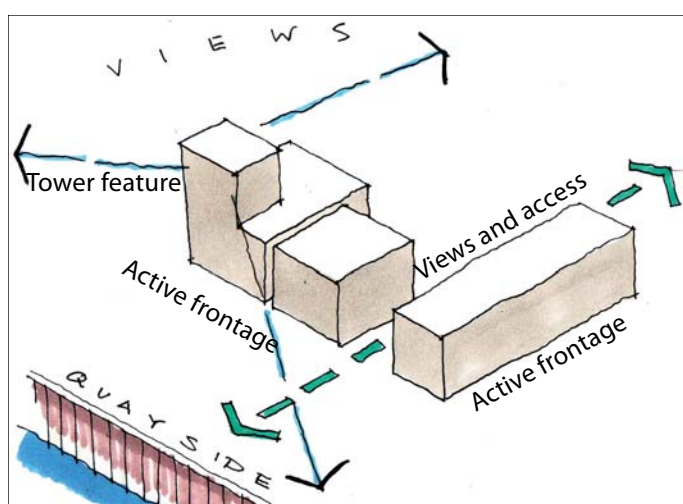


Figure 4.11 Initial concept massing diagram

2. The effect on the whole existing environment – need to ensure that the proposal will not harm listed buildings, conservation areas, landscapes

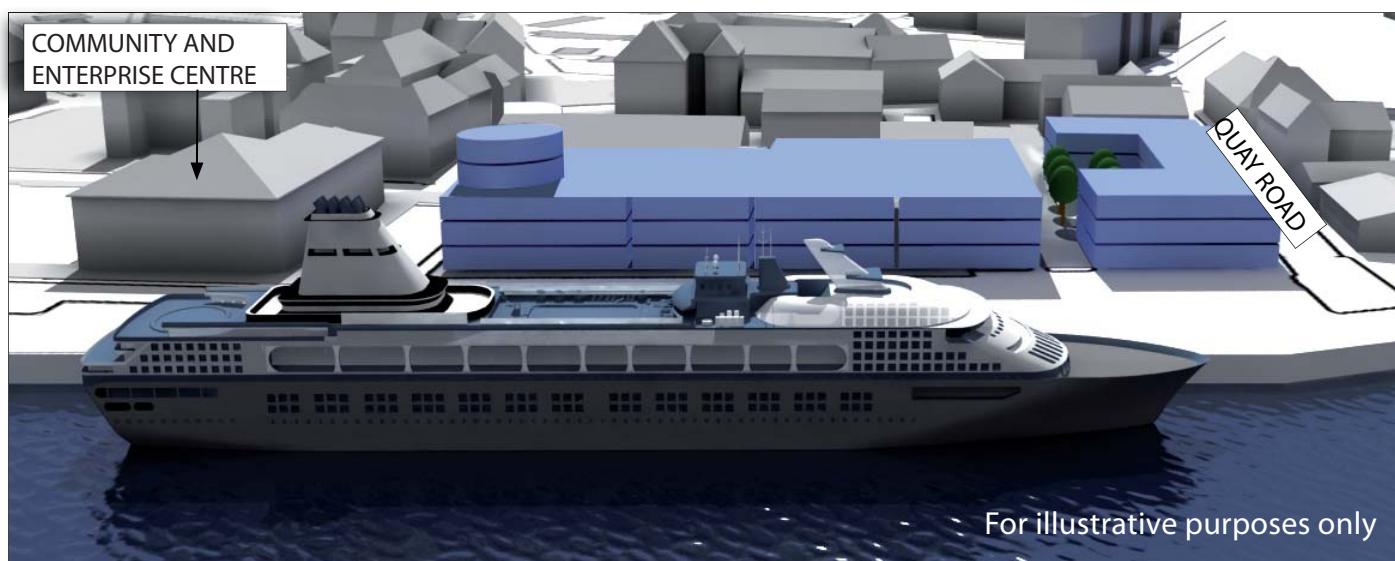


Figure 4.12 Indicative massing study from east riverbank.

and local biodiversity.

3. The potential architectural quality of the development – scale, form, massing, proportion, silhouette and relationship to other structures. (Figure 4.12 - 4.18). The figures illustrate the appropriate scale and massing of development on this site.

4. The contribution to public spaces and facilities – internal and external, mix of uses, especially on the ground floor and the inclusion of these areas as part of the public realm.

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

6. The effect on the local environment – environmental and landscape setting, over-shadowing, night-time appearance and amenity.

7. The contribution made to permeability – offer improved accessibility, opening up of views etc.

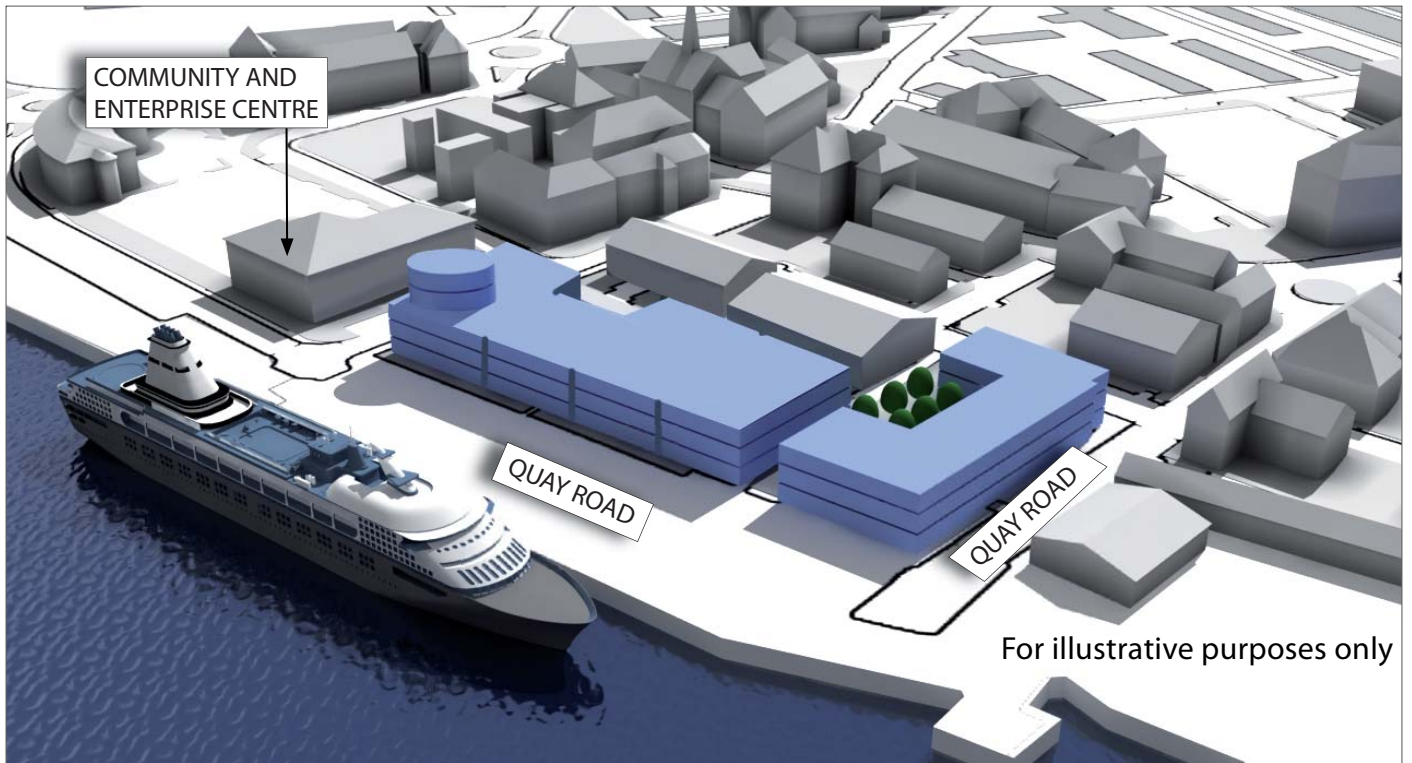


Figure 4.13 Indicative massing study from River Blyth.

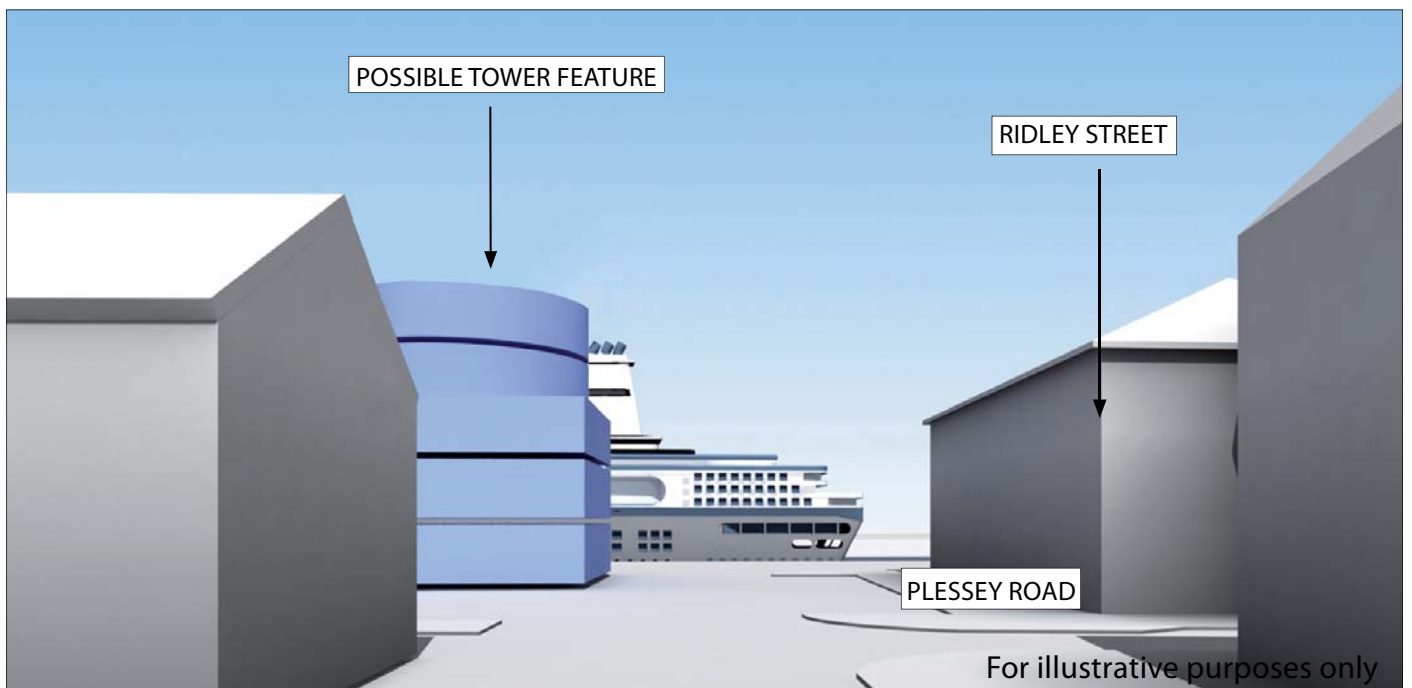


Figure 4.14 Indicative massing study looking towards the River Blyth from Plessey Road.

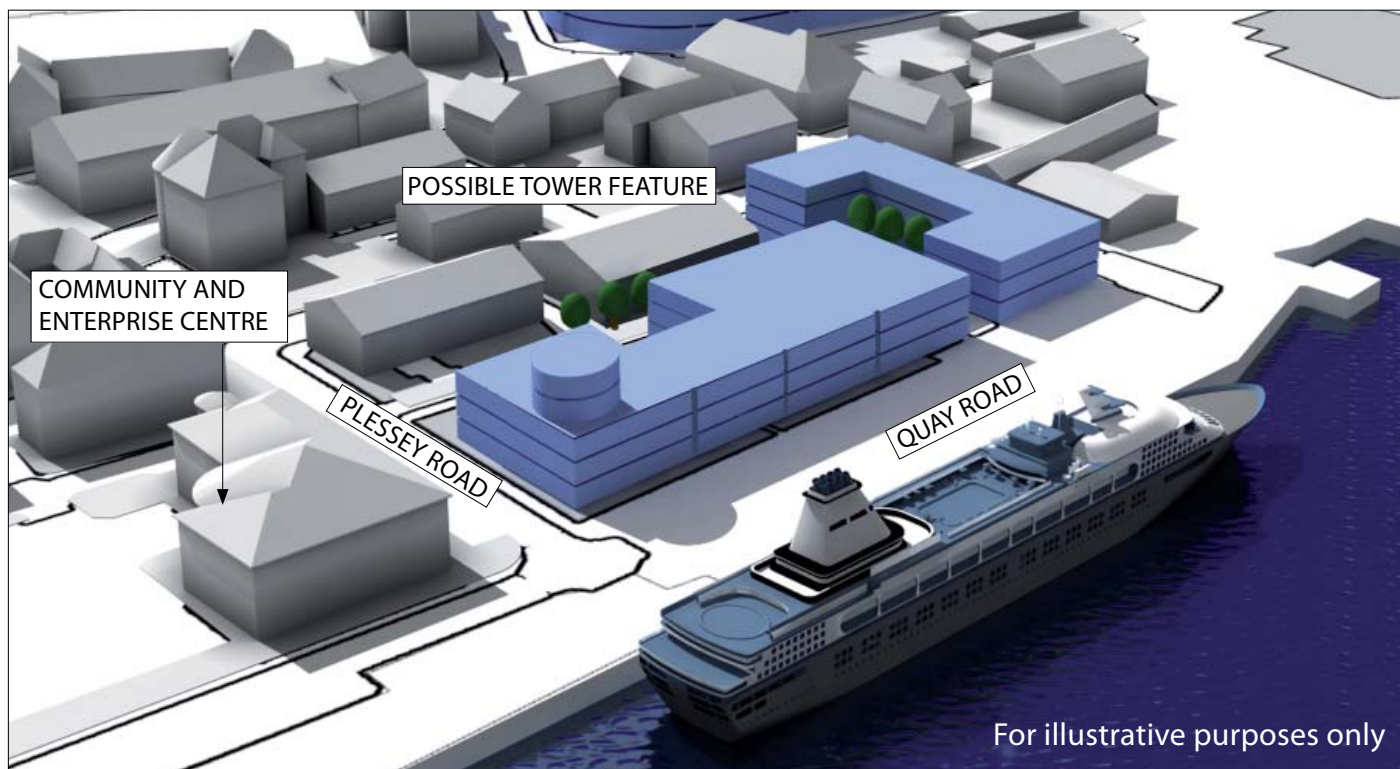


Figure 4.15 Indicative massing aerial view of the site.



Figure 4.16 Photomontage of indicative massing on site from Quay Road corner looking into the site.

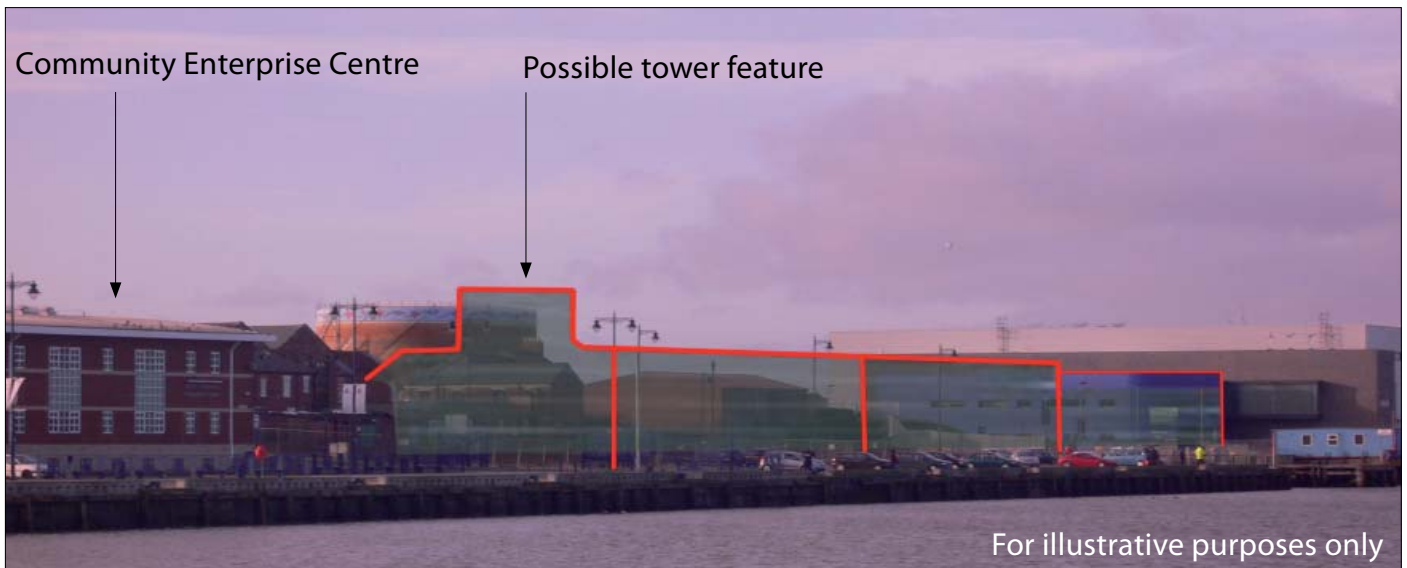


Figure 4.17 Photomontage of indicative massing on site from River Blyth looking across to the site.

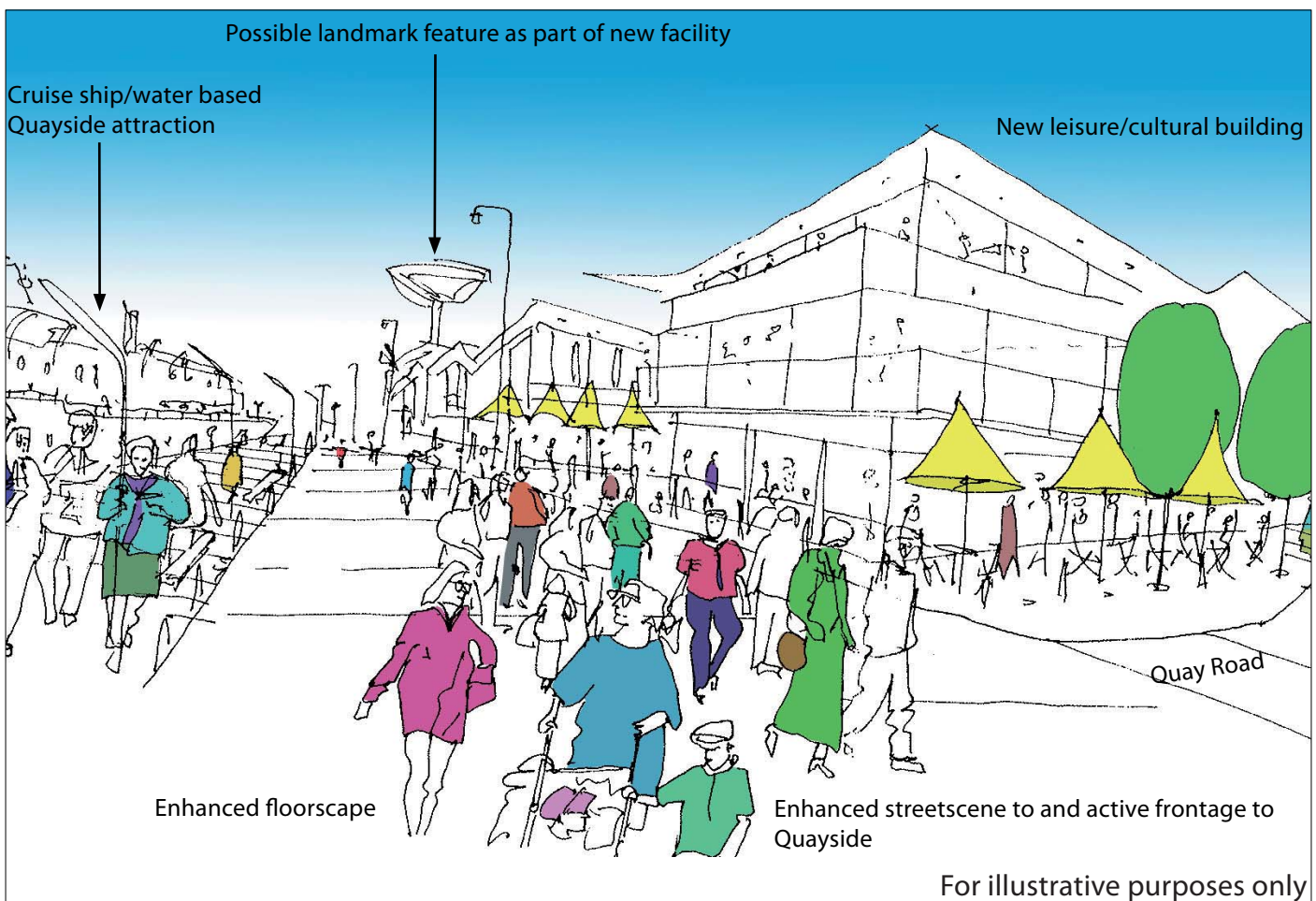


Figure 4.18 Artists impression of possible Dun Cow Quay development from Quay Road looking southwards.



4.8.0 Privacy Standards

4.8.1 Every effort must be made to avoid direct overlooking of principle windows or private areas from adjacent buildings. This privacy should be achieved by the design and arrangement of all buildings. However, flexibility with regard to dwelling spacing standards will be considered within the development where this will allow a more innovative approach to layout. The developer must be able to demonstrate that this will not be to the detriment of residents' amenity and privacy. Normal minimum spacing standards will be required between proposed dwellings and those existing adjacent the site.

4.8.2 Developers must be aware that for Blyth Valley Borough Council the privacy distances between principle elevations is 21m. All potential development however will be assessed on its own merit in relation to topography, landscaping measures and the nature of the development.

4.9.0 Materials

4.9.1 Proposed developments should take into account the guidance within the Urban Design Guide and Public Realm Strategy for any proposed materials.

4.9.2 Some key design guide principles for materials would be:

1. Materials that work best together often have a contrast in textures as well as colour, for example, timber, brick, metal and render;
2. Good quality materials and fixings should always be used. This is especially the case with contemporary buildings which have less decoration and rely more on the finish of the materials;
3. The choice of materials should be influenced by the way they age as well as their wider environmental impact. Materials should normally

be selected that wear well with age and last a long time and those that are known to weather badly with age should be avoided (Figure 4.19).



Figure 4.19 Contextual detailing.

4.10.0 Landscaping, Public Space and Public Art

4.10.1 Any proposals for this site must provide an innovative scheme that will provide a significant environmental improvement to the Quayside area and protect the interests of designated wildlife sites and enhance biodiversity. This is to include an imaginative scheme of environmental works of improved surface materials, street lighting, street furniture and parking provision is required within the site.

4.10.2 The landscape treatment at Dun Cow Quay should reflect the quayside character of the area with a treatment that conveys a distinctive sense of place that is different to the town centre, yet related by the use of similar street furniture and a thread of paving material related to the Market Place development, i.e. silver grey granite, either in the form of re-used original granite kerbs



wherever available, new wide silver granite kerbs or wide conservation kerbs in high quality textured concrete.

4.10.3 A Strategic Appropriate Assessment will be necessary to look at the wider implications of all of the regeneration proposals. This will recognise likely significant effects of all likely developments and regeneration in the area and ensure that early developments will not prevent necessary avoidance and mitigation measures being delivered in relation to later developments. This relates particularly to assessments of 'in combination' effects of plans and projects as required by the Habitats Regulations and which should be considered in EIAs.

4.10.4 The existing 'Tegula' block treatment should be retained along the quay front, however the roads alongside and within the development would benefit from a new high quality treatment. Where possible, roads should be given a 'kerbless' treatment using dark grey concrete cobble sets for the main vehicle routes and fibre reinforced silver grey concrete flags as a smoothed paved pedestrian surface divided by flush wide kerbs, to give a characterful 'mews' style treatment.

4.10.5 Along the frontage trees should be avoided due to salt laden winds. However, trees should succeed in the shelter of enclosed courtyards, and will help to improve the microclimate so should be included. There is a variety of native species that would grow well and help contribute to biodiversity enhancement (Figure 4.20). Sheltered courtyards could offer the opportunity to include attractive flowering native trees such as Rowan (*Sorbus aucuparia*), Wild Cherry (*Prunus Avium*) and Bird Cherry (*Prunus Padus*).



Figure 4.20 Street trees intergrated within the public realm.

4.10.6 All trees in public spaces should be planted at semi mature size and will require a proprietary root protection and watering points plus 5m³ below ground soil volume per tree.

4.10.7 Along the water frontage itself trees should be avoided due to salt laden winds. In the absence of trees on the frontage yet to provide a sense of 'boulevard' and to provide some shelter for sitting, heavy sleeper style timber planting boxes (Figure 4.21) which could be detailed to incorporate integrated seating in marine grade stainless steel. Care must be taken in locating these to allow free pedestrian movement taking account of DDA requirements, views of the waterfront, and ample space for required vehicular movement.



Figure 4.21 Example of heavy sleeper style timber planting boxes.



4.10.8 Planters should be planted with drought, salt and wind tolerant species that are visually bold and large enough to provide some shelter, incorporating British natives where possible. Species might include a range of drought tolerant grasses and Thrift at the perimeter of planters, indigenous species such as Sea Holly (*Eryngium maritimum*) and some taller, tough species such as New Zealand Flax (*Phormium tenax*) and Pampas Grass (*Cortaderia pumila*).

4.10.9 New street furniture, signage and lighting should be of an appropriate style, in marine grade stainless steel, timber, or coated in a salt tolerant paint system. In some parts there are existing areas of high quality yorkstone paving which should be retained.

4.10.10 "In addition, all applications/proposals will need to be aware of any artificial high-tide roost sites for SPA bird species and either protect these or consider opportunities to create or enhance additional areas for roosting waders, in order to provide additional habitats for roost sites. All applications must also assess and identify sensitive feeding areas for SPA bird species that could be affected by increased levels of recreation and identify the means of minimising disturbance. Should any be identified, effective mitigation measures should be proposed, including the inclusion of green/living roofs if this is appropriate. Developments that consider 'green' or 'living' roofs would be actively encouraged and offer the opportunity to utilise recycled crushed aggregates from the local area to form the substrate, and can be planted with salt tolerant locally native species recommended by CONE such as Thrift (*Armeria maritima*) English Stonecrop (*Sedum angelicum*), Bucks Horn Plantain (*Plantago coronopus*), Restharrow (*Ononis repens* L) and Birds-foot trefoil (*Lotus Corniculatus*) would also attract butterflies.

4.10.11 The selected developer will be required to arrange for the adoption of all landscaped areas which form part of the public realm. Therefore it is advisable to contact the Council concerning issues relating to the future maintenance of these areas. The developer shall maintain all landscaping, on completion, for a period of five years, to the satisfaction of the Council or until completion of the Adoption Agreement. Any areas for adoption must be indicated on a layout plan at submission stage.

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

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



Figure 4.22 Street trees integrated within the public realm.



4.11.0 Safety and Security

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

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

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

4.12.0 Services

4.12.1 All public utilities within the sites are to be provided underground with no overhead wires or lines. Developers will be required to discuss these requirements with relevant statutory undertakers. Contact details are provided in Section 8.

4.12.2 No ground investigation has been undertaken and it is the responsibility of the developer to ensure the site is suitable for the proposed development. It will be the developer's responsibility to undertake a site investigation to determine the composition of the site and, if required, to identify a suitable and effective remediation strategy to be submitted as part of any planning application. All costs associated with the provision and connection of services is to be borne by the developer.

4.12.3 Due to the potential ingress of stythe gas, (a.k.a. black damp), into buildings from abandoned mine workings or via migration through porous strata and other routes, it is a requirement that all new buildings in the Borough are protected against ingress of gas. In general, the most effective method of doing this is by the installation of a multi media gas impermeable membrane at damp proof course or slab level, extending across any wall cavities. Voids below damp proof course or slab level should be ventilated to prevent stythe gas build up in these areas and to facilitate mixing with air. All service entry points for utilities and pipes should be taped and sealed. This applies equally to residential or commercial properties. This requirement is not negotiable and cannot be overcome by testing for gas.

4.12.4 Blyth Valley Borough Council operates a wheeled bin system with two bins, one for recyclable waste and one for residual waste per household. Storage for these bins should be integrated within the design of new housing, as should appropriate areas for bins to stand on, adjacent to the public highway for collection. It should be noted that Blyth Valley Borough Council refuse collection vehicles and operatives will not enter private land and bins must be presented for collection adjacent to the public highway. Schemes which involve residential flats will only be allowed to utilise communal 1100 litre wheeled bins if a robust management agreement for prevention of cross-contamination and movement of large wheeled bins to and from the storage areas and collection points is agreed with the Council.

4.12.5 Developers will be expected to provide wheeled bins to the Council's specification to the first occupants of new dwellings. The Council does not currently operate any collection of commercial waste and this is to be dealt with by private waste disposal companies.



4.13.0 Approvals

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

4.13.2 Planning obligation agreements will be used to secure the provision of affordable housing, street scene improvements, open space provision and local labour agreements in accordance with the Blyth valley Borough Council's Development Control Policies DPD (Policy DC2).

4.14.0 Design References

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

By Design : Better Places to Live (DTLR / CABE).

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

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

Design Review (CABE).

Delivering Great Places to Live (Buildings for Life).

By Design : Urban Design in the Planning System :

Towards better Practice (ODPM / CABE).

Planning Policy Statement 3 : Housing (ODPM).

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

Active Design Guidance (www.sportengland.org).

By Design: Biodiversity by Design TCPA 2004.



Figure 4.23 Seven Stories building, Ouseburn, Newcastle.



5.0.0 PLANNING FRAMEWORK

5.1.0 Introduction

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

5.1.2 National Planning Policy Guidance

- Planning Policy Statement 1 (PPS1) - Delivering Sustainable Development [DCLG- February 2005]
- Planning Policy Statement Planning and Climate Change - Supplement to Planning Policy Statement 1. (DCLG - Dec 2007)
- Planning Policy Statement 3 (PPS3) - Housing [DCLG- November 2006]
- Planning Policy Statement 6 (PPS6) - Planning for Town Centres [ODPM- March 2005]
- Planning Policy Statement 9 (PPS9) - Biodiversity and Geological Conservation [ODPM- August 2005]
- Biodiversity and Geological Conservation - Statutory obligations and their impact within the Planning System [ODPM - circular 06/2005]
- Planning Policy Guidance Note 13 (PPG13) - Transport [ODPM March 2001]
- Planning Policy Guidance Note 16 (PPG16) - Archaeology and Planning [DOE- November 1990]
- Planning Policy Guidance Note 17 (PPG17) - Planning for Open Space, Sport and Recreation (ODPM 1991).
- Planning Policy Guidance Note 20 (PPG20) - Coastal Planning [DOE- September 1992]
- Planning Policy Statement 22 (PPS22) - Renewable Energy [ODPM- 2004]
- Planning for Renewable Energy: A Companion Guide to PPS22 [ODPM –December 2004]
- Planning Policy Statement 23 (PPS23) - Planning

and Pollution Control [ODPM- 2004]

- Planning Policy Guidance Note 24 (PPG24) - Planning and Noise [DOE- September 1994]
- Planning Policy Statement 25 (PPS25) - Development and Flood Risk [DCLG- December 2006]

5.1.3 Regional Planning Policy Guidance

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

5.1.4 Sub- Regional Planning Policy Guidance

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

5.1.5 Local Planning Policy Guidance

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

5.1.6 Key Changes to Local Planning Policy

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

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

5.1.8 As the Core Strategy cannot contain site specific elements, a number of Local Plan (1999) policies have been saved under the transitional arrangements. A direction under Paragraph 1 (3)



of Schedule 8 to the Planning and Compulsory Purchase Act 2004 was issued to the Council to save policies from the Local Plan until such time as they are replaced by other policy formats, i.e. DPD or SPD policies. It is therefore necessary to refer to any relevant policies which are currently active and applicable. These include saved Local Plan policies and new policies contained within recently adopted DPDs.

5.1.9 This Development Brief will be adopted as a Supplementary Planning Document in the Blyth Valley Borough Council Local Development Framework. It will supplement Policy REG3 of the Core Strategy.

5.1.10 The Core Strategy Policy REG3 'Regional Brownfield Mixed Use Development- Blyth Estuary' sets out the guiding principles that apply to sites within the Blyth Estuary. Dun Cow Quay is contained within this Estuary area. This is identified as a mixed use development area to include housing, employment, and leisure uses. 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.

5.2.0 Planning Policy Consideration

5.2.1 A brief policy review has been carried out in order to assist developers in making them aware of the national, regional and local policies that will need to be taken into consideration ahead of a planning application being submitted. The policies that are referred to in the following text are available in full from Blyth Valley Borough Council. Appendix 6 provides a summary of planning policies.

5.3.0 Sustainable Development

5.3.1 New developments need to be sustainable in line with PPS1, and therefore connections

would need to be considered between people and places as well as considering the needs of people in relation to access to jobs and key services.

5.3.2 A sustainable development should be well designed and built, be environmentally sensitive and sustainable, be well connected, encourage activity, inclusiveness and safety, be well served (facilities and essential services) be economically thriving and be fair for all.

5.3.3 As part of the proposal for a sustainable development the developer must consider the minimisation, reuse and recovery of materials in line with Blyth Valley Development Control Policy DC1.

5.3.4 The need for sustainable development when creating new communities is also highlighted in the following documents:

1. PPS1
2. RPG1 in policies DP1, DP2, T1, T2
3. Emerging RSS Policies 2, 3, 24, 39
4. Core Strategy Policies SS1, SS3
5. Development Control Policy DC1, DC30

5.4.0 Sustainable Energy Sources and Devices

5.4.1 The Council is dedicated to mitigating the impact of climate change and to this end the Council is seeking to secure renewable energy systems and features within new developments. This is in line with consultation Planning Policy Statement on Climate Change and PPS22: Renewable Energy.

5.4.2 Policy DC31 in Blyth Valley Development Control DPD reiterates the Council's support for renewable energy schemes.

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



for the development will be obtained by renewable resources.

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

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



Figure 5.0 Solar Panels.

5.5.0 Design Principles and Quality of Design

5.5.1 As well as any proposed development creating a sustainable development where access to jobs and services are paramount there is a need for the development to incorporate good quality design guidance. This Site is in a desirable location close to the River Blyth which it is envisaged will in turn attract exceptional design and high quality development.

5.5.2 PPS3: Housing, identifies that “good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities” (paragraph 12).

5.5.3 High quality, contemporary architecture or local styles should be incorporated into the design of the development where appropriate in line with

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

5.5.4 Due to the prime location of the Site, design principles and quality will need to be paramount. A balance will need to be struck through the development control process to ensure that these principles are cost effective. Developers are required to take into consideration guidance from:

1. PPS6, PPS9
2. Core Strategy Policies ENV1 and SS3
3. Development Control Policies DC1, DC27



Figure 5.1 Integration of sustainable measures.

5.6.0 Housing Provision and Choice

5.6.1 The Development Brief Site is not identified within the Urban Housing Capacity Study but it is covered by Policy REG3 of the Core Strategy which sets down a marker for future development on this site, (incorporating housing, employment and



leisure uses). The Core Strategy housing trajectory identifies the Blyth Estuary in broad terms therefore the site is not classed as a windfall site under Blyth Valley Development Control Policy DC5.

5.6.2 It is proposed that there is a small residential element within the scheme. It is likely that there will be live work units as well as additional flats within the development.



Figure 5.2 Example of live work units.

5.6.3 Live work units are a composite B1/C3 use and enjoy permitted development rights under part 3 Class E and of the General Permitted Development Order allowing the work element to be extinguished by the live element. Hence such permissions should be subject to conditions removing this permitted development right.

5.6.4 Developers in planning terms must consider the provision of dwellings within the wider context of Blyth and the North East.

5.6.5 Therefore the following must be considered:

1. RPG1 Policies H2 and H3
2. Emerging RSS Policies 28, 30, 31
3. Blyth Valley Local Plan Policy H10
4. Blyth Valley Core Strategy Policies SS2, SS3 and H1

5.7.0 Density

5.7.1 National Guidance is seeking to encourage higher density developments as fulfilling part of its goal on the prudent use of resources, which in turn will provide an effective and efficient use of land. PPS3 sees such an approach to residential development as a contributing factor to creating more viable neighbourhoods capable of supporting and aiding the promotion of complementary services. Compact development not only uses less land, but it also has the potential to create efficiencies in use of other resources, including energy supply and transportation.

5.7.2 The guidance within PPS3 establishes that new developments should have a density of over 30 dwellings per hectare. This is supported by policy H6 from RPG1, Policy 31 of the emerging RSS and Core Strategy Policy H2.

5.8.0 Affordable Housing

5.8.1 PPS3 and its suite of supporting documents requires that there must be a clear, sound and robust evidence base for securing affordable housing.

5.8.2 A local planning authority should look to either secure affordable housing on a development site or request a commuted sum in lieu of on-site provision.

5.8.3 Blyth Valley Core Strategy Policy H4 deals with affordable housing provision and the Core Strategy looks to secure a target of 30% on housing developments of 10 dwellings or more.

5.8.4 Development Control Policy DC2 on planning obligations supports Core Strategy Policy H4 where developers may be required to provide an element of affordable housing. It is anticipated that the development of this site will incorporate



more than 10 dwellings and therefore the Council will look to secure 30% affordable housing. In line with RPG1 Policy H7 and Policy 32 of the emerging RSS, Blyth Valley Borough Council must ensure that affordable housing is retained as part of the housing stock and that the range of housing stock meets the requirements of the local community.

5.9.0 Noise/ Residential Amenity

5.9.1 The Development Brief Site lies within close proximity of a number of noise related activities linked to the port use. This therefore means that sensitive developments such as housing should be located away from potentially noisy developments in line with PPG24: Planning and Noise.

5.9.2 Further to this, the Northumberland Structure Plan Policy M2 and Blyth Valley Development Control Policy DC22 should be taken into consideration.

5.10.0 Public Open Space

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

5.10.2 Developers are expected to contribute to the enhancement and development of the network of green corridors within Blyth as part of their new development in compliance with Policy C2 of the Core Strategy and Policy DC13 of the Development Control policies. Further to this, developers will need to take into consideration Appendix B of the Blyth Valley Development Control DPD to ensure that there is a sufficient open space allocation for the proposed development. Policy DP2 on Planning Obligations in the Blyth Valley Core Strategy will

be used to secure these contributions.

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

1. PPG17
2. RPG1 Policy ENV10
3. Core Strategy Policies SS3, ENV1
4. Development Control Policies DC1, DC16

5.11.0 Public Art Works

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

5.11.2 The nature of any public art features would need to be discussed with 'INSPIRE', prior to submission of any planning application. The South East Northumberland Public Art and Design Initiative, or 'INSPIRE', was set up in 2003 to improve the built and natural environment in South East Northumberland through the involvement of artists and better design. By bringing good design to the public realm the aim is to change negative perceptions, contribute to a contemporary environment and raise aspirations for the future. Through these actions, it is hoped that people will be encouraged to stay in the area and take pride in it, and that others will be tempted to move to South East Northumberland.

5.11.3 INSPIRE is a partnership of three local authorities - Blyth Valley Borough Council, Wansbeck District Council and Northumberland County Council - the South East Northumberland North Tyneside Regeneration Initiative (SENTRI) and Northumberland Groundwork Trust. It has



the support of Commissions North and Northern Architecture. Funding for the project comes from the local authorities and the Northumberland Strategic Partnership via the Single Programme.



Figure 5.3 Public art.

5.12.0 Designated Sites, Protected Species, Flora and Fauna

5.12.1 The Development Brief Site is not located directly within a site designated internationally, nationally or locally for its nature conservation interest. However given the location of the site next to the River Blyth, and in close proximity to the Northumbria Coast SPA, Northumberland Shore SSSI and the Northumbria Coast Ramsar Site there will be a need to establish what if any wildlife interests the site has and to consider measures that any development will need to take in order to conserve and enhance biodiversity. A study will be needed to address these issues and should be carried out in line with PPS9: Biodiversity and Geological Conservation reflecting the steer given by policies ENV1 and DC16.

5.12.2 The Northumberland Biodiversity Action

Plan (BAP) should be consulted prior to any planning application being submitted on the site to ensure that biodiversity is maintained and where possible enhanced within the area. Developers should make reference to the Appropriate Assessment (AA) of the Core Strategy for more detailed information as well as the more specific AA carried out for the SPDs in this area.

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

5.12.4 Developers will need to be mindful of biodiversity policies in the Core Strategy and Development Control Policies DPD as well as the wider context of Blyth, Northumberland and the North East. Therefore taking account of policies within the following documents:

1. RPG1 policy ENV5.
2. Emerging RSS policies 33 and 35
3. Northumberland Structure Plan Policies L11 and HC4
4. Local Plan Policy BQ4
5. Core Strategy Policies ENV1, SS3, REG3
6. Development Control Policies, DC1, DC16, DC17

5.13.0 Development and Function of Town Centres

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

5.13.2 It is Blyth Valley Borough Council's intention that as part of the Urban Design Guide, Dun Cow



Quay will be linked to the town centre through the continuous built form allowing for public access.

5.13.3 Therefore developers should be aware of the following policies:

1. RPG1 policies TC1, TC3
2. Emerging RSS Policy 25
3. Core Strategy Policy SS1, REG3

5.14.0 Commercial/ Office Use

5.14.1 The Site is allocated in the Blyth Valley Local Plan for miscellaneous development proposals (BQ1- BQ5), however Policy REG3 sets down a marker for regional mixed use development on this site. The policy states that “the Blyth DPD will allocate the Blyth Estuary as a brownfield mixed use development” and therefore establishes the high level principle of appropriate uses for the site.

5.14.2 The development of the Site to include office space would require a sequential test in line with PPS6 and the Blyth Valley Development Control Policy DC8.

5.14.3 Developers should also take the following policies into consideration:

1. Blyth Valley Local Plan policies W6, BQ1
2. Blyth Valley Development Control Policies DC6, DC8, DC9

5.15.0 Retail Development

5.15.1 It is anticipated that the site may incorporate a small element of retail space as part of the mixed-use proposal. The site lies adjacent to the secondary commercial area of Blyth town centre as identified in the Blyth Valley Local Plan.

5.15.2 Proposals for new retail development, not situated within the central/primary shopping

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

5.15.3 Assessing the need for the development.

The Council adopted a Retail Capacity Study (RCS) in 2004 which formed the evidence base for the retail policies in the Core Strategy. The Study identified a significant amount of expenditure leaking out of the Borough in terms of both convenience and comparison goods. Notwithstanding this, a planning application for retail development would need to be supported by an up-to-date assessment of need, tailored specifically to the nature of the proposal.

5.15.4 Securing the appropriate scale of development.

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

1. 5,800 sq m (net) in Blyth Town Centre (comparison-3300 sq m; convenience-2500 sq m)

5.15.5 The majority of this retail floorspace should be directed towards the town centre in order to



support regeneration plans, in line with PPS6. Developers must, therefore, note that only small scale retail development would be considered acceptable outside of Blyth town centre and on this site as part of a wider mixed use scheme. The retail element of the proposal should not exceed 10% of the overall floorspace of the proposal. There is enough 'headroom' in the retail allocation set out in Policy R2 to support this small element of retail.

5.15.6 Applying the Sequential Approach to Site Selection

PPS6 required developers to undertake a sequential test to demonstrate that there are no more central sites in the primary/central shopping area or 'edge of centre' which could accommodate the proposal. A sequential test should therefore be submitted in support of any planning application.

5.15.7 Assessing Impact

Given the location of the site out with the central/primary and secondary commercial centre of Blyth, a planning application would need to be supported by an up-to-date retail impact assessment, tailored to the nature and scale of the proposal, in order to demonstrate that the proposal will not have an adverse impact on Blyth town centre. The town centre must remain the focus for retail development. Some small scale retail development may be appropriate, however, as part of a genuine mixed use proposal in order to act as an attractor to the quayside. This should not be at the expense of the town centre, however. It is, therefore, proposed that the proportion of retail development does not exceed 10% of the overall floorspace of the scheme in order to protect the viability of the town centre.

5.15.8 Ensuring Locations are Accessible

The site is situated adjacent to the secondary commercial centre of Blyth and is accessible by a variety of means of transport, including public

transport. Connectivity and continuity is paramount with the development of this site in order to ensure that Dun Cow Quay does not become disjointed from the rest of the town centre in line with Policy RD1 in RPG1.

5.16.0 Employment Land Distribution

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

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

5.17.0 Food and Drink Establishments

5.17.1 It is anticipated that a number of bars and restaurants maybe located on the Development Brief Site and therefore Local Plan Policy C22 should be considered by developers.



Figure 5.4 Vibrant restaurant use.



5.18.0 Sport, Recreation and Tourism

5.18.1 A mixed use development with a leisure/ theatre element has been suggested as being appropriate land use for this Site in accordance with Blyth Valley Local Plan Policy BQ5. Dun Cow Quay needs to have a destination or tourist aspect so any development on this Site should act as an attraction for people to visit the area.

5.18.2 From a regional perspective, RPG1 Policy TOUR1 should be taken into consideration. It is intended that people will be attracted from other areas of the country to make Blyth an area which people would visit perhaps when exploring other Northumberland attractions.

5.18.3 Developers should also consider:

1. PPG17
2. Emerging RSS policy 16
3. Blyth Valley Core Strategy Policy REG6
4. Development Control Policy DC11

5.19.0 Community Facilities

5.19.1 In line with Blyth Valley Development Control Policies DC1, DC12 and Core Strategy Policy SS3 - developers will need to provide or contribute to the provision or enhancement of community facilities to meet local need.

5.19.2 The Council may secure community facility contributions through Development Control Policy DC2.

5.20.0 Traffic, Parking and Sustainable Travel

5.20.1 Any development on this site will result in an increase in traffic movement in and out of the site, both during construction and once the development is operational. Therefore a Traffic Assessment would need to be carried out as part of

any planning application as well as the production of a green travel plan in line with PPG13 and Development Control Policy DC11.

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

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

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

5.20.5 Access to the rear of any properties facing onto the Quayside will be encouraged in order to minimise any conflict with port activities as



highlighted in Local Plan Policy BQ4.

5.20.6 The Blyth Valley Climate Change and Air Quality Action Plan should be considered when developing the design principles of the site ahead of any planning application being submitted.

5.20.7 This will ensure that the proposed development achieves the Council's targets.

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

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

5.21.0 Flood Risk

5.21.1 The Area's Flood Risk Assessment produced by Faber Maunsell on behalf of SENNTRI in November 2006 indicates that the Site is within Flood Zones 1 and 3a. Flood Zone 1 classification means that a Flood Risk

5.21.2 Assessment should be carried out on development sites over 1 hectare. Sites identified in Flood Zone 3a signify that a flood risk assessment involving sequential and exception tests, must be carried out ahead of a planning application being submitted in line with PPS25. Developers would need to consult PP25 Annex D and E ahead of submitting a planning application to ensure that the minimum requirements are met with regard to flood risk.

5.21.3 RPG1 Policy ENV4 identifies a need for caution to be taken when proposing development

in areas identified as having a high flood risk value as this site does.

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

1. RPG1 Policies DP2, ENV4
1. Emerging RSS Policy 2, 37
2. Northumberland Structure Plan Policy M6
3. Core Strategy Policy SS3

5.22.0 Air Quality

5.22.1 The Development Brief Site is within the Air Quality Management Area (AQMA). Therefore the policies and actions within the AQMA, Emerging RSS policy 38A and Development Control Policy DC21 must be taken into consideration.

5.22.2 Developers should make a link between good air quality and planning for sustainable travel in line with Development Control Policy DC11. Contributions will be sought to achieve the vision and objectives of the AQMA Action Plan.

5.23.0 Conservation Areas

5.23.1 The Development Brief Site is adjacent to the Heritage Conservation Area and the Central Conservation Area and therefore development of this site must be sympathetic to the character of the area Appendix 1. Developers will therefore need to be mindful of the adjacent conservation areas when making design decisions and inclusion of sustainable measures.

5.23.2 Development adjacent to Conservation Areas is permitted in Development Control Policy DC23 as long as the development is considered to enhance or preserve the character of the area. Neighbouring residential properties within the Conservation Areas should be taken into



consideration through Policy DC1.

5.24.0 Archaeology

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

5.25.0 Planning Obligations

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

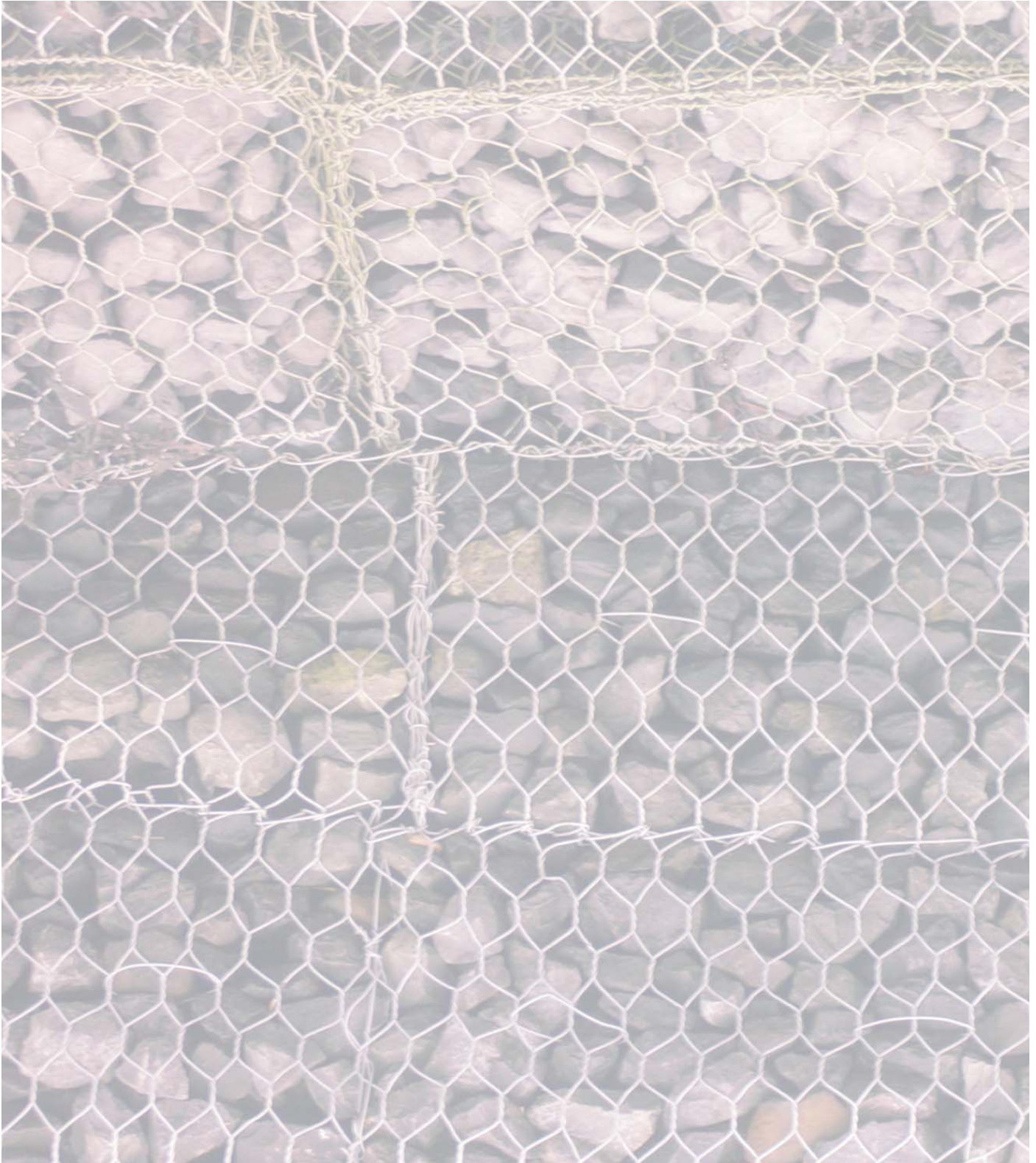
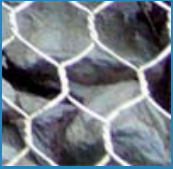
5.26.0 Equality and Diversity

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

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



Figure 5.5 Accessibility for all.





6.0.0 SUBMISSION REQUIREMENTS

6.1.0 Submission Requirements For Planning Application

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

6.2.0 Community Engagement

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

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

6.3.0 Application Form and Drawing Package

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

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

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

buildings and structures

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

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

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

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

6.3.8 Other supporting documentation may include:

1. Design and Access Statement.

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

2. Planning and Sustainability Statement.

3. Travel Plan

4. Flood Risk Assessment (including Sequential Test)



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



7.0.0 DISCLAIMER

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

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





8.0.0 CONTACTS

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

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

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

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

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

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

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

Newcastle upon Tyne
NE4 7AR
Tel: 08708 506 6506

Inspire Northumberland
Wendy Scott
Public Art and Design Officer
Wansbeck Square
Ashington
Northumberland
NE63 9XL
Tel: 01670 843440

NaREC
Dr. Keith N Melton
Director of Technology and Innovation
Eddie Ferguson House
Ridley Street
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County Archeologist
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County Hall
Morpeth
NE61 2EF
Tel: 01670 533 0000

County Ecologist
Northumberland County Council
County Hall
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Tel: 01670 533 0000

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



9.0.0 GLOSSARY

Accessibility

The ability of everybody to conveniently go where they want.

Adoption

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

Active Frontage

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

Affordable Housing

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

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

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

Air Quality Management Strategy

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

Area Action Plan

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

Area of Outstanding Natural Beauty

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

Atrium

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

Best and Most Versatile Agricultural Land

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

Biodiversity

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

Building

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



Building Line

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

Bulky Goods

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

Business Clusters

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

Capacity (Retailing Terms)

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

Change of Use

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

City Region

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

Community Strategy

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

Conditions

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

Conformity

In agreement with, accords with the principles of something.

Conservation Area

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

Conversions

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

Core Strategy

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

County Council

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

Density

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

Deposit

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



Designated Sites

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

Development

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

Development Plan Documents (DPD's)

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

d - NOX Pavers

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

Elevation

The front, back or side face of a building.

Employment Land Availability

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

Enclosure Ratio

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

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

Eyes of the Street

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

Facade

The front wall of a building.

Flight Path

The route taken by aircraft between destinations.

Flood Plain

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

Functional Flood Plain

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

Frontage

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

Grain

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

Green Belt

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

Greenfield Land

Land which has never been built on before or



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

High Street

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

Historic Parks and Gardens

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

Housing Land Requirement

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

Housing Pathfinder Initiative

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

Identity

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

Independent Examination

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

Infill Development

Building on a relatively small site between existing buildings.

Infrastructure Services

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

Interchange

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

Issues, Options and Preferred Options

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

Landscape Character Assessment

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

Listed Building

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

Local Centre

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

Local Development Documents

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



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

Local Development Framework

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

Local Nature Reserve

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

Local Plan

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

Local Transport Plan

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

Major Development

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

Massing

The size and height of a building.

Masterplan

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

Mixed-Use

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

Nature Conservation

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

Negative Containment

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

New Town

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

Northern Way

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



northern way the purpose of which is to create a step change in economic growth across North of England.

Open Space

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

Perimeter Block

See urban block.

Permeability

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

Phasing or Phased Development

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

Plan, Monitor and Manage

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

Planning and Compulsory Purchase Act 2004

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

Planning Out Crime

The planning and design of street layouts, open space and buildings so as to reduce the actual likelihood or fear of crime, for example by

creating natural surveillance.

Planning Obligations and Agreements

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

Planning Permission

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

Planning Policy Guidance

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

Plot Ratio

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

Prestige Employment Sites

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

Previously Developed Land

Previously developed land is that which is or was



occupied by a permanent structure including the curtilage of the developed land and any associated fixed infrastructure.

Privacy Distance

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

Proposals Map

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

Public Open Space

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

Public Realm

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

Public Right of Way

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

Regeneration

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

Regeneration Proposal/Scheme

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

Regional Spatial Strategy

A strategy for how a region should look in 15 –20 years time and possibly longer. It identifies the scale and location of new housing in the region,

indicates areas for regeneration, growth and identifies smaller sub regions, specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.

Retail Floorspace

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

Secondary Service Centre

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

Rural Diversification

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

Saved Policies

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

Sequential Approach

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

Site of Nature Conservation

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

Site of Special Scientific Interest

A site identified under the Wildlife and Countryside Act 1981 as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically plants, animals and natural



features relating to the Earth's structure).

Siting

The positioning of a building on the ground.

Spatial Planning

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

Spatial Vision

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

Special Protection Area

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

Star Building

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

Statutory

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

Strategic Employment Site

Key employment sites in strategic locations capable of accommodating major investment often of

national or regional significance.

Strategic Environmental Assessment

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

Strategic Planning

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

Street Hierarchy

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

Submission Draft

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

Structure Plan

An old style development plan, which sets out strategic planning policies and forms the basis for detailed policies in Local Plans and Development Plan Documents. These plans will continue to operate for a time after the commencement of the new development plan system.



Submission Document

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

Supplementary Planning Document (SPD)

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

Supporting Cast Building

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

Sustainability Appraisal

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

Sustainable Communities

Places where people want to live and work, now and in the future. It should be well designed and built, be environmentally sensitive and sustainable, be well connected, encourage activity, inclusiveness and safety, be well served (facilities and essential services), be economically thriving, and be fair to all.

Sustainable Development

A widely used definition drawn upon by the World

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

Sustainable Urban Drainage Systems (SUDS)

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

Tall Buildings

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

Transport Assessment

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

Traffic Impact Assessment

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

Travel Plan

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

Use Classes

A1 Shops

A2 Financial and Professional Services

A3 Restaurants and Cafes

A4 Drinking Establishments



A5 Hot Food Takeaway
B1 Business
B2 General Industrial
B8 Storage and Distribution
C1 Hotels
C2 Residential Institutions
C3 Dwelling houses
D1 Non-Residential Institutions
D2 Assembly and Leisure
Sui Generis: for example theatres and casinos

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

Urban Block

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

Urban Regeneration

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

Vitality

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

Viability

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

Waste

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

Windfall Site

A site not specifically allocated for development



APPENDICES

Appendix 1 Blyth Conservation Areas

Appendix 2 Site Plan

Appendix 3 Active Design Guidance

Appendix 4 One NorthEast Quality Standards

Appendix 5 English Partnership Quality Standards

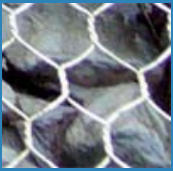
Appendix 6 Planning Policy

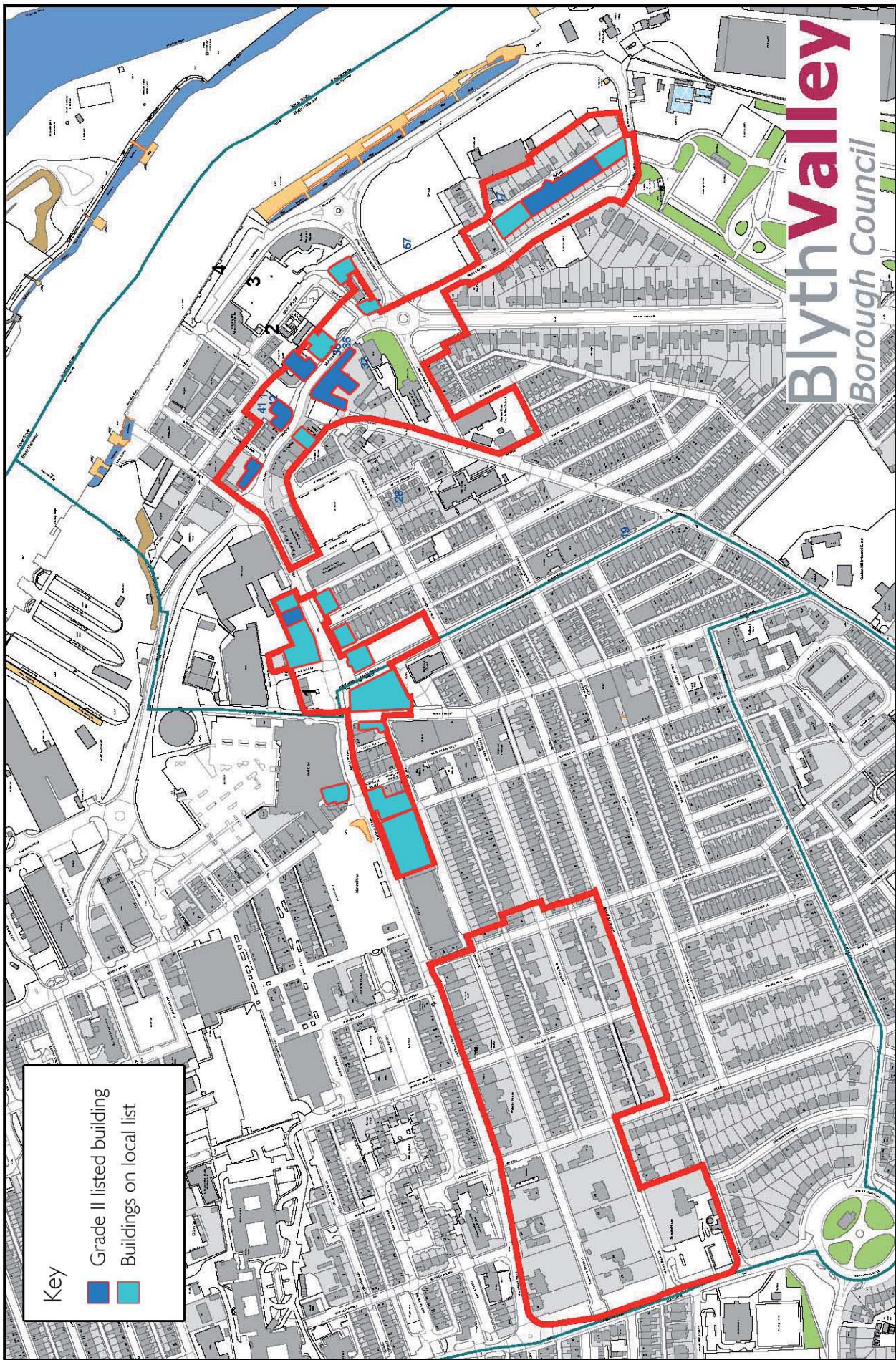
Appendix 7 Planning History





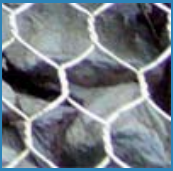
APPENDIX 1 BLYTH CONSERVATION AREAS





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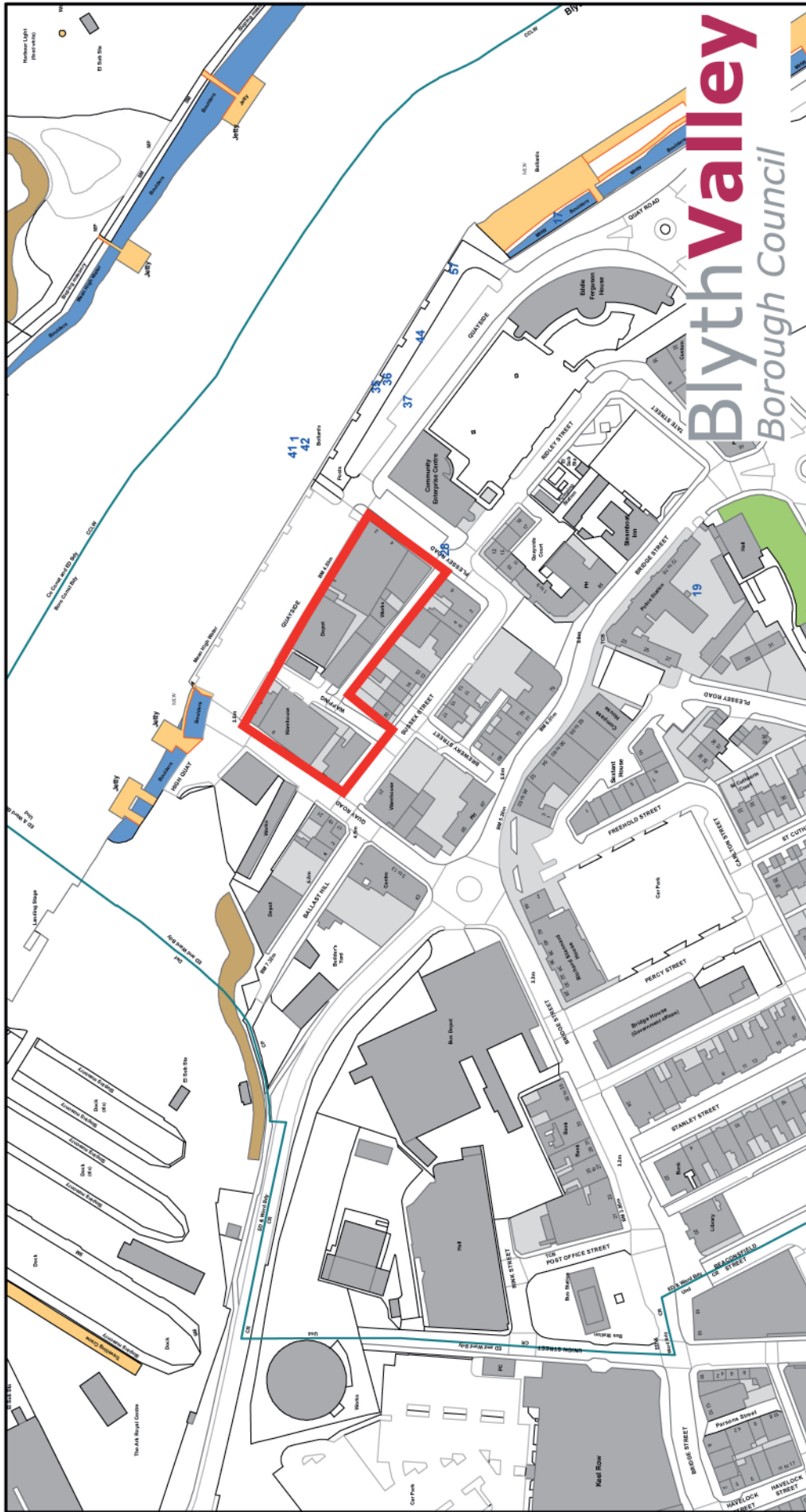
This map shows listed buildings from Blyth Central Conservation Area and Blyth Heritage Conservation Area only.





APPENDIX 2 SITE PLAN





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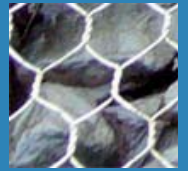
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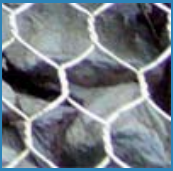
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Department	Strategic Planning & Economic Development		
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APPENDIX 3

ACTIVE DESIGN GUIDANCE





ACTIVE DESIGN GUIDANCE

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

Accessibility

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

Amenity

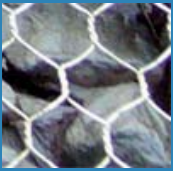
Enhancing amenity involves the promotion of environmental quality in the design and layout of new sports and recreational facilities, the links to them and their relationship to other development and the wider public realm.

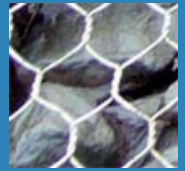
Awareness

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

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

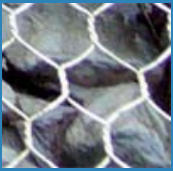
[www.sportengland.org/index/getresources/planning for sport front page/planning active design.htm](http://www.sportengland.org/index/getresources/planning%20for%20sport%20front%20page/planning%20active%20design.htm)





APPENDIX 4

ONE NORTHEAST QUALITY STANDARDS





ONE NORTHEAST QUALITY STANDARDS

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

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

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



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

Design Assessment Criteria

The criteria cover four main themes:

Permeability and Accessibility

1. Does the development promote easy access to public transport?
2. Does the building layout take priority over the roads, service yards and car parking, so that they do not dominate the street scene?
3. Is the site and its access routes capable of accommodating all anticipated vehicle requirements whilst being pedestrian and cycle friendly?
4. Are principles of inclusive design evident in the building/space design?
5. Does the scheme integrate with existing roads, views, paths and surrounding development?

Legibility and Identity

6. Is the design specific to the scheme?
7. Does the scheme feel like a place with a distinctive character?

8. Do buildings exhibit architectural quality?

9. Do buildings and layout make it easy to find your way around?

10. Does the scheme exploit existing buildings, views, landscape and/or topography?

Vitality and safety

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

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

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

14. Are private areas appropriately defined and secured?

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

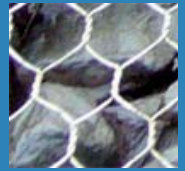


Robustness

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

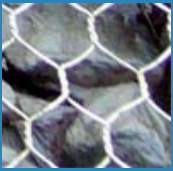
Proposals which achieve 14 of the 20 criteria, are deemed as having achieved the minimum standards. Assessment will be against the Design and Access Statement.





APPENDIX 5

ENGLISH PARTNERSHIP QUALITY STANDARDS



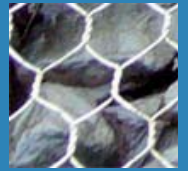


Quality Standards Checklist

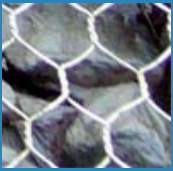
Quality Places	Design statements	Design statement adhering to the principles of UDC and UDC2		
	Building for Life	Building for Life Silver (or Gold)		
	Inclusive design	Access statement, taking an inclusive approach to design and adhering to the principles of inclusive design guidance note		
	Secured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

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





APPENDIX 6 PLANNING POLICY





PLANNING POLICY

National Planning Guidance

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2004)

PPS1 sets out central Governments overarching planning policies on the delivery of sustainable development and design quality through the planning system. At paragraph 35 it states that:

“Although visual appearance and the architecture of individual buildings are clearly factors in achieving these objectives, securing high quality and inclusive design goes far beyond aesthetic considerations. Good design should:

- Address the connections between people and places by considering the needs of people to access jobs and key services
- By integrated into the exiting urban form and the natural and built environments
- Be an integral part of the process for ensuring successful, safe and inclusive villages, towns and cities
- Create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and
- Consider the direct and indirect impacts on the natural environment.”

Planning Policy Statement 3 (PPS3): Housing (2006)

PPS3 addresses housing provision and quality. In respect of design, the following quotes are of particular relevance:

“Good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities” (paragraph 12).

“Reflecting policy in PPS1, good design should contribute positively to making places better for people.” (paragraph 13).

“Creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.” (paragraph 14).

Paragraph 16 provides matters to consider when assessing design quality which include the extent to which the proposed development:

- “Is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly.
- Provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies.
- Is well integrated with, and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access.
- Facilitates the efficient use of resources, during construction and in use, and seeks to adapt to and reduce the impact of, and on, climate change.
- Takes a design-led approach to the provision of car-parking space, that is well- integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.
- Creates, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity.
- Provides for the retention or re-establishment of the biodiversity within residential environments.”

“Local Planning Authorities should facilitate good design by identifying the local distinctive features that define the character of a particular local area.” (paragraph. 48)



Planning Policy Guidance 6 (PPS6): Planning for Town Centres (2005)

PPS6 paragraph 1.5 highlights the Government's wider policy objectives within town centres:

- To promote social inclusion, ensuring that communities have access to a range of main town centre uses, and that deficiencies in provision in areas with poor access to facilities are remedied;
- To encourage investment to regenerate deprived area, creating additional employment opportunities and an improved physical environment;
- To promote economic growth of regional, sub-regional and local economies;
- To deliver more sustainable patterns of development, ensuring that locations are fully exploited through high-density, mixed use development and promoting sustainable transport choices, including reducing the need to travel and providing alternatives to car use; and
- To promote high quality and inclusive design, improve the quality of the public realm and open spaces, protect and enhance the architectural and historic heritage of centres, provide a sense of place and focus for the community and for civic activity and ensure that town centres provide an attractive, accessible and safe environment for businesses, shoppers and residents.

Paragraph 2.19 states:

"It is essential that town centres provide a high-quality and safe environment if they are to remain attractive and competitive. Well-designed public spaces and buildings, which can improve the health, vitality and economic potential of a town centre. Policies for the design of development for main town centre uses, regardless of location, and for development in town centres, should promote high quality and inclusive design, in order to improve the character and quality of the area in which such development is located and the way it functions."

Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation (2005)

Paragraph 13 states "the re-use of previously developed land for new development makes a major contribution to sustainable development by reducing the amount of countryside and undeveloped land that needs to be used. However, where such sites have significant biodiversity or geological interest of recognised local importance, local planning authorities, together with developers, should aim to retain this interest or incorporate it into any development of the site."

Paragraph 14 states "Development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design. When considering proposals, local planning authorities should maximise such opportunities in and around developments, using planning obligations where appropriate."

Planning Policy Guidance 13 (PPG13): Transport (2001)

PPG13 gives guidance on the integration of planning and transport at the national, regional, strategic and local level. Its principle aims are set out at paragraph 4. These are to:

- "Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car."

Planning Policy Guidance 16 (PPG16): Archaeology and Planning (1990)



Planning Policy Guidance 16 (PPG16): Archaeology and Planning (1990) stresses that archaeological remains are an irreplaceable report of the past and should be seen as a finite and non-renewable resource, which are, in many cases highly fragile and vulnerable to damage and destruction. Indeed, paragraph 8 notes that “where nationally important archaeology remains, whether scheduled or not, and their settings, are affected by proposed development here should be a presumption in their physical preservation”

Planning Policy Guidance 17 (PPG17): Planning for Open Space, Sport and Recreation (2002)

Local Facilities

Paragraph 23: “Local authorities should ensure that provision is made for local sports and recreational facilities (either through an increase in the number of facilities or through improvements to existing facilities) where planning permission is granted for new developments (especially housing). Planning obligations should be used where appropriate to seek increased provision of open spaces and local sports and recreational facilities, and the enhancement of existing facilities. Where local facilities will attract people from a wider catchment, especially in urban areas, planning permission should not be granted unless they are located where they will be well served by public transport.”

Open Spaces

Paragraph 24: “In planning for new open spaces and is assessing planning applications for development, local authorities should seek opportunities to improve the local open space network, to create public open space for vacant land, and to create public open space from vacant land, and to incorporate open space within new development on previously-used land. They should also consider whether they can be made of land

which is otherwise unsuitable for development, or procedure public use of privately owned areas of land or sports facilities.”

Planning Obligations

Paragraph 33 “Planning obligations is defined in the Town and Country Planning Act 1990 as land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground. However, in applying the policies in the Guidance, open space should be taken to mean all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as a visual amenity.”

Planning Policy Guidance 20 (PPG20): Coastal Planning (1992)

Paragraph 2.9 in PPG20 on policies from development states:

“On the coast, opportunities for development may be limited by physical circumstances, such as risk of flooding, erosion and land instability, and by conservation policies. Where the coastal zone is only a small part of the territory of a local planning authority it is reasonable to expect provision of land, for example, for housing and employment, to be made elsewhere in the district. Thus, in the coastal zone, development plan policies should normally no provide for development which does not require a coastal location.”

Para 2.11 “the developed coast, by contrast, may provide opportunities for restructuring and regenerating existing urban areas, thereby improving their appearance and the environment. This approach can be particularly beneficial in areas of significant architectural or historic interest. Opportunities also exist for reclaiming derelict land. Where new development requires a coastal



location, the developed coast will usually provide the best options that due regards is paid to the risks of erosion or flooding.”

Paragraph 2.22 states “Environmental consideration must be taken into account in preparing development plans. These plans are required to include policies and proposals for the improvement of the physical environment and for the conservation of natural beauty and amenity of the land. These policies and proposals may include action by the local planning authority, often in partnership with other agencies;

- To improve and enhance the coast in areas of natural beauty and of high conservation value;
- To regenerate rundown coastal towns and ports; and
- To restore stretches of the despoiled coastline.”

Paragraph 2.24 and 2.25 states “Areas needing improvement are often in built-up areas, such as seaside resorts and ports. Plans should seek to improve the attraction of such areas as resorts and to regenerate harbour/ port areas by designating land as suitable for new functions and activities. Tourism development are likely to play an important role in such regeneration initiatives.

Stretches of coast damaged by industrial and urban development, mining or waste disposal, will need proposals for improving the environment. This will be an essential prerequisite for restoring the physical environment and securing economic and physical regeneration. Suitable cases for such treatment will include former industrial sites, port facilities and derelict land. These stretches of coast will often require long-term programmes for their regeneration.”

Planning Policy Statement 22 (PPS22): Renewable Energy (2004)

Paragraph 18 states that:

“Local Planning Authorities and developers should consider the opportunity for incorporation renewable energy projects in all new development. Small scale renewable energy schemes utilising technologies such as solar panels, Biomass heating, small scale wind turbines, photovoltaic cells and combined heat and power schemes can be incorporated both into new developments and some existing buildings. Local planning authorities should specifically encourage such schemes through positively expressed policies in local development documents”

Planning Policy Statement 23 (PPS23): Planning and Pollution Control (2004)

PPS23 advises that:

- “...The presence of contamination in land can present risks to human health and the environment, which adversely affect or restrict the beneficial use of land but development presents an opportunity to deal with these risks successfully;...
- Where pollution issues are likely to arise, intending developers should hold informal pre-application discussions with the LPA, the relevant pollution control authority and/or the environmental health departments of local authorities (LAs), and other authorities and stakeholders with a legitimate interest.”

Therefore; “any consideration of the quality of land, air or water and potential impacts from development, possibly leading to an impact on health, is capable of being a material planning consideration, in so as far as it arises or may arise from any land use.”

Planning Policy Guidance 24 (PPG24): Planning and Noise

Paragraph 2 (General Principles) of PPG24



suggests that "...the planning system should ensure wherever practicable, noise-sensitive developments are separated from major sources of noise (such as road, rail and air transport and certain types of industrial development). It is equally important that new development involving noisy activities should, if possible, be sited away from noise-sensitive land uses."

Planning Policy Statement 25: Development and Flood Risk (2006)

PPS25: Development and Flood Risk aims "to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.

Regional planning bodies (RPBs) and local planning authorities (LPAs) should prepare and implement planning strategies that help to deliver sustainable development by:

Appraising risk

- Identifying land at risk and the degree of flooding from river, sea and other sources in their areas;
- Preparing Regional Flood Risk Appraisals (RFRAs) or Strategic Flood Risk Assessments (SFRAs) as appropriate, as freestanding assessments that contribute to the Sustainability Appraisal of their plans;

Managing risk

- Framing policies for the location of development which avoid flood risk to people and property where possible, and manage any residual risk, taking account of the impacts of climate change;
- Only permitting development in areas of flood

risk when there are no reasonably available sites in areas of lower risk and benefits of the development outweigh the risks from flooding;

Reducing risk

- Safeguarding land from development that is required for current and future flood management
e.g. conveyance and storage of flood water, and flood defences;
- Reducing flood risk to and from new development through location, layout and design, incorporation sustainable drainage systems (SUDs);
- Using opportunities offered by new development to reduce the causes and impacts of flooding e.g. surface water management plans; making the most of the benefits of green infrastructure for flood storage, conveyance and SUDs; re-creating functional floodplain; and setting back defences;

A partnership approach

- Working effectively with the Environment Agency, other operating authorities and other stakeholders to ensure that best use is made of their expertise and information so that plans are effective and decisions on planning applications can be delivered expeditiously; and
- Ensuring spatial planning supports flood risk management and plans, River Basin Managements
Plans and emergency planning. (page 2)"

Regional Policy Guidance

Regional Planning Guidance for the North East (RPG1), November 2002

DP1 – The Sequential Approach to Development
"Development Plans should adopt a sequential approach to the identification of land for development to give priority to previously-



developed land and buildings in the most sustainable locations. Locations should be selected in the following priority order:

- suitable previously-developed sites and buildings within urban areas;
- other suitable locations within urban areas are not identified as land to be protected for nature or heritage conservation or recreational purposes;
- suitable sites in locations adjoining urban areas, particularly where this involves the use of previously-developed land and buildings; and
- suitable sites in settlements outside urban areas, particularly where this involves the use of previously-developed land and buildings.
- All sites should be in locations that are, or will be, well related to homes, jobs and services by all modes of transport, in particular public transport, walking and cycling."

DP2 Sustainability Criteria

"The following criteria should be taken into account in assessing the sustainability of land for development in accordance with the sequential approach set out in DP1:

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

• the economic viability of the development of the site

- the sustainability of sites or mixed use development; and
- the contribution that development might make to the strengthening of local communities."

ENV1-Air Quality

"Development plans and other strategies should:

- ensure that the land use planning system makes an appropriate contribution to the achievement of national air quality objectives;
- be closely linked and complementary to any relevant Air Quality Action Plans;
- assist in the improvement of air quality through the decisions made on the location of development, transport infrastructure and traffic management;
- play a part in promoting policies to reduce emissions from industry and facilitating new higher-quality development; and
- ensure that, particularly where Air Quality Management Areas have been designated, air quality is properly considered alongside other material considerations in the planning process."

ENV4-Flooding

"Development Plans and other strategies should:

- protect flood plains and existing or proposed flood defences;
- avoid high development in areas identified as being at risk or likely to be at a medium high risk in future from flooding, as defined in PPG25, where alternative sites are available; and
- ensure that where other considerations in favour of the development outweigh the flooding issues in identified flood risk areas, development will only be permitted where it has been established, following consultation with the Environmental Agency and other relevant organisations, that any necessary protection or management measures will be provided and are environmentally acceptable."



ENV5-Biodiversity

"Development Plans and other strategies should:

- aim to maintain and increase biodiversity within the region, and recognise the nature conservation value of non-designated habitats;
- contain policies against which development proposals which will affect sites of nature conservation importance and protected species can be assessed;
- promote relevant local Biodiversity Action Plans (BAPs), both in protecting the nature conservation value of designated habitats and the wider countryside, and in assessing the possible contribution of development and regeneration proposal to enhancing biodiversity (and vice versa); and
- consider adopting local BAPs as Supplementary Planning Guidance."

ENV10-Open Space

"Development Plans and other strategies should:

- protect land which serves a strategic function from unnecessary development, even where not formally designated as open space;
- ensure that the strategic role of linked and linear open spaces is maintained, enhanced and, where possible, extended; and
- identify valuable areas of open land, which are not formally open space, for more active management through urban fringe initiatives."

ENV22 Built- Development

"Development Plans and other strategies should:

- seek to ensure a high standard of built development and design throughout the region;
- seek to promote a high quality contemporary architecture or local styles, where appropriate, in building design and the use of materials appropriate to the development and its location;
- encourage recycling and re-use of traditional materials, where appropriate, and where the

existing built environment would not be harmed; and

- seek to maximise energy efficiency in new and existing buildings through appropriate design criteria and consider preparing Village Design statements and Countryside Design Summaries, in conjunction with the local community, to assist in informing appropriate design."

EL2-Reassessment of Current Employment Land Allocations

"In preparing Development Plans, local authorities should undertake a rigorous assessment of the amount of employment land needed to:

- make provision for good quality land for employment uses which is sufficient to provide flexibility and choice to potential investors, and recognising changing business requirements;
- ensure that in the context of the results of the Regional Employment Land Survey, and within an identified realistic total to meet the needs of the area, a range and variety of sites, in terms of size, quality and distribution are offered having regard to policies DP1 and DP2:
- ensure that where new Greenfield sites are required their provision does not lead to the economic disadvantage of brownfield sites; and
- include policies to facilitate a phased approach to the release of land for employment generating development over the timescale of the plan.
- Development Plans should critically re-examine all current employment land allocations against the criteria set out in Policies DP1 and DP2.

Employment land allocations that have no prospect of being developed within the foreseeable future (taking account of the requirements of some companies to hold land for their investment and expansion), and which do not satisfy the criteria set out in policies DP1 and DP2, should be de-allocated.



Where sites meet the criteria in DP1 and DP2 and, where the following criteria apply, Development Plans should re-allocate the land for an alternative purpose:

- the site does not contribute to choice and variety;
- the prospect of development for employment purposes is unrealistic and unlikely;
- acceptable alternative uses can be identified which meet the general principles of
- sustainable development set out in paragraph 2.52 and Policy DP2; and
- re-allocation will have no adverse affect on local strategies for economic development and regeneration."

EL3-Renewal and Modernising of Existing Employment Areas

"Development Plans and other strategies should:

- facilitate the renewal and modernising of existing employment areas;
- assess the feasibility for removing constraints from sites within existing employment areas;
- protect existing key employment areas from inappropriate development;
- protect those employment areas with high public transport accessibility or those with firm proposals to improve public transport accessibility; and
- assess the potential to improve access to employment areas by public transport, walking and cycling."

EL5-Business Clusters

"To facilitate the creation and expansion of innovative business cluster areas Development Plans should ensure that:

- sites are well related to other development and are accessible by public transport, cycling and walking;
- priority is given to the use of previously-developed land;
- wherever possible, sites should make use of

successful existing employment areas in the locality as these can form an integral part of Innovative Cluster Areas, providing space for support industries, production space as well as providing essential links to assist existing companies to be drawn into worthwhile partnering or cluster activity; and

- the creation of the necessary physical infrastructure to support such networks and encourage the creation of incubator units where this is appropriate in the heart of clusters."

EL7-Airport, Port and Rail-based Development

"In considering the potential of employment generating development at the region's major transport nodes Development Plans and other strategies should:

- ensure that the development of land at or close to airports is restricted to airport related development, in order to avoid the loss of expansion potential;
- safeguard development sites adjacent to existing ports for industries and port-related services that will benefit from these locations;
- recognise the importance of development sites that are already connected or easily connected to the rail and encourage their use by industries that are best placed to take advantage of the facilities or opportunities available;
- ensure protection of nature conservation interests, particularly in locations where designations of international significance (SPA, SAC and Rasmar) occur. In these circumstances only development that does not cause damage should be permitted."

H2-Housing Distribution

"Development Plans should provide for housing to achieve over the period 2002-2006 the annual average rate set out in Table 4.3 below, and post 2006, those set out in Table 4.4.

The annual rates of provision set out in table 4.4 are subject to confirmation through the early review



of RPG1 to be informed by the indicators set out in chapter 7 and up-to-date work on urban housing capacity.

With the exception of demolitions of empty dwellings arising from low demand and abandonment, the annual rates of housing provision should be provided for in development plans as net additions to the stock. In other words there should be no compensatory housing provision for demolitions of empty dwellings arising from low demand and abandonment. The annual rates of housing provision include dwellings gained from conversions."

H3-Managed Release of Land for Housing

"Development Plans should incorporate policies to ensure that the managed release of land and buildings for housing accord with the principles set out in Policies Dp1 and DP2 and Policy H2. Policies should be underpinned by up-to-date urban housing capacity studies and give priority to the re-use of suitable previously-developed land and buildings in urban areas. Consideration should be given to the wider effects of greenfield land releases so as to avoid undermining the renaissance of the region's urban areas."

H6-Housing Density

"Development plans should include policies on densities that seek to accommodate new housing in a manner that is consistent with the principle of making use of land.

In formulating plan policies and proposals, account should be taken of local character and market considerations as well as encouraging good and safe design, layout and amenity. In cases where clearance and replacement of older high density housing is involved there may be some circumstances when it may be appropriate to lower the overall density of an area to improve the environment and quality of life for the residents.

The preparation of design statements are supplementary planning guidance can provide the opportunity to consider and provide advice on such matters and the environment of residential areas in greater detail."

H7-Affordable Housing

"Development plans should incorporate the result of up-to-date local housing needs surveys and should address the need for affordable housing in their areas. Where need is clearly established, they should:

- make provision for a range of dwelling types and sizes to meet the assessed needs of all sectors of the community, including the elderly and disabled;
- ensure that affordable housing is provided where it is needed and where there is good public transport to employment and services;
- set out clearly the mix of dwelling types that would be expected in different parts of the plan area against which development proposals can be assessed;
- include policies for securing an adequate supply of affordable housing, based on local housing strategies, which in turn should be based on robust local assessments of need; and
- take account of the special housing needs of agricultural or forestry workers. Such housing should only be permitted where a clear, essential need has been established.

Appropriate policies should be included in Development Plans to make clear the local authority's position on the use of the exceptions policy.

TC1-Town Centres

Development plans and other strategies should ensure that town centres continue to be the focus for a wide range of activities and uses that will maintain and enhance their vitality and viability, encourage investment and support sustainable development.



Measures to improve the vitality and viability of the town centres should also secure the protection and enhancement of their built and natural environment, taking into account features of local distinctiveness, and cultural and historic characteristics. Uses such as shopping, offices, leisure, entertainment, Hospitals and higher education which generate a large number of trips should be concentrated in town centres, where they can be well served by public transport and reduce the need to travel. Other smaller-scale facilities, such as health centres, branch libraries, local offices, primary schools, pubs and restaurants, should be encouraged in district and local centres."

TC3-Function of Centres

"City, town, District and local centres should be the focus for the majority of new retail, leisure and commercial development. Development plans and other strategies should:

- promote and protect the vitality and viability of existing centres;
- acknowledge that the role of centres may change over time;
- review the role of marginal/declining town and district centres and consider how they can be managed to meet changing retail patterns by supporting the reuse of land and buildings to secure their regeneration; and
- consider the scope for new or replacement district and local centres and criteria to be applied in considering possible locations and, where appropriate, contain specific proposals for their development. Any such proposals should be an integral part of an appropriate scale, mixed-use development and should be assessed against the strategy in the Development Plan."

TC4-Traffic Management

"Development Plans should:

- include traffic management policies for town centres to improve the quality of service offered by public transport;
- include policies for the provision/management of parking in town centres and at out-of-centre locations to reinforce the attractiveness and competitiveness of town centres and support the locational policies set out in PPG13;
- promote the improvement of public transport to existing town and out-of-centre retail and business developments, including the Metro Centre;
- adopt parking policies which set maximum levels of parking provision appropriate to board classes of development and locations as soon as these can be agreed, and, in the interim, to apply the national parking standards set out in Annex B to PPG13 until such time as regionally-specified standards are agreed as part of the Regional Transport Strategy; and
- include policies to discourage long-term commuter parking in town centres and to restrict parking at out-of-centre locations."

RD1-Retail Development

"Development Plans and other strategies should ensure that the preferred location for new retail development is in existing centres in accordance with advice in PPG6. In line with revised guidance, after establishing the need for additional retail floorspace, Development Plans should:

- identify which centres should be the focus for retail development;
- identify sites to accommodate such developments in accordance with the sequential approach;
- include criteria-based policies for assessing development proposals for sites not allocated in the plan, based on an assessment of need and a sequential approach to site selection;
- ensure that proposals for retail development outside existing centres, in a location or of a scale



which adversely affect the vitality and viability of existing centres, are refused; and

- ensure that retail developments are located where they will reduce the need to travel and are easily accessible by modes of transport other than by car.”

SR1-Sport & Recreation

“Development Plans and other strategies should address the growing and increasing varied demands for sport and recreation, including the recreation/open space needs of strategic development. They should ensure that recreational and sports facilities are accessible to all sections of the community and that the provision of new facilities and infrastructure takes place within a framework of policy for the environment and, where relevant, wildlife interests. Similarly, plans should seek to minimise and resolve conflicts between different activities.”

SR4-Sport & Recreation in Urban Areas

“Development Plans and other strategies should recognise the vital role that urban areas play in the provision of sport and recreation facilities. They should:

- identify existing facilities;
- include policies for their protection, enhancement and, where necessary, refurbishment;
- ensure a good level and quality of provision in association with new developments;
- identify opportunities for developing and improving derelict and underused urban land for open space purposes; and
- recognise the importance of dual use indoor and outdoor sport and recreational facilities in relieving pressure on open space.”

TOUR1-Sustainable Tourism

“Development Plans and other strategies should promote tourism and seek to achieve an acceptable and sustainable balance between the

development of tourist facilities and attractions, and the protection and conservation of the Region’s natural and historic environment. They should also:

- consider how to improve the first impressions gained by visitors arriving in the region;
- encourage tourism development that benefits the local economy, people and environment without diminishing the attractiveness of the place visited;
- contain policies to ensure that the development of tourist and cultural facilities is carried out in a sustainable manner;
- consider the current scale and distribution of tourism activity and assess the land use implications of future trends; and
- consider the prospects of attracting new developments and identify possible locations for such development.”

T1-Location of Development

“Development Plans and other strategies should integrate transport considerations into their land use policies and proposals by:

- locating development so as to reduce the need to travel and minimise journey length;
- concentrating the bulk of the region’s development within the existing urban areas, where movement needs can be well served by all modes of transport, in particular walking, cycling and public transport;
- identifying and protecting sites with high public transport accessibility for development likely to give rise to a high level of demand for travel. Sites which will benefit from firm proposals to improve public transport accessibility to a high level should be similarly identified and protected. Considering the accessibility of development proposals by public transport and assessing major development proposals through Transport Assessments;



- locating development to ensure the efficient and sustainable movement of freight; promoting the use of rail and water where possible; and
- indicating the likely nature and scope of contributions towards transport infrastructure or service improvements which will be necessary as part of developments in particular areas or sites. Such improvements should be consistent with the priorities set out in RPG1 and Local Transport Plans."

T2-Design of Development and Promoting Mixed-use Development

"Development Plans and other strategies should ensure that the design of new developments and redevelopment facilities safe and convenient movement by all modes of transport, in particular on foot and by cycle and public transport. The aim should be:

- to facilitate public transport, cycling and walking through the detailed design of development, using supplementary planning guidance and development briefs where appropriate;
- to enable the safe and efficient movement of goods, whilst minimising conflict and disturbance; and
- to promote mixed-use developments, well served by public transport, to reduce journey lengths and ensure that the best use is made of transport infrastructure and services."

T3-Transport Infrastructure and Services of Regional Significance

"Investment in, and the management of, strategic air, sea, rail and road transport infrastructure should support regeneration, opportunity, accessibility and conservation and should be based on a multi-modal assessment of problems and opportunities. Particular priority should be given to:

- maintaining, and making the best use of, existing infrastructure;

- promoting the use of public transport
- the efficient and sustainable movement of freight;
- improving safety across all aspects of the strategic transport network;
- reducing the environmental impact of strategic movement on local communities;
- reducing congestion across all modes of transport; and
- improving journey time reliability."

T4- Transport Infrastructure and Services of Local Significance

"Local Transport Plans and other strategies should be consistent with the context established in RPG1 and Development Plans, and should set out a balanced strategy of measures to improve accessibility for all, whilst reducing the local and global environmental impacts of transport. Local transport Plans should establish targets for reduced traffic levels, or rates of growth, taking into account locations with high exposure to vehicles use, air pollution and noise. Particular priority should be given to:

- the effective maintenance of existing transport infrastructure;
- increasing the attractiveness of public transport, cycling and walking, and promoting Community Transport initiatives where appropriate;
- promoting interchange between all modes of transport;
- controlling car parking and managing the demand for car use to complement improvements in alternatives to the car;
- improving safety across all aspects of the local transport network;
- addressing the needs of disabled people and people with mobility impairments;
- promoting the implementation of Travel Plans amongst schools and employers; and
- promoting the efficient and sustainable movement of freight."



T5-Public Transport

"Development Plans, Local Transport Plans and other strategies should, as part of a balanced transport strategy, encourage the use of public transport by:

- ensuring that new development and redevelopment is located and designed to assist public transport provision;
- protecting sites with high public transport accessibility for development likely to give rise to a high level of demand for travel. Sites which are to benefit from firm proposals to improve public transport accessibility to a high level should be similarly protected;
- promoting the introduction of new public transport services, particularly to employment and retail developments, currently poorly served by public transport;
- introducing measures which improve the frequency, journey time and reliability of existing public transport services;
- facilitating the better integration of public transport with other modes;
- promoting taxis and private hire vehicles as an integral part of the public transport network;
- as far as possible making public transport accessible to all;
- promoting the continued development of real Time Information and Traveline, the regional public transport information service;
- promoting the implementation of Travel Plans by schools and employers which encourage the use of public transport for the journey to work and school; and
- introducing complementary demand management measures to reduce car independency."

T8-Bus Services

"To ensure that bus services provide an attractive alternative to the car, and are as effective as possible in meeting transport needs, Development Plans,

Local Transport Plans and other strategies should:

- promote partnership working with transport operators to improve all aspects of bus travel;
- set out measures to give priority to buses over other road traffic, particularly where they would otherwise be subject to delays and unreliability;
- assess the potential for segregated dedicated bus ways to provide very high quality bus services;
- set out measures to improve integration with other modes, including heavy rail and light rail, walking, cycling, taxis/private hire vehicles and the private car (Park and Ride);
- ensure consistency with proposals in adjacent to enable the network of longer distance intra regional bus services to be maintained and improved; and
- set out specific proposals to meet the needs of rural residents and seek improve interchange at rural service centres."

T10-Local Roads

"Development Plans, Local Transport Plans and other strategies should set out proposals to manage and improve local roads, as part of a balanced local transport strategy, giving priority to:

- maintaining to a high standard and making the best use of existing infrastructure;
- promoting travel by light rail, bus, cycle and on foot;
- improving the safety of all highway users
- the efficient and sustainable movement of freight;
- reducing congestion whilst restraining traffic to complement investment in alternatives to the car; and
- reducing the environmental impact of traffic on local communities."



T11-Demand Management

"Until a regional demand management strategy is in place, Local transport Plans, Development Plans and other strategies should set out proposals for managing traffic levels and growth, which are complementary to their overall strategy and proposals for levels and growth, which are complementary to their overall strategy and proposals for investment in public transport, cycling and walking. Development Plans and Local Transport Plans should also seek to secure the implementation of Travel plans that reduce, or better manage, workplace parking in support of demand management policies."

T12-Parking Standards for new Development

"Development Plans should set maximum parking standards for a range of types of development, at a level to promote use of alternative to the car and accordance with the national maxima set out in PPG13. development Plans should not include minimum parking standards and developers should not be encouraged to provide more parking spaces than they themselves wish to. The shared use of parking spaces including existing parking provision, between neighbouring developments, should be encouraged."

T14-Walking and Cycling

"As part of a balanced transport strategy development Plans, Local Transport Plans and other strategies should:

- locate and design development to promote walking and cycling, particularly for journeys to work and school;
- introduce measures to improve the safety, security and attractiveness of walking and cycling including maintenance and improvement of street lighting, footways, pedestrian crossings, cycle routes and secure cycle parking (see also T6, T7 and T8); and
- promote the introduction of Travel Plans by schools and employers to promote walking and cycling for work and school trips."

T16-Ports

Development Plans, Local Transport Plans and other strategies should assist the role of ports in supporting the regional economy and meeting transport needs by:

- safeguarding land for port use where necessary, whilst ensuring the protection of sites of nature conservation importance;
- safeguarding sites adjacent to ports for development likely to maximise usage of the movement of goods by sea; and
- seeking to maintain and improve surface access to ports by both road and rail.

EN1-Energy

Development Plans and other strategies should:

- consider the relationship between planning, energy and the environment;
- support action to meet Government targets for CO2 reduction, greater use of renewable sources, improvements in energy efficiency and conservation, and installation of combined heat and power and community heating; and
- recognise that opportunities for action vary across the region and between urban and rural areas, but an important underlying theme should be local energy generation and conservation.

EN2-Renewable Energy

Development Plans and other strategies should:

- identify "Strategic Wind Resources Areas" (SWRAs) where appropriate to identify the general locations where positive consideration will, in principle, be given to major wind energy developments, (including offshore locations). Areas of search should also be identified for hydro-generation and other renewable technologies;
- prepare formal assessments of the capacity of landscapes within the plan area to accommodate different types and scale of scheme;
- give careful consideration to the appropriate type and scale of renewable energy scheme which



could be located in, or visible from, the more sensitive locations of the Northumberland National Park, the North Northumberland Coast Area of Outstanding Natural Beauty and North Pennines Area of Outstanding Natural Beauty;

- encourage forms of renewable technology compatible with urban and rural environments, such as photovoltaics, biomass (including energy crops), active solar panels and single wind turbines which are a type and scale appropriate to the particular character of the surrounding environment;
- adopt development briefs for the location and appearance of renewable energy developments as Supplementary Planning Guidance where appropriate;
- produce guidelines for passive solar design in housing and commercial institutional buildings, and for photovoltaics and active solar panels; and investigate the potential of Energy from Waste as a potential source.

EN3-Assessing Renewable Energy Applications

In developing policies to assess renewable energy proposals, development Plans should consider:

- the impact of development on sensitive habitats;
- proximity to suitable grid connection point;
- operational effects such as air quality, noise, visual intrusion odour and water pollution; and
- opportunities for environmental enhancements through the improvement of degraded landscapes.

EN4-New Energy Technologies

Local planning authorities should consider the use of Supplementary Planning Guidance to allow for flexibility in addressing the land use implications of the development of new renewable energy technologies.

EN7-Energy Efficiency in Buildings

Development Plans and other strategies should

seek to maximise energy efficiency in all new development, and in existing building stock.

The Secretary of State's Further Proposed Changes to the Draft Revision Submitted by the North East Assembly (February 2008)

Policy 2 – Sustainable Development

Planning proposals and Local Development Frameworks should support sustainable development and construction through the delivery of the following environmental, social and economical objectives:

2.1 Environmental Objectives

- a) to ensure good local air quality for all;
- b) to protect and enhance the quality of the regions ground, river and sea waters;
- c) to protect and enhance the Region's biodiversity and geodiversity and soil quality [
- d) to reduce the amount of waste produced and increase the amount recycled;
- e) to make better use of our resources, including the built fabric;
- f) to mitigate environmental and social costs of developments, and encourage efficient resource use,
- g) to protect and enhance the quality and diversity of the Region's rural and urban land and landscapes;
- h) to prevent inappropriate development in flood plains;
- i) to reclaim and reuse derelict land to make more productive use of land;
- j) to protect and enhance the region's cultural heritage and diversity; and
- k) to promote the concept of green infrastructure, a network of linked, multifunctional green space in and around the Region's towns and cities;

2.2 Social Objectives

- a) to tackle the social, economic and environmental impacts of multiple deprivation;



- b) to raise educational achievement across the Region and improve the skills of the workforce and of adults who are currently economically inactive, through training and skill development;
- c) to ensure everyone has the opportunity of living in a decent and affordable home;
- d) to improve the quality and choice of housing through market renewal and new development;
- e) to reduce crime and fear of crime, particularly through good design;
- f) to improve health and well-being while reducing inequalities in health;
- g) to ensure good accessibility for all to jobs, facilities, goods and services in the region particularly by public transport, walking and cycling;
- h) to reduce the need to travel by private car;
- i) to increase public involvement in decision-making and civic activity

2.3 Economic Objectives

- a) to ensure high and stable levels of employment so everyone can share and contribute to greater prosperity;
- b) to achieve high and sustainable levels of economic growth by focusing on the Region's strengths and alleviating weakness;
- c) to reduce adverse impacts of economic growth on global communities by supporting the use of local labour, materials and produce.

Policy 3- The sequential approach to development Local Development Frameworks should adopt a sequential approach to the identification of land for development to give priority to previously developed land and buildings in the most sustainable locations. All sites should be in locations that avoid areas at the highest risk from flooding, having particular regard to the vulnerability of the proposed development to flooding. Locations should be selected in the following priority order:

- a) Suitable previously-developed sites and buildings within urban areas, particularly around public transport nodes;
- b) Other suitable locations within urban areas not identified as land to be protected for nature or heritage conservation or recreational purposes;
- c) Suitable sites in locations adjoining urban areas, particularly those that involve the use of previously-developed land and buildings; and
- d) Suitable sites in settlements outside urban areas, particularly those that involve the use of previously-developed land and buildings.

For the purposes of this policy, urban areas are defined as the Conurbations, Main Settlements, Regeneration Towns and Rural Service Centres, as defined in this RSS, and secondary settlements identified in Local Development Frameworks as providing a significant opportunity in terms of previously developed land and buildings.

All sites should be in locations that are, or will be, well related to homes, jobs and services by all modes of transport, particularly public transport, walking and cycling.

Policy 5 – Locational Strategy

Plans, strategies and programmes should support and incorporate the locational strategy to maximise the major assets and opportunities available in the North East and to regenerate those areas affected by social, economic and environmental problems.

This will be done by the following means, which should also be delivered by planning proposals:

- a) supporting the polycentric development and redevelopment of the Tyne & Wear City Region and the Tees Valley City Region by concentrating the majority of new development in the two Conurbations and the Main Settlements;
- b) allowing development appropriate in scale within the Regeneration Towns and Rural Service Centres to meet local needs and achieve a balance



between housing, economic development, infrastructure and services

c) maintaining vibrant rural areas with a diversified economy and sustainable market towns, service centres and villages whilst preserving their historic fabric and character;

d) conserving and enhancing biodiversity, geodiversity, heritage resources, tranquillity and the high quality landscapes, including the Northumberland National Park, the North Pennines and Northumberland Coast AONBs and the Durham, Northumberland and North Yorkshire and Cleveland heritage coasts and protecting them from development that would endanger these qualities; and

e) Improving sustainable internal and external connectivity and accessibility, including sustainable accessibility from Other Regeneration Areas to the Conurbations and the Main Settlements.

Policy 5A – Connectivity & Accessibility

Strategies, plans and programmes, and planning proposals should seek to improve and enhance the sustainable internal and external connectivity and accessibility of the North East by:

a) Reducing the impact of travel demand particularly by promoting public transport, travel plans, cycling and walking;

b) reducing the need to travel long distances, particularly by private car, by focusing development in urban areas that have good access to public transport and for cyclists and pedestrians, and by encouraging home working and improving electronic communications;

c) minimising the impact of the movement of people and goods on the environment and climate change;

d) making best use of resources and existing infrastructure;

e) ensuring safe transport networks and infrastructure;

f) maximising the potential of the international Gateways of the ports and airports and strategic transport infrastructure in supporting regional economic growth and regeneration; and

g) improve and enhance the sustainable internal and external connectivity and accessibility of the North East region by improving accessibility and efficiency of movements with emphasis on promoting sustainable modes and reducing travel demand along the four key transport corridors set out in Policy 50.

Policy 12 – Sustainable Economic Development Strategies, plans and programmes should focus the majority of new economic development and investment:

a) in the Conurbations and Main Settlements within the Tyne and Wear and Tees Valley city regions,

b) at brownfield mixed-use locations; and

c) at key employment locations, particularly for employment uses of regional and sub-regional significance.

New economic activity of an appropriate scale and nature should also be encouraged:

a) in the Regeneration Towns, acting as the stimulus for their regeneration and surrounding areas, with a particular emphasis on improving access to skills and training, educational and employment opportunities; and

b) in the Rural Service Centres, and to a lesser degree in secondary settlements, to provide a framework for integrated rural development of an appropriate scale to support sustainable, rural communities and diversified economies.

Economic development proposals should priorities the renewal and reuse of previously developed land and buildings, particularly within town and city centres and established industrial and commercial estates.



Proposals for new economic investment should seek to be innovative and imaginative to promote 'green business' in terms of self sufficiency, locally producing goods and services. High quality development in high quality settings, aided by the provision of 'green infrastructure' should be sought.

To enhance economic performance, and promote sustainability within existing business premises, strategies, plan and programmes should investigate improvements to the existing road and rail networks; footpaths and cycle routes; and at the Region's airports and ports. These improvements should seek to enable opportunities for the Region's businesses to:

- operate within the regional, national and international marketplace;
- allow their workforce to travel to and from work more efficiently, particularly by public transport; and
- reduce the fear of crime and improve health and safety of employees travelling to and from the workplace.

Policy 13 – Brownfield Mixed-Use Developments Strategies, plans and programmes should support brownfield mixed used developments in sustainable locations throughout the Region.

The following Regional Brownfield Mixed-Use locations are identified for major mixed - use regeneration projects in the conurbations and main settlements:

- Blyth Estuary,
- Central Newcastle;
- Tyne River Corridor (East of Newburn, excluding Metro Centre);
- Central Sunderland;
- Greater Middlehaven, Middlesbrough;
- Central Darlington;
- Victoria Harbour, Hartlepool; and

- North Shore, Stockton.

Local Development Frameworks should make provision for regeneration schemes within the above brownfield mixed - use locations. Provision for the employment element of proposals at these locations will be met from the General Employment Land Allocation in Policy 18. LDFs and planning proposals should ensure that the development of each site :

- a) is subject to the preparation of a detailed masterplan prior to the commencement of development;
- b) adopts and appropriate phasing and monitoring framework to ensure alignment with changing local and wider city Region objectives so that housing development does not exceed the respective local authority's housing provision;
- c) mitigates any potential exacerbation of housing market failure in the respective local authority and surrounding districts;
- d) ensures that the respective adjacent town centres are not adversely affected by the proposed development of town centre uses associated with the mixed use scheme;
- e) is served by high levels of public transport, walking and cycling, particularly through the development of workplace travel plans;
- f) secures any necessary improvements to the strategic and local road network required to accommodate traffic generated by the development, taking account of the likely use of public transport to the site;
- g) seeks to maximise the employment opportunities for residents of surrounding wards, particularly from the more deprived wards;
- h) ensures that the necessary utilities infrastructure is coordinated with new development; and
- i) protects and enhances environmental, historic and resource assets



Policy 16 – Culture and Tourism

Strategies, plans and programmes and planning proposals should promote culture and tourism, including provision for sport and leisure and the resources which support these, by:

- a) improving the first impressions gained by visitors arriving and passing through the Region, including supporting environmental improvements to gateways and transport corridors;
- b) ensuring that the development of cultural, sports, leisure, recreation and tourist facilities and attraction protects, invests in and enhances and maintains the Region's natural, built and heritage environments, and that adverse effects on internationally designated nature conservation sites are avoided or mitigated,
- c) ensure that the planning and development of cultural, sports, leisure, recreation and tourism facilities of regional or sub-regional significance is taken forward in a coordinated way, including working across local authority boundaries,
- d) encouraging cultural, sports, leisure, recreation and tourism developments that benefit the local economy, people and environment without diminishing the attractiveness of the place visited;
- e) ensuring that the identification and development of cultural, sports, leisure, recreation and tourist facilities is guided by the principles of sustainability and information on the market demand, including maximising opportunities to travel by means other than the private car;
- f) ensuring all major cultural, sports, leisure, recreation and tourism attractions and services are accessible by a range of transport modes to improve links to develop and Region as an integrated visitor destination; and
- g) encouraging the creation of concentrations of cultural, sports, leisure, recreation and tourism related development within sustainable locations to contribute to a wider regeneration objectives.

Policy 18 – Environment Land Portfolio

Local Development Frameworks should make the appropriate provision of general employment land, regional brownfield mixed-use developments and Prestige Employment Sites up to:



Local Authority	General Employment Land Allocation (hectares)	Prestige Employment Sites (hectares)	Total (hectares)
Hartlepool	210	135	345
Stockton - on - Tees	255	70	325
Redcar and Cleveland	160	0	160
Middlesbrough	185	0	185
Darlington	235	125	360
Tees Valley	1045	330	1,375
Durham City	150	0	150
Derwentside	105	0	105
Wear Valley	105	0	105
Sedgefield	55	95	150
Easington	110	0	110
Chester - Le - Street	30	0	30
Teesdale	20	0	20
Durham	575	95	670
Wansbeck	165	0	165
Blyth Valley	120	55	175
Castle Morpeth	90	0	90
Tynedale	55	0	55
Berwick Upon Tweed	25	0	25
Alnwick	25	0	25
Northumberland	480	55	535
Sunderland	225	0	225
North Tyneside	230	0	230
Newcastle	30	170	200
Gateshead	110	20	130
South Tyneside	70	0	70
Tyne and Wear	665	190	855
North East	2,765	670	3,435



In determining the land portfolio in accordance with the provision set out above, planning authorities should undertake sub-regional and local employment land assessments based on a 25 year level of supply and take up, taking into account the:

- a) the need to protect employment land and premises from redevelopment to alternative uses where they are an essential part of the long-term employment land and premises portfolio;
- b) the potential of existing employment allocations no longer required for employment purposes for reallocation to allocating new sites on greenfield land;
- c) a presumption in favour of regenerating and upgrading existing employment land and premises in advance of allocating new sites on Greenfield land;
- d) need to ensure that employment land provision is of an appropriate scale and nature, particularly at employment sites outside the conurbations; and
- e) the need for the Tyne and Wear authorities to seek to meet any shortfall of employment land supply through the intensification of sites around transport hubs and on previously developed land.

The Regional Development Agency, the Regional Planning Body and sub regional partnerships will conduct a joint regional study to provide up to date evidence, review the demand for and supply of employment land, and consider the possibility of de-allocating employment land where this is not required within the 25 year period.

Policy 22 – Ports

Strategies, plans and programmes and planning proposals should support the growth of the Regional ports by:

- a) supporting and encouraging the sustainable development of Teesport;
- b) supporting rail gauge enhancements to Teesport and the Port of Tyne

- c) continuing to focus the Region's international passenger ferry traffic at the Port of Tyne;
- d) recognising the significant economic investment generated at both the Port of Tyne and Teesport, both directly and indirectly;
- e) supporting the development of short-sea shipping connections to improve linkages between the Region's ports and the wider European network;
- f) promoting north east ports' facilities;
- g) ensuring that the needs and preference of tourists, including both leisure and business visitors are taken into account;
- h) safeguarding adjacent sites for port operational uses, where appropriate;
- i) ensuring the protection of sites of nature conservation importance and features of heritage conservation importance; including taking into account the potential risk of coastal squeeze and considering measures to address this
- j) considering, where appropriate, alternative land uses, particularly where this would contribute to the regeneration of the wider area.

Policy 24 - Delivering Sustainable Communities Strategies, plans and programmes and planning proposals, should assess the suitability of land for development and the contribution that can be made by design in relation to the following criteria:

- a) the nature of the development and its locational requirements;
- b) concentrating the majority of the Region's development within the defined urban areas;
- c) the need to utilise previously developed land wherever possible;
- d) locating development to reduce the need to travel, journey length and fuel consumption;
- e) the ability for movement needs and accessibility of development sites to homes, jobs, services and facilities to be well served by all modes of transport, particularly walking, cycling and



public transport;

f) linking development to appropriate provision of infrastructure including water supply

and wastewater treatment, energy supplies;

g) linking development to provision of educational, health and other social facilities and services;

h) the impact that the development of sites and its design will have on the Region's natural

resources, biodiversity, landscapes, environmental and cultural assets, and people's health;

and its potential to contribute to enhancement of these;

i) physical constraints on the development of land including the level of contamination, flood risk and land stability, incorporating flood protection and alleviation mechanisms such as Sustainable Drainage Systems;

j) the potential contribution of development to reducing health and social inequalities including fuel poverty, and to meeting the needs of an ageing population and the

disabled, through design and the provision of accessible health, sports, community, recreational, and other facilities including suitable provision of play space and greenspaces with accessible woodland, with new development;

k) the promotion of mixed use developments, well served by public transport, to reduce journey lengths and ensure that the best use is made of land, transport infrastructure and services;

l) the potential contribution of development to the strengthening of local communities and their social cohesion;

m) the potential contribution of development to secure crime prevention and community safety by design;

n) ensuring that development has low consumption of natural resources both in construction and in operation, and incorporates embedded

renewable energy generation where appropriate;

o) the potential contribution of development to the enhancement and creation of habitats and species populations and to the promotion of biodiversity and geodiversity; and,

p) the use of local labour markets and materials.

Policy 25 – Urban and Rural Centres

Local Development Frameworks and planning proposals should ensure that:

a) in the conurbations and main settlements development of retail, commerce, entertainment, leisure, community, cultural and religious facilities, recreation, education, health services, business, public services and other high trip generating uses are focused within defined urban centres commensurate with their scale, function, environmental capacity and ability to be served by transport modes other than the car;

b) within the Tyne and Wear city Region, the majority of new retail and leisure floor space should be located in Newcastle (Regional Centre) and Sunderland (Sub-Regional Centre). Durham City will continue to have an important role in servicing its hinterland.

c) Within the Tees Valley city region the majority of new retail and leisure floor space should be located in Middlesbrough (Sub-Regional Centre) and Darlington (Sub-Regional Centre). Hartlepool, Stockton and Redcar will continue to have an important role in servicing their hinterlands;

d) In other centres, additional retail, commerce; entertainment, leisure, community, cultural and religious facilities, recreation, education, health services, business, public services development should be consistent with their scale and function to maintain and enhance their health and vitality;



- e) Where a need for retail-led regeneration has been identified for Regeneration Towns and for Rural Service Centres, retail and leisure development may be allowed above the scale that would be required for the centre to maintain its role; provided that it would support the sustainable regeneration of these centres without compromising the vitality and viability of other town centres; and
- f) The design of development centres should contribute to the creation of sustainable communities and be in harmony with and enhance the built environment.

Policy 30 - Gross and Net Dwelling Provision

Total dwelling construction (Gross completions)
Local Development Frameworks should make provision for the following annual level of total dwelling construction in the period 2004-2021.

Figures Rounded (October 2005)	2004-11	2011-16	2016-21	2004-21
Tees Valley	2,860	2,695	2,280	2,640
Durham	1,890	1,620	1,225	1,385
Northumberland	945	930	900	925
Tyne and Wear	3,850	4,200	4,670	4,080
North East	9,270	9,450	9,070	9,265

Improving the housing stock

Strategies, plans and programmes and planning proposals should develop an integrated package of measures to address low demand and abandonment that:

- maximises the improvement of existing properties where sufficient demand exists for their continued residential use and reduces or maintains vacancy rates at or below 3%;
- increases the average annual level of demolitions, particularly in the housing market restructuring areas, to the indicative

estimated level identified below:



Figures Rounded		2004-11	2011-16	2016-21	2004-21
Tees Valley	Replacement	580	575	460	545
	Demolition	920	635	440	695
Co.Durham	Replacement	220	285	190	230
	Demolition	355	360	145	295
Northumberland	Replacement	45	35	50	45
	Demolition	70	35	55	55
Tyne and Wear	Replacement	1,005	820	715	865
	Demolition	1,595	780	750	1,110
NORTH EAST	Replacement	1,845	1,720	1,410	1,680
	Demolition	2,940	1,815	1,395	2,155

c) considers, in areas of older high-density housing, replacement at lower densities where this would improve the living environment and quality of life, and achieve a better mix of dwelling type, size and tenure.

Net dwelling provision

Local Development Frameworks and planning proposals shall:

a) provide for average annual net additions to the dwelling stock, by district, for the financial years 2004-2021, as identified below:



Figures Rounded	2004-11	2011-16	2016-21	2004-21
Hartlepool	390	400	400	395
Redcar and Cleveland	420	365	330	340
Middlesbrough	440	485	300	410
Stockton - on - Tees	600	530	525	555
Darlington	525	340	265	395
Tees Valley	2,280	2,120	1,820	2,100
Chester - Le - Street	100	130	130	120
Derwentside	320	270	200	270
Durham	250	220	190	225
Easington	370	215	70	235
Sedgefield	280	260	225	360
Teesdale	70	80	75	75
Wear Valley	280	160	145	205
County Durham	1,670	1,330	1,035	1,385
Alnwick	105	95	5,085	95
Berwick Upon Tweed	85	85	3,575	80
Blyth Valley	250	290	290	275
Castle Morpeth	140	130	120	130
Tynedale	140	115	100	120
Wansbeck	180	180	180	180
Northumberland	900	895	850	885
Gateshead	435	585	775	580
Newcastle upon Tyne	700	940	1,070	880
North Tyneside	400	500	500	460
South Tyneside	340	415	540	420
Sunderland	700	940	1,070	880
Tyne and Wear	2,575	3,380	3,955	3,220
North East	7,425	7,725	7,660	5,780



Provision post 2021

a) To plan for the continuous delivery of housing for at least 15 years from the date of adoption, the first round of Local Development Documents should make the assumption that the annual average rate of provision during the early years after 2021 will be the same as the average for 2004 to 2021.

Housing markets and assessments

a) Local Development Frameworks should identify and develop specific strategies and programmes in liaison with stakeholders and local communities, for each Housing Market Restructuring area.

b) In preparing strategies, plans and programmes, and in determining planning proposals, local planning authorities should ensure that they have regard to the wider housing market area, including that beyond their local authority boundary and the potential impact that their proposals may have on that wider area.

c) In preparation for future reviews of housing within RSS, the North East Assembly and Local Planning Authorities should develop Strategic Housing Market Assessments.

These should take into account of market information and have regard to housing market areas.

Policy 31-Delivering and Managing Housing Supply

Local Development Frameworks and/or planning proposals shall:

Previously Developed Land Targets

a) meet the sub-regional targets for housing development on previously developed land and through the re-use of existing buildings as set out below;

Area	2008	2016
Tees Valley	70%	
Durham County	65%	
Northumberland County	50%	
Tyne and Wear	80%	
North East	70%	75%

The District Allocations set out above should not provide the justification for the refusal of windfall housing proposals that fall within the guidance set out for Strategic Housing Land Availability Assessments.

Infrastructure Provision

a) ensure that the necessary new or improved infrastructure and services are provided and co-ordinated with the development of new housing;

Densities

a) consider making suitable land available for replacement housing which is unable to be accommodated on its original site due to re-building at lower density; and

b) where appropriate restrict higher density housing resulting from sub-division or other intensification to protect an area's characteristics and ability to contribute towards types, sizes and tenure under-represented in the Region's dwelling stock.

c) provide for an average density of 30-50 dwellings per hectare at the local authority level, and set out criteria to define circumstances where provision of lower densities is needed for additional dwellings to better provide for future households and a better mix of dwelling type, size and tenure within the context of the RSS Locational Strategy and Sequential Approach.

Release of land

Local Development Frameworks should put in place phasing policies that:



- a) ensure the managed release of housing land occurs in accordance with the locational strategy and sequential approach and consider reaching at or below 3% vacancy in local authority areas by 2011;
- b) bring forward previously developed land opportunities first, taking account of new previously developed land potential as identified in up-to-date Strategic Housing Land Availability Assessments;

Consideration of planning proposals

In considering planning proposals local planning authorities should:

- a) take into account lapsed planning permissions and unimplemented development plan allocations in light of up-to-date Strategic Housing Land Availability Assessments, and the locational strategy;
- b) consider phasing the release of housing land to ensure that it does not compromise the successful delivery of housing market restructuring initiatives;
- c) consider the reuse of employment sites for housing only where they are not required for long-term employment use; and
- d) consider the compatibility of housing with the operation of adjacent employment land.
- e) take into account the impact on the local planning authority's housing and previously-developed land trajectories.

Policy 32 - Improving Inclusively and Affordability

In preparation for future reviews of housing within RSS, Strategic Housing Market Assessments will inform a review of the regional approach to addressing affordable housing needs, including an affordable housing target for the Region and each housing market area.

Strategies, plans and programmes and planning proposals should:

- a) make provision for a range of dwelling type, size and tenure to meet the assessed needs of all sectors of the community, including the needs of families with children, single person households, the disabled and older people. In doing so they should consider those elements of the housing stock which are currently under-represented and the contribution that could be made by replacement dwellings in the housing market restructuring areas;
- b) set local authority affordable housing provision targets informed by up to-date local housing assessments;
- c) address the problems of local affordability in both urban and rural areas, including ensuring a high provision of affordable housing is sought within the districts of Alnwick, Berwick-upon-Tweed, Castle Morpeth and Tynedale.
- d) have regard to the level of need for affordable housing, including the use of planning obligations in the development of all housing sites, including when considering the renewal of lapsed planning consents.
- e) ensure housing is served by public transport and is accessible to jobs, services and facilities by modes other than the car; and
- f) ensure the integrated and phased provision of new or improved schools, health, community and other services and facilities with new housing development.

Provision of sites for gypsies and travellers

- a) Local authorities should carry out an assessment of the housing needs of Gypsies and Travellers and Showpeople. Collaboration between authorities on these studies is encouraged to more fully understand the patterns of need and the adequacy of current provision; and
- b) Local development frameworks / documents should provide the criteria following the plan, monitor and manage and sequential approaches for the provision and release of pitches for the



Gypsy and Travelling and Showpeople communities and, where appropriate, identify locations for these pitches.

Policy 33 – Landscape Character

Strategies, plans and planning proposals should:

- a) promote development appropriate to the special qualities and statutory purposes of these areas in the Northumberland National Park, the Northumberland Coast and the North Pennines AONBs, and the three areas of Heritage Coast: North Northumberland, Durham and North Yorkshire and Cleveland;
- b) contribute to the implementation of the National Park and AONBs Management Plans whilst helping to achieve favourable condition status at European sites;
- c) have regard to landscape character assessments and the content of AONB/National Park Management Plans to justify the retention or creation of any local landscape designations, guide policy formulation and development control decisions, and assist in targeting landscape restoration and environmental improvement schemes;
- d) promote integrated management initiatives to sustain nationally, regionally and locally valued landscapes, including the Durham, North Northumberland and North Yorkshire and Cleveland Heritage Coasts and urban fringe landscapes;
- e) recognise the role that character-based planning tools such as Town Design Statements, Village Design Statements, Countryside Design Summaries and Concept Statements can play in promoting high quality development that respects local character and distinctiveness; and
- f) Incorporate the findings of Shoreline Management Plans and Catchment Management Plans.

Policy 35 – Biodiversity & Geodiversity

Strategies, plans and programmes, and planning

proposals [PC10 P] should ensure that the Region's ecological and geological resources are protected and enhances to return key biodiversity resources to viable levels by:

- a) continuing to promote the protection and enhancement of internationally and nationally important sites and species;
- b) reversing habitat fragmentation and species isolation particularly in Biodiversity Target Zones;
- c) developing habitat creation/restoration projects particularly in the priority Habitat Creation and Enhancement Areas;
- d) providing for the expansion and linking of existing habitats and species populations including the creation of semi-natural green spaces in and around urban areas and for habitat restoration;
- e) contributions to improving the Region's SSSIs to a favourable condition, by 2010;
- f) preparing biodiversity and geological audits;
- g) preparing and implementing Local Biodiversity Action Plans and Local Geodiversity Action Plans;
- h) and supporting proposals for biodiversity and geodiversity within Sustainable Community Strategies;
- i) including proposals for action to stop the spread of, and eliminate, invasive species.

Policy 37 – Flood Risk

Strategies, plans and programmes should adopt a strategic, integrated, sustainable and proactive approach to catchment management to reduce floor risk within the Region, managing the risk from:

- a) tidal effects around estuaries and along the coast including the implications of the latest Government prediction for sea level rise; and
- b) fluvial flooding along river corridors and other significant watercourses result from catchments within and beyond the Region and other sources of flooding,
- c) flooding resulting from surface water runoff



and capacity constraints in surface water drainage systems.

In developing Local Development Frameworks and considering planning proposals [PC10 P] a sequential risk-based approach to development and flooding should be adopted as set out in PPS25. This approach must be informed by Strategic Flood Risk assessments prepared by planning authorities in liaison with the Environment Agency to inform the application of the Sequential Test and, if necessary, the Exception Test in development allocations in their LDDs and consideration of planning proposals.

Policy 38A – Air Quality

Strategies, plans and programmes and planning proposals should:

- a) contribute to sustaining the current downward trend of air pollution in the region,
- b) consider the potential effects of new developments and increased traffic levels on air quality,
- c) consider the potential impacts of new developments and increased traffic levels on internationally designated nature conservation sites, and adopt mitigation measures to address these impacts.

Policy 39 - Sustainable Construction

Strategies, plans and programmes, and planning proposals should:

- a) ensure that the layout and design of new buildings and developments minimise energy consumption;
- b) require the inclusion in new developments or in the redevelopment of existing buildings, measures to achieve high energy efficiency and minimise consumption so that they achieve BREEAM and Eco-Homes “very good” or “excellent” rating;
- c) ensure all new developments meet the Energy Efficiency Best Practice Standard and conform to

the Code for Sustainable Homes;

d) encourage and facilitate homeowners and businesses in improving their energy efficiency and reducing consumption; and

e) set local level size thresholds for major new development and require all relevant developments, particularly major retail, commercial and residential developments, to have embedded within them a minimum of 10% of their energy supply from renewable sources, but seek to achieve more where appropriate.

Strategies, plans and programmes, and planning proposals should:

a) ensure that the layout and design of new buildings and developments minimise energy consumption;

b) encourage and promote opportunities for new developments or the redevelopment of existing buildings to achieve high energy efficiency and minimise consumption in terms of energy efficiency best practice, BREEAM rating and the Code for Sustainable Homes;

c) encourage and facilitate homeowners and businesses in improving their energy efficiency and reducing consumption; and

d) promote and secure greater use of local renewable energy in new development, including through Development Plan Documents, setting local level size thresholds for major new development and require all relevant developments, particularly major retail, commercial and residential developments, to have embedded within them an ambitious but viable percentage of their energy supply from renewable sources.

Policy 40 – Renewable Energy Generation Strategies, plans and programmes, and planning proposals should:

a) facilitate the generation of at least 10% of the Region’s consumption of electricity from renewable sources within the region by 2010 (454



- MW minimum installed capacity);
- b) aspire to further increase renewable electricity generation to achieve 20% of regional consumption by 2020;
- c) facilitate the achievement of the following minimum sub regional targets to 2010:

Northumberland	212MW
Durham	82MW
Tyne and Wear	22MW
Tees Valley	138MW
Total	454MW

Policy 41 – Planning for Renewable

Strategies, plans and programmes should support and encourage renewable energy proposals and identify renewable resource areas. In assessing proposals for renewable energy development significant weight should be given to the wider environmental, economic and social benefits arising from higher levels of renewable energy, and the following criteria should be considered:

- a) anticipated effects resulting from development construction and operation such as air quality, atmospheric emissions, noise, odour, water pollution and the disposal of waste;
- b) acceptability of the location and the scale of the proposal and its visual impact in relation to the character and sensitivity of the surrounding landscape;
- c) effect on the region's World Heritage Sites and other national and internationally designated heritage sites, areas or their settings,
- d) effect of development on nature conservation sites and features, biodiversity and geodiversity, including internationally designated and other sites of nature conservation importance, and potential effects on settings, habitats, species and the water supply and hydrology of such sites;
- e) maintenance of the openness of the Region's Green Belt;
- f) accessibility by road and public transport;

- g) effect on agriculture and other land based industries;
- h) visual impact of new grid connection lines;
- i) cumulative impact of the development in relation to other similar developments; and
- j) proximity to the renewable fuel source such as wood-fuel biomass processing plants within or close to the Region's major woodlands and forests.

Policy 42 – Onshore Wind Energy Development Strategies, plans and programmes should provide a positive policy framework to facilitate onshore wind energy development within the following broad areas of least constraint for wind energy developments:

- a) Kielder Forest has the potential to become a Strategic Renewable Resource Area, including large scale wind energy development;
- b) The following areas have potential for medium scale energy development:
- South and West Berwick upon Tweed
 - North/South Charlton
 - Knowesgate Area
 - Harwood Forest
 - Northern Coalfield south of Druridge Bay
 - Kiln Pit Hill Area
 - North Durham Upland coalfield
 - South Durham upland Coalfield
 - East Durham Limestone Area
 - Tees Plain
 - Teesside
- c) Small wind farms in urban areas and on the urban rural fringe should also be supported, particularly within the following areas:
- Sunderland;
 - South Tyneside; and
 - Tees Valley

The broad locations of these areas should be identified within Local Development Frameworks using Policy 41. Their identification does not



preclude proposals being considered in other areas in terms of Policy 41.

Policy 51 – Regional Public Transport Provision Strategies, plans and programmes should develop public transport provision that encourages a rebalancing of the transport system in favour of more sustainable modes. Local Transport Plans and other strategies, plans and programmes should support that action, which will focus on measures that:

- a) ensure that new development and redevelopment is located and designed to promote and encourage walking, cycling and public transport provision;
- b) support the integration of public transport services across modes, and improved journey time reliability and affordability;
- c) promote the continued development of real time information and Traveline, the regional public transport information service;
- d) develop common Region-wide ticketing across all public transport modes, including through-ticketing;
- e) Introduce common bus fares standards, particularly discounted fares for children and older people;
- f) Within the Tyne & Wear conurbation, encourage and support the revitalisation of the Metro system;
- g) consider the development of a rail-based metro system for the Tees Valley City Region;
- h) encourage the use and development of Bus Quality Partnerships and where appropriate, Bus Quality Contracts in liaison with operators ;
- i) encourage and investigate the application of innovative public transport solutions to reduce social exclusion in urban enrolment areas,
- j) promote and encourage new and improved public transport services, particularly to Key Employment Locations and other employment areas, retail, sports, leisure, tourism and other

community facilities, currently poorly served by public transport; and

- k) provide adequate levels of revenue to maintain and enhance, where appropriate, the quality of bus, rail, coach and the Tyne and Wear metro services;
- l) investigate the potential for new and expanded Park & Ride facilities to contribute to reducing congestion and to encourage greater public transport use.

Particular priority should be focused upon the development of a high quality, high frequency and integrated bus based network for each City Region. This would include the development of ticketing/ smartcard mechanisms, real-time information and innovative marketing.

Policy 52 – Strategic Public Transport Hubs

Strategies, plans and programmes should support the development of a 'Core and Feeder' public transport system focused on a network of key interchanges. Local Transport Plans and other strategies, plans and programmes should support the development of interchanges:

Strategic Public Transport Hubs of Middlesbrough, Darlington, Sunderland, Durham City and Newcastle, particularly around railway stations, should:

- a) be the focus for higher density land uses and/ or mixed land uses that require a high level of accessibility, subject to the environmental capacity of the area to accommodate that development;
- b) be prioritised for the development of high quality interchange facilities and service integration between all modes of transport and increase the level of cycling and walking to these hubs; and
- c) be the focus of improved service frequency and journey time reliability along the 'Core Corridors' linking these hubs.



Particular priorities for sub-regional and local hubs in the Main Settlement, Regeneration Towns, the main Rural Service Centres, metro stations and district level interchanges that act as hubs for their surrounding areas are to:

- a) focus higher density land uses and/or mixed land uses that require a high level of accessibility. The scale of development should reflect the role and function of each hub;
- b) enhance service connections and journey time reliability to the strategic Public Transport Hubs;
- c) improve public transport service provision around surrounding areas, to develop better integrated 'feeder' service networks; and
- d) increase the level of cycling and walking accessibility to these hubs.

Policy 54 – Parking and Travel Plans

The Regional Planning Body in consultation with local authorities will prepare statements on parking standards for each City Region and for the rural areas.

To complement these statements, Local Transport Plans and other strategies, plans and programmes, and planning proposals should:

- a) seek to minimise parking provision for non-residential developments, linked to coordinated proposals for public transport and accessibility improvements and demand management;
- b) apply guidance set out in national planning policy on residential parking standards, reflecting local circumstances;
- c) ensure travel plans are prepared for all major development proposals that will generate significant additional journeys which should seek to maximise travel by public transport, cycling and walking. At the Key Employment Locations and Brownfield Mixed-Use Locations consideration should be given to developing a coordinated approach for the whole site, including overall levels of parking provision; and
- d) indicate the nature and extent of contributions

that will be necessary to improve transport infrastructure and services as part of development in particular areas or sites.

To complement these statements Local Transport Plans and other strategies, plans and programmes should also:

- a) set maximum parking standards for non-residential land uses in line with the standards set out in the statements for City Regions and for the rural areas, seeking to reduce provision below these levels in locations with good public transport access, particularly in the Strategic Public Transport Hubs and to a lesser extent in the sub-regional and local hubs;
- b) develop management strategies in each Interchange hub for the appropriate level of total parking stock that is consistent with the above;
- c) ensure that the pricing of new parking provision does not undermine local parking regimes.

Policy 55 – Accessibility Within and Between the City Regions

Local Transport Plans and other strategies, plans and programmes should seek to improve access, particularly by public transport, between:

- a) the Tyne & Wear and Tees Valley city regions; and
- b) the conurbations and Regeneration Towns and Rural Service Centres within the city regions.

Local Transport Plans and other strategies, plans and programmes should also support a package of measures to improve accessibility within and between the Tyne & Wear and Tees Valley city regions, including:

- a) demand management measures including road space reprioritisation to modes other than the private car, particularly on the main arterial routes;



- b) prioritising high quality public transport measures that improve the frequency, journey time and reliability of services, including the revitalisation of the Metro. In the short term particular priority should be focused upon the development of a high quality, high frequency and integrated bus based network. High quality rapid transit solutions should be investigated as options for longer term improvements;
- c) the longer term role of demand management, including pricing measures to restrain private car use;
- d) public transport access improvements to Key Employment Locations and Regional Brownfield Mixed-Use Locations particularly from the more deprived areas; and
- e) intervention on the A1 and A19 strategic highway networks to tackle major congestion hotspots, including Newcastle/Gateshead Western Bypass, junctions along the A19 and the New Tyne Crossing.

Public Transport improvements should focus on introducing measures to improve the frequency, journey time and journey time reliability of existing public transport services particularly to and between the Strategic Public Transport Hubs. Improving interchange facilities, access and safety enhancements to these hubs should also be prioritised.

Sub-Regional Policy Guidance

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

The policies of the Northumberland County

Structure Plan were adopted in 2005 and provide the strategic framework for development in Northumberland. The policies have since been reviewed and a number have been saved to avoid a policy void. The following policies are of particular relevance to developing this site.

Environment

Policy L11

Planting schemes will be encouraged that offer a high level of public benefit in terms of the contribution they make to landscape, biodiversity, renewable energy production or the local economy and that do not have an adverse effect on landscape character, heritage and nature conservation interests. The process of restructuring coniferous forests to improve their landscape and ecological worth, whilst sustaining their economic value, will be encouraged.

Nature Conservation

Policy HC4

Where the impact of a development proposal on an archaeological site, or an area of archaeological potential, or the relative importance of such an area, is unclear, the Local Planning Authority will require the developer to provide information in the form of an archaeological assessment and in some cases an archaeological evaluation before any consent is granted. Once a judgement on the archaeological impact of a proposal has been made, and where preservation in-situ is not appropriate, permissions granted may be subject to a condition and/or an agreement requiring the developer to make provision for appropriate further archaeological fieldwork, to allow the recording of the remains and publication of the findings.

Housing

Policy H1

To cater for housing needs arising from demographic and household changes, provision



should be made to achieve an annual average of 905 dwellings during the period 2002-2006, and 810 dwellings during the period from 2006 to 2016, divided between the Districts as follows:

2002-2006 (annual average)

Alnwick 120

Berwick 60

Blyth Valley 200

Castle Morpeth 155

Tynedale 170

Wansbeck 200

2006- 2016 (indicative annual average)

Alnwick 75

Berwick 60

Blyth Valley 290

Castle Morpeth 125

Tynedale 100

Wansbeck 160

In making this provision, Local Planning Authorities should aim to maximise the amount of previously developed land used in accordance with the requirements of Policy S11. The target at the County level is to meet at least 40% of housing on previously developed land or buildings by 2008 and 50% by 2016.

Replacement Housing:

If new housing is to replace demolished dwellings which were occupied, then these new dwellings are in addition to the allocations set out in this Policy. If, however, they are to replace demolished dwellings which were vacant then the replacements are counted as part of the allocations in this Policy.

Second and Holiday Homes:

Subject to the agreement of a practical and reliable system of monitoring, an allowance for second homes and holiday homes will be permitted in Alnwick and Berwick-upon-Tweed in addition to the allocations in this Policy.

Employment

Policy ED1

To assist in the implementation of Policies ED3 and ED4 a minimum of 195 hectares of land to accommodate general, local employment and business park uses and to facilitate the creation of business clusters, between 2002 and 2016, shall be provided, distributed as follows:

Alnwick at least 25 hectares;

Berwick at least 20 hectares;

Blyth Valley at least 60 hectares;

Castle Morpeth at least 25 hectares;

Tynedale at least 30 hectares;

Wansbeck at least 35 hectares.

Additional sites required towards meeting these allocations should be identified in Local Plans in accordance with Policy S11.

Major Developments

Policy M2

The Local Planning Authority will only permit Major Developments where the benefits clearly outweigh any potential environmental damage. Developers will be required to demonstrate that their proposals include measures to minimise their impact on the environment and an Environmental Assessment should accompany applications, where appropriate. In addition all proposals will be assessed against the following:

- a) the impact on the landscape character, visual amenity and areas of heritage and nature conservation interest, and potential conflict with other policies in this Plan;
- b) the impact of emissions, including noise, to air, land and water;
- c) the impact on the local community;
- d) the impact on the local economy;
- e) the impact on the transport network, including the accessibility to the road, rail, air and public transport network. Any assessment will include the transport requirements arising from the development and the transport and disposal of



waste;

f) the effect on agriculture in relation to land quality, farm structure and fixed assets;

g) the cumulative impact of proposals on the local environment and community;

h) further criteria for the assessment of major developments contained in Local Plans.

Policy M4

Local Planning Authorities will support and encourage major development for the generation of electricity from all renewable resources, except in the National Park, Areas of Outstanding Natural Beauty, Heritage Coast, the Hadrian's Wall World Heritage site and sites of national and international importance for nature conservation. In those areas exceptional reasons must be shown to justify such development and proposals will be subject to Policy M1.

Elsewhere, such major proposals will be assessed taking account of their implications for the interests set out below, including the effect of any mitigation measures proposed:

a) landscape character and capacity;

b) visual amenity;

c) archaeological and built heritage;

d) nature conservation interest;

e) living conditions nearby, including from noise and other emissions;

f) the local economy;

g) accessibility by road and public transport;

h) the disposal of waste;

i) agriculture and other land based industries;

j) any cumulative impact with other similar development;

k) the economic, social and environmental benefits of the development beyond the local area; and

l) any other material considerations identified in Local Plans and Supplementary Planning Guidance.

Because wind and water energy can only be harnessed where they are found, Policy S11 shall

not apply to such proposals.

Movement

Policy T1

Traffic management, calming and car parking measures will be introduced throughout the County, which address the needs of all users and seek to achieve:

a) the pedestrianisation or pedestrian domination of main shopping streets;

b) the reallocation of road space, on appropriate routes, from cars to the bus and non-motorised forms of transport;

c) the practical restriction of vehicle speeds on primary, secondary and main distributor roads within built up areas and on mainly residential access roads and streets, to a level compatible with the road's function, pedestrian safety and good environmental quality;

d) the reduction of problems associated with car parking, including congestion and road accidents;

e) a reduction in the problems associated with through traffic using inappropriate routes;

f) managed systems of car parking that promote short-term parking in town centres, longer term parking out of the centre and a modal shift to public transport, walking and cycling.

Local Planning Authorities should consider the need for such measures arising from new development. Priority will be given to ensuring that such measures are incorporated, where necessary, in new developments and in areas with a poor accident record or problems associated with car parking. All proposals should take account of the needs of pedestrians, cyclists, the operation of public transport and include suitable provision for people with disabilities. The design and materials used should take account of the character of the area.



Local Planning Policy

Blyth Valley District Local Plan (1999)

The Blyth Valley Local Plan was adopted in 1999 and provides the detailed policies against which planning decisions will be made. Regard has been given to the policies and principles relevant to the site set out in the Local Plan.

Policy B2 – The Market Square

The Market Square, defined by Market Street, Church Street, Regent Street and Waterloo Road will be retained as an open space, with no commercial redevelopment. Its appearance and functional use on non-market days will be enhanced through the implementation of a programme of soft and hard landscaping measures, in accordance with Policy E19, and access restrictions, without prejudice to the operation of the market.

Proposal BQ2 – Sussex Street / Ridley Street / Bridge Street area

In an area between Sussex Street / Ridley Street and Bridge Street, planning permission will be granted for infill development, and / or refurbishment of existing buildings, for uses falling within Classes A1, A2, B1, D1 and D2 of the Town and Country Planning (Use Classes) Order 1987, subject to necessary safeguards to protect the amenity of the Conservation Area and existing housing, where compatible with port operations and the provisions of Proposal BQ4.

Proposal BQ3 – Intermediate Area

Vacant land and existing buildings, including port operational land, should it be released from port use in the intermediate area between Proposals BQ1 and BQ2, are identified as a buffer zone in which Classes B1 and B8 of the Town and Country Planning (Use Classes) Order 1987 and motor

trade uses would be acceptable along with appropriate screening, subject to necessary safeguards to protect residential amenity and the provisions of Proposal BQ4.

Policy W4 – Port of Blyth : Port Development Area

A Port Development Area is defined, as shown on the Proposals Map, covering Operational Land and other land between the eastern edge of Cowpen Industrial Estate in the north and Beach Way in the south. Within this area, where an application for planning permission is required, port uses will be granted planning permission but:

i. Subject to conditions on:

- size, appearance and general impact of buildings and other works on surrounding areas, particularly when proposed in close proximity to the Heritage Conservation Area;
- vehicular access not causing adverse impact on the environment or residential amenity;

ii. Not where there is a significant adverse impact on the adjacent Special Protection Area applying Policy E1;

Other land uses will also be permitted within the Port Development Area subject to (i) and (ii) above, especially with a view to avoiding the possible blighting effect on other uses of the uncertain timing of port development proposals, with each case being considered on its merits including the possibility of granting at least temporary consents.

Limited extensions to the port activity will be favoured where it can be demonstrated that the extension proposal will assist the implementation of Policy W3, while having careful regard to:

- The provisions of (i) and (ii) above; and
- The need to minimise any adverse environmental impact and enhance amenity including the use of screening where appropriate.



Regard will be had to the need for continued port activity at land and buildings which are the subject of Proposal BQ1 as indicated on the Proposals Map.

Policy B1 – Retail Frontage Control Policy

Within the Central Shopping Area for Blyth Town Centre defined in Policy C14, the extent and location of non-retail uses, which is taken to mean uses not falling within Class A1 of the Town and Country Planning (Use Classes) Order 1987, will be controlled by applying a Retail Frontage Control Policy, as follows and as shown on the Proposals Map:

- i. All non-retail uses will be excluded from market Street;
- ii. Within the ground floor of Keel Row, as defined on the Proposals Map and listed at Appendix XXV, the proportion of floor space in non-retail use will not be permitted to exceed 10% of the net retail floor space;
- iii. Principal Shopping Blocks are defined as shown on the Proposals Map and listed in Appendix XXV. Within each of these, the proportion of ground floor frontage in non-retail use will not be permitted to exceed 20% of the block's total ground floor frontage, unless the vacancy rate in any individual block exceeds 20%. In such cases, consideration will be given to increasing the permitted proportion of ground floor frontage in non-retail use by a further 10%;
- iv. Substantial non-retail uses in the two free-standing stores on Bowes Street and Regent Street, shown on the Proposals Map will not be permitted unless it is considered that prolonged vacancy of the units would have a greater adverse effect on the vitality and viability of the Town Centre than would their occupation by a non-retail use;
- v. It will be ensured that, in cases where a change of use, to non-retail use is permitted, a window display is retained or provided.

Policy B3 – Secondary Commercial Area

A Secondary Commercial Area for Blyth Town Centre is defined, as shown on the Proposals Map. Within this area;

- i. Changes of use to suitable business purposes, particularly those falling into Classes A2, C1, D1 and D2 of the Town and Country Planning (Use Classes) Order 1987, will be permitted to a level beyond that which would normally be permitted in a residential area under criteria set out in Policy W8;
- ii. Where, within this area, a street or part thereof is predominantly residential in character, proposals falling within the uses defined in (i) above, or other suitable uses will be permitted, even if the overall effect is to replace the residential character with a more mixed use character. However, applications will be assessed carefully in terms of any negative effects on access, on street parking and residential amenity

Policy H10 – Allocation of Land for Housing, Blyth Land is allocated for housing purposes at Blyth as follows:



Ref	Site	Subject To	Estimated Capacity (DPP= Indicative number of dwellings likely to be built during the Plan period
I	Chase Farm - Remaining Areas	Proposal WB1	80
li	Chase Farm - Additional Area	Proposal WB8	47
lii	Southern Development Area, West Blyth	Proposal WB12 and H14	150 DPP
IV	Western Development Area, South Beach	Proposal SB1(a) and H14	165
V	Land in vicinity of Sandringham Drive, South Beach	A special design of development in line with Policy H21 (vi) and in accordance with Proposal SB2	55
Vi	Land at South Newsham Road	Proposal SB1 (b) and H14	140
Vii	Land at South West Newsham	Proposal SN1 and H14	125 DPP
Viii	Land to r.o Hedley Avenue/Plessey Avenue	Proposal CM1	17
Ix	Land to r.o Hunter Avenue	No Particular Proposal	7
X	Land at Brierley Road	No Particular Proposal	34
XI	Land at Chestnut Avenue	No Particular Proposal	18

Policy E18 – Visual Aspects of Open Spaces in the Built environment

The contribution of open space areas towards the visual appearance and character of built-up parts of the Plan area will be taken into account in planning decisions as follows:

i. Where the site of a development proposal occupies any part of an open space area – that is:

- A public parkland and / or
- Playing space, as defined in Policies C2 to 5, whether or not in public ownership or publicly accessible and / or
- Any adopted open spaces not covered above and / or
- An allotment area then the area of open space which would be lost will be assessed for its contributions towards the visual appearance and

character of the area (as well as being assessed against Policies C6, C7, C8 and / or E2 as appropriate), and unless an exception can be made under (iii) below, shall be regarded as an unacceptable loss if:

- a) It is considered to be a major feature within the overall layout of the surrounding area; and / or
- b) It contributes towards a focal point or vista of merit; and / or
- c) It contributes towards the positive visual impact of a larger open space; and / or
- d) It provides an open aspect for a significantly large number of residential dwellings; and / or e) It significantly enhances a route along which people pass through the area, including railways and primary, secondary local distributor or estate distributor roads, (as defined on Map M-M1 on



page 215);

ii. Development on or close to the open space edges indicated on the Proposals Map will only be permitted if it would retain the openness of aspect as viewed from the adjacent route.

iii. Where an element of building on an open space is justifiable for community reasons, applying criteria in Policy C7, and the open space in question is protected for its visual appearance / character under (ii) above, (or assessed as contributing in this way, applying criteria in (i) above), then, it must be of a small enough scale and positioned in such a way so as not to prejudice the contribution of the open space towards the visual appearance and character of the area.

Policy E20 – Shop Fronts

Proposals involving the installation of a new shop front or a change to an existing shop front shall be carefully assessed in terms of their design and visual appearance. In particular:

i. The design will be assessed in relation to:

a) The design of the building in which it is located and those adjacent;

b) The visual appearance and character or surrounding buildings;
and with a view to:

c) Retaining traditional features;

d) Avoiding large expanses of glass to ground level;

ii. Proposals for security shutters will be assessed as follows:

a) Permission will only be granted if the design is considered not to have an unacceptably detrimental effect on the visual appearance or character of the area;

b) Within Conservation Area plus other parts of the Central Shopping Area of Blyth Town Centre defined in Policy B1 and within the Local Service Area of Seaton Delaval defined in Proposal SD2, solid external security shutters will only be permitted where the applicant demonstrates that

they are essential security measures and there are no other viable alternatives;

c) Permission will not be granted for unfinished galvanised metal shutters;

iii. The assessment of applications for advertisement consent relating to shop fronts will take account of the design and visual appearance of the shop front and its surroundings;

iv. Proposals involving new or altered access will not be granted unless the Local Planning Authority is satisfied that it will meet the access requirements of people with disabilities.

Policy E21 – Percent for Art

Percent for Art Schemes will be sought in relation to major development projects and / or those which form or relate to places where the public or large numbers of individuals congregate or are likely to congregate. Where possible, through the planning process, close cooperation will be sought in the design and siting of the Percent for Art feature, and in its relationship to design aspects of the rest of the development and its surroundings.

Policy H21 – Design and Layout Principles for New Housing Areas

The following principles on design and layout will be applied when determining an application for new housing:

i. Where a proposal for a new housing scheme or an individual dwelling abuts a main, local distributor or estate distributor road, as defined on Map M-M1 on page 215 or proposed in this Local Plan, direct vehicular access to dwellings from those roads will normally be refused.

ii. The proposed layout of vehicle and pedestrian access routes within any new proposed housing area, including:

- The degree of pedestrian vehicle separation
- The pattern of vehicular through routes and cul-de-sacs
- The patterns of pedestrian and cycle routes will



be assessed and development will only be granted permission if insufficient account has been taken of:

- a) The various requirements of road safety, security and crime prevention;
- b) Accessibility, including access for disabled people
- c) The criteria on visual appearance and character, set out in Policy E17;

iii. Layouts will be considered with a view to crime prevention, through close consultation with the Police Authority and, in particular, by:

- a) Taking into account the arrangements of routes through the area;
- b) Endeavouring to maximise the degree to which publicly accessible open space areas are overlooked, taking into account other policies and proposals, (particularly on landscaping and energy conservation);
- c) Where possible, endeavouring to minimise the occurrence of secluded public footpaths or other publicly accessible areas along the sides or rear of dwellings;
- d) Taking account of the need to protect nearby agricultural land from unauthorised access;

iv. Energy efficiency and energy conservation considerations will be taken into account when determining applications for new housing developments, as follows:

- a) Where it is the opinion of the Local Planning Authority that the layout would encourage an excessive net energy loss and / or take insufficient account of opportunities for energy gain, then this may be used as a reason for refusing detailed planning permission;
- b) Within South West Cramlington Community Development Area, more precise criteria will be applied on energy efficiency and energy conservation matters, as set out at Policy SW1;

v. The overall amenity for potential residents will be taken into account when considering the layout of proposed housing areas;

vi. In locations identified on the Proposals Map as Special Design Sites, the Local Planning authority will seek developments which are distinct from surrounding housing areas. Securing agreement on the form of design will be dependent on negotiations with developers on matters such as layout, density, building heights, materials and fenestration.

Policy C22 – Food and Drink Establishments

Uses falling within Class A3 of the town and Country Planning (Use Classes) Order 1987 will be assessed as follows:

i. Hot food take-aways, cafes and restaurants will be permitted in:

- The two Central Shopping Areas defined in Policy C14, subject to frontage Policies at C14 (i)(b);
 - The secondary Commercial Area of Blyth defined in policy B3;
 - The Local Service Area at Seaton Delaval defined in Proposal SD2, subject to the frontage Policy at SD2 (b);
 - The local shopping centres listed at C17 (iii);
- Other groupings of shop units; and

• Elsewhere as appropriate, although only exceptionally for hot food takeaways, subject to access, parking and amenity considerations and the provisions of ii and iii below;

ii. Applications for uses falling within Class A3 will be refused, (including, where appropriate at the above locations), if the proposal is considered likely to result, in:

- a) Additional on-street car parking within a residential area and/or
- b) Additional vehicle movements
 - late at night within a residential area or
 - causing detriment to road safety;

c) Indiscriminate parking on a primary, secondary, local distributor or estate distributor road as defined in this Local Plan such that it would be detrimental to road safety. The tenancy of any flat above premises forming the subject of such a



proposal will be a material consideration, whether or not it is linked with that of the said premises.

iii. Where planning permission can be granted for hot food takeaways, cafes and restaurants, following an assessment on the above basis, it will normally be conditioned so as:

a) To place a time limit on the preparation or sale of food (or ancillary purpose) to minimise local disturbance;

b) To place adequate control on extraction systems and other plant and equipment as advised by expert agencies;

c) To ensure that, where food will be carried off the premises, the applicant provides for the deposit of generated litter and the maintenance of any litter receptacles so provided to the satisfaction of the Local Planning Authority.

iv. Any proposal for new or extended public houses restaurants, cafes or related facilities, while being assessed against the criteria in (ii) above, will also be subject to car parking standards and, where outside the settlement limits defined in Policy G6, may be refused if considered to be in too isolated or inaccessible a location, including in respect of public transport.

Policy W6 – Offices : Class “A2” Uses

Offices falling within Class A2 of the Town and Country Planning (Use Classes) Order 1987, will be accommodated within the plan area permitting new development, change of use, redevelopment or conversion of premises for this purpose where other Policies and Proposals in this Local Plan allow and having regard to accessibility by public transport. Particular encouragement for this use will be given within:

- The Central Shopping Areas at Cramlington and Blyth town centres while applying Policies C14 (i) (b) and B1, (the Retail Frontage Policies), at ground floor level;
- The Blyth Town Centre Secondary Commercial Area, applying Policy B3;

• The Seaton Delaval local services area, as proposed at Proposal SD2;

• Part of the Blyth Quayside area, as proposed at Proposal BQ2

Proposal BQ1 – Ballast Hill / Quayside Areas

Within the area of land in the vicinity of Ballast Hill and Quayside, identified for continued general and local employment and business park use under Policy W1, with port uses also being favoured, applying the last part of Policy W4, any redevelopment will be for small businesses within Use Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. Permission may be refused if:

- It is considered that the use concerned would be visually intrusive, as viewed from within the areas of Proposals BQ2 or BQ3 which are the subject of regeneration proposals; or
- The criteria of Policy E1 (i), relating to the Special Protection Area, are not satisfied.

Proposal BQ4 – Environmental Upgrading of Quayside Area

The upgrading of the environment within the area covered by Proposals BQ2 and BQ3 will be achieved, while taking full account of the continuation of port activities, as follows:

a) Development will only be permitted, if its form and the activities involved, including during construction, are acceptable in relation to:

i. The possible environmental impact of port operations, applying in particular Policies W3 and M7 (ii). Any adverse impacts of the proposal on the present or future operation of the port, or vice versa, applying in particular policies W3 and M7 (ii), as weighed against and proposed mitigating measures, and the relative positive benefits of the proposal itself and on the continuing and future planned operation of the Port.



- ii. The need to contribute towards the preservation and enhancement of the Heritage Conservation Area, in line with Policy E15, while seeking to implement elements of Policy E16 (ii);
- b) Visual aspects of all development proposals will be a priority in considering applications, applying Policy E17 (i);
- c) Planning permission for retail use will only be granted on a small scale, in line with Policy C17 (iii), except where they it is ancillary to some other use;
- d) Vehicular access will be rationalised as follows:
 - i. The aim will be to limit access for heavy goods vehicles in accordance with Policy M7 (ii)(a);
 - ii. Access from the rear of any properties facing onto Quayside, Quay Road, Bridge Street and Wellington Street East will be encouraged in order to minimise any conflict with Port activities;
- e) Regard shall be had to the operational requirements of the Port of Blyth;
- f) The amenity shall be enhanced in the area on and adjoining Plessey Road, including the improvement of pedestrian priority.

Proposal BQ5 – The Dun Cow Quay

It will be the aim through agreement with Blyth Harbour Commission to enhance Blyth Quayside as a visitor attraction in its own right, in line with Policy L2 (i) while adhering to Policy E1 (i), in particular to:

- a) Retain access to the water's edge, as at present, for people on foot and all types of road users, in line with Policy M2 (v);
- b) Achieve environmental improvements on the Quayside, including the possibility of using the Quayside for passenger carrying boats from the Black Steps landing point.

Blyth Valley Borough Council Core Strategy

Policy SS1 – Regeneration and Renaissance of Blyth Valley 2021:

Integrated Regeneration and Spatial Strategy

An economic and social renaissance of Blyth Valley will be achieved by 2021 through implementation of the following integrated regeneration and spatial strategy.

The majority of new housing, employment, retail and other significant development will be directed towards the main towns of Blyth and Cramlington, and to a lesser extent the secondary centre of Seaton Delaval, within defined settlement limits, in order to achieve the following spatial priorities:

Blyth - The regeneration of the town of Blyth will be achieved by:

- a) Regenerating Blyth town centre and Quayside
- b) Mixed use regeneration of Blyth Estuary
- c) Promoting Blyth as a centre of excellence for renewable energy
- d) Protecting existing and providing a range of new employment land to meet the needs of business and residents
- e) Directing new development towards previously developed sites before Greenfield
- f) Supporting housing market renewal in the Improving Croft and Cowpen Quay (ICQ) Neighbourhood Management area and other areas of older housing stock to assist the re balancing of housing market.
- g) Promoting Blyth as a location for tourism, building on the natural and historical assets of the town and environs (e.g. the Blyth links master plan)
- h) Infrastructure improvements to improve accessibility to and within the town including improved public transport, cycling and walking facilities.



Policy SS2 – The Sequential Approach and Phasing

The Blyth, Cramlington and Seaton Valley development plan documents will plan for the release of land for development over the following time periods:

2004 to 2011; 2011 to 2016; and 2016 to 2021

Development plan documents and proposals for new development will adopt a sequential approach to the identification of land for new development to give priority to previously developed land and buildings in the most sustainable locations. Location for new development will be selected in the following priority order:

- a) Suitable previously developed sites and buildings in the main towns of Blyth and Cramlington, and the secondary service centre of Seaton Delaval particularly where there is good access to public transport.
- b) Other suitable sites in locations within Blyth, Cramlington and Seaton Delaval.
- c) Suitable sites in locations adjoining Blyth, Cramlington, Seaton Delaval particularly those that involve the use of previously developed land and buildings.
- d) Suitable sites in villages, particularly those that involved the use of previously developed land and buildings.

All sites will be in locations which are accessible to a range of services and a variety of modes of transport, walking and cycling.

Locations which have been identified as land to be protected for nature conservation or for recreational purposes will be avoided.

There will be a presumption against development on Greenfield land unless the site has been allocated in the Blyth, Cramlington or Seaton Valley development plan document in accordance with

the sequential approach set out above.

The council will review the phasing approach every five years or earlier if a need is indicated in the Annual Monitoring Report.

Policy SS3 – Sustainability Criteria

Before allocating sites or granting planning permission for new development, the borough Council will need to be satisfied that the following sustainability criteria are met:

1. That the development is accessible to homes, jobs, shops, services, the transport network and modes of transport other than the private car; and
2. That there would be no physical and environmental constraints on the development of the land as a result of contamination, flood risk, and/or land stability which could not be resolved without a detrimental impact on the environment; and
3. That there would be no unacceptable adverse impact on the natural environment, resources, biodiversity and geological conservation interests, landscape character, historic and cultural heritage and community assets of the borough and the maintenance, restoration and enhancement of these interests will be secured in new developments;
4. That new development would help to build communities by sustaining community services and facilities, or through the provision of affordable housing to meet identified local need and
5. That new development will reflect the principles of energy efficiency, water efficiency and conservation, sustainable design and construction, sustainable urban drainage schemes (SUDS), the hierarchy of waste management [waste minimisation, reuse of waste and recovery, which includes recycling] and secure by design.

Applications for major developments will be expected to be accompanied by Transport Assessments and/or Green Travel Plans.



Policy H1 – Housing Provision

The Core Strategy and the Blyth, Cramlington and Seaton Valley development plan documents will make provision for the 4650 dwellings* in the period 2004 to 2021 to be phased according to the following annual average build rates; in accordance with policy SS2 sequential approach and phasing; and the phasing set out for each of the sub-areas below.

2004-11	2011-16	2016-21	Total
250	290	290	
Total			
1750	1450	1450	4650

The housing land requirement will be distributed in the Blyth, Cramlington and Seaton Valley development plan documents as follows:

Sub - area	2004-11	2011-16	2016-21	Total
Blyth	1116	835	1183	3134
Cramlington	367	500	184	1051
Seaton Valley	267	115	83	465
Total	1750	1450	1450	4650

*If new housing is to replace demolished dwellings which were occupied, then these new dwellings are in addition to the allocations set out in this policy. If, however, they are to replace demolished dwellings which were vacant then the replacements are counted as part of the allocations in this policy.

Policy REG2 – Employment Land Distribution

Employment land provision will be identified in the Blyth, Cramlington and Seaton Valley Development Plan Documents as follows:

	General	Mixed	Prestige
Blyth	11ha	40ha	
Cramlington	66ha		55ha
Seaton Valley	3ha		

It is intended that this land will be allocated and phase on the following basis*:

GENERAL Phase	2004-11	2011-16	2016-21	Total
Blyth	4ha	4ha	2ha	10ha
Cramlington	26ha	21ha	19ha	66ha
Seaton Valley	1ha	1ha	1ha	3ha
MIXED Phase	2004-11	2011-16	2016-21	Total
Blyth	9ha	17ha	14ha	40ha
PRESTIGE Phase	2004-11	2011-16	2016-21	Total
Cramlington	8ha	25ha	22ha	55ha

* Please note that the figures in the RSS have been rounded. The figures in these tables reflect actual allocations

Policy REG6 – Tourism, Visitor and Culture-Led Regeneration

Tourism, visitor and cultural proposals will be promoted and supported where:

- They contribute to the achievement of regeneration aims and objectives
- The benefit local communities
- Development is of a use, form and of a scale which does not prejudice the quality of the natural, historic and built environment.

Appropriate sites will be identified in the Blyth, Cramlington and Seaton Valley development plan documents. Large scale proposals should be accompanied by an overall master plan.

Policy R1 – Hierarchy of Retail Centres



The majority of new retail growth shall be directed towards the two main town of Blyth and Cramlington. The hierarchy of centres is defined as follows:

Main towns:

Blyth

Cramlington

Secondary Service Centre:

Seaton Delaval

A network of local shopping facilities:
Listed at Appendix A

Any proposed new retail development will be assessed against PPS6 and where of a significant scale will need to be supported by a full retail impact assessment.

Policy R2 – Town Centre Retail Led Regeneration

The Council will seek to plan for a maximum of 35,050 sqm (net) of new retail floor space for the period until 2015, to enable the retail led regeneration of the main centres. This will comprise:

Blyth comparison = 3300sqm

Blyth convenience = 2500sqm

This will be distributed as follows:

5800sqm (net) in Blyth Town Centre

Any proposed new retail development will be assessed against the PPS6, and where of a significant scale will need to be supported by a full retail impact assessment.

Policy A3 – Ashington, Blyth and Tyne Rail Line

The council supports the reintroduction of passenger services on the Ashington, Blyth and Tyne railway line by safeguarding the route and land for possible future station in the following locations:

Phase 1:

Blyth: Newsham

Phase 2:

Blyth: Bebside

Seaton Delaval

Potential further stations:

New Hartley

Seghill

West Blyth

The Council supports in principle alternative approaches to improving connectivity along the strategic transport corridor.

Policy A1 - Traffic Management

1) Where problems of traffic congestion are affecting the environment and safety of areas of the district, the council in partnership with the county council will promote the implementation of traffic management schemes.

2) The Council supports pedestrian, cyclist and bus priority measures within town centres.

3) In preparing masterplans for the town centres, the Council, in partnership with The Highways Authority will address the provision & management of on an off street public parking.

Policy H2 - Making the Best and Most Efficient Use of Land

The council will seek to achieve the following targets for new housing development on previously developed land:

50% by 2008

60% by 2016

New housing development will be expected to achieve a minimum of 30 dwellings per hectare.

Higher densities will be expected in locations close to town centres which are accessible by a range of means of transport. Lower densities may be considered in older areas of housing stock where there is a need to rebalance the housing market



or in conservation areas where there is a need to preserve the character of the area.

Policy H3 – Mix of Housing Development

In considering applications for new housing development regard will be had to the need to achieve the appropriate mix of housing types in terms of size, tenure and cost and the need to rebalance the housing markets and create sustainable communities.

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.

Policy REG5 – Business Clusters

The creation and expansion of innovative business cluster areas will be supported providing that the following criteria are met:

- Sites are well related to other developments and can be properly accessed and serviced by all sustainable modes of transport;
- The sequential approach is applied to all potential sites;
- Successful existing employment areas are utilised as a priority, where possible to assist existing companies to be drawn into partnering or cluster activity; and
- Adequate physical infrastructure is provided on site to support the business cluster and encourage the creation of incubator units, where appropriate in heart of clusters. For proposals within the coastal zone, an area flood risk assessment will be required, in line with policy DC26.

Policy A2 – Pedestrian/Cycle Routes

The Local Development Framework will aim to deliver a comprehensive network of routes for

pedestrian and cyclists that is coherent, direct, safe, accessible and comfortable to use.

New development shall be well connected to existing areas and infrastructure by pedestrians and cyclists.

Policy C2 – Open Space – Strategic Priorities

- To enhance welfare grounds in such a way that their multi- functionality and amenity are considerably enhanced and they become local parks.
- To enhance grass pitches, and to work with schools to open school pitches up for community use.
- To seek the provision of at least one floodlit ATP with public use at each secondary school in the borough in addition to the indoor sports facilities.
- To make limited additional provision as indicated in the assessment.
- Promote a 'home zone' approach to children's play provision based on ensuring that all residential developments are child friendly rather than to continue to rely primarily on equipped children's play areas.
- The borough's network of green corridors (including river corridors) will be regarded as a strategic facility and all new developments will be expected to contribute to their enhancement and development.
- To improve biodiversity of community spaces within the borough through appropriate planting and other enhancements where practicable and where it will not cause conflict with the sport or recreation opportunities of any community space.
- To safeguard the cultural heritage value any areas of open space may possess.

Policy REG3- Regional Brownfield Mixed Use Development- Blyth Estuary

The Blyth Development Plan document will allocate the Blyth Estuary as a brownfield mixed use development (incorporating housing;



employment; and leisure uses taking into account the following:

- a) The need to prepare a detailed masterplan for the overall area and specific sites.
- b) Appropriate phasing policies
- c) The need to integrate with Blyth Town Centre
- d) Appropriate infrastructure improvements
- e) Is accessible by a range of transport modes
- f) Seeks to maximise economic and social benefits for the neighbouring communities
- g) Measures to protect and enhance particular regard to protected species and international and national nature conservation designations, with sufficient measures to address land contamination issues.
- h) The need to prepare area flood risk assessment and detailed FRAs for individual sites
- i) The need for transport assessments
- j) Full consideration of sewerage, drainage and waste water treatment, in line with Policy DC26 (regarding SUDs) and DC policy (utilities and infrastructure).

Blyth Valley Borough Council- Development Control Policies

Policy DC1 General Development

Development proposals will be expected to:

- a) Be situated within settlement boundaries as shown on the Local Plan proposals map or on subsequent settlement based DPDs except in the circumstances set out in policy DC2.
- b) Be of a high standard of design and landscaping which takes account of existing natural and built features, the surrounding area and adjacent land uses.
- c) Be in locations which are, or can be through the provision of appropriate measures, accessible on foot, by cycle and by public and private transport and where satisfactory access can be achieved.
- d) Have no adverse impact on the character and views of important landscape or on historic

and geological features of the area unless it can be demonstrated that adverse impact can be satisfactorily mitigated or that there would be an overall net environmental gain.

e) Have no adverse impact on the best and most versatile agricultural land, public rights of way, public open space and playing fields, trees, hedgerows, geology, geomorphology, wildlife and natural habitats.

f) Have no adverse impact on the historic built environment and to strengthen local distinctiveness.

g) Have no adverse impact on the amenities of residents of nearby residential properties.

h) Include measures to minimise the risk of crime through appropriate design and layout.

i) Include Percent for Art schemes where it is a major development proposal or where it will form or relate to a place where the public congregate or are likely to congregate.

j) Include measures to minimise waste based on a hierarchy of minimisation, reuse and recovery.

k) Provide or contribute to the provision of open space, sport and recreation (in accordance with standards set out in Appendix B) where it is for residential development.

l) Provide or contribute to the provision or enhancement of community facilities to meet local need where it is development which generates a significant demand for community facilities.

Policy DC2 Planning Obligations

Planning obligations are intended to make acceptable development which would otherwise be unacceptable in planning terms. They can be used to prescribe the nature of a development, to secure a contribution from a developer to compensate for loss or damage created by a development, or to mitigate a development's impact.

Planning obligations may be sought to achieve:

- a) affordable housing



- b) off-site infrastructure
- c) highway and other access improvements
- d) social, recreational or community facilities
- e) phasing of development
- f) the protection, replacement or restoration of on-site or adjacent heritage, landscape or nature conservation features.

A planning obligation must be relevant to planning, necessary to make the proposed development acceptable in planning terms, directly related to the proposed development, fair and reasonable in scale and kind, and reasonable in all other respects.

Policy DC5 Housing Development on Windfall Sites

New housing development on Greenfield windfall sites will not be permitted.

Housing development on previously developed sites not allocated or identified in the Urban Housing Capacity Study and the re-use of existing buildings for housing purpose will be permitted if:

- a) There is an under supply of housing as indicated in an annual monitoring report;
- b) The site or building is within a defined settlement limit;
- c) The site or building is well located in relation to public transport and local facilities;
- d) The site is not allocated or protected for any other purpose;
- e) The proposal will be a high quality residential development.
- f) The proposal will not adversely affect important features of the site or surrounding area;
- g) The proposal will not adversely affect the amenities of nearby residents;
- h) The proposal will not adversely affect existing biodiversity or cultural heritage

Policy DC6 Development on Existing Industrial Estates and Non-Employment Uses on Industrial Estates

Planning permission will be granted for new employment development or extensions to existing employment premises on sites identified in Policies W1 and W2 of the existing Blyth Valley Local Plan, and subsequent Blyth, Cramlington and Seaton Valley Development Plan documents within the use classes and limitations set out in those policies.

Proposals will be assessed against the following criteria:

- a) The need to provide a range of size of units;
- b) The need for a high quality development in terms of design, materials and landscaping
- c) The potential to include energy efficiency measures and incorporate renewable sources of energy
- d) Whether the site is accessible by all modes of transport

Non-employment uses (uses other than business, industry, storage and distribution) on Industrial Estates and land designated for employment development will not be permitted unless;

- a) The use would generate a significant amount of employment and would have similar physical characteristics to the specified areas;
- b) The development would not significantly diminish the range of employment sites or premises available in the local area;
- c) The development has significant community benefits which over ride the need to maintain the site or premises for possible future employment development and the use cannot satisfactorily be accommodated elsewhere;
- d) The development has significant floor space requirements which would be difficult to accommodate elsewhere;
- e) The nature of the development is such that it



would be better located away from residential areas due to noise generation or the generation of heavy traffic.

f) It can be demonstrated through an up to date Employment Land Review that there is not a realistic prospect of the allocation being taken up for its stated use in the plan period and that its development for an alternative use would not undermine regional and local strategies for economic development and regeneration.

Retailing on land allocated for employment use will not be permitted unless the retail use is;

- a) strictly ancillary to an existing manufacturing use on the same site or;
- b) a narrow range of bulky goods which could not be sold from a town centre location for access and visual reasons and;
- c) the applicant has demonstrated that the loss of land would not limit the range of sites available for employment use or the quantity of land required to meet the needs of the district;
- d) the applicant has carried out the appropriate tests outlined in paragraphs 3.1-3.2 of Planning Policy Statement 6.

Policy DC8 Office Use

Proposals for new offices falling within class A2 of the Town and Country Planning (Use Classes) Order 2005 either through new development, change of use, redevelopment or conversion of existing premises will be permitted where the proposal is situated within the town centres of Blyth and Cramlington.

Proposals for new offices falling within Class B1 of the Town and Country Planning (Use Classes) Order 2005, either through new development, change of use, redevelopment or conversion of existing premises, will be permitted where the proposal is situated within industrial estates identified in save Local Plan policies W1 and W2 or in subsequent

settlement based DPDs. Such proposals will also be assessed against the sequential tests set out in PPS6.

Policy DC9 Mixed Uses

Proposals for mixed use developments involving an element of work activity, including the operation of small businesses from dwellings, will be supported provided that:

- a) The proposal does not adversely impact on the amenity of neighbouring residential properties
- b) Satisfactory access and parking arrangements are provided.
- c) Where the proposal involves the operation of a business from a dwelling, the proposal remains ancillary to the main use of the property as a dwelling house.

Policy DC11 Planning for Sustainable Travel

Planning permission for new development will not be permitted unless it meets the following criteria:

- a) Minimise distances travelled and the need for additional journeys.
- b) Improve the integration of different modes of travel.
- c) Encourage the use public transport by ensuring that new development is within 400m of existing bus services and that improvements to existing public transport infrastructure/facilities are provided at the developers expense where necessary.
- d) Minimise impact of traffic on the environment, in particular in relation to air quality.
- e) Minimise conflict between the different users of the roads, giving priority to pedestrians and cyclists.
- f) Provide an appropriate level of car and cycle parking provision in accordance with Appendix A.
- g) Demonstrate safe and efficient access allowing for the movements of vehicles, including service



vehicles where appropriate.

h) The development proposal does not compromise the delivery of protected road improvement schemes on the approved protected lines identified in the Northumberland County Council Local Transport Plan.

In demonstrating all of the above criteria, it will be necessary to satisfy the requirements of the Northumberland County Council Highways Authority, The Highways Agency and Blyth Valley Borough Council.

Where deemed necessary and in accordance with PPG13, Transport Assessments and Travel Plans will; be required.

DC 13 Open Space Contributions

The Council will continue to protect the existing sport and recreation facilities and open spaces in the borough.

New residential development, which will increase the demand for, or pressure of existing open space, sport and recreation facilities, will be expected to either provide or contribute to open space, sport and recreation provision, or where appropriate contribute to the enhancement of existing facilities in accordance with the provision standards set out in Appendix B.

Policy DC16 Biodiversity

When considering development proposals the Council will seek to contribute to the delivery of the objectives and targets set by the Local Biodiversity Action Plan (LBAP). Where there is evidence to suggest that a habitat (as identified on the proposals map or otherwise) or species of local importance exists on a proposed development site, the Council will require the applicant, at his/. her own expense to submit a specialist survey of the site's natural environment. Applications will

be encouraged that demonstrate plans to restore or create habitats of Species of Principal Importance in England, and which contribute to regional and local LBAP targets.

Applicants that will have a potential negative impact will be refused unless the developer proves to the satisfaction of the Planning Authority that all of the following criteria are met:

- There is no suitable alternative site for the development; and
- Satisfactory steps are taken to enhance the habitats and mitigate damage; and
- The benefit to the community as a whole is deemed to outweigh the biodiversity value of the site.

All developments will aim to maintain and enhance habitat networks by avoiding or repairing the fragmentation and isolation of natural habitats. Habitat Networks will be protected from development, and, where possible, strengthened by or integrated within it. If necessary, planning conditions and obligations should be used to promote such management (as recommended in paragraphs 12 of PPS9 and 88 of the ODPM Circular 06/2005 Biodiversity and Geological Conservation).

Policy DC17: Landscape: General Protection and Restoration

The quality of the landscape will be taken into account in all planning decisions by assessing proposals according to their effects on the intrinsic qualities of the landscape type or types which they affect. Development should contribute to the restoration, enhancement, repair and maintenance of the landscape in and around which it is sited. Development with landscape and visual impacts will be assessed against the extent to which it will:

- a) Cause unacceptable visual harm; and
- b) Introduce or remove incongruous landscape



elements; and

c) Enhance, maintain or degrade:

1. Landscape features that contribute to local distinctiveness; and
2. Historic elements that contribute to landscape character and quality; and
3. Semi-natural vegetation that is characteristic of the landscape type; and
4. The visual condition of landscape elements that combine to create the distinctive character; and
5. The tranquillity of the area.

Policy DC19: Drainage and Flood Risk

The Council will apply the sequential approach in relation to flood risk when allocating sites for new development in settlement DPDs and when considering planning applications for development in flood risk areas. The sequential approach set out in detail in Planning Policy Statement 25: Development and Flood Risk, which should be read in conjunction with 'Development and Flood risk'; a PPS25 good practice companion guide.

Development proposals should make the most efficient use of water and enhance the sustainable use of the water environment. Development that incorporates sustainable drainage systems will be encouraged. The principles of sustainable drainage systems are set out in PPS25.

Policy DC22 Noise Pollution

The Local Planning Authority will seek to ensure that wherever practicable, noise sensitive development and noisy developments are located away from one another and will impose relevant conditions or seek appropriate planning obligations in relation to new development where separation is not practicable.

Proposals for development within the noise exposure zone identified on the proposals map will be considered in accordance with paragraph

8 and Annex 1 of Planning Policy Guidance 24: Planning and Noise. Conditions will be imposed (in accordance with Circular 11/95) on permissions for noise sensitive development in this area to ensure as adequate level of protection against noise.

Policy DC23: Conservation Areas

Development within or adjacent to a Conservation Area that preserves or enhances the area's character and appearance will be permitted.

A proposal for new development or for an extension or alteration to an existing development in a Conservation Area will be considered against paragraphs 4.14 to 4.20 in Planning Policy Guidance 15: Planning and the Historic Environment.

A proposal for demolition of a building in a conservation area will be considered against paragraphs 4.25 to 4.29 in Planning Policy Guidance 15: Planning and the Historic Environment.

Policy DC27 Design of New Developments

New development will be expected to achieve a high standard of design, incorporate sustainable construction measures, and reflect local distinctiveness through the incorporation of local building traditions and materials. Proposals should take full account for or opportunities to enhance the local environment. High quality contemporary design solutions will be considered where they can be accommodated without detriment to the surrounding environment.

Development will be expected to conform with supplementary planning Documents adopted by the council as part of the local development framework.

Applications for new development will be expected to be accompanied by a design concept statement setting out the overall design principles of the



development.

Applications for new development will be accompanied by Design and Access statements.

DC30 Integrated Renewable Energy.

Major developments, including housing developments over 20 dwellings and other developments over 1000 square metres (gross), will include measures to produce 10% of total predicted energy requirements by renewable energy sources.

DC31 Renewable Energy Schemes

A proposal for a renewable energy scheme will be supported and will be assessed against its effect on landscape, townscape and amenity and on the natural, historical and cultural features of the building or site and its surroundings. The wider environmental and economic benefit of a proposal for a renewable energy scheme is a material consideration of significant weight in determining whether the proposal should be granted planning permission.



Appendix A Car and Cycle Parking Standards

Car Parking Standards

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

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

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

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

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

The standards are set for each of the use classes as established in the Town and Country Planning

(Use Classes Amendment) 2005. For those uses which are not included in the table below, car parking provision will need to be established through a Transport Assessment, and will be agreed with the Local Authority. For those developments falling below the thresholds set, the amount of parking required by the development will be agreed with the local authority. For individual developments the standards will be required as a maximum. Only in exceptional circumstances (where the applicant has demonstrated through a Transport Assessment) will a higher level of parking be permitted. In relation to housing developments, parking provision should be framed with good design in mind, recognising that car ownership varies with income, age, household size and the type of housing and its location. The maximum parking standards are to be applied to the development as a whole, whilst allowing for a reasonable degree of flexibility in the distribution of these parking spaces across the residential development. This will allow for the provision of an appropriate level of parking for the different types of dwellings proposed.

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



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



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



Car Parking Design

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

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

Cycle Parking

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

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

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

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



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

For residential developments secure, covered, cycle parking should be included in the development where possible. Cycle parking should be directed towards accessible on site locations, adjacent to communal uses such as car parks, garages refuse/recycling facilities. Where communal facilities are not present and dwellings have private gardens, parking and refuse facilities, cycle parking is

encouraged within the curtilage of individual dwellings, either in individual lockers or cycle stands. Minimum parking standards for residential cycle parking are set out below.



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



Appendix B

Open Space, Sport and Recreation Provision Standards

The Application of Provision Standards

The Council will require all housing development which will increase the demand pressures of existing green space and sport and recreation provision either to deliver additional provision or contribute to the enhancement of existing provision, whichever is more appropriate.

The Council's PPG17 assessment identifies those areas of the Borough in which there is a need either for more open space, sport and recreation provision. These areas are shown on the maps here and will be shown on the Blyth, Cramlington and Seaton Valley Development Plan documents in due course.

If a proposed development is within the appropriate distance threshold of any of these areas or facilities the Council will require that developers either make or fund the amount and quality of additional provision required by the application of the Council's adopted standards.

In other parts of the Borough the assessment identified a general need to enhance existing spaces or facilities and set out a range of quality standards. Accordingly in areas outwith these areas requiring additional provision, the Council will require developers to provide a financial contribution which the Council will use within the appropriate distance threshold of the development.

On-site or off-site provision

Once the need for additional or enhanced infrastructure has been established, the Council will decide whether to require developers to make on-site provision or contribute to off-site provision.

New on-site provision will only be required in developments of more than 50 dwellings, unless there is an over-provision of open space in the area. The Council may consider that a combination of on-site provision, contributions to off-site provision, contributions to off-site provision or the upgrading of existing facilities.

For off-site provision, where the enhancement of existing provision or new provision can be justified, the Council's preference will be the former

A contribution to the enhancement of off-site provision will be the council's preferred approach if:

Existing provision with the relevant distance threshold of the development exceeds the minimum quality standard but is clearly of poor quality.

The contributions justified by a proposed development will be insufficient to fund worthwhile new provision.

There is no suitable land for new provision within an appropriate distance threshold either available or likely to be available within three years.

The likely impacts of a proposed residential development will be assessed by the proposed on site populations, taking into account net increase in population as a result of the development using the following occupancy rates:



Occupancy Rates	
Dwellings: No of bedrooms	No of occupants
1	1.5
2	1.7
3	2.3
4	3.0
4+	4.0

1.3 `Provision Standards

Distance Thresholds

If a proposed development is within the appropriate distance threshold of any of these areas or facilities the Council will require that developers either make or fund the amount and quality of additional provision required by the application of the Council's adopted standards or make provision for the enhancement of existing facilities within the threshold.

The following distance thresholds will be applied:
Straight Line Walking Distance Thresholds

Form of provision	Walking thresholds
Allotments	900m
Amenity green spaces	300m
Bowling greens	900m
Community halls	900m
Equipped play areas	300m
Natural green spaces	900m
Neighbourhood equipped play areas	600m
Grass cricket, football and rugby pitches	900m
Parks and recreation grounds	900m
Sports halls and swimming pools	1200m
Tennis and multi courts	1200m
Youth facilities	600m

Straight Line Driving Thresholds

Form of provision	Driving distance thresholds
Artificial turf pitches	3km
Bowling greens	3km
Community halls	3km
Tennis and multi courts	3km
Parks and recreational grounds	3km
Sport pitches (natural turf)	3km
Churchyards and cemeteries	3km



The following table sets out a summary of the Council's proposed locally derived standards for a range of types of sport, recreation and open space provision. These standards have been developed in the Open Space Study. The Council will expect the following amount of provision to be made in terms of square metres for each new seelling proposed.

Form of provision	Overall standard (sqm per person)	Overall standard (sqm per dwelling)
Accessible natural green space	20.0	47.0
Allotments	4.4	10.0
Amenity green space	6.0	14.0
Artificial turf pitches	0.3	0.7
Equipped play	0.8	1.8
Pitches grass	10.0	23.0
Other outdoor facilities	0.36	0.8
Urban parks	3.6	8.4
Youth areas	0.1	0.23
Swimming pools	0.01	0.02

Quality Standards

When new open space, sport and recreation provision is secured by way of condition or planning obligation, the Council will expect proposals to provide new facilities or enhance existing facilities will be expected to be provided in accordance with the quality standards set out in Appendix A of the Council's PPG17 Assessment. This will be made available on request to developers and incorporated into supplementary planning guidance in due course.

This appendix sets out the quality standards we recommend the Borough Council should adopt and covers:

Green spaces
Accessible natural green space

Allotments
Amenity green spaces
Bowling greens
Local equipped play areas
Neighbourhood equipped play areas
Sports pitches
Teenage facilities
Tennis and multi-courts
Urban parks and recreation grounds
Indoor provision Community Centres and Halls
Indoor sports halls and swimming pools

East of the quality standards is derived from examples of best practice, such as the Green Flat Award criteria for parks, tempered with the views and local knowledge of Borough Council officials. The draft quality standards are set out under the



standard headings:

General characteristics

Accessibility

Planting and biodiversity

Facilities and features

Management and Maintenance

Biodiversity and habitat conservation

- Environmental interventions- improved planting and greenery

- SUDS condition as part of new development Procurement

- Secure true green electricity from renewable energy

Blyth Valley Climate Change and Air Quality Action Plan (2006)

The actions for the Climate Change and air quality action plan are as follows for Blyth Valley:

Travel and Transport

- Improving signage around the town centre especially to the car parking areas
- Explore the possibility of a one-way traffic system/ inner relief road
- Improve appearance and security of some of the less well used car parks
- Clear pedestrian zones and cyclist zones

Planning and adaptation

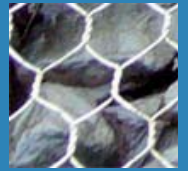
- Time zoning-restrict delivery and vehicle access times allowing for pedestrian only times during the day.
- Additional smaller taxi ranks around town centre to spread vehicular activity
- Explore with Arriva relocation of bus depot
- Explore potential of planning obligations to be placed on developers within AQMA to produce a fund for town centre environmental improvements

Energy efficiency and renewables

- Adopt EcoHomes standard for all new developments
- Promote energy efficiency to all households

Business and industry

- Utilise LDF to promote siting of all new commercial development close to public transport



APPENDIX 7 PLANNING HISTORY





Planning History

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

Reference: 05/00509/FUL

Received: 19th August 2005

Decision: Pending

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

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

Area: Adjacent to Dun Cow Quay and Ballast Hill

Reference: 02/00573/FUL

Received: 20th November 2002

Decision: Approved 7th January 2003

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

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

Area: Adjacent to Dun Cow Quay and Ballast Hill

Reference: 03/ 00573/ FUL

Received: 23rd October 2003

Decision: Approved 9th December 2003

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

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

Area: Commissioners Quay- opposite Eddie Ferguson House

Reference: 03/ 00565/ FUL

Received: 16th September 2003

Decision: Approved 11th November 2003

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

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

Area: Adjacent to Dun Cow Quay and Ballast Hill

Reference: 03/ 00290/FUL

Received: 13th May 2003

Decision: Approved 24th June 2003

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

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

Area: Adjacent to Ballast Hill

Reference: 06/ 00196/ FUL

Received: 11th April 2006

Decision: Approved 5th June 2006

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

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

Area: Adjacent to Dun Cow Quay and Ballast Hill

Reference: 01/ 00306/FUL

Received: 19th June 2002

Decision: Approved 11th October 2002

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

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

Area: Behind the library

Reference: 07/ 00195/ FUL

Received: 26th March 2007

Decision: Approved 19th June 2007

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

Description: Proposed redevelopment of Market Place to include allowance for the market, events and informal seating.

Area: Market Place

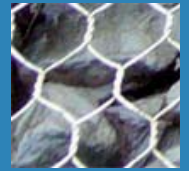


Decision: Withdrawn

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

Description: 3 retail units

Area: Bus Station



Blyth Valley
Borough Council
Avenue Road
Seaton Delaval
Whitley Bay
NE25 ODX

