## SOUTH EAST AREA PLANNING COMMITTEE
### 21st APRIL 2015

<table>
<thead>
<tr>
<th>Application No:</th>
<th>B/08/00465/FUL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposal:</td>
<td>Erection of 715 dwelling houses on land adjacent to east and west of Beacon Lane in the south west sector, Cramlington. Development includes playing fields, a pavilion, three areas for play equipment, a multi use games area and three substations (as amended)</td>
</tr>
<tr>
<td>Site Address</td>
<td>Land At South West Sector, Beacon Lane, Cramlington, Northumberland</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Barratt NE And Keepmoat, C/o Barratt House, City West Business Park, Scotswood Road, Newcastle Upon Tyne, NE4 7DF</td>
</tr>
<tr>
<td>Agent:</td>
<td>IDP Northern, St Judes, Barker Street, Shieldfield, Newcastle Upon Tyne, NE2 1AS</td>
</tr>
<tr>
<td>Valid Date:</td>
<td>23 February 2009</td>
</tr>
<tr>
<td>Expiry Date:</td>
<td>25 May 2009</td>
</tr>
<tr>
<td>Case Officer Details:</td>
<td>Name: Mark Ketley, Job Title: Senior Manager - Development &amp; Delivery, Tel No: 01670 625542, Email: <a href="mailto:Mark.ketley@northumberland.gov.uk">Mark.ketley@northumberland.gov.uk</a></td>
</tr>
</tbody>
</table>

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1. Introduction

1.1 This application was originally reported to the South East Area Planning Committee in March 2011. At that meeting it was resolved that planning permission should be granted subject to a number of planning conditions and completion of a Section 106 agreement. Due to the length of time that has elapsed since the previous resolution was made, along with changes to national planning policy through publication of the National Planning Policy Framework (NPPF) in March 2012 and subsequent changes to the scheme, it is appropriate for the application to now be reconsidered by the Committee.

1.2 The application when originally submitted in February 2009 included an Environmental Statement (ES) prepared under the Environmental Impact Assessment (EIA) Regulations 1999. An addendum to this ES has recently been submitted by the applicant to provide updated information on a number of technical and environmental issues associated with the scheme.

1.3 At the time of writing the report the Addendum ES, and the application now being considered which includes revisions to the originally submitted scheme, are the subject of a consultation exercise. A detailed summary will be provided to Members of any responses received following publication of the report and before the meeting of the South East Area Planning Committee.

2. Description of the Proposals

2.1 The application site totals approximately 33.77 hectares in area. The site is generally flat and is bounded to the north by the Beaconhill estate. To the east the application site is bounded by farmland that abuts the main East Coast railway line and the Whitelea area of Cramlington together with the town centre. To the south and west the site is enclosed by open countryside including a golf course and woodland; an area to the south is designated as a Site of Special Scientific Interest (SSSI).

2.2 The application now proposes the construction of 715 residential units. A range of different house types would be provided within this total including bungalows, one, two, three and four bedroom houses and apartments.

2.3 Vehicular access to the site is from Beacon Lane. The access from Beacon Lane would be improved and widened with a roundabout to be installed at the Beacon Lane/Kielder Avenue junction.

2.4 An area of land on the eastern side of the proposed access road is to be set aside for the development of a commercial centre. The detailed designs for this area would need to be the subject of a separate planning application(s). Precise details of the local centre are to be agreed in due course but it is likely to contain facilities including a newsagent, pharmacy, health care facilities, takeaway and/or a small supermarket may be provided. As with the earlier scheme the applicants would make the site available and seek to attract a commercial developer(s) and ultimately it may be that this safeguarded area is developed as part of a larger development that may serve the South West Sector as a whole.
2.5 Two playing pitches are shown at the western end of the site. Areas of open space are to be spread throughout the site. There is an area within the south east part of the site that is of archaeological significance. This part of the site would be left undeveloped and would be used as open space.

2.6 The proposed development would utilise a Sustainable Urban Drainage System (SUDS) for the disposal of surface water. This would be based on two ponded areas, one in the south western corner of the site to the south of the proposed playing pitches and another towards the south eastern boundary beyond the main residential blocks. The ponds would be used to manage the flow of the surface water to the nearest watercourse at Southern Stream to the south of the site.

2.7 The application when originally submitted in February 2009 included an Environmental Statement (ES) prepared under the Environmental Impact Assessment (EIA) Regulations 1999. An addendum to this ES has recently been submitted by the applicant, along with a number of other updated and revised technical reports, to provide updated information on a number of technical and environmental issues associated with the scheme.

3. Planning History

3.1 The concept of developing Cramlington in sectors has long been established and the South West Sector represents the last phase in the development of Cramlington New Town as it was originally envisaged. The New Town was designed with four sectors around a centrally positioned town centre. The South East and North East sectors are residential while the North West sector is largely industrial in nature. The remaining sector - South West - is also intended to be largely residential. The application under consideration is limited to the northern part of the South West Sector and therefore this scheme would not 'complete' the town of Cramlington. However, the scheme would make a significant and meaningful contribution towards this.

3.2 There have been a number of previous applications that have attempted to bring forward part or all of the South West Sector for development. However, these have not come to fruition for a number of reasons. A summary of the most recent/relevant planning history follows below.

Reference Number: B/01/00506/OUT
Description: Development of residential; retail; community; recreational and open space provision; and associated highways, footpaths, cycleways and landscaping (Amended plans received 29 March 2006)
Status: Refused

Reference Number: B/06/00358/OUT
Description: The development of residential dwellings of mixed property types, with garages and associated infrastructure: incorporating roads, footpaths, cycleways and landscaping; recreational and formal/informal open space provision and a local centre including retail facilities.
Status: Approved
Reference Number: 11/01040/REM
Description: Reserved matters application for The development of residential dwellings of mixed property types, with garages and associated infrastructure: incorporating roads, footpaths, cycleways and landscaping; recreational and formal/informal open space provision.
Status: Approved

APPEALS
Reference Number: 05/00016/NONDET
Description: Development of residential; retail; community; recreational and open space provision; and associated highways, footpaths, cycleways and landscaping (Amended plans received 29 March 2006)
Status: Dismissed

3.3 The most recent application to be determined was submitted to Blyth Valley Council in 2006 (application ref: 06/00358/OUT). This application was in outline form and proposed the erection of approximately 750 dwellings at the South West Sector. The application was submitted by a consortium made up of George Wimpey, Barratt Homes and Haslam Homes and was approved in June 2008. A reserved matters application was submitted and approved pursuant to this outline permission in 2011 (ref: 11/01040/REM). This permission has now lapsed and is therefore not capable of implementation.

3.4 Prior to the 2006 proposal, an earlier scheme was submitted in 2001. This scheme (at the time of decision) proposed the erection of 750 dwellings along with the necessary infrastructure and community facilities. This application was linked to an application for outline planning permission to develop the area of land known as the Northern Expansion Site (NES) or ‘Centrepoint’ north of the town centre for a variety of non-residential uses. In 2004 the former Blyth Valley District Council resolved that it was minded to approve both of these applications. However, before the Council could issue a decision the application needed to be referred to the Government Office. It was decided that the proposals raised planning issues sufficient enough to warrant “calling in” the applications.

3.5 A public inquiry subsequently took place in August 2006 and, in January 2007, the Secretary of State said that she was minded to approve both applications subject to a procedural fault with the proposed legal agreement linking both applications being resolved. The applicant was given time to submit an amended agreement but in the end stated that in their opinion the problem could not be overcome. This left the Secretary of State with no option but to refuse both applications and this she duly did in May 2007.

3.6 Northumberland County Council has previously considered and approved an application to develop an area of land immediately to the south of the subject site. Planning application ref: 10/S/00473/FUL was a hybrid application submitted by the Arcot Consortium (Bellway and Permission). The application sought outline planning permission for residential use (capable of accommodating 250 residential units) and other associated development. In addition, full planning permission was sought for the construction of a roundabout and access to the site from Fisher Lane (A1068). The proposal
was granted planning consent in 2013 and reserved matters approval (except landscaping) was granted during 2014. The area of housing proposed by the Arcot Consortium application would abut the southern boundary of the subject application site and it is proposed that the sites be connected through both hard and soft infrastructure. This would involve the construction of a new link road from Beacon Lane into the Arcot Consortium land to the south.

4. **Consultee Responses**

<table>
<thead>
<tr>
<th>Consultee</th>
<th>Comments Awaited</th>
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</thead>
<tbody>
<tr>
<td><strong>Cramlington Town Council</strong></td>
<td>Previously advised - Drainage and sewerage works should be in place in advance of development. Any S106 monies to be spent in Cramlington. 30% affordable housing to be provided.</td>
</tr>
<tr>
<td><strong>Highways Authority</strong></td>
<td>Comments Awaited - No objection subject to conditions requiring the approval of details.</td>
</tr>
<tr>
<td><strong>County Archaeologist</strong></td>
<td>Comments Awaited - Archaeological watching brief required to be secured by condition.</td>
</tr>
<tr>
<td><strong>County Ecologist</strong></td>
<td>Comments Awaited - No objection subject to conditions.</td>
</tr>
<tr>
<td><strong>Public Protection</strong></td>
<td>Comments Awaited - Conditions recommended to address land contamination, noise and dust.</td>
</tr>
<tr>
<td><strong>SUDS Officer</strong></td>
<td>Comments Awaited</td>
</tr>
<tr>
<td><strong>Environment Agency</strong></td>
<td>Comments Awaited</td>
</tr>
<tr>
<td><strong>Natural England</strong></td>
<td>Comments Awaited - The application is unlikely to have an adverse impact on Arcot Hall and grasslands SSSI and species especially protected by law.</td>
</tr>
<tr>
<td><strong>Highways Agency</strong></td>
<td>No objection - Advised in August 2014 that previously required off-site mitigation is no longer required to be secured as part of this scheme due to the recent implementation of improvement works on the strategic highway network.</td>
</tr>
<tr>
<td><strong>Newcastle International Airport</strong></td>
<td>Comments Awaited - Newcastle Airport were not consulted on previous versions of the scheme.</td>
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<tr>
<td><strong>The Coal Authority</strong></td>
<td>Comments Awaited</td>
</tr>
</tbody>
</table>
Northumbrian Water  | No objection subject to a condition requiring a detailed scheme for the disposal of foul water.
Network Rail  | Comments Awaited
Previously advised - No observations to make.
Sport England  | Comments Awaited
Previously advised - Sports provision is acceptable therefore no objection subject to conditions.

5. Public Responses

Neighbour Notification (following receipt of amended plans)

<table>
<thead>
<tr>
<th>Number of Neighbours Notified</th>
<th>1165</th>
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<tbody>
<tr>
<td>Number of Objections</td>
<td>0</td>
</tr>
<tr>
<td>Number of Support</td>
<td>0</td>
</tr>
<tr>
<td>Number of General Comments</td>
<td>0</td>
</tr>
</tbody>
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Notices

Site Notice, posted 30th March 2015
Press Notice, published 1st April 2015

The application was originally validated in early 2009 and as the project has evolved the Council has re-consulted on the scheme on four separate occasions. Due to the length of time that has passed since original submission of the application and previous re-consultations, the comments submitted in relation to previous schemes would now attract limited weight. A summary of the main points raised previously is provided below for information however.

Summary of responses relating to previous versions of scheme:

- The development needs to be well connected to existing cycle and footpath network;
- Any impacts on Whitehall Farm should be considered;
- Concern that the Neighbourhood Centre will not be developed as suggested;
- Concerned about the lack of suitable provision for road access to the proposed development;
- The proposal would prevent the construction of the ‘inner box’ road;
- It seems obvious that the intent was to construct a road down the middle of the Beacon Lane Strip, why therefore is the proposed main access road now planned as simply a widening of Beacon Lane;
- Cramlington has no natural area of quality. I am appalled that this public amenity is being taken away. It will destroy the quality of our environment and consequently the quality of peoples lives;
- The development lacks safe crossing points on Beacon Lane for disabled and elderly residents using the existing local amenities;
Concern over the impact on the main road infrastructure both within Cramlington and the current feeder routes onto the main A1 and A19 truck road which are extremely busy at peak times;

Concerned about the impact on the existing main shopping facilities in the town as well as the educational and health resources;

There is inadequate bus/rail service for this area meaning that people will rely heavily on their cars;

If the development is to be utilised for social or housing association property, the development will severely reduce the saleable cost of my property and other private properties;

There are several brownfield sites available to be built on;

Further amendments would make improve connectivity;

The area is prone to flooding;

Concerned about the potential effects on properties in Kielder Avenue; and

Provision of an extension to Beacon Lane which directly links with the boundary of the Arcot Consortium’s scheme is also essential.

Letters of support were also received in connection with previous schemes and the main points raised are summarised below for information purposes:

- There is a need for new housing in Cramlington; and
- The application seems both considered and respectful of the surroundings.

At the time of writing the report, no letters of representation have been received in connection with scheme now being considered.

6. **Planning Policy**

6.1 **National Planning Policy**

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

6.2 **Development Plan Policy**

Blyth Valley Borough Council Core Strategy (2007)

SS1 Regeneration and Renaissance of Blyth Valley 2021
SS2 The Sequential Approach and Phasing
SS3 Sustainability Criteria
H1 Housing Provision
H2 Making the Best and Most Efficient Use of Land
H3 Mix of Housing Development
A2 Pedestrian/Cycle Routes
C1 Education Facilities
C2 Open Spaces - Strategic priorities
ENV1 Natural Environment and Resources
ENV2 Historic and Built Environment
DC1 General Development
DC2 Planning Obligations
DC5 Housing Development on Windfall Sites
DC11 Planning for Sustainable Travel
DC12 Provision of Community Facilities
DC13 Open Space Contributions
DC14 Sites of National Importance for Nature Conservation
DC16 Biodiversity
DC17 Landscape: General Protection and Restoration
DC19 Drainage and Flood Risk
DC20 Utilities and Infrastructure
DC22 Noise Pollution
DC26 Archaeology
DC27 Design of New Developments
DC30 Integrated Renewable Energy

Blyth Valley District Local Plan (1999) ‘saved’ policies:

E3 Landscape; General Approach
E5 The Protection of The Tree and Shrub Cover
G9 Development in Countryside Beyond Green Belt
G10 Development Criteria in the Countryside Generally
H6 The Release of Housing Land at Cramlington
H7 Allocation of Land for Housing: Cramlington
H15 Affordable Housing: Controlling Occupancy
H21 Design and layout Principles for New Housing Areas
C10 Education Facilities
C16 Shopping; Out of Town Centre Proposals
M8 Car Parking
M9 Road Construction Within Built-Up Areas
SW1 Energy Efficient Housing
SW2 Housing Development
SW4 Central Community Facilities
SW5 Landscape Structure
SW6 Playing Space
SW7 The Road Network
SW8 Footpath/Cycleway System

6.3 Other Documents/Strategies

When this application was previously considered by the South East Area Planning Committee in March 2011 it was considered against the relevant policies from the North East Regional Spatial Strategy (RSS) as well as relevant national planning guidance at that time as set out the then PPS’s and PPG’s. The RSS has since been revoked and the NPPF and NPPG have subsequently replaced PPS’s and PPG’s at national planning policy level.
7. **Appraisal**

7.1 In determining this application the main planning issues to be considered are as set out below:

- Principle of the development
- House types/mix including affordable housing
- Siting, scale and design
- Amenity impact
- Ecology/green infrastructure
- Archaeology
- Drainage and flood risk
- Energy efficiency
- Community facilities including sports and play
- Highways and transport
- S106 Heads of Terms

**Principle of the development**

7.2 As set out above this application (in a different form) was previously considered by the South East Area Planning Committee in March 2011 and at that time it was resolved that planning permission should be granted subject to a number of planning conditions and the completion of a S106 agreement. This resolution established the principle of residential development on this site, however, whilst it is important that the previous planning history is noted, given the changes to national planning policy since that time through publication of the NPPF in March 2012 and also subsequent revisions to the scheme itself it is considered that only limited weight can be attached.

**Planning Policy**

7.3 The NPPF was published in March 2012 and set out the Government’s planning policies for England and how these are expected to be applied by Local Planning Authorities. At the heart of the NPPF is a presumption in favour of sustainable development. For decision-taking this means:

- approving development proposals that accord with the development plan without delay, and

- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework as a whole; or
  - specific policies in this Framework indicate development should be restricted.

7.4 The NPPF has not changed planning law insofar as the development plan remains the starting point for decision making. However, it is a significant material consideration in the determination of planning applications.

7.5 Annex A of the NPPF (specifically paragraphs 214 and 215) makes clear that following an initial 12 months period of grace (which expired in March 2013),
due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the policies align with the NPPF, the greater the weight that may be given to them.

7.6 The development plan for the area within which the site is located comprises the saved policies of the Blyth Valley District Local Plan 1999, Blyth Valley Core Strategy 2007 and the Blyth Valley Development Control Policies Development Plan Document 2007.

7.7 Both the adopted development plan and the emerging Northumberland Core Strategy identify Cramlington, and in particular the South West Sector, as an area suitable for large scale residential development. In terms of specific allocations currently, the Local Plan identifies that part of the proposed residential development is situated within the settlement boundary for Cramlington on land allocated for housing. Policy H7 (iii) allocates land at the Whitehall and North Moor areas of the South West Sector with an indication that approximately 1180 (out of capacity of 1850) will come forward within the Plan Period (1999 - 2006). Part of the application site is outside of the defined settlement boundary and on land which is not allocated for housing purposes. The Core Strategy (Policy SS1) states however that the regeneration of Cramlington will be achieved by developing the South West Sector and northern expansion site in Cramlington (referred to as Centrepoint and currently the subject of an application by the Arcot Consortium for residential development with a mixed use/commercial element). It is recognised within the Core Strategy (para. 4.2.16) that the housing land requirement for the town will therefore largely be met through the development of 750 homes as a sustainable greenfield extension to the town.

7.8 In terms of emerging planning policy the Council recently published its Full Draft Plan (emerging Core Strategy) for consultation in late 2014 and this identified Cramlington South West Sector as a ‘Strategic Site’ stating that the site will deliver around 3,000 new homes, a local centre, education provision, community and sports facilities. Due to the stage that the plan is at, it is considered that it carries limited weight in determining this application. However, it is clear that both existing and emerging local planning policy envisage Cramlington South West Sector as a key location for housing growth and on this basis it is considered that the scheme is acceptable in principle.

_Housing Land Supply_

7.9 Paragraph 47 of the NPPF requires Local Planning Authorities to boost significantly the supply of housing by, amongst other things, identifying and updating annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a persistent under delivery of housing, to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land a 20% buffer is to be applied.

7.10 The Council’s most recently published assessment of its five year housing land supply position is contained within the document “Northumberland Five Year Supply of Deliverable Sites 2014 - 2019” which was published in
December 2014. This identifies that there is not currently a five year supply of deliverable housing land within the South East Delivery Area (SEDA) or the County as a whole. With regards to the SEDA, a 3.3 year supply of housing land is identified and housing supply falls short of the emerging Objectively Assessed Needs of 4728 units (including 20% buffer) by some 1624 units. Within the County as a whole a 3.8 year supply is identified.

7.11 Development of part of Cramlington South West Sector on the scale being proposed in this instance would make a significant and meaningful contribution to the five year housing land supply position in a main settlement that has seen under provision in terms of housing delivery in recent years.

Core Strategy Policies

7.12 Policy SS1 of the Core Strategy seeks an economic and social renaissance of Blyth Valley and identifies that this will be achieved by 2021 through the implementation of an integrated regeneration and spatial strategy. Policy SS1 states that the regeneration of Cramlington will be achieved through (amongst other things) developing the South West Sector in order to complete the town.

7.13 Policy SS1 identifies Cramlington as a main town that is of strategic importance within the Tyne and Wear City Region. It is considered that the proposal for residential development in the South West Sector of Cramlington is consistent with the role of Cramlington as identified within the development plan framework.

7.14 Policy SS2 sets out a sequential approach to site selection that was intended to provide the framework for consideration of locations for new development with priority being given to previously developed land and buildings in the most sustainable locations. However, whilst the NPPF does encourage the effective use of land by reusing previously developed sites, it does not set out a strict sequential approach to site selection such as that set out in Core Strategy Policy SS2 and therefore it is considered that no weight can be attached to this policy in the determination of the application.

7.15 In the absence of previously developed land of this scale in Cramlington, the proposal for a natural urban extension to the town is the next most sustainable way of meeting local housing need and the policy context is supportive of residential development in the South West Sector of Cramlington at the scale being proposed by this application.

Presumption in favour of Sustainable Development

7.16 As already set out above the NPPF has at is heart a presumption in favour of sustainable development which is seen as a “golden thread” running through the Framework as a whole. Paragraph 6 of the NPPF advises that the policies set out in paragraphs 18 to 219 of the document, taken as a whole, constitute the Government’s view of what sustainable development in England means in practice for the planning system. Paragraph 7 of the NPPF provides the key starting point against which the sustainability of a development proposal should be assessed. This identifies three dimensions to sustainable development which are set out as follows:
- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and

- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

7.17 Paragraph 8 of the NPPF goes on to advise how the three roles of sustainable development are mutually dependent and should not be undertaken in isolation. It makes clear that to achieve sustainable development economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

7.18 Paragraph 14 of the NPPF is engaged in this case by virtue of the Council being unable to demonstrate a five year supply of deliverable housing land and the Local Plan to all intents and purposes being out of date. Whether the presumption in favour of sustainable development is successful in this case however is dependent on an assessment of whether the proposed development of the site would be sustainable in terms of its economic, social and environmental roles.

7.19 The sections below assess the key issues in relation to the economic, social and environmental roles of the scheme as well as identifying its potential impacts and benefits in planning terms.

**House types/mix including affordable housing**

7.20 The NPPF at paragraph 50 advises that to deliver a wide choice of high quality homes Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community.

7.21 The application proposal includes a variety of house types including bungalows, flats, semi-detached and detached properties. The scheme would include:

- 22 one bedroom properties
- 205 two bedroom homes
- 359 three bedroom homes
- 129 four bedroom properties

7.22 Paragraph 50 of the NPPF goes on to state that Local Planning Authorities should identify the range of tenure and range of housing that is required and provide affordable housing in accordance with need.
The affordable housing policy in the emerging Northumberland Core Strategy has been informed by an update to the Strategic Housing Market Assessment (SHMA) and this update reconfirms that the 30% overall affordable housing target as set out in the Northumberland Housing Needs Study (2012) can be justified based on need, subject to economic viability. Although the Council considers that there is a need to set a 30% target across the County it is recognised within the Core Strategy Full Draft Plan that given the diversity of Northumberland and its housing markets the need for affordable housing differs across the County. In recognition of this, the affordable housing target for the South East Delivery Area is set at 25%.

On the basis of national planning policy, coupled with the emerging policy position as set out in the Full Draft Plan and the evidence base with which it is underpinned, it is considered appropriate to seek up to 25% affordable housing in this case through negotiation with the applicants.

The proposed development would include a total of 143 affordable homes equating to 20% of the total number of dwellings to be provided on the site. Although this falls below the desired level the applicant has demonstrated that a lower level of provision can be justified on viability grounds. The viability of the scheme has been the subject of review and close scrutiny by surveyors acting on behalf of the Local Planning Authority and found to be robust in terms of justifying a 20% affordable housing offer. It has therefore been satisfactorily demonstrated by the applicant that a higher proportion of affordable housing delivery in this case would render the scheme unviable and therefore it is recommended that the proposal for 20% affordable housing be accepted on this basis. Additionally, it should be noted that the applicant has committed to constructing the affordable units to HCA standards which would result in a high quality standard of accommodation that would be attractive to registered social providers.

The most appropriate mechanism by which affordable housing can be secured and retained as affordable for the lifetime of the dwellings (or until it is no longer needed to serve that purpose) is through a S106 agreement. The applicant has agreed to enter into a legal agreement with the Council to this effect and the scheme is therefore considered to be acceptable in terms of its affordable housing offer.

Siting, scale and design

The Government attaches great importance to the design of the built environment and, through the NPPF, recognises that good design is a key aspect of sustainable development which is indivisible from good planning and should contribute positively to making places better for people. Paragraph 57 of the NPPF stresses the importance of planning positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Paragraph 60 continues by stating that planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is recognised however that it is proper to seek to promote and reinforce local distinctiveness.
7.28 At a local level Policy DC27 of the Blyth Valley Development Control Policies document states that new development will be expected to achieve a high standard of design. Policy ENV2 of the Core Strategy further states that high quality design will be expected in all new developments.

7.29 The application site is to be accessed from Beacon Lane and this road continues on to the southern boundary of the site, separating it into two distinct elements. The area to the east of the Beacon Lane access would have a very strong east/west emphasis and would essentially be bisected by a spine road running east/west. A series of smaller blocks of properties are to be accessed from this road. The area to the west of Beacon Lane would be essentially square in form with an area of land to be retained for a neighbourhood centre on the southern boundary to the east side of the extended Beacon Lane. Areas of open space would be distributed throughout the site and there would be a number of other elements of green infrastructure within the site such as existing hedgerows and public footpaths. These areas, along with the built form, would comprise the ‘building blocks’ of the overall development in landscape and visual terms.

7.30 The development would start by creating a sense of arrival along a widened Beacon Lane. A landscaped strip and footpath would be added alongside Beacon Lane and this would create a strong character and entry point into the development by creating a distinctive vehicular and pedestrian route which clearly points to a destination.

7.31 The eastern part of the site would have a very strong east/west emphasis and this would be reflected by the proposed road layout. Once inside the site and travelling east, movement would be along a primary road. Strong street frontages are to be created along this primary road. This road would also incorporate a square enclosed by buildings and landscaping.

7.32 The area to the west of the site would be made up of a series of blocks of properties. The blocks of properties within this part of the site would be irregular in shape and result in a more fluid and less regular highway network.

7.33 The site would be laid out in to a series of blocks. Given that this is a large site that is to be built out by only two developers, the variety in scale of these blocks and the layout of the properties within each block would add variety and visual interest to the scheme. Incorporating such variety within the development would also aid legibility and this design approach is to be commended as creating an attractive environment in which to live.

7.34 The application site is located close to existing residential areas. Properties within Kielder Avenue are all individually designed and include bungalows and two storey properties. The Beaconhill area is made up of different character areas, some of which comprise relatively dense two/three storey development of short terraces whilst other areas are less densely developed and are made up of semi detached properties set within a highway dominated network. Although the area surrounding the application site is made up of different character areas there would be similarities between all of the areas, namely, the existing properties within the South West Sector being largely two/three storey family type properties akin to many of those being proposed in this
instance. The proposed density of the new development at the South West Sector would also be broadly comparable to that of the existing built up area.

7.35 Given that the proposal has been designed having regard to current design principles and best practice, the architectural detailing of the scheme would inevitably differ from the character and appearance of properties within the immediate area surrounding the site which are very much of their era. However, the basic mass and form of development would be complimentary to the existing built environment. At the same time, due to the passage of time since the earlier development was carried out, it is also clearly different to the existing residential areas in terms of its detailed design, thereby helping to create a distinctive area with its own character.

7.36 In addition to the built environment, it is important that any proposed development incorporates appropriate areas of open space and protects/enhances existing areas of open space or landscape features. The application proposes a number of areas of open space which would be distributed throughout the site in such a way that would allow easy access from all properties. In addition to the provision of additional open space, the application site has a number of existing elements of green infrastructure including open spaces and established hedge lines. The proposed development has been designed so as to integrate these existing features into the scheme. These features also add interest to key pedestrian routes within and through the application site.

7.37 Having regard to the above it is considered that the development has been designed to a high standard and in a way that responds well to the existing townscape. The proposal would achieve a high quality environment for its residents and existing occupiers in the area and so it would accord with all relevant design policies of the development plan and NPPF.

Amenity impact

7.38 The existing properties closest to the northern boundary of the application site are to be separated from the proposed dwellings by varying distances. However, even at the closest point a level of separation in excess of 20 metres would be retained between dwellings. The level of separation is such that the development would not have an unacceptable impact on the level of amenity experienced within the properties to the north.

7.39 The properties along the western side of Kielder Avenue are orientated east/west and therefore a principle elevation of these properties look out towards the application site. The scheme has been designed to ensure that an appropriate level of separation would be retained between the proposed properties and the properties along the western side of Kielder Avenue. It is considered that the level of separation is such that the development would not have an unacceptable impact on the level of amenity experienced by the occupiers of the properties within this part of Kielder Avenue.

7.40 The properties at the southern end of Kielder Avenue are sited in such a way that they would not face directly towards a principle elevation of any of the properties within the development. Having regard to the relationship between these properties and the level of separation that is proposed, it is considered
that the proposal would not have an unacceptable impact on the level of amenity experienced within these nearby properties.

7.41 In order to ensure noise and dust impacts are kept within reasonable limits during construction and beyond, it is recommended that appropriately worded conditions be attached should planning permission be granted. Conditions would require the submission of a dust mitigation strategy along with appropriate noise assessment. A further condition controlling construction hours is also considered necessary should the application be approved.

Ecology/Green Infrastructure

7.42 Site surveys have been undertaken to establish any impacts that the proposed development may have on particular species. Following on from these assessments it is considered that the site supports habitats of low ecological value. The site itself does not have any specific ecological designation, however Arcot Hall Grasslands and Ponds Site of Special Scientific Interest (SSSI) lies approximately 400 metres to the south of the site. Due to the level of separation between the application site and the SSSI any impacts are likely to be indirect. In particular, the SSSI could potentially be vulnerable to increased disturbance from members of the public utilising the public footpath through the area. The local population could however be dissuaded from using the public footpath through the SSSI thereby minimising any impacts on the SSSI. The application is unlikely to have an adverse effect in respect of Arcot Hall and Grasslands SSSI or species especially protected by law and therefore accords with the NPPF in respect of nature conservation interests.

Archaeology

7.43 An area within the application site has been identified as potentially being of archaeological significance. This area of the site would remain undeveloped allowing for the avoidance (preservation in-situ) of archaeological features identified during the previous assessments undertaken.

7.44 The proposed development has the potential to impact and/or destroy archaeological features and deposits within the wider development site also and it would therefore be necessary for a programme of archaeological mitigation works to be undertaken in connection with the scheme. An archaeological watching brief secured by condition would be the most appropriate mitigation response and this is recommended below.

7.45 Subject to appropriate conditioning the development would not have an unacceptable impact on archaeology and the proposal would therefore accord with the relevant national and local planning policy in this respect.

Drainage and flood risk

7.46 The NPPF advises that development should be directed towards areas at lowest risk from flooding and that Local Planning Authorities should ensure that development does not increase flood risk elsewhere. Local Policy DC19 advises that the Council will apply the sequential approach in relation to flood risk when considering planning applications. Developments 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.

7.47 In order to address flood risk the applicant has submitted a Flood Risk Assessment (FRA) as part of the Environmental Statement. The report advises that the proposed development would be classed as a ‘More Vulnerable’ land use by being of a residential nature. Although residential development is classed as more vulnerable however, as the site is located within Flood Risk 1 it is considered suitable for this type of development. The submitted FRA recommends that the surface water flows from the proposed development be managed by restricting run-off to greenfield rates which would be achieved by providing attenuation ponds (based on an assumption that 50% of the site is impermeable and drains positively to the surface water network). The ponds would need to be of the order of 6550m³ and 7250m³ in order to ensure that no flooding occurs on the site at the 1 in 100 year event (including an allowance for climate change).

7.48 Having regard to the information submitted with the application and as part of the ES it is considered that, subject to appropriate conditioning, there are no objections to the development on flood risk grounds and the proposal would therefore accord with the NPPF in this regard.

Energy efficiency

7.49 Policy DC30 of the Blyth Valley Development Control Policies document states that developments that propose over 20 dwellings will be required to include measures to produce 10% of total predicted energy requirements by renewable energy sources. In response to this requirement, the applicant has submitted a ‘Low or Zero Carbon (LZC) Technology Feasibility Study’. The study firstly examines a range of technologies that could be utilised to achieve a 10% reduction in energy use before identifying a mix of technologies that would meet the policy requirement. It is recommended that this be secured by way of an appropriately worded planning condition.

Community facilities including sports and play provision

7.50 In terms of education provision it is understood that the development would require additional provision equivalent to a one-form entry primary school. This additional provision would most likely be provided as an extension to the existing Beaconhill Primary School. Beaconhill Primary School is located in an area that would be readily accessible by residents of the proposed housing development. In addition to primary school accommodation, the scheme would increase demand on existing secondary school accommodation and therefore the development would need to make a contribution to the provision of secondary school provision also. It is therefore clear that the development would need to provide, or make financial contributions towards, the provision and improvement of community facilities and this should be secured through the S106 legal agreement. The applicant has confirmed their agreement in this respect and at the time of writing the report detailed discussions are taking place over the phasing of payments for education contributions.
Turning to the provision of sports and play facilities in the area, Policy DC13 of the Development Control Policies Document states that new development which would increase the demand for, or pressures on existing, open space and sport/recreation facilities (such as residential proposals) will be expected to either provide or contribute towards open space, sport and recreation provision or, where appropriate, contribute to the enhancement of existing facilities. Standards for the level of provision are detailed within Appendix B of the adopted Development Control Policies Document.

In response to the above requirements the submitted scheme makes provision for elements of open space including playing pitches, MUGA (Multi Use Games Area), NEAP (Neighbourhood Equipped Areas for Play) and two LEAP’s (Local Equipped Areas for Play). The playing pitches would be located to the west of the application site. Although this facility is to be located towards the periphery of the site the pitches would be readily accessible to car users, pedestrians and cyclists. The proposal also includes a changing facility that would add to the usability and quality of the facility on offer. Having regard to the above, the playing pitch provision is considered to be acceptable to serve the population of the development being proposed in this case.

In addition to the provision of playing pitches, the scheme allows for the provision of a MUGA, NEAP and two LEAP’s as explained above. This level of provision is also considered to be acceptable and proportionate in the context of the scale of the scheme being proposed.

Further to the provision of the playing pitches and equipped play areas, the application site includes several areas of incidental open space along with significant areas of more formal open space, one of which would be located towards the eastern end of the site and the other being over the area of archaeological significance. These areas would provide accessible natural green space. Beyond the application site itself it is worth noting that there is also a large urban park located to the north. This area is known as Beaconhill Park and includes areas of open space along with formal play equipment.

Highways and Transport

In terms of the strategic road network there are two trunk roads in the vicinity of the application site. The A1 runs north/south some 3km to the west of the site. The A19 runs east/west to the south of Cramlington. The A1 slip road meets with the A19 and A1068 at the Seaton Burn roundabout, with the A19 then meeting the A189 at the Moor Farm roundabout which is situated to the south-east of Cramlington. This junction comprises a large elliptical shaped roundabout together with an adjoining mini-roundabout.

When the application was previously considered by the South East Area Planning Committee in March 2011, following input from the Highways Agency, it was agreed that works to the Seaton Burn and Moor Farm roundabouts would be required to accommodate the additional traffic likely to be generated by a residential scheme of this scale. Subsequent to this however, works have been carried out at both of the aforementioned junctions as part of the Highway Agency’s “Pinch Point” programme and therefore further improvement works are no longer required as part of this development.
7.57 The submitted Transport Assessment (TA) assessed any potential impacts that the development would have on particular elements of the local highway network and concluded that the identified junctions would continue to operate within capacity. This remains the case.

7.58 Turning to the internal layout of the application site, subject to appropriately worded conditions this is considered to be acceptable by the Highway Authority. Pedestrian/cycle links would be provided throughout the development and this would provide connectivity to the wider pedestrian/cycle network outwith the site. These improvements would aid movement through the site and connectivity between the site and existing networks.

7.59 The application has also been accompanied by a Community Travel Plan which seeks to ensure the integration of the development with the rest of Cramlington. The overall objective of the Travel Plan, which is considered to be innovative insofar as travel planning is concerned, is to minimise the transport impact of the development on the surrounding strategic and local highway network through the provision and promotion of alternatives modes of transport to the private car. The submitted Travel Plan aims to:

- Reduce the number of single occupancy car journeys to/from the site;
- Encourage residents to travel by non-car modes;
- Provide a choice of travel modes to residents; and
- Highlight the environmental and health related benefits of non-car travel.

7.60 In order to ensure that its targets are met the Travel Plan identifies a number of measures/methods. It is intended that the measures/methods would be secured through the S106 planning obligation. Subject to the applicant completing the S106 agreement with the Council in respect of this matter it is considered that the proposal would be acceptable in transport terms.

7.61 A key element of the scheme in terms of connectivity and sustainability within the South West Sector of Cramlington is the provision of a new link road running north/south from Beacon Lane into the Arcot Consortium land to the south. As already explained above at paragraph 3.6, there is an extant consent for the construction of 250 dwellings on the land immediately to the south of the current application site (with access to be gained from Fisher Lane to the west) and an outline application for a further 1600 dwellings on the land has very recently been submitted to the Council by the Arcot Consortium. In this context, especially given the overall number of dwellings being proposed for the South West Sector currently which is in the region of 2500, it is imperative that good vehicular and pedestrian connectivity is achieved between the sites in the interests of ensuring that the South West Sector is developed holistically and in a sustainable way.

7.62 The applicant in this case has confirmed their commitment to providing the link road between the application site and the land to the south and detailed discussions have taken place over the phasing of its delivery. It is important for Members to note the history of this particular issue when determining the application, not least because development of the South West Sector was the subject of discussion at the public inquiry in 2006 when the previously “called
in” applications were considered by a Planning Inspector. In the subsequent decision notice it was made quite clear that “it is desirable to build out from the edge of the urban area as this would ensure that the first residents can use the most convenient links to the town centre and other facilities.” A trigger point of completion of the 500th dwelling for providing the Beacon Lane link road was imposed through an appropriately worded planning condition attached to the 2008 outline consent (ref: 06/00358/OUT). During the course of assessing the subsequent application for the site however a trigger point of completion of the 100th dwelling for providing the link road was recommended in March 2011 when the application was first considered by the South East Area Planning Committee in order to create the linkage as early as possible in the development of the South West Sector as a whole.

7.63 The appropriate trigger point for delivering the link road into the Arcot Consortium land has been the subject of lengthy and detailed negotiations with the applicant in this instance, particularly in light of the financial viability of the scheme. The applicant’s position in this respect is that due to the costs involved with first having to remediate a large part of the site before any properties can be built (estimated at more than £5 million) to address issues arising from previous open cast coal mining activity combined with significant service infrastructure costs and the S106 requirements early in the lifetime of the development (see below), the imposition of a trigger requiring construction of the link road upon completion of the 100th dwelling would render the scheme unviable and undeliverable due to the additional cost burden this would place on the scheme early in the overall construction process. The applicant has therefore requested that a trigger point relating to completion of the 500th dwelling be imposed as per that imposed on the 2008 consent.

7.64 To fully understand and be able to scrutinise the applicant’s position on this matter it was requested that a detailed financial viability appraisal be submitted for the scheme. This has been provided and has been scrutinised at length by Council officers and surveyor’s acting on the Council’s behalf.

7.65 On the basis of the information provided it is accepted that the imposition of a 100th dwelling trigger point for completion of the link road into the land to the south of the site would make the scheme undeliverable in viability terms due to the already significant upfront costs associated with the development and S106 requirements early in the overall construction process. The scheme would already be extremely difficult in cash flow terms without having to provide the link road at an early stage and to assist their cash flow situation the applicant has recently secured loan monies of £6.8 million from the Homes & Communities Agency (HCA) through its Local Growth Fund initiative. This would assist in dealing with the upfront costs to make the scheme financially viable and deliverable, and repayments are to be based on the rate at which homes are sold on the site to ensure the scheme remains viable and deliverable throughout. A reduced loan repayment rate has been agreed between the applicant and the HCA for the first 200 dwellings to further assist in delivering the early phases of the scheme.

7.66 Imposing a stringent requirement on the developer to construct the Beacon Lane link road at a very early stage in the development would be likely to render the scheme unviable and prevent the development coming forward for delivery. It would potentially result in the loss of the significant HCA finance
which is supporting the scheme delivery and which represents a substantial capital investment in south east Northumberland. The financials of this scheme are finely balanced due to the high level of abnormal costs associated with the development and also other planning requirements such as affordable housing and contributions to education provision. In order to secure the delivery of 715 dwellings on land which forms part of the Council’s strategic location for housing growth during the next plan period a careful approach is required towards the imposition of further requirements or obligations that could tip the balance in terms of viability and deliverability. The scheme in both housing and economic growth terms is considered to be key to the sustainable growth and development of Cramlington, and the whole of the South West sector. There is therefore a strong imperative for the delivery of the housing units, including the proposed 20% affordable housing on the site.

7.67 Having regard to all of the information presented by the applicant and, on balance, it is considered that imposing a requirement for provision of the link road upon completion of the 500th dwelling (or 10 years) would be appropriate and justified in this case to ensure that the scheme becomes deliverable on the ground. A precedent was set for this position by the earlier outline consent for the site. In order to address concerns regarding the potential risk of non-delivery of the link road should the scheme fail to progress as planned beyond a certain point the developer has agreed to enter into an option arrangement to give the Council the right to access the land and construct/complete the link road to adoptable standards at the point where the scheme becomes cash positive and HCA loan monies have been repaid. This proposal by the applicant is welcomed and provides the Council with an assurance that control can be retained over delivery of the link road through an appropriately worded planning condition relating to completion of the 500th dwelling unit and also through the option arrangement to be agreed.

Section 106 Heads of Terms

7.68 As has already been explained at length above, it has long been the intention to develop the South West Sector as a planned major urban extension to Cramlington developed in a phased manner to complete the settlement. In order to ensure the South West Sector is developed in an appropriate and sustainable way however it is necessary that the necessary infrastructure improvements are provided at the correct time.

7.69 Where appropriate the required infrastructure should be secured through a S106 planning obligation. When considering the potential content of a legal agreement regard must be had to the tests set out in the Community Infrastructure Levy Regulations. By law, the obligations can only constitute a reason for granting planning permission if they are:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

7.70 It is expected that the planning obligation attached to any planning permission granted for this site would cover the following matters, the need for which arises from the scale of development being proposed:
- Provision of additional school places;
- Safeguarding land for a local centre and measures to ensure marketing, timing of provision and range of facilities that may be included;
- Provision and maintenance of sports and play provision and public open space;
- Master planning/Local Centre design;
- Contribution for the maintenance of SUDS drainage;
- 20% affordable housing;
- Travel Plan measures; and
- Contribution towards the monitoring costs arising from this obligation.

7.71 The applicant has agreed to enter into a S106 planning obligation covering all of the above matters and at the time of writing the report negotiations are taking place over the detailed costings and phasing of payments linked to trigger points within the construction phase of the development. An update on progress with the S106 agreement will be provided to Members at the meeting of the South East Area Planning Committee.

8. Conclusion

8.1 The proposal for residential development in the South West Sector of Cramlington is consistent with the role of the town identified within both the existing and emerging planning policy framework for Northumberland.

8.2 Having had regard to the planning policy context, planning history of the site and surrounding area and other material planning considerations that are of relevance to this case it is concluded that, subject to appropriate conditions as set out below and the satisfactory completion of a S106 legal agreement in respect of the matters outlined above, the proposal would be acceptable in planning terms and would meet the strategic objectives of the Council in terms of housing delivery in Cramlington and south east Northumberland. The application is therefore recommended for approval.

8.3 Subject to the recommended conditions it is considered that the development would be sustainable in terms of its environmental role. In addition, the scheme would deliver economic benefits and in social terms would deliver much needed market and affordable housing in a location that provides good access to local services, facilities and a range of public transport links.

8.5 Sustainable development would therefore be achieved in this case and the presumption in favour of sustainable development provided by paragraph 14 of the NPPF applies. In addition, the benefits of the proposal in terms of housing delivery would outweigh any harm that would be caused by the proposal. In line with the Ministerial Foreword to the NPPF, the scheme represents sustainable development and should go ahead without delay.

9. Recommendation

Authority to the Head of Planning & Housing Services to GRANT planning permission subject to the completion of a Section 106 planning obligation covering the Heads of Terms set out in the report, subject to the conditions
set out below, and subject to no new issues being raised by consultees or as a result of public consultation within the remainder of the consultation period.

The application will also be required to be referred to the Secretary of State under the provisions of The Town and Country Planning (Development Plans and Consultations) (Departures) Direction 1999 as the scheme would represent a significant departure from the development plan.

**Conditions/Reason**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

   Reason: To ensure that the development is commenced within a reasonable period of time from the date of this permission.

2. Notwithstanding the phasing plan submitted with the application, a Site Wide Phasing Plan and Programme shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development on the site. The phasing Plan and Programme shall include details of the proposed sequence of development across the entire site, the extent and location of individual development phases including reference to the type and extent of any development envisaged in each phase. The development must be carried out in full accordance with the Phasing Plan and Programme.

   In this permission “phase” means each phase identified on the Phasing Plan or such other plan as may be approved in writing by the Local Planning Authority pursuant to condition 2.

   Reason: To ensure the orderly progression of the development.

3. The Local Planning Authority shall be provided with no less than 28 days prior written notice of the commencement of development of each phase.

   Reason: In order to ensure development is carried out in an appropriate manner.

4. Except where modified by the conditions attached to this planning permission, the development shall be carried out in accordance with the details shown on plan numbers:

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**Keepmoat House Type Plan**

| 1B/2P Flat | Floor plans |
| 1B/2P Flat | Elevations |
| 520 | Ground floor plan |
| 520 | First floor plan |
| 520 | Elevations |
| 651 | Floor plans |
| 651 | Elevations |
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| 764 | Floor plans |
| 764 | Elevations |
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| 832 | Floor plans |
| 832 | Elevations |
| 832 – Variant 1 | Elevations |
| 842 | Floor plans |
| 842 | Elevations |
| 851 | Floor plans |
| 851 | Elevations |
| 851 – Variant 1 | Elevations |
| 867 | Floor plans |
| 867 | Elevations |
| 867 – Variant 1 | Elevations |
| 869 | Floor plans |
| 869 | Elevations |
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| 951 | Elevations |
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| 955 | Elevations |
| 955 – Variant 1 | Elevations |
| 1054 | Floor plans |
| 1054 | Elevations |
| 1054 – Variant 1 | Elevations |
| 1178 | Floor plans |
| 1178 | Elevations |
| 1178 – Variant 1 (part rendered) | Elevations |
| 1178 – Variant 1 (fully rendered) | Elevations |
| B2 | Floor plans |
| B2 | Elevations |
| NB | Floor plans |
| NB | Elevations |
| NB – Variant 1 | Elevations |

**Barratt House Type Plan**
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5. Notwithstanding the submitted documents, prior to the commencement of development, details of the location and design of a road extension to Beacon Lane Extension (Proposed Site Layout (Roofscape) SL-01 Rev. G) which shall continue this route southwards to facilitate vehicular, pedestrian and cyclist access to lands to the south of the application site, shall be submitted to and approved in writing by the Local Planning Authority. The design details to be submitted for the road extension shall include location, construction details, lighting, surface materials and landscaping and shall reflect the design treatment of Beacon Lane Extension. The road extension to Beacon Lane Extension shall be implemented in accordance with the approved details and made available for use by vehicles, pedestrians and cyclists before the completion of no more than 500 dwellings on the site or within 10 years of the commencement of development (whichever is sooner) and shall thereafter remain open for use for vehicles, pedestrians and cycles to access land to the south at all times. No barriers or other physical impediments to the use of this road extension by vehicles, pedestrians and cyclists to access lands to the south shall be put in place without the prior written consent of the Local Planning Authority.

Reason: To ensure the provision of an integrated road system within the SW Sector in the interest of securing sustainable travel modes and access to facilities by future residents in a timely way.

6. Notwithstanding the submitted documents; no part of the development shall commence until details of the access (includes pedestrian and cycle access) between land to the south and the footpath/cycleway to the east of the playing pitches have been approved in writing by the Local Planning Authority; the submission must detail the level of access that will be permitted and the timing of its provision. The access must be provided in accordance with the approved detail and timetable. The access must be made available for use thereafter without restriction and provide access to the land to the south,

Reason: In order to ensure a comprehensive network to promote sustainable routes and to extend the opportunities to travel by safe and sustainable means.

Ecology

7. No development shall take place unless in accordance with the mitigation detailed within: section D4 and Appendix 8 of the protected species report ‘An Extended Phase 1 and Protected Species Survey of Land at Beacon Lane; Cramlington’ E3 Ecology Ltd R06 Final 20.12.10”; Biodiversity Management Plan Report 1 Draft January 2011 Beacon Lane Cramlington E3 Ecology Ltd R01 22.11.10; Ornithological Surveys of land at Beacon Lane, Northumberland 2010, E3 Ecology Ltd R01 Draft 21-Jul-10.
8. No development shall take place until a scheme for the provision and maintenance of signs within the development to inform walkers of the presence and vulnerability of the Arcot Hall Site of Special Scientific Interest has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved prior to the occupation of any dwelling hereby permitted, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the Site of Special Scientific Interest.

9. No development shall take place until a scheme for the provision of bat boxes within the development and a programme for its implementation have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To compensate for the loss of existing bat roosting sites.

10. No development shall take place until a scheme for the provision of bird boxes within the development and a programme for its implementation have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To compensate for the loss of existing bird habitat.

Landscaping

11. No development shall take place until a site-wide Landscape Masterplan has been submitted to and approved in writing by the Local Planning Authority. The Landscape Masterplan shall address the following issues:
   1) The quantum and location of different typologies of green spaces across the site.
   2) Clearly identify existing trees, hedgerows, habitats, ponds and other natural features proposed for retention.
   3) Principles for the layout, design, landscaping and boundary treatment of each of these areas.
   4) Principles for public access to and through these areas.
   5) Principles for lighting of these areas.

The Landscape Masterplan shall be implemented in accordance with the approved details unless otherwise agreed with the local planning authority.

Reason: In the interests of amenity, ecology and public safety.

12. No development shall take place within any phase until full details of both hard and soft landscape works in respect of that phase have been submitted to and approved in writing by the Local Planning Authority. These details shall include samples of all hard surfaces, planting plans, written specifications, schedules of plants (noting species plant sizes and proposed number densities where appropriate) in respect of that phase of development.
including the timing for implementation thereof. The works shall be carried out as approved and in accordance with the approved timetables.

Reason: To ensure a satisfactory form of development.

13. No development shall take place within any phase until a detailed Open Space Management and Maintenance Scheme for the maintenance and management of all areas of open space within that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented upon the occupation of the first residential unit of that particular phase (or as may otherwise be approved in writing by the Local Planning Authority). Details to be submitted shall include:

- Details of landscape management and maintenance plans
- Details of planting, grass cutting, weeding and pruning
- Inspection, repair and maintenance of all hard landscaping and structures
- Management, monitoring and operational restrictions
- Maintenance and planting replacement programme for the establishment period of landscaping
- Establish a procedure that would be implemented in the event of any tree (or item of soft landscaping) being removed, uprooted/destroyed or dying

The open space areas provided shall be retained for their intended purpose unless otherwise is approved in writing by the Local Planning Authority.

Reason: To ensure appropriate maintenance and management of open space

Play/open space

14. Prior to the commencement of development, a detailed survey and assessment of ground conditions that could affect the use and quality of the playing fields (including drainage and topography) of the land proposed in this application as playing fields shall be undertaken and the results submitted in writing to the Local Planning Authority. Based on the results of this assessment, a detailed scheme to ensure that the playing fields will be provided to an acceptable standard (to be specified by Northumberland County Council) shall be submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The scheme shall also include details of the layout and finishes of the playing fields programme for delivery of the playing fields and ancillary facilities (including access and parking areas). The scheme must be carried out in full accordance with the approved details and programme of delivery

Reason: To ensure that site surveys are undertaken for new playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field.

Environmental Protection

15. No development shall be commenced until:
(a). The application site has been subjected to a detailed desk study and site investigation/walkover to determine the level of ground contamination present and remediation objectives have been determined through risk assessment,
and, using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors has been produced; all of which shall be submitted to and approved in writing by the Local Planning Authority;
(b) A Remediation Statement which details proposals for the removal, containment or otherwise rendering harmless any contamination has been submitted to and approved in writing by the Local Planning Authority; and
(c) The works specified in the Remediation Statement have been completed in accordance with the approved scheme and a report validating the remediated site has been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the environment from contamination and to ensure that the site is reclaimed to a standard appropriate for its approved use.

16. Upon completion of the remediation detailed in the Method Statement a report shall be submitted to the Local Planning Authority that provides verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement. Post remediation sampling and monitoring results shall be included in the report to demonstrate that the required remediation has been fully met. Future monitoring and reporting proposals shall be detailed in the report which shall be approved in writing by the Local Planning Authority before the development commences.

Reason: To protect receptors by ensuring that the remediated site has been reclaimed to an appropriate standard.

17. If during development contamination not previously considered is identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To protect receptors by ensuring that the site has been reclaimed to an appropriate standard.

18. No development shall take place within any Phase until a scheme to protect the buildings within that Phase from gas emissions associated with the former mine workings, in particular Stythe (or Black Damp), and a programme for its implementation have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: In order to safeguard the development and/or the occupants thereof from possible future gas emissions.

19. No development shall take place within any phase until a ‘Dust Management Plan’ has been submitted to and approved in writing by the Local Planning Authority to management dust within that phase. The submitted ‘Dust Management Plan’ must include a procedure for dealing with complaints
about dust which would be activated when justified dust complaints are received by the Local Planning Authority. Monitoring points should be approved in writing by the local planning authority.

Reason; In the interests of amenity.

20. Construction work and deliveries associated with the proposal shall only take place between the hours of 7am to 7pm Monday to Friday, 8am to 1pm on Saturdays but shall not take place on Sundays or Bank Holidays unless otherwise is approved in advance and in writing by the Local Planning Authority.

Reason: In the interests of the amenity of nearby residents and new residents at the site.

Details to be approved

21. No development shall take place within each Phase until a sample panel including all materials to be used within that phase have been submitted to and approved in writing by the Local Planning Authority. The submitted sample panel shall be at least 1m x 1m and show the proposed material, bond, pointing technique and palette of materials (including roofing, cladding and render) to be used in the development. The development shall be carried out in accordance with the approved details.

Reason: In the interest of visual amenity.

22. No development shall take place within each Phase until details of the provision of refuse and recycling storage for each dwelling within that Phase and a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority. Thereafter each Phase of the development shall be carried out in accordance with the approved details in respect of that Phase unless otherwise is approved in writing by the Local Planning Authority. The refuse/recycling area should have a direct and level access from the street to the dwelling and be capable of accommodating the appropriate refuse/recycling

Reason: In the interests of the provision of adequate refuse storage/collection facilities and of general and visual amenities.

23. Prior to commencement of development, details of the location, design and landscaping of a communal recycling facility for the scheme and a programme for its delivery shall be submitted to and approved in writing by the Local Planning Authority (unless otherwise is approved in writing by the Local Planning Authority). Development shall be carried out in accordance with the details and programme approved.

Reason: In the interest of providing adequate recycling facilities and visual amenity.

24. No development shall take place in each phase until full details of the proposed levels of any building, associated structures and the remainder of the building plots in that phase, compared to existing levels of the site, have
been submitted to and approved in writing by the local planning authority. The development shall be constructed in accordance with the approved levels unless otherwise is approved in writing by the local planning authority.

Reason: In order to safeguard the character and appearance of the area

25. Provision shall be made available for the secure parking of bicycles; the details of which must first be submitted to and approved in writing by the Local Planning Authority and the development must be carried out in accordance with the approved detail. All of the above shall apply unless any variation is approved in writing by the Local Planning Authority.

Reason: To establish cycling as an alternative form of transport and ensure adequate storage facilities for bicycles within the scheme.

26. Before commencement of development a scheme for the provision of secure covered bicycle storage for non-residential uses to be provided on the site (including sports and recreation facilities) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the location, number and design of secure bicycle parking and shall be implemented in accordance with the approved schemes prior to initial use of the non-residential uses.

Reason: To establish cycling as an alternative form of transport and ensure adequate storage facilities for bicycles within the scheme.

27. No development shall take place in each phase until a scheme (including a programme for implementation) for the inclusion of energy from renewable energy sources has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To achieve environmental benefits.

28. Prior to the commencement of any part of the development, full details of all substations (including a programme for implementation) must be approved in writing by the Local Planning Authority. The submitted details must detail materials, design and locations. The development must be carried out in full accordance with the approved details and timetable.

Reason: In the interests of amenity.

**Highways**

29. No development shall take place in each phase until a detailed Traffic Management Plan for the duration of the construction period within that phase shall be submitted for approval by the Local Planning Authority, in consultation with the Highway Authority and no development shall commence within each phase until such a plan covering the full construction period has been approved in writing by the Local Planning Authority. The Traffic Management Plan must include routing, schedule and timing of movements, details of escorts for abnormal loads, temporary warning signage, banksman/escort details and proposed mitigating measures. The
development must be carried out in full accordance with the approved Traffic Management Plan.

Reason: In order to achieve a satisfactory form of development having regard to highway safety and general amenity.

30. No development shall take place in each phase until a Construction Method Statement for the duration of the construction period within that phase has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall provide for:

- the parking of vehicles of site operatives and visitors;
- delivery times and loading and uploading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding;
- the erection and screening of any compound and welfare facilities;
- wheel washing facilities;
- measures to control the emission of dust and dirt during construction; and
- a scheme for recycling/disposing of waste resulting from the construction works.

The approved Statement shall be implemented and complied with during and for the life of the works associated within each phase.

Reason: In order to achieve a satisfactory form of development having regard to highway safety and general amenity.

31. Turning facilities for all vehicles, including abnormal loads, must be provided within the confines of the site for the duration of the construction period to enable all vehicles to enter and leave the highway in a forward direction at all times. The development hereby permitted shall not commence (other than for the construction of turning, parking and storage areas) until such provision has been made.

Reason: In the interests of highway safety.

32. Prior to the commencement of any part of the development, a detailed design of a proposed four-leg roundabout at the junction of Beacon Lane/U9551 along with a timetable for the implementation of the works must be submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority. Thereafter the works shall be implemented as approved and in accordance with the approved timetable.

Reason: In the interests of highway safety.

33. Prior to the commencement of any part of the development, a detailed design of a crossing point over Beacon Lane (close to the entrance into the development) along with a timetable for its implementation must be submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority. Thereafter the works shall be implemented as approved and in accordance with the approved timetable.
34. Prior to the commencement of any development, a detailed design of all works to Beacon Lane along with a timetable for the implementation of the works must be submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority. The submission must include construction details, cross-sections, lighting, surface materials and landscaping. The works must be installed as approved and in accordance with the approved timetable.

35. All carriageways, footways, cycleways and street lighting serving the development (the street works) are to be constructed and installed to adoptable standards. All of the above shall apply unless any variation is approved in writing by the Local Planning Authority.

36. Prior to the commencement of development, details of the location and design of bus stops within the development shall be submitted to and approved in writing by the Local Planning Authority along with a programme for their implementation. The bus stops shall be provided in accordance with the agreed details and programme of delivery.

37. Each car parking space approved through this permission shall be constructed as approved, and drained, surfaced and made available for use before any unit of accommodation or use that it serves is occupied.

38. Prior to the commencement of any development a scheme to protect the public footpath through the site (300/119) must be submitted to and approved in writing by the Local Planning Authority. The submitted scheme must include measures to ensure the footpath surface is protected along with any users of the footpath; the footpath must remain open at all times with no restrictions. The development must be carried out in full accordance with the approved scheme. All of the above shall apply unless any variation is approved in writing by the Local Planning Authority.

39. A programme of archaeological work is required. The archaeological scheme shall comprise three stages of work. Each stage shall be competed and approved in writing by the Local Planning Authority before it can be discharged.
a) No development or archaeological mitigation shall commence on site until a written scheme of investigation based on the brief has been submitted to and approved in writing by the Local Planning Authority.
b) The archaeological recording scheme required by the brief must be completed in accordance with the approved scheme of investigation.
c) The programme of analysis, reporting, publishing and archiving if required by the brief must be completed in accordance with the approved written scheme of investigation.

Reason: The site is of archaeological interest.

40. No development shall take place until a detailed method statement for any works to be carried out within the ‘Exclusion Area’ identified on Fig 1 of the archaeological mitigation brief (NC ref BV3/5; 11262 dated 27/09/10) is submitted to and approved by the Local Planning Authority. No intrusive groundworks (including surface drainage facilities or service trenches) should be undertaken below the level of the present ground surface. All of the above shall apply unless any variation is approved in writing by the Local Planning Authority.

Reason: To ensure that significant archaeological remains identified within the site are preserved and not damaged or destroyed by the developments.

**Drainage/Flood risk**

41. The development hereby permitted shall not be commenced until such time as a scheme to adequately dispose of surface water has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall be implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may be subsequently be approved in writing by the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

42. No development hereby permitted shall commence until a scheme for the provision, implementation and maintenance of the two attenuation ponds (SuDS) and associated network has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details and timetable. The scheme shall be maintained in accordance with the approved details and timetable.

Reason: To safeguard the water environment, reduce the risk of flooding from surface water drainage.

43. Before development commences on each phase, details of both surface water and foul sewage drainage proposals shall be submitted to and approved in writing with the Local Planning Authority and shall be carried out in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.
Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal and to ensure that the development is provided with a satisfactory means of drainage.

**Background Papers:** Planning application file(s) B/08/00465/FUL (As Amended)

Planning Statement – March 2015  
Flood Risk Assessment – March 2015  
Design and Access Statement – March 2015  
Environmental Statement Addendum – March 2015  
Environmental Statement Addendum Appendices – March 2015  
Environmental Statement Addendum – Non Technical Summary – March 2015