


**NHS Northumbria
Northumbria Specialist Emergency Care
Hospital
Northumbria Way, Cramlington, NE23 6NZ**

Site Condition Report

August 2023

PREPARED BY	Stella Consonni (Senior Consultant)	DATE	28.06.2023
REVIEWED BY	Jane Bond (Project & Business Development Director)	DATE	01.08.2023
SIGNATURES			
VERSION No.	1.0		

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Notes:

COMPLETE SECTIONS 1-3 AND SUBMIT WITH APPLICATION

DURING THE LIFE OF THE PERMIT: MAINTAIN SECTIONS 4-7

AT SURRENDER: ADD NEW DOC REFERENCE IN 1.0; COMPLETE SECTIONS 8-10; & SUBMIT WITH YOUR SURRENDER APPLICATION.

1.0 SITE DETAILS

Name of the Applicant	Northumbria Healthcare NHS Foundation Trust
Activity Address	Northumbria Specialist Emergency Care Hospital Northumbria Way, Cramlington NE23 6NZ
National grid reference	NZ 27690 75603
Document Reference and dates for Site Condition Report at permit application and surrender	Appendix C ECC – Sites Report Jan 09 Final – dated 22 nd January 2009
Document References for site plans (including location and boundaries)	Appendix D ECC (Sites D and E) Note the NSECH site is within site E

2.0 CONDITION OF THE LAND AT PERMIT ISSUE

2.1 Environmental Setting

Including:

- Geology
- Hydrogeology
- Surface Waters

The site is underlain by superficial deposits comprising glacial till with bedrock of the Carboniferous Pennine Middle Coal Measures at depth. The site is not at risk from flooding

2.2 Pollution History

Including:

- Pollution incidents that may have affected land
- Historical land-uses and associated contaminants
- Any visual/olfactory evidence of existing contamination
- Evidence of damage to pollution prevention measures

The majority of the site comprised cultivated agricultural field of firm very slightly, silty sandy dark brown and black gravelly clay. Gravels of sandstone, mudstone and coal were noted.

2.3 Evidence of Historic Contamination (e.g. historical site investigation, assessment, remediation & verification reports where available)

There is no evidence of historic contamination from the information provided although it is noted that this is a previous coal mining area, at depth.

The hospital was completed in 2015 on the agricultural site.

2.4 Baseline and Groundwater Reference Data

The permit boundary is within a building with an impermeable base and drainage to foul sewer. There are no baseline soil and groundwater reference data provided.

2.5 Supporting Information

The site is a hospital completed in 2015. Any baseline data may have been collected as part of a site investigation for the construction – no information has been provided.

3.0 PERMITTED ACTIVITIES

Treatment of Clinical waste via Autoclave

3.1 Document References

- Plan showing activity layout – Appendix A 2023-633-005 NSECH Hospital – Site Layout Plan (Rev A)
- Environmental Risk Assessment – Doc Ref NSECH Risk Assessment

4.0 CHANGES TO THE ACTIVITY

Have there been any changes to the activity boundary?	If yes, provide a plan showing the changes to the activity boundary.
Have there been any changes to the permitted activities?	If yes, provide a description of the changes to the permitted activities
Have any ‘dangerous substances’ not identified in the Application Site Condition Report been used or produced as a result of the permitted activities?	If yes, list of them
Checklist of supporting information	<ul style="list-style-type: none"> • Plan showing any changes to the boundary (where relevant) • Description of the changes to the permitted activities (where relevant) • List of ‘dangerous substances’ used/produced by the permitted activities that were not identified in the Application Site Condition Report (where relevant)

5.0 MEASURES TAKEN TO PROTECT LAND

Use records that you collected during the life of the permit to summarise whether pollution prevention measures worked. If you can’t, you need to collect land and/or groundwater data to assess whether the land has deteriorated.

5.1 Checklist of Supporting Information

- Inspection records and summary of finding of inspection for all pollution prevention measures
- Records of maintenance, repair and replacement of pollution prevention measures

6.0 POLLUTION INCIDENTS THAT MAY HAVE HAD AN IMPACT ON LAND AND REMEDIATION

Summarise any pollution incidents that may have damaged the land. Describe how you investigated and remedied each one. If you can’t, you need to collect land and /or groundwater reference data to assess whether the land has deteriorated while you’ve been there.

6.1 Checklist of Supporting Information

- Records of pollution incidents that may have impacted on land
- Records of their investigation and remediation

7.0 SOIL GAS AND WATER QUALITY MONITORING (WHERE UNDERTAKEN)

Provide details of any soil gas and/or water monitoring you did. Include a summary of the findings. Say whether it shows that the land deteriorated as a result of the permitted activities. If it did, outline how you investigated and remedied this.

7.1 Checklist of Supporting Information

- Description of soil gas and/or water monitoring undertaken
- Monitoring results (including graphs)

8.0 DECOMMISSIONING AND REMOVAL OF POLLUTION RISK

Describe how the site was decommissioned. Demonstrate that all sources of pollution risk have been removed. Describe whether the decommissioning had any impact on the land. Outline how you investigated and remedied this.

8.1 Checklist of Supporting Information

- Site Closure Plan
- List of potential sources of pollution risk
- Investigation and remediation reports (where relevant)

9.0 REFERENCE DATA AND REMEDIATION (WHERE RELEVANT)

Say whether you had to collect land and/or groundwater data. Or say that you didn't need to because the information from sections 3, 4, 5 and 6 of the Surrender Site Condition Report shows that the land has not deteriorated.

If you did collect land and/or groundwater reference data, summarise what this entailed, and what your data found. Say whether the data shows that the condition of the land has deteriorated, or whether the land at the site is in a "satisfactory state". If it isn't, summarise what you did to remedy this. Confirm that the land is now in a "satisfactory state" at surrender.

9.1 Checklist of Supporting Information

- Land and/or groundwater data collected at application (if collected)
- Land and/or groundwater data collected at surrender (where needed)
- Assessment of satisfactory state
- Remediation and verification reports (where undertaken)

10.0 STATEMENT OF SITE CONDITION

Using the information from section 3 to 7 Using the information from sections 3 to 7, give a statement about the condition of the land at the site.

This should confirm that:

- The permitted activities have stopped
- Decommissioning is complete, and the pollution risk has been removed
- The land is in a satisfactory condition.

Appendix A - Site Location Plan



KEY

PERMIT BOUNDARY



Rev	A	B	C	D	E	
Drawn by	RB		Scale	NTS		Original Size A3
Surveyed by	JB		Date	25/07/2023		Dwg File Name 2023-6333

NORTHUMBRIA HEALTHCARE TRUST
 NORTHUMBRIA WY NE23 6NZ
 CRAMLINGTON

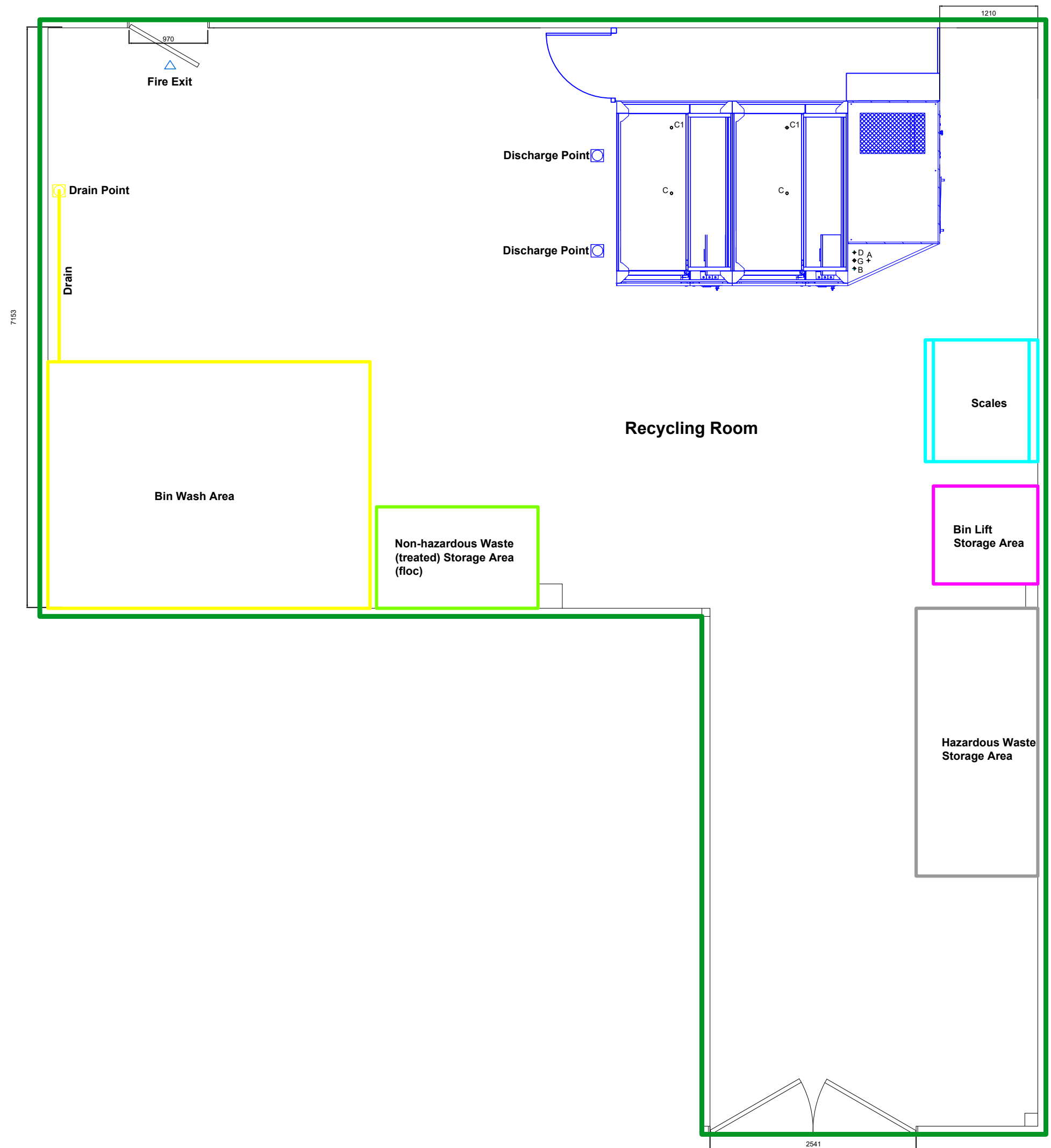
NORTHUMBRIA SPECIALIST
 EMERGENCY CARE HOSPITAL
 SITE LOCATION
 PLAN



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DRAWING No.	REV.
2023-6333-002	REV

Appendix B – Site layout Plan



- KEY**
- PERMIT BOUNDARY
 - BIN WASH AREA
 - BIN LIFT STORAGE AREA
 - SCALES
 - HAZARDOUS WASTE STORAGE AREA
(MAXIMUM STORAGE OF 2 x 770 l BINS)
 - NON HAZARDOUS WASTE (TREATED)
STORAGE AREA (FLOC)
(MAXIMUM STORAGE OF 2 x 240 l BINS)
- A POWER CONNECTION POINT
 - B COMPRESSED AIR
 - C MACHINE DRAIN
 - C1 VACUUM DRAIN
 - D POTTABLE WATER
 - G SOFTENED WATER



Rev	A	B	C	D	E	
Drawn by	RB			Scale	NTS	
Surveyed by	JB			Date	25/07/2023	
Original Size	A3					
Dwg File Name	2023-6333					

NORTHUMBRIA HEALTHCARE TRUST
 NORTHUMBRIA WY NE23 6NZ
 CRAMLINGTON

 NORTHUMBRIA SPECIALIST
 EMERGENCY CARE HOSPITAL
 SITE LAYOUT
 PLAN



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DRAWING No.	REV.
2023-6333-005	A

Appendix C - ECC sites report



Emergency Care Centre

Sites Review Report

DTZ
Central Square South
Orchard Street
Newcastle upon Tyne
NE1 3AZ

22 January 2009



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Appendices

1	Site Search Boundary Assessment
2	Site Search Boundary Plan
3	Long List Planning Appraisal
4	Long List Utilities Report
5	Long List Environmental Report
6	Long List Transport Report
7	Short List Title Report – Site C
8	Short List Title Report – Site D
9	Short List Title Report – Site E
10	Short List Title Report – Site G
11	Short List Transport Report
12	Short List Utilities Plan – Site C
13	Short List Utilities Plan – Sites D & E
14	Short List Environmental Report – Site C
15	Short List Environmental Report – Site D
16	Short List Environmental Report – Site E
17	Short List Environmental Report – Site G
18	Short List Planning Appraisal
19	Newcastle Airport Flight Path Plan

1. Background

Northumbria Healthcare NHS Foundation Trust are considering the provision of a new healthcare facility to complement existing facilities providing emergency care at Hexham, Ashington and North Shields. The proposed new Emergency Care Centre is to be located on a new site in a location between the major centres of population served by the Trust.

The new facility is anticipated to extend to around 20,000 sq m (215,300 sq ft) providing in the order of 250 beds and employment for around 800 staff.

The immediate land requirement will be in the order of 9 hectares (22.3 acres) but in an effort to ensure that any investment in the site is protected against any further proposed service changes either elected by the Trust or enforced upon them, a total land area of around 20 hectares (49 acres) may be required. It is not proposed that the Trust will necessarily acquire the full site area immediately but will certainly need a legal interest of some description to protect the level of investment in the new facility, albeit within the site criteria, site size is not an absolute limiting factor.

The Trust have undertaken preliminary work, in consultation with both Blyth Valley Borough Council and North Tyneside Council, to identify potentially suitable locations for the new facility. The primary piece of work was to identify a site search area. This was based upon centres of population within the Trust's operational area and respecting existing facilities.

The Trust have engaged consultancy support from DTZ, Faber Maunsell and Muckle LLP to identify potential sites and then to provide advice on the viability of each of the sites against identified potential constraints including title, planning, transport, ecology and ground conditions, utilities, commercial availability and cost.

The site identification criteria adopted by the Trust were based upon the need to provide the additional facility in a location with good access roads for the centres of population between other existing facilities.

The Trust have considered sites proposed and drawn up a shortlist of sites requiring a further level of due diligence. This Report summarises the findings of the due diligence undertaken to date, with detailed reports on a number of the parameters appended herewith.

2. Approach

The Trust engaged the consultants to provide the advice herein with specific responsibility as follows:-

- Title and legal constraints	Muckle LLP
- Town and country planning	DTZ
- Ground condition	Faber Maunsell
- Ecology and ornithology	Faber Maunsell
- Archaeology	Faber Maunsell
- Transport	Faber Maunsell
- Utilities	Faber Maunsell
- Commercial availability	DTZ
- Cost of acquisition	DTZ

The first step in the approach was to assess the most appropriate location for the proposed ECC. After discussion with the client, an exercise was undertaken by Faber Maunsell to identify the most accessible location within the large geographical area covered by the Trust. This exercise, based upon census data, considered the size of population in each ward and assessed the distance between each ward. The conclusion of the Faber Maunsell exercise was such that the five percent of all wards (ie seven in total) within Cramlington were identified as being the most accessible to the population covered by the Trust. (Appendix 1)

A combination of the seven electoral wards in and around Cramlington, within Blyth Valley District Council's administrative boundary, defined the area of search for the proposed ECC (Appendix 2).

Subsequently, a site finding exercise within the area of search took place. The Trust confirmed that a 20 hectare site would be their minimum requirement in the long term and as such, DTZ undertook a site finding exercise which resulted in 12 possible sites being identified as shown below.

Fig. 1 Long listed sites

The sites were then considered on a desktop basis with an assessment made against the adopted criteria. The site selection criteria were developed from the meetings between the Trust and members of the consultation team but have also been discussed with the Local Authority and are listed below:

- Accessibility
- Site characteristics and development potential
- Planning opportunity and constraint
- Social acceptability

A detailed definition of each of the criteria and its weighting is set out below, with a relative assessment applied to the site selection criteria in accordance with good practice and national guidance. An extract from R25: Finding The Right Solution - A Guide To Option Appraisal, regarding the approach to scoring and weighting is reproduced below:

“Scoring

To be able to compare the information that is not easily valued and is essentially qualitative, the commonest approach is to score each option on its contribution towards the objectives. In other words, you are rating each option against the extent to which they deliver what you are seeking to achieve.

The scale that you use to score your options should be wide enough to reflect the differences between the different options, even if they are quite small. A 0-10 scale will usually be appropriate, where a rating of “0” is a complete failure to deliver an objective, whilst 10 would indicate that an option delivers an objective in full.

Weighting

It is unlikely that all the objectives that you set will be equally important to you. You may regard achievement of some of the objectives as being absolutely essential, whilst some of the others might be less important and be seen as a “nice to have” result.

Once all the non-financial elements have been scored, you can then apply weighting factors based on the relative importance of each objective. These weightings help to ensure that the most important factors have the greatest influence on the outcome of the appraisal.”

The detailed criteria and weighting agreed with the client group were as follows:

Criteria	Issues included	Weighting
Accessibility	Proximity to known congested highways	30
	Proximity to strategic highway network	
	Proximity to regular bus and rail services	
	Proximity to Newcastle International Airport flight paths	
	Availability of emergency access routes	
Site Characteristic and Development Potential	Utilities - availability of utilities to serve the facility and constraints from existing conduits/facilities	40
	Landscape - topography and land features, including any designations	
	Archaeology	
	Flood risk	
	Noise factors - receptors and generators	
	Air quality	
	Ground conditions and potential sources of contamination	
	Ecology - landscape, designations and likely impact due to potential presence of protected species	
Title constraints		
Patient and Staff Amenity Potential	Patient and staff amenity potential	20
Social Acceptability	Environmental impact upon the location	10
	Social impact upon surrounding land users	

The scoring criteria were set, in accordance with good practice, as:

Each option is awarded a score of between 0 and 10 against the following framework:

Score

- 10 Excellent - exceeds the project objectives
- 8 Good - easily meets the project objectives
- 6 Average - Meets the project objectives but only just
- 4 Below average - does not meet project objectives
- 2 Poor
- 0 Unacceptable

As a result of the scoring of the long list a short list evolved for additional due diligence. Reports supporting the scoring of the long list of sites are appended herewith (Appendices 3-6). Once the sites had been scored against the above criteria, a review of the potential shortlisted sites was taken in terms of the viability of each site from a planning perspective.

DTZ provided advice based upon discussions with officers of the Local Authority and a review of all appropriate planning documents on a regional and sub-regional basis to assist in drawing up the short list.

A second round of data collection and consideration was then given to the short listed sites to enable the client to make an informed decision regarding a preferred site in anticipation of an active acquisition programme being pursued.

The results of the due diligence, scoring and the additional consideration of the short listed sites are summarised in the following report sections. Specific reports are appended herewith (Appendices 7-18).

3. Long Listed Sites

Site	Name	Site Area	Comments
A	Laverock Hall	34 ha (84 acre)	The site is situated to the north west of Cramlington and comprises agricultural land accessed off the A1087.
B	Stickley Farm	24 ha (59 acre)	The site is situated to the north west of Cramlington in close proximity to the A189. It comprises agricultural land accessed off the A1087.
C	Cramlington Centre	28 ha (69 acre)	The site lies to the north of Cramlington town centre and is accessed from Station Road or the A1171.
D	High Pit	27 ha (67 acre)	This site lies adjacent to East Cramlington and the A189 and is accessed off the B1326.
E	Collingwood Chase	19 ha (47 acre)	This site lies adjacent to East Cramlington and the A189 and is accessed off the A189 or B1326.
F	Cramlington Moor Farm	21 ha (52 acre)	This site is situated at the southern edge of Cramlington and comprises part woodland/part parkland. Access is gained from the A1171.
G	Northumberland Business Park	20 ha (49 acre)	This site forms part of the Northumberland Business Park, a development by Gladman. Access is gained from the B1319, which in turn joins the A19.
H	Annitsford (1)	19 ha (47 acre)	This site lies adjacent to the village of Annitsford and the A19, access is from the A190.
I	Annitsford (2)	20 ha (49 acre)	This site lies adjacent to the village of Annitsford and the A19, access is from the A190.
J	Seghill	36 ha (89 acre)	This site is situated to the south west of Seghill and adjacent to the A19. Access is gained from the A190.
K	Mare Close Farm	20 ha (49 acre)	This site lies between Seghill and Seaton Delaval and is accessed of the A190.
L	Wheatridge	35 ha (86 acre)	This site sits on the northern edge of Seaton Delaval and forms part of a proposed residential development by Bellway. The site is accessed off the A192.

4. Long List Scoring

Site	Name	Site Area	<i>weighting</i> 30		40		20		10		Weighted Score	Rank
			Accessibility		Site Characteristics and Development Potential		Patient and Staff Amenity Potential		Social Acceptability			
			Score	wt. score	Score	wt. score	score	wt. score	score	wt. score		
A	Laverock Hall	34 ha (84 acre)	7	210	7	280	5	100	5	50	640	1
B	Stickley Farm	24 ha (59 acre)	7	210	4	160	5	100	5	50	520	7
C	Cramlington Centre	28 ha (69 acre)	6	180	6	240	7	140	6	60	620	3
D	High Pit	27 ha (67 acre)	7	210	7	280	5	100	5	50	640	1
E	Collingwood Chase	19 ha (47 acre)	7	210	6	240	5	100	7	70	620	3
F	Cramlington Moor Farm	21 ha (52 acre)	7	210	2	80	5	100	4	40	430	9
G	Northumberland Business Park	20 ha (49 acre)	7	210	4	160	7	140	7	70	580	5
H	Annitsford (1)	19 ha (47 acre)	6	180	2	80	5	100	5	50	410	10
I	Annitsford (2)	20 ha (49 acre)	6	180	5	200	5	100	5	50	530	6
J	Seghill	36 ha (89 acre)	6	180	4	160	5	100	5	50	490	8
K	Mare Close Farm	20 ha (49 acre)	4	120	3	120	5	100	5	50	390	11
L	Wheatridge	35 ha (86 acre)	4	120	2	80	5	100	5	50	350	12

5. Stage One Summary

As a result of the scoring, consideration was given to the following sites;

- Site A – Laverock Hall
- Site C – Cramlington Centre
- Site D – High Pit
- Site E – Collingwood Chase
- Site G – Northumberland Business Park.

Fig.2

The planning advice then provided to the Trust indicated that Site A, the land at Laverock Hall, along with several of the other sites within the long list, lies within the Green Belt. The availability of sites appearing to be suitable, not within the green belt, led to a conclusion being drawn that it would be highly unlikely that Site A was a viable option given the inherent difficulties in securing an implementable planning permission on a site within the Green Belt.

As a consequence of the planning advice provided, Site A was omitted from the short list for further consideration. A short list of sites C, D, E and G was then adopted for additional due diligence in the second stage of the study.

6. Short Listed Sites

6.1 Site C – Cramlington Centre

Address	Land north of Station Road, Cramlington.
Location	The site is located to the north of Cramlington town centre and is centred on Ordnance Survey National Grid Reference NZ266775.
Description	<p>Site C is a parcel of land extending to approximately 28 ha (69 acres) comprising agricultural land, pasture and recreation ground.</p> <p>The site is bound to the west by the A1171, to the south by B1326 (Station Road) and to the north and east by residential housing.</p> <p>The site is split into four individual fields; a playing field to the south east, an area of rough pasture to the north east and cultivated agricultural fields to the north west and south west. In the southern fields land slopes to the north from Station Road. The playing field comprises short grassland. An area of rough pasture is evident to the west of the field. Local knowledge indicates that a trial pit was dug in this position for archaeological purposes. A playground is present to the east of the field outside the site boundary. To the south west, the agricultural field comprises firm slightly silty, slightly sandy dark brown clay. A ditch is present between the south west and south east fields. Residential housing exists within the site boundary towards the south west and immediately outside the site boundary to the south east. There are no signs of subsidence on the housing.</p> <p>The field to the north east comprises rough pasture with an undulating topography. Areas of wetland are present in depressions within this field. These may be products of mining subsidence. To the north west the agricultural field comprises firm slightly silty, slightly sandy dark brown clay and slopes gently to the north. A grass access track runs diagonally across the field in a southeast-northwest direction from the A1172. Two manhole covers are present in a roughly central position within the field. A large spoil heap is present immediately to the north west of the site whilst residential housing exists directly to the north.</p>
Existing Use	Agricultural and recreational
Ownership	Leebell Developments Limited, CRN: 2028460 of Persimmon House, Fulford, York, YO19 4FE.
Title	<p>The Property is registered at the Land Registry under title numbers ND73729 and ND73733. The class of title is absolute freehold title.</p> <p>The Property under title number ND73733 is subject to a registered charge dated 3 September 1991 in favour of William Leech (Investments) Limited (CRN: 518571) of 4 St James Street, Newcastle upon Tyne, NE1 4NG. This charge would need to be discharged on or before completion</p> <p>There is a caution in favour of Morrisons Developments Limited affecting the south west part of the Property. The caution states that there is an option agreement related to the freehold property dated 15</p>

	<p>September 1997 made between (1) Leebell Developments Limited, Morrisons Developments Limited, Bellway Plc and Beazer Group Plc and (2) Morrison Construction Limited. There are no copies of this option agreement available at the Land Registry and a notice to protect an option would be more common. Further information would be required on this point should this be the preferred site.</p> <p>Apparently there is an option to purchase part of the land you are interested in purchasing (the land edged blue on the title plan). The option is dated 5 May 1995 between (1) Blyth Valley Borough Council and (2) Leebell Developments Limited. The option agreement was not available at the Land Registry and therefore we have requested a copy directly from Blyth Valley Council and as soon as it is received we will report back to you on the implications of the option agreement.</p> <p>The land in title number ND73729 is affected by covenants in favour of the Ridley Estate not to use the land or buildings on it as a public house or for sale of alcohol or for any trade business or manufacture or for anything causing a nuisance or annoyance to the neighbourhood. This may have implications for any proposed business use within the hospital facility such as retail outlets.</p> <p>There are a number of public footpaths which run through the site and along the north and east boundaries.</p>
<p>Planning</p>	<p>It is considered that if an application was submitted detailing the development of the ECC on Site C, it would have a good chance of gaining approval for the following reasons:</p> <ul style="list-style-type: none"> • Hospital development would accord with Policy CC2; • The site forms a logical infill site within the urban centre of Cramlington; • Despite the site's central location, the impact of redevelopment upon the amenity of nearby residents could be minimised; and • The site provides a sustainable location in terms of access and transport, particularly public transport (ie both bus and rail). <p>However, the following issues would need to be resolved through pre-application discussions, or adequately addressed within the application:</p> <ul style="list-style-type: none"> • The loss of allocated housing land, and how this would impact upon housing delivery within Cramlington and the wider District (although the size of the area allocated for housing is only approximately 2.2 hectares and the Growth Point bid is likely to see 1850 dwellings constructed in Cramlington's 'South West Sector'); and • The loss of land allocated for outdoor sport and recreation, and how this would impact on provision within Cramlington and the wider District (it is likely that a narrowing and improvement of this land would be an acceptable compromise to the Council). <p>It is not thought that the above issues are insurmountable, providing support for the development of the ECC is forthcoming from the local</p>

	<p>planning authority.</p> <p>In addition to the above, it should be noted that as part of Site C is an allocated housing site, it is likely to be referred to the Government Office. However, a combination of the small size of the housing allocation, coupled with the ECC use being in accordance with adopted policy, makes it very unlikely to be called-in for determination via a public inquiry. Therefore, the Council's anticipated support for the ECC proposal will ensure that planning permission is granted (ie the Council's anticipated 'resolution' to grant planning permission would be confirmed and planning permission granted).</p>
Ground Conditions	<p>The site is underlain by superficial deposits comprising glacial till with bedrock of the Carboniferous Pennine Middle Coal Measures at depth. A large area of made ground is anticipated within the eastern section of the site. Shallow coal seams are present below the site and workings are anticipated.</p> <p>Major impacts on the proposed development include:</p> <ol style="list-style-type: none"> 1. The presence of shallow workings with associated mine gases below the site 2. The presence of an abandoned adit on the site. 3. The existence of a large fault through the site 4. The possibility of made ground of unknown depth on the site with any associated contamination. 5. Possibility of flooding on the site 6. Presence of ditch within the site with associated standing water. 7. The presence of unknown services on the site. <p>Significant costs will be incurred to investigate the extent of workings, the location of the adit (and any further adits/mine shafts) and the extent of made ground and any associated contaminates on the site. Further costs to remediate the workings and adit(s) and remove/treat any contaminated material on site will be required. The site is complicated further by issues with changes to mine gas ventilation and its potential effect on local housing following remediation. This was detailed in past planning applications on the site which were refused by the local authority and Coal Authority on the basis of this issue. Flood defences may be required and the ditch and standing water on the site will need to be drained prior to construction. The unknown services may need to be redirected at large expense.</p> <p>Given the issues surrounding mine gas in this area, a strong dialogue with the Coal Authority is required if this site is to go ahead.</p> <p>Based on the cumulative effect of these factors the risk to the development by the prevailing ground conditions on site is seen as high.</p>
Ecology & Ornithology	<p>Given the habitats on site and that there are no designations covering this site, the overall nature conservation value is considered to be low and therefore relatively unconstrained. However, the potential for protected species was noted and further surveys are recommended to</p>

	<p>be undertaken should this site become the preferred option including:</p> <ul style="list-style-type: none"> • Bat (all species) • Birds (several species) • Badger
Archaeology & Cultural Heritage	<p>Overall, 18 archaeological sites have been located in the study area of Site C, including six Grade II listed buildings. Of these 18, four are found within the site boundary. There is potential for further discovery of previously unrecorded archaeological remains in the area.</p> <p>Further research is needed to ascertain the potential for discovery of archaeological remains in the area.</p>
Air Quality	<p>It is not anticipated that the proposed development will exceed any air quality objectives, and it is considered unlikely that air quality concerns will be of high significance with regard to the planning process. However, once the traffic assessment has been completed it will be necessary to undertake a further review of air quality.</p>
Noise	<p>During the construction and operational phases of the development of the proposed Emergency Care Centre there might be potential impacts on the nearest Noise Sensitive Receptors (NSRs), especially the surrounding residential properties, and residential properties on roads which may be used to access the proposed site.</p> <p>The key constraints in relation to noise and vibration are:</p> <p>Existing conditions at the site and any implications for the proposed Emergency Care Centre - The dominant existing noise sources are likely to be from road traffic on A1171 and commercial operations on Nelson Industrial Estate and Cramlington Retail Park. There may also be noise and vibration impacts from the nearby railway line and station, especially if vibration sensitive equipment is installed at the south west boundary of the proposed site.</p> <p>There are potential short term impacts on NSRs during any site preparation and construction works. However appropriate mitigation measures will help prevent significant adverse impact.</p> <p>Temporary construction traffic accessing the proposed site - As the proposed site is in the centre of Cramlington, careful consideration of the proposed access route will be needed given the increased potential for construction traffic to travel through residential streets. However construction traffic will only be a short term impact.</p> <p>Permanent changes in traffic flows and management - Again, as the proposed site is in the centre of Cramlington, careful consideration of the proposed access routes will be needed, given the increased potential for staff, patient and emergency vehicle traffic to travel through residential streets.</p> <p>Noise from emergency vehicle sirens and possibly helicopters (air ambulances);</p> <p>Any fixed Mechanical & Electrical (M&E) service plant and diagnostic and treatment equipment associated with the proposed hospital would have to be designed and located to minimise any potential adverse noise or vibration impacts for the proposed Emergency Care Centre and</p>

	<p>surrounding NSRs. However, the design of M&E plant to minimise the potential impact at the Emergency Care Centre should ensure sufficient protection of all existing receptors.</p>
Flood Risk	<p>The site is considered to be an appropriate site for development within the planning context, due to its location in Flood Zone 1. While there is no risk to the site from river or sea flooding, there is potentially a risk of flooding from groundwater and overland flow. The risk of flooding from these sources can be mitigated, and should not restrict the site's potential for development.</p>
Landscape	<p>The site is relatively free of constraints or the constraints could potentially be mitigated against. The amenity and recreational use of the site and the number and proximity of sensitive receptors are the two main concerns.</p>
Transport	<p>Site C, the largest of the sites assessed in this report is situated on open land close to Cramlington Town Centre adjacent to the A1171 to the west and Station Road to the south.</p> <p>Access to the site could be taken from either the A1171 or Station Road. Although taking access from the A1171 is more appropriate given the variety of constraints identified along Station RoadThe A1171 is a long straight stretch of dual carriageway, with only one priority t-junction (Crow Hall Lane) located on the link identified as a constraint.</p> <p>The main constraints to the site in terms of its locality and nearby road network is the possibility that ECC traffic, particularly emergency vehicles could become delayed in general Town Centre traffic given the variation in land uses in central Cramlington, most notably the large leisure, shopping and retail complex at Manor Walks directly to the south of the site and the Sainsbury's supermarket to the south-west. This is particularly relevant given proposals to redevelop and extend the existing Manor Walks Shopping Centre by approximately 50%.</p> <p>Given the Town Centre location, Site C is the most peripheral of all three sites when considering proximity to the strategic road network, which will impact on the length of journey for emergency vehicles from all directions, particularly emergency vehicles from the south that may have to negotiate the A19 Moor Farm junction as well. There is also the likelihood that the small A1171 / Station Road roundabout adjacent to the site would require upgrading to handle significant increases in traffic. The aspiration for a new link road between Station Road and the A189 which would also require developer contribution and would be likely to be triggered by any new development(s) in the area.</p> <p>Despite the Town Centre location, in terms of the likely emergency routes, the road network surrounding Site C is fairly extensive with a number of higher speed and higher capacity dual carriageway roads allowing efficient connectivity with the strategic road network. The proximity of Site C to the A1171 and A192 enables fast and efficient access to the wider south-east Northumberland region whether that is via the A192 or A189. Emergency access to the west could be taken from the A19 via the A1171 Dudley Lane/A19 junction. Emergency routes to the south will most likely be via the A1171 and to the A19 Moor Farm roundabout, where, depending on destination, the A19 or</p>

	<p>A189 could be utilised.</p> <p>Although peripherality from the strategic road network may be an issue that requires consideration from an emergency access aspect, it can act in favour of the site in terms of general traffic movements to and from the site such as visitor and staff trips. Of all the vehicle trips calculated to be generated by the ECC, only 31.5% (derived from a gravity model) of these are anticipated to route through the A19 Moor Farm roundabout, the main strategic hub and known congestion hotspot in the area. This equates to an anticipated increase of 198 trips across both peak periods anticipated to utilise the Moor Farm junction based on trip rates for a hospital facility of 18,000 sq m and the distribution assumed from the gravity model.</p> <p>The Town Centre location of Site C also influences the level of connectivity to surrounding areas by all modes of transport. As already highlighted, the local road network is of a high standard and offers a high level of connectivity. In terms of public transport, a number of bus stops are located within 400m of the site, on Station Road, the A1171 and within the Manor Walks shopping centre itself to the south of the site, which acts as the main transport hub in Cramlington offering a wide variety of routes and frequencies. Pedestrian and cycle facilities are also well maintained and extensive in terms of connectivity to public transport infrastructure and the wider variety of land uses in the locality. Footways exist on Station Road, Westmorland Road and the A1171 with crossing facilities available on Station Road enabling pedestrian access between Manor Walks and the wider public transport facilities on nearby roads. The area is also conveniently served by the nearby Cramlington rail station situated less than 0.5km away.</p> <p>As well as the accessibility and access issues, key stakeholders have been contacted to comment on the three short listed sites. Site C is seen as a favourable location by Northumberland County Council, provided developer contributions are forthcoming for highway improvements works. It is also seen as favourable by the Highways Agency based on the established distributions and relative connectivity compared with Sites D and E. The Highways Agency would also seek to reduce trips generated associated with a new facility at any chosen site, and suggest the scope for doing so via travel planning measures is greater (and potentially much cheaper) at Site C given the central location and connectivity that is already established. Finally, Site C is also the favoured site of Newcastle International Airport. The site has been identified as the only site of all considered that is a sufficient distance away from the airport flightpaths to ensure aircraft safety. As such, it is seen to be the best in maximising air ambulance potential and accessibility.</p> <p>Taking all the transport and access related issue into consideration and the comments from stakeholders taken on board; Site C is considered a suitable location to site a new ECC facility.</p>
Utilities	<p>Identified constraints consist of underground sewerage / drainage only. 3 No. pipelines in total, these pipelines run within the northwest corner of the site and adjacent to the south and west boundaries of the site.</p> <p>Please refer to the existing services drawings for further information (Appendix 12).</p>

Availability	<p>Leebell Developments Limited is a joint venture between the house building companies Persimmon Homes and Bellway Homes.</p> <p>We have had initial discussions with the regional Managing Director of Bellway Homes North East who has confirmed that the site can be made available for sale, subject to negotiations on price.</p>
Acquisition Cost	<p>Enquiries have been made to establish the landowners' aspirations in terms of price. A response has yet to be received.</p> <p>Our view in terms of potential site value, given the site is allocated for mixed use development including both healthcare and residential, that an appropriate land value would be in the order of £850,000 per hectare (£340,000 per acre) giving a likely purchase price in the region of £17,000,000 for a 20 hectare site.</p>

6.2 Site D – High Pit

Address	High Pit
Location	The site lies to the east of Cramlington and is centred on National Grid Reference NZ277767.
Description	<p>The site comprises agricultural farmland and undeveloped pasture and amounts to approximately 27 ha (67 acres). East Cramlington Farm lies immediately to the south of the site, whilst the A189 trunk road lies to the west. Mixed pasture and woodland lies to the east of the site.</p> <p>The site is split into four fields. The north western field comprises agricultural land comprising brown and black slightly gravelly, silty sandy clay. An area of loose coal, mudstone and brick gravel is present immediately north of East Cramlington Farm within the site. The north west field has been cultivated in the past but it can be seen that grass is slowly reclaiming the land. Land slopes gently to the north east.</p> <p>The north eastern field comprises arable land containing brown and black slightly gravelly, silty sandy clay. Land slopes to the north. A ditch is present along the eastern boundary of the site. Areas of standing water are present along the eastern boundary, probably associated with this ditch. An area of wet, boggy rough pasture is present to the south east of this field. Numerous areas of raised ground are present within this area suggesting the presence of made ground. An access track is evident into this area from the east of the site, though this is blocked by large boulders. A ditch runs along the southern boundary of this field.</p> <p>The southernmost field comprises undeveloped grassland. Land has an undulated topography but generally slopes to the north. A large depression exists to the north west of this field which may relate to mining subsidence.</p> <p>A thin stretch of land is present along the south west boundary of the site. An embankment is present within this field which probably relates to a railway which was at this position from c.1864 to 1967. Close inspection of the embankment indicates that it comprises loose gravels of mudstone, coal and ash. The embankment runs into a wooded area located to the south east of the site. The central field within the site comprises uncultivated meadowland. Horses are present within the field.</p>
Existing Use	Agricultural
Ownership	<p>Land under title numbers ND115109 and ND42391 is owned by Keith Owen Pugh and Stuart Geoffrey Pugh of Stanton House, Stanton, Morpeth, Northumberland, NE65 8PS.</p> <p>Land under title number ND39779 is owned by James Alan Hunter of Dental Laboratory, High Pit Farm, Cramlington, Northumberland and Ann Hunter of 57 Cleaswell Hill, Choppington, Northumberland.</p> <p>However, part of the Property is unregistered, ie that lying to the south of the drain approximately. We understand from a third party that the land may be owned by the Barratt Family Trust, although we have not been able to verify that point.</p>

Title	<p>The majority of the Property is registered at the Land Registry under title numbers ND42391, ND115109 and ND39779. The class of title is absolute freehold title.</p> <p>The Property under title number ND39779 is subject to a registered charge dated 6 January 2003 in favour of Barclays Bank plc. The charge will be need to be redeemed on or before any sale to the Trust.</p> <p>Land under the three title numbers is subject to the following incumbrances:</p> <p>The land in title number ND42391 is subject to various rights in favour of Huntley Main Farms Ltd, their successors in title and the owners of the Arcot Estate from a conveyance dated 28 April 1985. These include rights to lay drains in the land. Further investigation would be required of the Pughs to establish the relevance of these rights.</p> <p>The land in title number ND42391 is also subject to restrictive covenants for the benefit of Hartley Main Farms Limited's neighbouring property. These restrict use to agricultural purposes and stabling or upkeep of horses. Any new buildings require approval of plans by Hartley Main Farms Limited.</p> <p>The land in title number ND39779 may be affected by and have the benefits of rights arising from a transfer dated 19 April 1984 but we have been unable to confirm this as there is no copy held at the Land Registry.</p>
Planning	<p>Whilst the site is not located within the Green Belt, it is still located outside the settlement limits of Cramlington and subject to a policy which aims to encourage the development of a formal outdoor recreation use. As such, it is considered that an application detailing the development of the ECC on Site D would be contrary to planning policy and would therefore be referred to the Government Office and is very likely to be the subject of a call-in inquiry. However, the site should not be discounted, especially if problems are encountered with Sites C, E & G.</p>
Ground Conditions	<p>The site is underlain by superficial deposits comprising glacial till with bedrock of the Carboniferous Pennine Middle Coal Measures at depth. A large area of made ground is anticipated within the southern section of the site. Shallow coal seams are present below the site and workings are anticipated.</p> <p>Major impacts on the proposed development include:</p> <ol style="list-style-type: none"> 1. The possibility of shallow workings with associated mine gases below the site 2. The possibility of made ground of unknown depth on the site with any associated contamination. 3. The presence of a ditch, standing water, and boggy wetland on the site. <p>Costs will be incurred to investigate the extent of workings and the extent of made ground and any associated contaminates on the site. Further costs to remediate the workings and remove/treat any</p>

	<p>contaminated material on site will be required. The site may be affected by issues with changes to mine gas ventilation and its potential effect on local housing following remediation. All water will need to be drained away from the site prior to construction.</p> <p>Based on the cumulative effect of these factors the risk to the development by the prevailing ground conditions on site is seen as Medium to High.</p>
Ecology & Ornithology	<p>Given the habitats on site and the designations in close proximity to the site, the overall nature conservation value is considered to be medium. However, the potential for protected species, in particular great crested newt, increases the risk of the site being relatively constrained in terms of ecology. Further surveys are recommended to be undertaken should this site become the preferred option including:</p> <ul style="list-style-type: none"> • Bat (all species) • Birds (several species) • Badger • Great Crested Newt
Archaeology & Cultural Heritage	<p>Overall 14 known archaeological sites have been recorded in the study area of Site D. None of these are found within the site boundary. There is potential, however, for discovery of previously unrecorded archaeological remains in the area.</p> <p>Further research is needed to ascertain the potential for discovery of archaeological remains in the area.</p>
Air Quality	<p>It is not anticipated that the proposed development will exceed any air quality objectives, and it is considered unlikely that air quality concerns will be of high significance with regard to the planning process. However, once the traffic assessment has been completed it will be necessary to undertake a further review of air quality.</p>
Noise	<p>During the construction and operational phases of the development of the proposed Emergency Care Centre there might be potential impacts on the nearest Noise Sensitive Receptors (NSRs), especially the nearby residential properties, and residential properties on roads which may be used to access the proposed site.</p> <p>The key constraints in relation to noise and vibration are:</p> <p>Existing conditions at the site and any implications for the proposed Emergency Care Centre - The dominant existing noise sources are likely to be from road traffic on the A189 dual carriageway with contribution from traffic on B1326 and A192.</p> <p>There are potential short term impacts on NSRs during any site preparation and construction works. However appropriate mitigation measures will help prevent significant adverse impact.</p> <p>Temporary construction traffic accessing the proposed site - The access routes to the proposed site have not been confirmed at this stage, but the proposed site is located close to the main road network. Construction traffic will only be a short term impact.</p> <p>Permanent changes in traffic flows and management - Careful</p>

	<p>consideration will be needed of the proposed access routes. The potential increase in staff and patient traffic flows and emergency vehicles may subsequently increase road traffic noise having an adverse impact on existing NSRs. However traffic noise from the existing A189 is likely to be dominant.</p> <p>Noise from emergency vehicle sirens and possibly helicopters (air ambulances).</p> <p>Any fixed Mechanical & Electrical (M&E) service plant and diagnostic and treatment equipment associated with the proposed hospital would have to be designed and located to minimise any potential adverse noise or vibration impacts for the proposed Emergency Care Centre and surrounding NSRs. However, the design of M&E plant to minimise the potential impact at the Emergency Care Centre should ensure sufficient protection of all existing receptors.</p>
Flood Risk	<p>The site is considered to be an appropriate site for development within the planning context, due to its location in Flood Zone 1. While there is no risk to the site from river or sea flooding, there is potentially a risk of flooding from land drainage, groundwater and overland flow. The risk of flooding from these sources can be mitigated, and should not restrict the site's potential for development.</p>
Landscape	<p>Site D is deemed to be relatively constrained in landscape and visual terms primarily due to the contribution it makes to the setting of East Cramlington, recreational use and proximity to a Local Nature Reserve.</p>
Transport	<p>The site is to the north of the B1326 running through East Cramlington. Access potential to Site D is the main constraint, in terms of both vehicular access by road and wider multi-modal connectivity.</p> <p>There is limited space available on the B1326 to take access the site due to the dimension of the site, dwellings and existing road junctions. Northumberland County Council has highlighted a preference for access to be taken directly from the A189. Concerns have been raised regarding the existing northbound A189/B1505 sliproads which are seen as sub-standard with a limited on-off sliproad lengths, limited merge/diverge areas and considerable bends on the sliproads followed by a priority junction into the B1505 on the off-slip. These are not viewed to be sufficient should a considerable increase in traffic be witnessed.</p> <p>Given the location of Site D to the east of East Cramlington, direct access from the A189 is not possible and the use of the existing sliproads would still be required, resulting in possibly costly improvements of the existing layout.</p> <p>There may also be a requirement to upgrade the B1326 to the west of Seaton Delaval. Significant bends in the road and a fairly narrow carriageway would not be conducive to high speed emergency vehicles and large increases in traffic volumes associated with the ECC proposal. A detailed accident investigation study on this stretch of road would give an indication on the level and requirement of any remedial action.</p> <p>In terms of accessibility by other modes, the nature of the site location</p>

	<p>limits the level of connectivity. The area is semi-rural, with the small settlements of East Cramlington and Seaton Delaval the nearest centres of population. As such, the facilities and connectivity reflect the small size of the immediate population nearby.</p> <p>The pedestrian facilities available at Site D are limited to one continuous footway on the northern carriageway of the B1326 that is narrow and exposed to traffic. This eventually links with the B1505 in the west and Seaton Delaval to the east. However Site D is exposed by a lack of general facilities, activity and infrastructure in the vicinity that would not be conducive to a large ECC development and results in an isolated and fairly negative pedestrian environment.</p> <p>The nearest public transport services currently operate on the B1505, approximately 1.5km to the west and on the B1326 adjacent to Site E. These are outside the IHT what? desirable distance of 400m for the location of bus stops in the vicinity of a development. A number of bus stops exist on the B1326 in the vicinity of Site D. However, they appear not to be in use and have fallen into a state of disrepair. This creates a negative pedestrian environment and increases the perception of isolation. Increased connectivity could be sought by improving and reintroducing public transport services to these facilities, although given the lack of a large nearby resident population, would likely require considerable levels of subsidy.</p> <p>Cycle facilities are currently limited with no designated cycle routes in the vicinity of the site. Overall, the pedestrian and cycle environment is not particularly extensive or well maintained in the vicinity of Site D.</p> <p>The Highways Agency highlighted concerns regarding the potential distribution of trips onto the strategic road network and likely impact this would have on the A19 Moor Farm junction. A gravity model has indicated that 56% of all trips generated by an ECC development at Site D would route through the Moor Farm junction. This is as a result of the majority of the population centres being located to the north, south and west of Site D and thus requiring use of the A189, A19 and A1 to gain access. In terms of vehicular numbers associated with an ECC development of 18,000 sq m and the distribution established, an increase of 352 trips across both peak periods would be likely to utilise the Moor Farm junction. These impacts would need to be considerably reduced and mitigated against with travel planning measures, at possibly significant cost. The impact of over 50% of all ECC traffic routing through East Cramlington should also be given consideration. The impact of this level of traffic increase on a fairly minor route (B1326) could have a fairly significant impact on local residents of East Cramlington.</p> <p>Finally, Newcastle International Airport suggested Site D was considered to be within such close proximity to the Airports flight path that there would be potential for aircraft conflict. The result of this would be the need to co-ordinate arrival and departure timing of the air ambulance with commercial aircraft, possibly rendering the service non-operational at vital times.</p> <p>In summary, there are some key and possibly costly issues that would need to be addressed should Site D be the preferred option.</p>
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Utilities	<p>Identified constraints consist of underground sewerage / drainage only. 2 No. pipelines in total, located across the west side of the site and from east to west near the southern boundary of the site.</p> <p>Please refer to the existing services drawings for further information (Appendix 13).</p>
Availability	<p>Those parties contacted, Messrs Pugh and Hunter have openly discussed their holdings with us in the context of a proposed development upon the property. We have not yet contacted the third landowner.</p> <p>The land in the ownership of Messrs Pugh is allocated for recreational use and the landowners are at an advanced stage in the preparation of a planning application for the development of that part of the site in their ownership, together with adjoining land both in their ownership and in the ownership of the county council. The planning application is intended to comprise proposals for a golf course, clubhouse and hotel and driving range.</p>
Acquisition Cost	<p>Whilst the land is currently in agricultural/ informal amenity use, the fragmented nature of the site and that proposed development of the site will lead to acquisition costs being at figures in excess agricultural land values.</p> <p>Typical employment use values for the location would be £125,000 per hectare (£50,000 per acre) although any negotiations will no doubt also touch on the possibility for residential development in the long term. The value of the land proposed for the golf course does not have significant value over and above agricultural value.</p> <p>Assuming employment land value is paid, the acquisition cost is likely to be in the order of £3,300,000 for the whole site identified.</p>

6.3 Site E – Collingwood Chase

Address	Land to the east of Collingwood Chase
Location	The site lies to the east of Cramlington and is centred on National Grid Reference NZ279755.
Description	<p>The site comprises agricultural farmland and amounts to approximately 19 ha (47 acres). The site bounded to the west by the A189 trunk road and to the north by B1326, and beyond this, residential housing. A small area of woodland and depot building is present to the south of the site whilst further agricultural fields exist further south and towards the east of the site.</p> <p>The majority of the site comprises cultivated agricultural field of firm very slightly, slightly sandy dark brown and black gravelly clay. Gravels of sandstone, mudstone and coal were noted. Land slopes to the north until a roughly central position within the site where there is a flattening of ground level. Further south land slopes to the south from this area of flat ground. A small stream with associated culvert are present immediately north of the site. The stream flows towards the east. Numerous areas of standing water are present within the proximity of this stream on land within the northern area of the site. A large area of standing water, approximately 100m in diameter is present to the south of the site (south of area of flat ground) within a depression in the field. The depression may relate to field drainage flowing to the south and the subsequent weight of water or possible mining subsidence. A small stream exists along the southern boundary of the site which flows in the south easterly direction.</p> <p>Up to nine individual manhole covers, approximately 100m apart, were recorded within the field in a northeast-southwest direction. The covers were set in 2x2m areas of concrete. In the southernmost manhole cover water could be heard running below the concrete and cover. The A189 is present immediately west of the site on steep embankment. Rabbit burrows were noted in the curve in the road (B1326 junction) to the north west of the site indicating the embankment in this area comprises granular material.</p>
Existing Use	Agricultural
Ownership	<p>The registered owner of the Property is Henry John Povey and Margaret Povey of The Orchard Garden, Lanercost Park, Cramlington, Northumberland, NE23 6QU.</p> <p>We have determined that the unregistered part of the site is owned by Hartley Mains Farms Limited.</p>
Title	<p>Part of the Property is registered at the Land Registry under title number ND42937. The class of title is absolute freehold title.</p> <p>The remainder of the Property is unregistered.</p> <p>Part of the land registered under title number ND42937 is subject to a lease dated 12 February 2007 in favour of A.EM & TH Webb Limited to use the property as a Nursery Garden for trade customers only.</p> <p>Footpath 125 appears to run adjacent to the Property.</p>

	<p>The Property may have pipelines which run underneath the land, however no information has been provided in relation to their position.</p> <p>The Property is also in an area of aircraft noise exposure.</p>
Planning	<p>Given that the site is located outside defined settlement limits it is considered that an application detailing the development of an ECC on Site E would be contrary to planning policy and would therefore be referred to the Government Office and is very likely to be the subject of a call-in inquiry. However, the site should not be discounted, especially if problems are encountered with Sites C, D & G.</p>
Ground Conditions	<p>The site is underlain by superficial deposits comprising glacial till with bedrock of the Carboniferous Pennine Middle Coal Measures at depth. Shallow coal seams are present below the site and workings are anticipated.</p> <p>Major impacts on the proposed development include:</p> <ol style="list-style-type: none"> 1. The possibility of shallow workings with associated mine gases below the site 2. The possibility of made ground of unknown depth on the site with any associated contamination. 3. The existence of a large fault through the site 4. Presence of a large area of standing water within the site. 5. The presence of unknown services on the site. <p>Costs will be incurred to investigate the extent of workings and the extent of made ground and any associated contaminants on the site. Further costs to remediate the workings and remove/treat any contaminated material on site will be required. The site may be affected by issues with changes to mine gas ventilation and its potential effect on local housing following remediation. The standing water on the site will need to be drained prior to construction. The unknown services may need to be redirected at large expense.</p> <p>Based on the cumulative effect of these factors the risk to the development by the prevailing ground conditions on site is seen as medium.</p>
Ecology & Ornithology	<p>Given the habitats on site and that there are no designations covering this site, the overall nature conservation value is considered to be low and therefore relatively unconstrained. However, the potential for protected species was noted and further surveys are recommended to be undertaken should this site become the preferred option including:</p> <ul style="list-style-type: none"> • Bat (all species) • Birds (several species) • Badger
Archaeology & Cultural Heritage	<p>Overall, 11 archaeological sites have been located in the study area of Site E. Of these 11 none are found within the site boundary. There is potential, however, for discovery of previously unrecorded archaeological remains in the area.</p>

	Further research is needed to ascertain the potential for discovery of archaeological remains in the area.
Air Quality	It is not anticipated that the proposed development will exceed any air quality objectives, and it is considered unlikely that air quality concerns will be of high significance with regard to the planning process. However, once the traffic assessment has been completed it will be necessary to undertake a further review of air quality.
Noise	<p>During the construction and operational phases of the development there might be potential impacts on the nearest Noise Sensitive Receptors (NSRs), especially nearby residential properties, and residential properties on roads which may be used to access the proposed site.</p> <p>The key constraints in relation to noise and vibration are:</p> <p>Existing conditions at the site and any implications for the proposed Emergency Care Centre - The dominant existing noise sources are likely to be from road traffic on the A189 dual carriageway with contribution from traffic on B1326, A19 and A192.</p> <p>There are potential short term impacts on NSRs during any site preparation and construction works. However appropriate mitigation measures will help prevent significant adverse impact.</p> <p>Temporary construction traffic accessing the proposed site - The access routes to the proposed site have not been confirmed at this stage, but the proposed site is located close to the main road network. Construction traffic will only be a short term impact.</p> <p>Permanent changes in traffic flows and management - Careful consideration will be needed of the proposed access routes. The potential increase in staff and patient traffic flows and emergency vehicles may subsequently increase road traffic noise having an adverse impact on existing NSRs. However traffic noise from the existing A189 is likely to be dominant.</p> <p>Noise from emergency vehicle sirens and possibly helicopters (air ambulances).</p> <p>Any fixed Mechanical & Electrical (M&E) service plant and diagnostic and treatment equipment associated with the proposed hospital would have to be designed and located to minimise any potential adverse noise or vibration impacts for the proposed Emergency Care Centre and surrounding NSRs. However, the design of M&E plant to minimise the potential impact at the Emergency Care Centre should ensure sufficient protection of all existing receptors.</p>
Flood Risk	The site is considered to be an appropriate site for development within the planning context, due to its location in Flood Zone 1. While there is no risk to the site from river or sea flooding, there is potentially a risk of flooding from land drainage, groundwater and overland flow. The risk of flooding from these sources can be mitigated, and should not restrict the site's potential for development.
Landscape	Although rural in character, Site E is compromised to some extent by the A189. However, when accommodating development on the site, the slightly elevated location and boundary treatments would need to be

	considered.
Transport	<p>The site is to the south of the B1326 running through East Cramlington. Access potential to Site E is a main constraint. There is limited space available on the B1326 to take access to the site due to limited space between existing junctions, dwellings and the dimensions of the site.</p> <p>Northumberland County Council has highlighted a preference for access to be taken directly from the A189. Concerns have been raised regarding the existing on-off A189/B1505 sliproads which are seen as sub-standard for the same reasons mentioned for Site D. As such, they are not viewed to be sufficient should a considerable increase in traffic be observed.</p> <p>Site E has the advantage of being located directly adjacent to the A189, suggesting a new access junction could be provided to establish an access point directly into the site. This option, albeit costly, removes the need to improve and upgrade the existing on-off sliproads. This option would also counter any problems associated with an aspiration of the Local Authority to close off the mini-roundabout directly adjacent to the A19 Moor Farm junction and B1505 link to the south of the B1505/B1326 junction, west of Site E.</p> <p>There may be a requirement to upgrade the B1326 to the west of Seaton Delaval to improve or maintain safety standards. Significant bends in the road and a fairly narrow carriageway would not be conducive to high speed emergency vehicles and large increases in traffic volumes associated with the ECC proposal. A detailed accident investigation study on this stretch of road would give an indication on the level and requirement of any remedial action.</p> <p>The location of Site E on the western extents of East Cramlington affords the site greater connectivity in terms of multi-modal accessibility. A continuous footway exists on the eastbound carriageway of the B1326 linking with footways on both carrigeways of the B1505 and the associated public transport facilities, providing good accessibility for Site E.</p> <p>Public transport services currently operate on the B1505 in both direction and the bus stops are located within 400m of the site. A bus stop located on the B1326 adjacent to Site E is currently utilised and served by bus services.</p> <p>Cycle facilities are currently limited in the proximity of the site.</p> <p>The Highways Agency highlighted concerns regarding the potential distribution of trips onto the strategic road network and likely impact this would have on the A19 Moor Farm junction. As with Site D, 56% of all trips associated with Site E, assuming an 18,000 sq m ECC development are anticipated to route through the A19 Moor Farm junction. This represents an increase of 352 trips across both peak periods. These impacts would need to be considerably reduced and mitigated against with travel planning measures, at possibly significant cost. Site E has the advantage of being located directly adjacent to the A189 on the western extents of East Cramlington. As such, the impacts of significant increases in traffic from the A189 (56%) is less significant</p>

	<p>given that it does not require to route through East Cramlington itself.</p> <p>Finally, Newcastle International Airport suggested Site E was considered to be within such close proximity to the Airports flight path that there would be potential for aircraft conflict. This would require arrival and departure timing co-ordination between the air ambulance and commercial aircraft, possibly rendering the service non-operational at vital times.</p> <p>In summary, there are some key issues that would need to be addressed, as highlighted by Newcastle International Airport, Northumberland County Council and the Highways Agency relating to Site E should it be the preferred site. However, the location of the Site to the west of East Cramlington, closer to the main town of Cramlington and adjacent to the A189 limits the extent of the constraints identified.</p>
Utilities	<p>Identified constraints consist of underground sewerage / drainage, overhead electrical cables and an underground intermediate pressure gas main.</p> <ul style="list-style-type: none"> • The intermediate pressure gas main runs from east to west across the northern most part of the site. • The overhead electrical cables run from west to east across the southern part of the site before following the eastern boundary northward. • A network of underground sewerage / drainage pipelines are located within the southern area of the site, the northeast corner of the site as well as a drainage / sewerage pipeline running from north to south. <p>Please refer to the existing services drawings for further information (Appendix 13).</p>
Availability	<p>The land owned by Mr & Mrs Povey is a small plot, in relation to the remainder of the site, and is considered unnecessary in terms of acquisition.</p> <p>The remainder of the site is owned and occupied by Hartley Mains Farms Ltd. The agent acting on behalf of the landowner has entered into discussions regarding the land and has been co-operative in granting permission for site inspections in the knowledge of the proposed use. As such, it is to be expected that an attempt to acquire the property ought to be welcome.</p>
Acquisition Cost	<p>Whilst the land is currently farmed in- hand by the landowner, any attempt to acquire the property at agricultural value is unlikely to be successful. It should be expected that the agent will argue for development value, based upon employment use values of £125,000 per hectare (£50,000 per acre). The acquisition price is likely to be in the order of £2,300,000.</p>

6.4 Site G – Northumberland Business Park

Address	Northumberland Business Park
Location	The site is located to the south of Cramlington and is centred on National Grid Reference NZ265747.
Description	<p>The majority of the site comprises a mix of office development and agricultural land though Broad Law road east-west through the centre of the site. The potential land available for development and amounts to approximately 17.6ha (43.5 acres) although the developable area is limited by flood risk, as detailed below.</p> <p>The site is bounded to the north by the A19 to the south by Sandy's Letch River and to the west and east by Northumberland Business Park buildings and associated access roads. A southward flowing tributary of Sandy's Letch is present to the south west of the site.</p>
Existing Use	Office development – complete and land for future phases.
Ownership	<p>The registered owner of the Property under this particular title is Northumberland County Council of County Hall, Morpeth, Northumberland, NE61 2EF. Gladman Developments are the preferred developer on the site.</p> <p>Part of the site, title number ND154707, is now owned by Gladman Developments Ltd and is also subject to several leasehold titles.</p>
Title	<p>The majority of the Property is registered at the Land Registry under title number ND111630. The class of title is absolute freehold title.</p> <p>In 2007 a portion of the land under this title was sold to Gladman Developments Limited. This land has the benefit of and is subject to rights granted in and rights reserved by a transfer dated 18 October 2007 made between (1) The County Council of Northumberland and (2) Gladman Developments Limited.</p> <p>There are several matters affecting the title, which include a deed of grant dated 18 September 1992 and made between (1) The County Council of Northumberland and (2) Northern Electric Plc. The deed grants Northern Electric the right to lay, place, use, maintain, inspect, repair, renew and remove electric lines and apparatus on the land shown coloured green on the plan attached at Annex 4 with associated rights of entry. The deed contains a number of restrictive covenants. Under this deed the Council will not at any time allow any act which may interfere with, damage, endanger or cause a leakage of electricity from the electric lines or impede the company's access to the electrical apparatus. The deed prevents buildings or concrete from being placed or erected over the cable reserve or alteration of levels and therefore any plans to do so must be discussed with the company at the earliest opportunity. There is also an indemnity provision which dictates that the Council indemnifies the electricity company for losses sustained by the company for any loss or damage of or to the Property of the electricity company.</p> <p>The land is also subject to a lease for an electricity sub-station dated 9 March 2005 for a term of 60 years. This lease is registered under title number ND140836.</p>

	<p>The Property is subject to a unilateral notice 2 in respect of an agreement dated 8 August 2006 and made between (1) The County Council of Northumberland and (2) Gladman Developments Limited. Please note that there is no copy of the agreement held at the Land Registry and therefore we cannot advise you as to the content therein but it may be assumed that this relates to an ability to draw down further phases of development.</p> <p>Most of the remainder of the Property is held freehold by Gladman Developments Limited under title number ND154707 (as referred to in paragraph 3.6). The class of title is absolute freehold title. The land is known as 1A Northumberland Business Park, Annitsford, Cramlington.</p> <p>From within this title number ND154707 a further freehold transfer of Unit 3 Berrymoor Court was made on 19.10.2007 to Messrs Wylie and Cooney. Normal rights over the remainder of the estate were granted and a right to 10 parking spaces. We do not have details of any other units disposed of by freehold transfer, but there is one leasehold unit demised (see below) and there may be others not recorded at the Land Registry as the lease terms are for less than 7 years.</p> <p>The restrictive covenants which affect this title are:</p> <ul style="list-style-type: none"> • the buildings cannot be used for any other purpose except for offices within Class B1 of the Schedule and the Town and Country Planning (Use Classes) Order 1987; and • not to manage the Property other than in accordance with the principles of good estate management and to exercise the proper use of estate resources. <p>The land is also subject to a lease of Unit 6/7 Silverton Court from 8 August 2008 for a period of 10 years. This lease is registered under title number ND159016 and grants the exclusive right to use a number of car parking spaces. The leasehold title is held by Advantica Limited and the class of title is leasehold absolute, which is the best class of title available. The Advantica lease is dated 8 August 2008 and is for a term of 10 years. On the title there is also a restriction on the title which prevents the disposition of the registered estate (other than the charge) to be registered without a certificate signed by the proprietor of the registered title ND154707 which states that the provisions of clause 3.5 of the deed of covenant dated 8 August 2008 made between (1) Admin Estates Management Limited, (2) Gladman Developments Limited and (3) Advantica Limited have been complied with.</p> <p>Part of the Property registered under ND152443 comprises the lease of electricity sub-stations to Northern Electric Distribution Limited. The class of title is leasehold absolute, which is the best class of title available. The lease begins on 22 May 2007 for a term of 60 years.</p>
Planning	<p>In assessing the likelihood of planning permission being granted on Site G, it is appropriate to start this consideration by assessing the applicable planning policies. In addition, the implications of these policies need to be assessed alongside other material considerations.</p> <p><i>Blyth Valley District Council's Planning Policies</i></p>

Whilst hospital use does not directly accord with the stipulations of BVDLP Policies W1 and W2, and Policies DC6 and DC7 of the Development Control Policies DPD, and in particular the uses considered appropriate within these policies, there is an obvious parallel to be drawn between the uses. The development of the ECC will result in job creation within the area, both during construction and then operation.

Other Material Considerations

Six material considerations need to be considered alongside the planning policies identified above. By redefining and reducing the Site G boundary (ie when compared to the original 'long list' site boundary), it is considered that the flood risk, nature conservation and hazardous installation issues are addressed (but would need to be considered further, should an application be submitted), and public transport accessibility is something that can be improved to any site (at a cost). With regard to the proposed demolition of the small office buildings, there is nothing the Council can do to resist such a proposal on the basis that the demolition does not require planning permission. However, the aircraft noise issue is something that needs to be explored further.

Overall Planning Conclusion

It is considered that planning permission could be achieved for an ECC proposal on the redefined and reduced Site G. However, such a proposal will be the subject of a referral to the Government Office and possible call-in inquiry. If an inquiry did take place, not only would it consider the merits of Site G, it would consider the suitability of Site C; via the requirements of environmental impact assessment legislation. Such an inquiry would add 12-18 months to the determination process.

Extending Site G to the South

On the basis that the revised Site G is smaller than 20 hectares, one option that could be considered is extending the site to the south, over Sandy's Letch. In assessing the land to the south, the planning policy framework within the Adopted North Tyneside Unitary Development Plan (UDP) 2002 needs to be considered. The policy framework that applies to this land is very different to that within the Blyth Valley Local Plan. The North Tyneside UDP identifies the land as 'Safeguarded Land', as well as land that is sensitive to noise. As such, Policies E21 'Definition of area of Safeguarded Land', E21/1 'Criteria for development on Safeguarded Land' and E4/1 'Consideration of development in relation to [aircraft] noise' are of relevance.

Safeguarded land lies in between the Green Belt and the urban area, and is designated as land that should be maintained in an open state. There are a number of criteria that apply to development proposals within Safeguarded Land. All of these strongly resist large scale developments that impact on the openness of the Safeguarded Land.

The main difference between Safeguarded Land and Green Belt land is that if no alternative sites are available, then development on Safeguarded Land can be considered acceptable. However, as the site

	<p>finding exercise that DTZ undertook identified, it is a fact that alternative sites are available.</p> <p>In addition, it should be noted that only part of the undeveloped land to the south of Sandy's Letch would be appropriate for an ECC; avoiding land that is at risk of flooding and the adjoining chemical plant's exclusion zone.</p> <p><i>Land to the South of Sandy's Letch: Planning Conclusion</i></p> <p>A hospital proposal on an enlarged, southern extension to Site G would be contrary to Policies E21 and E21/1 of the North Tyneside UDP. This is specifically because the openness of the Safeguarded Land would be significantly impacted upon. In addition, as alternative sites exist, there would be little justification for the Council to grant planning permission for an ECC on the land. On this basis, it is considered to be very unlikely that an ECC would be granted planning permission on land to the south of Sandy's Letch. In addition, it is important to note that if this was to be tested, it would almost certainly be via a public inquiry; adding 12-18 months to the determination process.</p>
Ground Conditions	<p>The site is underlain by superficial deposits comprising glacial till with bedrock of the Carboniferous Pennine Middle Coal Measures at depth. Shallow coal seams are present below the site and workings are anticipated.</p> <p>Major impacts on the proposed development include:</p> <ol style="list-style-type: none"> 1. The possibility of shallow workings with associated mine gases below the site. 2. The possibility of alluvial deposits on the site of unknown thickness and extent. 3. The possibility of made ground of unknown depth on the site with any associated contamination. 4. The presence of a large chemical works near to the site with any associated contamination. 5. The existence of a large fault through the site. 6. Possibility of flooding on the site and presence of a large area of standing water within the site. 7. The presence of services on the site related to the new business park. <p>Costs will be incurred to investigate the extent of workings and the extent of made ground, alluvium and any associated contaminants on the site. Further costs to remediate the workings and remove/treat any contaminated material on site will be required. The site may be affected by issues with changes to mine gas ventilation and its potential effect on local housing following remediation. Flood defences may be required and the standing water on the site will need to be drained prior to construction. Services may need to be redirected at large expense.</p> <p>If this site is to be carried forward mine plans and aerial photographs must be purchased.</p>

	Based on the cumulative effect of these factors the risk to the development by the prevailing ground conditions on site is seen as medium to high.
Ecology & Ornithology	<p>Given the habitats on site and the designations in close proximity to the site, the overall nature conservation value is considered to be medium. However, the potential for protected species, in particular great crested newt, increases the risk of the site being relatively constrained in terms of ecology. Further surveys are recommended to be undertaken should this site become the preferred option including:</p> <ul style="list-style-type: none"> • Bat (all species) • Birds (several species) • Badger • Great Crested Newt • Full Aquatic Surveys
Archaeology & Cultural Heritage	<p>Overall, nine archaeological sites have been located within the study area of Site G. None of these sites are located within the site boundary. However, there is potential for discovery of previously unrecorded archaeological remains in the area.</p> <p>Further research is needed to ascertain the potential for discovery of archaeological remains in the area.</p>
Air Quality	It is not anticipated that the proposed development will exceed any air quality objectives, and it is considered unlikely that air quality concerns will be of high significance with regard to the planning process. However, once the traffic assessment has been completed it will be necessary to undertake a further review of air quality.
Noise	<p>During the construction and operational phases of the development of the proposed Emergency Care Centre there might be potential impacts on the nearest Noise Sensitive Receptors (NSRs), especially the surrounding residential properties, and residential properties on roads which may be used to access the proposed site.</p> <p>The key constraints in relation to noise and vibration are:</p> <p>Existing conditions at the site and any implications for the proposed Emergency Care Centre - The dominant existing noise sources are likely to be from road traffic on A19 trunk road with contribution from traffic on A189 and commercial operations on the industrial estate and business parks.</p> <p>Temporary construction traffic accessing the proposed site - The access routes to the proposed site have not been confirmed at this stage, but the proposed site is located close to the main road network. Construction traffic will only be a short term impact.</p> <p>Permanent changes in traffic flows and management - Careful consideration will be needed of the proposed access routes. The potential increase in staff and patient traffic flows and emergency vehicles may subsequently increase road traffic noise having an adverse impact on existing NSRs. However traffic noise from the existing A19 and A189 are likely to be dominant.</p>

	<p>Noise from emergency vehicle sirens and possibly helicopters (air ambulances).</p> <p>Any fixed Mechanical & Electrical (M&E) service plant and diagnostic and treatment equipment associated with the proposed hospital would have to be designed and located to minimise any potential adverse noise or vibration impacts for the proposed Emergency Care Centre and surrounding NSRs. However, the design of M&E plant to minimise the potential impact at the Emergency Care Centre should ensure sufficient protection of all existing receptors.</p>
Flood Risk	<p>PPS25 and the Environment Agency consider the site to be at a high risk of flooding and a more vulnerable land use. In order to develop on the site, flood levels on Sandy's Letch should be confirmed. Due to the vulnerability classification of the site, development should be directed away from the area at risk of flooding. Although roads are considered to be water compatible, emergency, dry access should be provided, if the road is to be built in the floodplain.</p> <p>If the layout of the development is designed to take the risk of river flooding into account, then the site is considered to be an appropriate site for development within the planning context. In addition to part of the site being at risk from river flooding, there is potentially a risk of flooding to the site from land drainage, groundwater and overland flow. The risk of flooding from all these sources can be mitigated, and should not restrict the site's potential for development.</p>
Landscape	<p>It is considered that Site G is relatively unconstrained in landscape and visual terms given the current uses of the site and the type of change it is undergoing.</p>
Transport	<p>Site G is located to the south of Cramlington adjacent to the A19 and the Moor Farm roundabout. Baseline data has been established, which identifies Site G as easily accessible by a variety of modes, with excellent local and strategic road links, extensive cycle and pedestrian facilities and good quality bus services in terms of destination choice and frequency.</p> <p>Site access could be taken from the west, east or via the dedicated link road that currently bisects the site should this remain in place.</p> <p>There are some key issues that would need to be addressed, as highlighted by Newcastle International Airport and the Highways Agency should Site G be suited for development of the ECC.</p> <p>The main issues relate to the distribution highlighted as a result of the gravity model exercise and the impact traffic will have on the A19 Moor Farm junction. The gravity model suggests 55.2% of ECC development traffic located at Site G would route through Moor Farm. The Highways Agency hold significant reservations regarding this, and the proximity of the development to this strategic junction. Based on trip rates for an 18,000 sq m ECC, an increase of 347 trips over both peak periods would be anticipated to utilise the Moor Farm junction.</p> <p>The site is also located in close proximity to Newcastle International Airports flight paths, resulting in the possibility to coordinate arrival and departure timing between an air ambulance facility and commercial aircraft. This may result in the air ambulance facility being rendered non-operational at vital times.</p>
Utilities	<p>Plans indicate an overhead electrical power line which crosses the site</p>

	<p>from East to West.</p> <p>Plans received indicate underground electrical cables and infrastructure which may be associated with a proposed or new development with works in progress in this location.</p> <p>A low pressure gas main runs directly through the middle of the site from east to west.</p> <p>An extensive network of sewerage / drainage is present throughout the site. Water mains also run across the site from east to west.</p> <p>Underground telecoms / data services are routed through the centre of the site from east to west.</p>
Availability	<p>Further to discussions with the client, given the advanced nature of development on part of the site, a strategy for addressing the interest in the site was agreed whereby initial contact with Northumberland County Council would be made the Trust.</p> <p>The part of the site not in the ownership of the County Council is controlled by Gladman Developments. In the current economic climate, it should be expected that any developer would be interested in considering opportunities to dispose of property. However, given the amount of product completed on the site, although largely vacant, the costs of acquisition will be significantly higher than a bare land opportunity.</p> <p>The tenants within the Gladman scheme have not, at this stage been contacted.</p>
Acquisition Cost	<p>The part of the land that has yet to be developed ought to be acquired, assuming the County Council is a willing vendor, at employment use land value, given the allocation of the site for such use.</p> <p>In considering the part of the site that has already been developed, we have not contacted Gladman Developments as of yet. However, we have inspected the site and considered the marketing material prepared in respect of the site.</p> <p>27 units have been constructed on site totalling 126,529 sq ft of office accommodation. Two of the units have been sold. Gladman were quoting around £160-£165 per sq ft however in current market conditions, DTZ Office Agency are finding small freehold units are being quite severely affected and sales rates being achieved have fallen. On the back of this we consider units sold on an individual vacant possession basis would most likely achieve around £150 per sq ft at Northumberland Business Park giving a total value for the portfolio of £18,979,350.</p> <p>In purchasing all the units it is reasonable to expect that the Trust would be able to negotiate a further discount and we are aware that Gladman have in fact previously offered discounts of around 20% on purchasing of units at Lumley Court. Given the number of units to be purchased here and the current market conditions it appears reasonable to me to</p>

	<p>adopt a figure of 30% giving a revised value for the portfolio of £13,285,545.</p> <p>Once purchased the units will then require demolition. Allowing £25 per sq m for this along with an allowance for material disposal and professional fees gives a demolition cost of £500,000.</p> <p>Finally the remaining land will need to be purchased. Scaling from Ordnance Survey data shows that the undeveloped land extends to 12 hectares (29.65 acres). Assuming £200,000 per hectare (£80,000 per acre) gives a value for the land of £2,400,000.</p> <p>Total site acquisition costs amount to around £15,700,000.</p>
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7. Summary and Conclusion

The consultant team has worked with the Trust officers to consider possible sites for the proposed ECC and undertaken additional due diligence in respect of the four short-listed sites as set out herein.

The sites have then been ranked by the advisory team relative to each other with the best site scoring one and the worst four. The site with the lowest score consequently ranks best overall.

7.1 Site Characteristics and Development Potential

Faber Maunsell have provided advice on the four shortlisted sites, albeit some of the information presented in respect of Site G remains only on a desktop basis. In appraising the differing sites, they have considered the physical characteristics of the sites; the ground conditions; ecology and ornithology; archaeology and cultural heritage; air quality; noise; flood risk; landscape issues; utilities and transport.

The sites have varying degrees of potential constraints and there are specific further pieces of work that will be required prior to the Trust acquiring any particular sites.

In summarising their report (Appendices 14-17) Faber Maunsell have stated the site with the most potential constraint is Site D with the site indicating least constraints as Site E. Site G ranks as their second best site, with Site C being placed third.

7.2 Title

Muckle LLP have undertaken Searches on the shortlisted sites and have provided a Report on Title for each of the properties (Appendices 7-10).

The sites do not all have the benefit of a registered title and, as such, some working assumptions have been made in ranking the sites.

In essence, Site C does have registered title but has various other matters affecting it including a number of footpaths and an option and a caution on the title. As such, Site C has been considered to have the worst title of the four shortlisted sites.

Site D is part registered with some of the registered property also being encumbered by restrictive covenants. Furthermore, the southern area within the site is unregistered but is believed to be held in a Barratt Trust. Due to the presence of covenants on the site and the risk presented by lack of registration, Site D has been considered to rank third of the four sites.

The vast majority of Site C is unregistered. However, it has been determined that the property is owned and occupied by Hartley Mains Farms Limited with little other obvious encumbrances. In addition, Hartley Mains Farms Limited are the beneficiary of the restrictive

covenants burdening part of Site D and so an assumption has been made that Site E may form part of the beneficial holding and is therefore probably unlikely itself to have any title encumbrances. This however, is an assumption. Site E has been considered, based on that assumption, to rank second of the four sites.

Whilst Site G has not necessarily got the simplest title in terms of the number of interests, it is all registered with clear information available and as such, was considered by Muckle LLP to have the best title of the four shortlisted sites.

7.3 Planning

DTZ have considered the four shortlisted sites from a town and country planning perspective based upon an assessment of appropriate policies and a regional and sub-regional level (Appendix 18).

None of the four shortlisted sites are within the Green Belt but from a planning and sustainability standpoint, the town centre site, Site C, is considered the best of the four shortlisted sites. Thereafter, Site G is ranked second on the basis of it already being allocated for development, indeed with some of the development already completed.

Sites D and E are both previously undeveloped, Greenfield land with Site E ranking above Site D on the basis that Site D is allocated for recreational use with proposals for a constructional golf course on part of the site.

It is important to note that viability is important in town planning terms. Therefore, the cost of purchasing the proposed ECC site is likely to be a significant planning argument.

7.4 Availability

DTZ have considered the availability of each of the four shortlisted sites and have based some of the observations and comments made upon discussions with a number of the landowners or agents.

Hartley Mains Farms Limited have been co-operative and have appointed an agent to act on their behalf indicating a willingness to treat, if indeed the Trust decide to pursue an acquisition of the property. As such, a single ownership, discounting the orchard gardens, and a willingness to treat, Site E has been considered to be the best of the four shortlisted sites in terms of availability.

All of the remaining three sites have multiple ownership. However, Site C is controlled by two housebuilding companies who have indicated a willingness to negotiate. It is well publicised that many such firms are in a difficult position in terms of cash flow at present however, the two firms involved, Persimmon and Bellway, have relatively strong covenants. As such, it is considered that Site C ranks second of the four shortlisted sites for total availability.

Site D has at least three parties in terms of ownership with one party controlling the most likely route of access into the site from the south. Furthermore, one of the landowners has

proposals at an advanced stage with a Planning Application expected to be submitted during 2009 for the development of an hotel, club house, driving range and golf course. As such, of the four shortlisted sites, Site D has been considered to rank third.

Site G forms an on-going development site with significant investment having been made by Gladman Developments who are in a Joint Venture with Northumberland County Council to deliver the employment uses for which the site is allocated. Further, two of the units on the scheme have been sold, freehold, to third parties with a Lease in place on one of the units to Advantica Limited. As such, Site G was considered to rank fourth of the four shortlisted sites in terms of availability.

7.5 Price

DTZ have considered the individual sites based on the knowledge gleaned to date and have undertaken a desk review to provide the Trust with an indication of likely acquisition price. It must be noted that this is not formal valuation advice and has been prepared to inform the Trust in terms of likely quantum of acquisition costs to ensure that the consideration of the four shortlisted sites by the Trust can be met.

In assessing the likely acquisition prices, it must be noted that the current recessionary economic climate has given rise to abnormal market conditions with there being very little transactional evidence upon which to base the advice provided herein. However, Site G is a part developed site and to acquire the whole area identified, would necessitate acquiring newly constructed office buildings to clear to allow redevelopment of the site for the proposed ECC. We have considered the product constructed on the basis of existing market conditions together with attaching acquisition price to the undeveloped part of the site and Site G would be the most expensive of the four sites to acquire, hence it has been ranked fourth of the four options being considered.

Site C is an allocated development site owned by two housebuilders and again, due to its allocation, would attract a higher value determining that Site C be ranked third.

Sites D and E are very similar and the advice from DTZ on price is the same for each of the two sites. However, it is considered that Site D will be more problematic and essentially more expensive to acquire given the multiple ownership. As such, Site D is ranked second with Site E ranked first of the four sites.

7.6 Conclusion

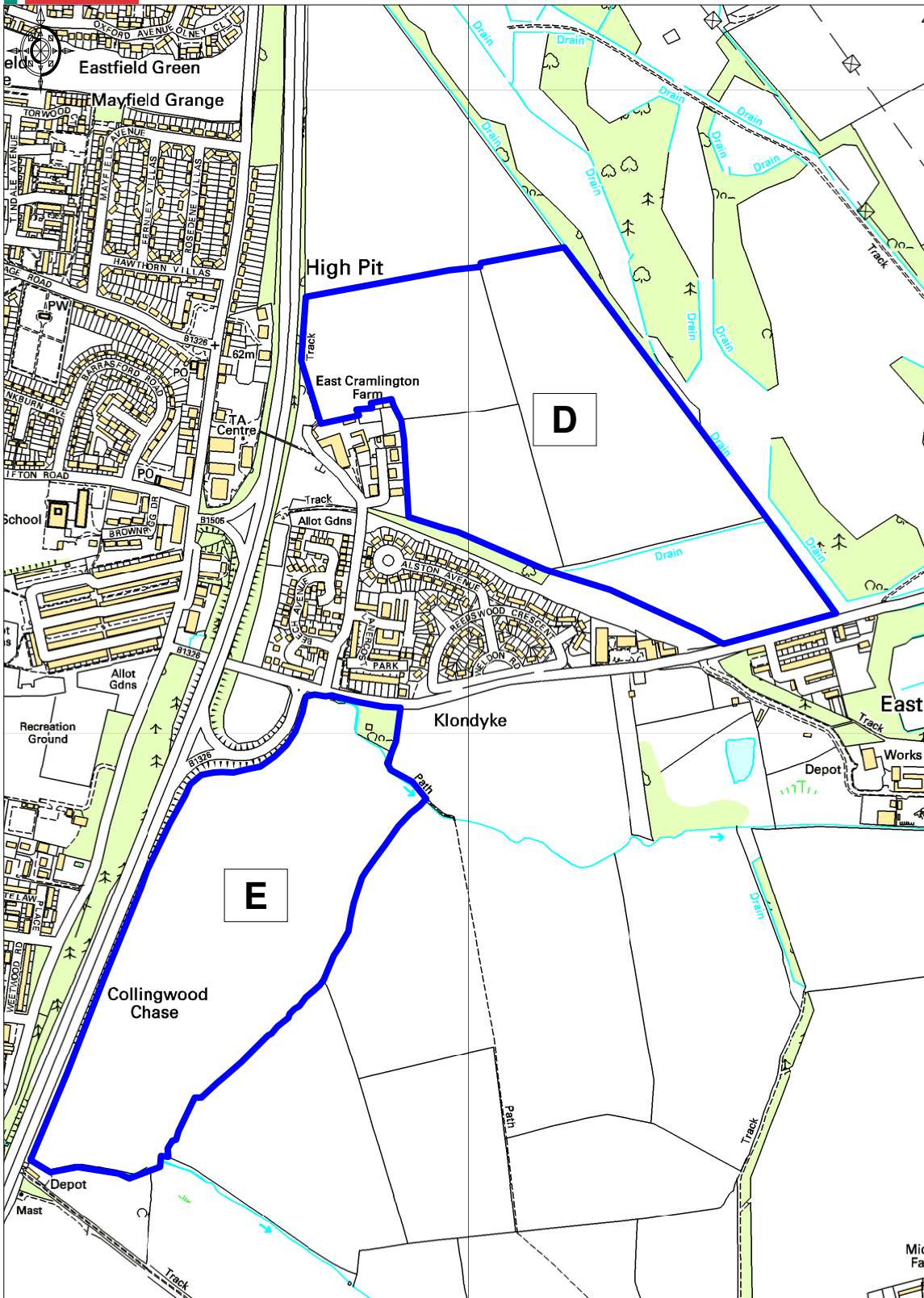
The table below provides a summary of the ranking of the sites on the basis of the advice provided within this report and appendices. As can be seen, at this stage, Site E is the preferred site with the other sites being broadly similar albeit Site D would be the least favoured option of the four sites being considered.

	Site C	Site D	Site E	Site G
Site Characteristics and Development Potential	3	4	1	2
Title	4	3	2	1
Planning	1	4	3	2
Availability	2	3	1	4
Price	3	2	1	4
	13	16	8	13

(Scoring undertaken with the best site ranked 1 and the poorest 4)

As noted in the commentary on the individual sites, helicopter access to the ECC has been considered. Initial discussions have taken place with Newcastle Airport who have provided information regarding their flight paths (Appendix 19). Initial discussions have been helpful but there will be a requirement, prior to any active acquisition programme for a preferred site for the Trust, for the providers of helicopter transportation on behalf of the Trust, the Trust's officers and the Airport Authorities to meet again to clarify in detail further matters to ensure that helicopter access is viable to the new facility.

Appendix D - ECC site location sites D & E



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Sites D & E ECC Site Search

