

# Public Document Pack



## Northumberland County Council

**Your ref:**

**Our ref:**

**Enquiries to:** Lesley Little

**Email:** lesley.little@northumberland.gov.uk

**Tel direct:** 01670 622614

**Date:** Monday, 8 February 2021

Dear Sir or Madam,

Your attendance is requested at a virtual meeting of the **NORTH NORTHUMBERLAND LOCAL AREA COUNCIL** to be held on **THURSDAY, 18 FEBRUARY 2021** at **2.00 PM**.

**Please note this will be a “virtual meeting” that will be streamed live on our Youtube channel at [youtube.com/NorthumberlandTV](https://www.youtube.com/NorthumberlandTV)**

Yours faithfully

Daljit Lally  
Chief Executive

**To North Northumberland Local Area Council members as follows:-**

**G Castle (Chair), S Bridgett (Vice-Chair), T Thorne (Vice-Chair (Planning)), T Clark, G Hill, Lawrie, A Murray, W Pattison, G Renner-Thompson, G Roughead, Seymour and J Watson**

**Any member of the press or public may view the proceedings of this virtual meeting live on our YouTube channel at <https://www.youtube.com/NorthumberlandTV>. Members of the press and public may tweet, blog etc during the live broadcast as they would be able to during a regular Committee meeting. However, the only participants in the virtual meeting will be the Councillors concerned and the officers advising the Committee.**



**Daljit Lally, Chief Executive**  
County Hall, Morpeth, Northumberland, NE61 2EF  
T: 0345 600 6400  
[www.northumberland.gov.uk](http://www.northumberland.gov.uk)



## AGENDA

### PART I

It is expected that the matters included in this part of the agenda will be dealt with in public.

1. **PROCEDURE TO BE FOLLOWED AT A VIRTUAL PLANNING COMMITTEE** (Pages 1 - 2)

2. **APOLOGIES FOR ABSENCE**

3. **DISCLOSURE OF MEMBERS' INTERESTS**

Unless already entered in the Council's Register of Members' interests, members are required to disclose any personal interest (which includes any disclosable pecuniary interest) they may have in any of the items included on the agenda for the meeting in accordance with the Code of Conduct adopted by the Council on 4 July 2012, and are reminded that if they have any personal interests of a prejudicial nature (as defined under paragraph 17 of the Code Conduct) they must not participate in any discussion or vote on the matter and must leave the room.

NB Any member needing clarification must contact the monitoring officer by email at [monitoringofficer@northumberland.gov.uk](mailto:monitoringofficer@northumberland.gov.uk) . Please refer to the guidance on disclosures at the rear of this agenda letter.

4. **DETERMINATION OF PLANNING APPLICATIONS** (Pages 3 - 8)

To request the committee to decide the planning applications attached to this report using the powers delegated to it.

Please note that printed letters of objection/support are no longer circulated with the agenda but are available on the Council's website at <http://www.northumberland.gov.uk/Planning.aspx>

5. **20/02082/VARYCO** (Pages 9 - 26)

**Removal of Condition 8 (Restrictions of types of flying) - to allow flying training, circuits, touch-and-go manoeuvres to take place at the site on a permanent basis.**

**Variation to Condition 4 (Current Restriction is 120 days) - to allow the number of aircraft arrivals and departures to 150 days per year on a permanent basis.**

**Variation to Condition 5 (Restriction on take offs and landings) - to increase daily aircraft movements to 50 movements in a 24 hour period to accommodate flying training and add 200 movements within a 24 hour period to support air rallies to take place at the site on a permanent basis.**

**Variation to Condition 7 (no air rallies) - to allow the site to be used for up to 4 air rallies, festivals or similar charitable activities per year on a permanent basis on approved planning application 17/03436/VARYCO (revised description 05.08.2020).**

**Poultry Farm, Atheys Moor, Longframlington, Morpeth  
Northumberland  
NE65 8EG**

- 6. 20/03155/FUL** (Pages 27 - 40)  
**6no. tourism units with associated access, parking and amenity space**  
**Land North Of North Farm, Embleton, Alnwick, Northumberland**  
**NE66 3DX**
- 7. 20/03025/VARYCO** (Pages 41 - 52)  
**Variation of condition 2 pursuant to planning approval 16/02231/COU due to modification of shop front during works (Retrospective)**  
**69 Queen Street, Amble, Morpeth, Northumberland, NE65 0DA**
- 8. PLANNING APPEALS UPDATE** (Pages 53 - 64)

For Members' information to report the progress of planning appeals. This is a monthly report and relates to appeals throughout all 5 Local Area Council Planning Committee areas and covers appeals of Strategic Planning Committee.
- 9. S106 AGREEMENTS UPDATE REPORT** (Pages 65 - 70)

For Members' information to report the agreement monitoring and collection of s106 contributions in the planning process. This is a monthly report and relates to agreements throughout Northumberland during the previous monthly period
- 10. LOCAL TRANSPORT PLAN PROGRAMME 2021-22 AND HIGHWAY MAINTENANCE INVESTMENT IN U AND C ROADS AND FOOTWAYS PROGRAMME 2021-22** (Pages 71 - 98)

The report sets out the details of the draft Local Transport Plan (LTP) programme for 2021-22 and the draft Highway Maintenance Investment in U and C Roads and Footways programme for 2021-22 for consideration and comment by the Local Area Council, prior to final approval of the programme.
- 11. DATE OF NEXT MEETING**

The next meeting will be held at 2.00 pm on Thursday 18 March 2021.
- 12. URGENT BUSINESS**

**IF YOU HAVE AN INTEREST AT THIS MEETING, PLEASE:**

- Declare it and give details of its nature before the matter is discussion or as soon as it becomes apparent to you.
- Complete this sheet and pass it to the Democratic Services Officer.

<b>Name (please print):</b>
<b>Meeting:</b>
<b>Date:</b>
<b>Item to which your interest relates:</b>
<b>Nature of Registerable Personal Interest i.e either disclosable pecuniary interest (as defined by Annex 2 to Code of Conduct or other interest (as defined by Annex 3 to Code of Conduct) (please give details):</b>
<b>Nature of Non-registerable Personal Interest (please give details):</b>
<b>Are you intending to withdraw from the meeting?</b>

**1. Registerable Personal Interests** – You may have a Registerable Personal Interest if the issue being discussed in the meeting:

a) relates to any Disclosable Pecuniary Interest (as defined by Annex 1 to the Code of Conduct); or

b) any other interest (as defined by Annex 2 to the Code of Conduct)

The following interests are Disclosable Pecuniary Interests if they are an interest of either you or your spouse or civil partner:

(1) Employment, Office, Companies, Profession or vocation; (2) Sponsorship; (3) Contracts with the Council; (4) Land in the County; (5) Licences in the County; (6) Corporate Tenancies with the Council; or (7) Securities - interests in Companies trading with the Council.

The following are other Registerable Personal Interests:

(1) any body of which you are a member (or in a position of general control or management) to which you are appointed or nominated by the Council; (2) any body which (i) exercises functions of a public nature or (ii) has charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member (or in a position of general control or management); or (3) any person from whom you have received within the previous three years a gift or hospitality with an estimated value of more than £50 which is attributable to your position as an elected or co-opted member of the Council.

**2. Non-registerable personal interests** - You may have a non-registerable personal interest when you attend a meeting of the Council or Cabinet, or one of their committees or sub-committees, and you are, or ought reasonably to be, aware that a decision in relation to an item of business which is to be transacted might reasonably be regarded as affecting your well being or financial position, or the well being or financial position of a person described below to a greater extent than most inhabitants of the area affected by the decision.

The persons referred to above are: (a) a member of your family; (b) any person with whom you have a close association; or (c) in relation to persons described in (a) and (b), their employer, any firm in which they are a partner, or company of which they are a director or shareholder.

### **3. Non-participation in Council Business**

When you attend a meeting of the Council or Cabinet, or one of their committees or sub-committees, and you are aware that the criteria set out below are satisfied in relation to any matter to be considered, or being considered at that meeting, you must : (a) Declare that fact to the meeting; (b) Not participate (or further participate) in any discussion of the matter at the meeting; (c) Not participate in any vote (or further vote) taken on the matter at the meeting; and (d) Leave the room whilst the matter is being discussed.

The criteria for the purposes of the above paragraph are that: (a) You have a registerable or non-registerable personal interest in the matter which is such that a member of the public knowing the relevant facts would reasonably think it so significant that it is likely to prejudice your judgement of the public interest; **and either** (b) the matter will affect the financial position of yourself or one of the persons or bodies referred to above or in any of your register entries; **or** (c) the matter concerns a request for any permission, licence, consent or registration sought by yourself or any of the persons referred to above or in any of your register entries.

**This guidance is not a complete statement of the rules on declaration of interests which are contained in the Members' Code of Conduct. If in any doubt, please consult the Monitoring Officer or relevant Democratic Services Officer before the meeting.**

This page is intentionally left blank



## Northumberland County Council

### PROCEDURE AT VIRTUAL PLANNING COMMITTEE

---

#### A Welcome from Chairman to members and those watching on the livestream

Welcome to also include reference to

- (i) Fact that meeting is being held on a virtual basis
- (ii) Members are asked to keep microphones on mute unless speaking and otherwise respect the etiquette of a remote meeting including raising a hand when they wish to speak
- (iii) The changes to the public speaking protocol to include written representations being read out by an officer (but to retain speaking by local member where applicable)

#### B Record remote attendance of members

- (i) Legal officer asks each member in alphabetical order to indicate presence at meeting
- (ii) Democratic Services Officer (DSO) to announce and record any apologies received

#### C Minutes of previous meeting and Disclosure of Members' Interests

#### D Development Control

##### APPLICATION

##### Chair

Introduces application

Site Visit Video (previously circulated) - invite members' questions

##### Planning Officer

Updates – Changes to recommendations – present report

Public written representations and speaking (local member)

Objector(s) (up to 750 words) – to be read by Officer

Local member (up to 5 mins)/ parish councillor (up to 750 words)- to be read by Officer

Applicant/Supporter (up to 750 words) – to be read by Officer

NO QUESTIONS IN RELATION TO WRITTEN REPRESENTATIONS OR OF/BY LOCAL COUNCILLOR

**Committee members' questions to Planning Officers**

Chairman to respond to raised hands of members as to whether they have any questions of the Planning Officers

**Debate (Rules)**

Proposal

Seconded

DEBATE

Again Chairman to respond to raised hand of members as to whether they wish to participate in the debate

- No speeches until proposal seconded
- Speech may not exceed 6 minutes
- Amendments to Motions
- Approve/Refuse/Defer

**Vote(by majority or Chair's casting vote)**

- (i) Planning Officer confirms and reads out wording of resolution
- (ii) Legal officer should then proceed to ask each member in turn to indicate which way they wish to vote – FOR/AGAINST/ABSTAIN (reminding members that they should abstain where they have not heard all of the consideration of the application)





## Northumberland County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL

DATE: 18 FEBRUARY 2021

### DETERMINATION OF PLANNING APPLICATIONS

**Report of the Executive Director of Place**

**Cabinet Member:** Councillor JR Riddle

---

#### **Purpose of report**

To request the Local Area Council to decide the planning applications attached to this report using the powers delegated to it.

#### **Recommendations**

The Local Area Council is recommended to consider the attached planning applications and decide them in accordance with the individual recommendations, also taking into account the advice contained in the covering report.

#### **Key issues**

Each application has its own particular set of individual issues and considerations that must be taken into account when determining the application. These are set out in the individual reports contained in the next section of this agenda.

#### **Author and Contact Details**

Report author      Rob Murfin  
Director of Planning  
01670 622542  
Rob.Murfin@northumberland.gov.uk

## **DETERMINATION OF PLANNING APPLICATIONS**

### **Introduction**

1. The following section of the agenda consists of planning applications to be determined by the North Northumberland Local Area Council in accordance with the current delegation arrangements. Any further information, observations or letters relating to any of the applications contained in this agenda and received after the date of publication of this report will be reported at the meeting.

### **The Determination of Planning and Other Applications**

2. In considering the planning and other applications, members are advised to take into account the following general principles:
  - Decision makers are to have regard to the development plan, so far as it is material to the application
  - Applications are to be determined in accordance with the development plan unless material considerations indicate otherwise
  - Applications should always be determined on their planning merits in the light of all material considerations
  - Members are reminded that recommendations in favour of giving permission must be accompanied by suitable conditions and a justification for giving permission, and that refusals of permission must be supported by clear planning reasons both of which are defensible on appeal
  - Where the Local Area Council is minded to determine an application other than in accordance with the Officer's recommendation, clear reasons should be given that can be minuted, and appropriate conditions or refusal reasons put forward
3. Planning conditions must meet 6 tests that are set down in paragraph 56 of the NPPF and meet the tests set out in Community Infrastructure Levy Regulations 2010. They must be:
  - a. necessary to make the development acceptable in planning terms;
  - b. directly related to the development; and
  - c. fairly and reasonably related in scale and kind to the development.
4. Where councillors are contemplating moving a decision contrary to officer advice, they are recommended to consider seeking advice from senior officers as to what constitute material planning considerations, and as to what might be appropriate conditions or reasons for refusal.

## Important Copyright Notice

5. The maps used are reproduced from the Ordnance Survey maps with the permission of the Controller of Her Majesty's Stationery office, Crown Copyright reserved.

## BACKGROUND PAPERS

These are listed at the end of the individual application reports.

### Implications

<b>Policy</b>	Procedures and individual recommendations are in line with policy unless otherwise stated
<b>Finance and value for money</b>	None unless stated
<b>Legal</b>	None unless stated
<b>Procurement</b>	None
<b>Human Resources</b>	None
<b>Property</b>	None
<b>Equalities</b> (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	Planning applications are considered having regard to the Equality Act 2010
<b>Risk Assessment</b>	None
<b>Crime &amp; Disorder</b>	As set out in the individual reports
<b>Customer Consideration</b>	None
<b>Carbon reduction</b>	Each application will have an impact on the local environment and it has been assessed accordingly
<b>Wards</b>	All

This page is intentionally left blank



## Northumberland County Council

### NORTH LOCAL AREA PLANNING COMMITTEE 18<sup>TH</sup> FEBRUARY 2021

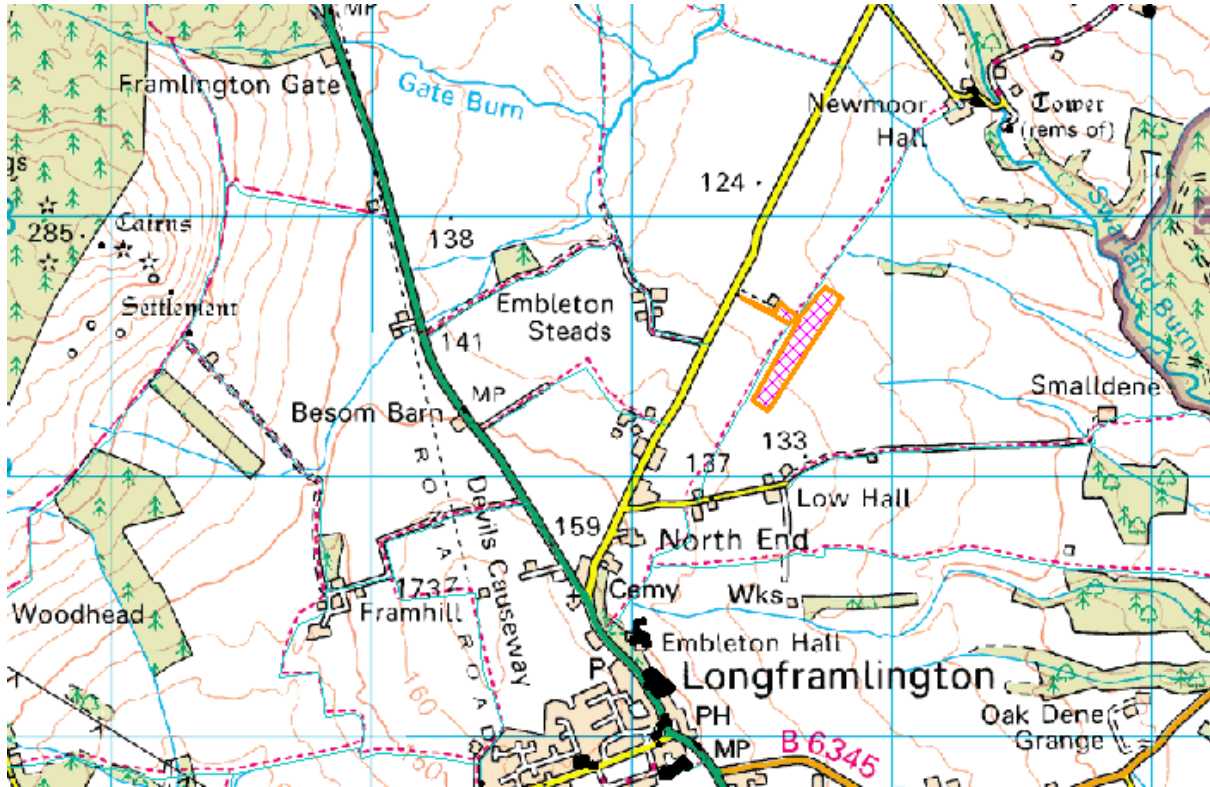
<b>Application No:</b>	20/02082/VARYCO		
<b>Proposal:</b>	<p>Removal of Condition 8 (Restrictions of types of flying) - to allow flying training, circuits, touch-and-go manoeuvres to take place at the site on a permanent basis.</p> <p>Variation to Condition 4 (Current Restriction is 120 days) - to allow the number of aircraft arrivals and departures to 150 days per year on a permanent basis.</p> <p>Variation to Condition 5 (Restriction on take offs and landings) - to increase daily aircraft movements to 50 movements in a 24 hour period to accommodate flying training and add 200 movements within a 24 hour period to support air rallies to take place at the site on a permanent basis.</p> <p>Variation to Condition 7 (no air rallies) - to allow the site to be used for up to 4 air rallies, festivals or similar charitable activities per year on a permanent basis on approved planning application 17/03436/VARYCO (revised description 05.08.2020).</p>		
<b>Site Address</b>	Poultry Farm, Atheys Moor, Longframlington, Morpeth Northumberland NE65 8EG		
<b>Applicant/ Agent</b>	Mr Edward McCallum Oakwood Cottage Longframlington Morpeth Northumberland NE65 8DX United Kingdom		
<b>Ward</b>	Shilbottle	<b>Parish</b>	Longframlington
<b>Valid Date</b>	20.07.2020	<b>Expiry Date</b>	22.02.2021
<b>Case Officer Details</b>	Name: Vivienne Cartmell Job Title: Principal Planning Officer Tel No: 01670 622702 Email: vivienne.cartmell@northumberland.gov.uk		

#### **Recommendation: Approval subject to planning conditions**

#### **1. Introduction**

- 1.1 Under the provisions of the Council's current Scheme of Delegation, in cases where applications are to be recommended for approval contrary to a valid objection from a Town or Parish Council, they are referred to the Director of Planning and the Chair of the relevant Planning Committee for consideration to be given as to whether the application should be referred to a Planning Committee for determination. Given the level of interest in the application it has been decided the application should be brought to North Northumberland Local Area Council.

- 1.2 Section 73 of the Town and Country Planning Act 1990 allows applications to be made for permission to develop without complying with a condition(s) previously imposed on a planning permission. The Local Planning Authority can grant such permission unconditionally, subject to different conditions or refuse the application if it is determined that the original condition(s) should continue.



## 2. Description of the Site

- 2.1 The application site specifically relates to Poultry Farm, Longframlington currently operating for mixed use agricultural use and Athey's Moor Airfield for Microlite permanent / personal use.
- 2.2 On the site is a complex of buildings currently used for hangar storage of Microlites, the club house, viewing platform and a permanent runway. Other buildings are currently in use for agricultural storage and commercial use.
- 2.3 The application site is situated approximately 1.5km to the north east of Longframlington and approximately 2.6km south-west of Swarland. The site is accessed from the C106 highway to the west. The site is surrounded by open agricultural land.

## 3. Description of the Proposals

- 3.1 The application seeks to vary conditions attached to an earlier grant of planning permission (as amended) - 17/03436/VARYCO.
- 3.2 The application seeks permission to allow two additional activities at the site which are currently prohibited. These are:-

- flying training at the site
- four flying rallies per year

3.3 To facilitate these two additional flying activities the applicant seeks permission to increase the permitted flying movements in a 24 hour period and increase the number of days flying can occur in any given year.

- To increase daily aircraft movements in a 24 hour period from 36 movements to 50 movements – an increase of 14 movements per day which equates to an additional 7 take offs and 7 landings per day needed to accommodate the training activities.
- To increase the amount of days allowed for flying per year by additional 30 days per year (from 120 days approved to 150 days)

3.4 To carry out fly training and four flying rallies, the applicant seeks to vary four conditions on the grant of planning permission -

#### Condition 4

*Condition 4 states:*

*The use of the airfield for aircraft arrival and departures shall not exceed more than 120 days per year, or as otherwise agreed in writing by the Local planning authority, in consultation with Newcastle International Airport.*

*Reason: To ensure the use of the site is compatible with its surroundings and to safeguard the amenity of occupants of residential properties in the surrounding area, and in the interests of the safety of Newcastle International Airport operations.*

The applicant seeks permission for the variation of condition 4 (Current Restriction is 120 days) - to allow the number of aircraft arrivals and departures to 150 days per year on a permanent basis – an increase of 30 days per year.

#### Condition 5

*Condition 5 states:*

*Within any continuous 24 hour period there shall be no more than 18 take offs and 18 landings at the site, resulting in a maximum of 36 aircraft movements per day (an aircraft movement being defined as one take-off or one landing)*

*Reason: To ensure the use of the site is compatible with its surroundings and to safeguard the amenity of occupants of residential properties in the surrounding area, and in the interests of the safety of Newcastle International Airport operations.*

The applicant seeks permission for the variation of condition 5 (Restriction on take offs and landings) - to increase daily aircraft movements to 50 movements in a 24 hour period to accommodate flying training and add 200 movements within a 24 hour period to support air rallies to take place at the site on a permanent basis.

#### Condition 7

*Condition 7 states:*

*The site shall not be used for the holding of air rallies, festivals or similar activities.*

*Reason: To ensure the use of the site is compatible with its surroundings and to safeguard the amenity of occupants of residential properties in the surrounding area.*

The applicant seeks permission for the variation of condition 7 (no air rallies) - to allow the site to be used for up to 4 air rallies, festivals or similar charitable activities per year on a permanent basis.

#### Condition 8

*Condition 8 states:*

*Flying from the land shall not include any form of flying training, circuits, or touch-and-go manoeuvres taking place.*

*Reason: To ensure the use of the site is compatible with its surroundings and to safeguard the amenity of occupants of residential properties in the surrounding area.*

The applicant seeks permission for the removal of condition 8 (Restrictions of types of flying) - to allow flying training, circuits, touch-and-go manoeuvres to take place at the site on a permanent basis.

- 3.5 All other conditions on 17/03436/VARYCO are unchanged and remain binding to the development.
- 3.6 No built development is proposed as part of this application.

#### **4. Supporting Information**

4.1 To support the application the applicant has submitted the following information:-

- Supporting Statement
- Noise Survey/s
- Further details of touch and go manoeuvre including video clip demonstration



## 5. Planning History

**Reference Number:** A/2010/0378

**Description:** Regularise existing use of agricultural buildings and field as mixed use site incorporating use as micro light airstrip for in excess of 28 days per year.

**Status:** Permitted - One year temporary planning permission granted.

**Reference Number:** 12/00645/VARYCO

**Description:** Removal of condition 1 of A/2010/0378 (Regularise existing use of agricultural buildings and field as mixed use site incorporating use as micro light air strip for in excess of 21 days per year). Remove temporary permission restriction. Microlite airstrip use made permanent.

**Status:** Permitted

**Reference Number:** 16/00762/VARYCO

**Description:** Variation of conditions 2 (maximum number of microlights), 3 (maximum days airfield can be used) and 4 (maximum number of takeoffs and landings) and removal of condition 9 (no outside storage) relating to planning application 12/00645/VARYCO.

**Status:** Permitted - One year temporary planning permission granted with increased usage.

**Reference Number:** 17/03436/VARYCO

**Description:** Application for the removal of condition 10 (temporary approval) of planning permission 16/00762/VARYCO so the temporary permission is made permanent

**Status:** Permitted 20.12.2017

**Reference Number:** 17/00583/FUL

**Description:** Extension and alteration of an existing portal frame building to be used as an enlarged hangar for the storage of micro-light aircraft incorporating an internal mezzanine members viewing gallery with external balcony.

**Status:** Permitted 25.07.2017

## 6. Planning Policy

### 6.1 Development Plan Policy

ACS - Alnwick Core Strategy (2007)

S1 Location and Scale of New Development

S2 The Sequential Approach to Development

S3 Sustainability Criteria

S11 Locating Development to Maximise Accessibility and Minimise Impact from Travel

S12 Protecting and Enhancing Biodiversity and Geodiversity  
 S13 Landscape Character  
 S14 Development in the Open Countryside  
 S16 General Design Principles

ALP - Alnwick District Wide Local Plan (1997)

TT5 Controlling Car Parking Provision (and Appendix E)  
 Appendix E Car Parking Standards for Development  
 CD32 Controlling Development that is Detrimental to the Environment and Residential Amenity

6.2 Emerging Policy

NLP - Northumberland Local Plan - Publication Draft Plan (Regulation 19) (January 2019)

STP1 - Spatial strategy  
 TRA 7 - Aerodrome Safeguarding Areas  
 TRA2 - The effects of development on the transport network  
 ENV2 - Biodiversity and geodiversity  
 ENV 3 – Landscape

LNP - Longframlington Neighbourhood Plan:

An application by Longframlington Parish Council to designate the civil parish of Longframlington as a neighbourhood area was approved by Northumberland County Council on 11 March 2019. At the time of writing the report no policies are available for consideration.

6.3 National Planning Policy

NPPF - National Planning Policy Framework (2019)  
 NPPG - National Planning Practice Guidance (updated 2019)

**7. Consultee Responses**

<p>Longframlington Parish Council</p>	<p>Objection which can be summarised as follows:-</p> <ul style="list-style-type: none"> <li>- Since the previous permissions were granted there has been a 75% increase in housing either built or with planning permission, many are at the North end of the village with some 67 along the C106 which would undoubtedly be affected by increased flights and traffic.</li> <li>- Condition 8 was put in place to protect the local surroundings and properties particularly from circuit and touch and go manoeuvres which have the potential to be the most annoying, as the number of properties is expanding the condition will be needed to protect even more families and the amenity of their homes.</li> <li>- These events would increase the current aircraft movements fivefold, while this is for four days a year due to the conditions required this is likely to be in fine weather when local residents are seeking to enjoy the use of their outdoor spaces. With parking for 100 cars the increase in traffic along</li> </ul>
---------------------------------------	--

	the C106 would be at a minimum another 200 trips and more as there would likely be visitors leaving and arriving throughout the day. The site is in too close proximity to the village for these activities.
Edlingham Parish Council	Edlingham Parish Council have concerns about the proposed increase in take off and landings and future air festivals potentially causing a large increase in air traffic.
Brinkburn and Hesleyhurst Parish Council	No response
Cartington Parish Council	No response
Felton Parish Council	No response
NCC Highways	No objections subject to conditions relating to the upgrading of the access and implementation of car parking
NCC Ecology	No objections to the application.
NCC Public Protection	Following the submission of additional information, no objections subject to conditions relating to the control of amplified speech and music during rallies and to ensure that Microlights shall only be permitted to fly circuits when landing or taking off from the airfield .
NCC Public Right of Way	No objections
Newcastle International Airport	No objections. Initial objection withdrawn
National Air Traffic Services (NATS)	No Objection;  The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.
Ministry of Defence	No safeguarding objections
Civil Aviation Authority	No response received.
The Coal Authority	No Objection - No objections standing advice applies

## 8. Public Responses

### Neighbour Notification

Number of Neighbours Notified	66
Number of Objections	38
Number of Support	57
Number of General Comments	0

## Notices

Site notice, PROW 10<sup>th</sup> August 2020

Press Notice 13<sup>th</sup> August 2020

### Summary of Responses:

#### **Objections:**

38 objections have been received from residents and local businesses in the locality. These refers to matters such :-

- This is a significant intensification of use
- This dumbs down the original planning permission
- Significant noise concerns from the air craft and impact on residents and animals
- Visual objection to more air traffic
- Traffic congestion
- Impact on local business because of additional noise pollution
- Public safety issues and use of the car park
- Noise disturbance from low flying air craft
- The area is already blighted by large amount of air traffic from Eshott Airfield
- There has been a disregard of circuit routes which cause nuisance
- Intensification and change of use of land having regards to two additional landing strips at the site

#### **Support:**

57 representations in support have been received including from residents in the locality and pilots who use the airfield. These raise matters such as:-

- Would be a benefit to the local area include shops and pubs
- The training opportunities are welcomed
- This is small extension to flying arrangements
- The proposals would be to the benefit of local business

The above is a summary of the comments. The full written text is available on our website at:

<https://publicaccess.northumberland.gov.uk/onlineapplications/simpleSearchResults.do?action=firstPage>

## **9. Appraisal**

- 9.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) states that development proposals that accord with the development plan should be approved without delay, unless material considerations indicate otherwise. This forms the basis of the NPPF's presumption in favour of sustainable development. Applications for new development should be considered in the

context of this presumption in favour of sustainable development unless policies indicate otherwise or, the adverse impacts significantly and demonstrably outweigh the benefits. However, identified in paragraph 177 where a proposal requires an Appropriate Assessment to be undertaken this presumption does not apply.

- 9.2 The Adopted Development Plan where the site is located, comprises the saved policies of the Alnwick District Local Plan 1997 (ADLP) and The Alnwick District local Development Framework Core Strategy 2007 (ACS).
- 9.3 Northumberland Local Plan - Publication Draft Plan (Regulation 19) and proposed minor modifications, was submitted for examination on 29 May 2019 (NLP). In accordance with Paragraph 48 of the NPPF, the policies contained within the document at this stage will carry some weight, with strategic policies carrying a greater weight. The background studies/ documents, which form the evidence base for the NLP, constitute a material consideration.
- 9.4 The key planning issues arising in the consideration of this application are:-
- Principle of development
  - Amenity
  - Impact on rural character
  - Ecology and Biodiversity
  - Highway safety
  - Other matters

#### **Principle of Development**

- 9.5 The principle of an airstrip and microlight use on the site has been established through the existing grant of planning permission (as amended) and therefore the main issues to consider as part of this current application are the effects of the proposed increase in use and the impacts on other uses and the amenity of area, impact on the character of the area, effects on ecology, and highway safety.
- 9.6 Furthermore, it is noted that the key aviation bodies including Newcastle International Airport; National Air Traffic Services; the Ministry of Defence and The Civil Aviation Authority have not raised any objections to the application. This further supports the principle of development in this case.

#### **Amenity**

- 9.7 The NPPF paragraph 170 e) states that Planning policies and decisions should contribute to and enhance the natural and local environment by: preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
- 9.8 Alnwick Local Plan Policy CD32 states that permission will not be granted for development which would cause demonstrable harm to the amenity of residential areas or to the environment generally.

- 9.9 There are planning conditions on the grant of planning permission to ensure the proposed airstrip remains compatible with surrounding land use. Condition 4 restricts the daily movements; condition 5 how many days per year the site can be used for; condition 7 prohibits rallies and condition 8 prohibits flying training.
- 9.10 Fundamentally the applicant seeks planning permission to open the site for flying training, to allow people to learn to fly microlites. This would include circuits and touch and go manoeuvres. The applicant also seeks permission to hold four air rallies per year.

#### *Fly training*

- 9.11 The Supporting Statement provides more detail on microlite recreation and the demand for microlite training generally. The applicant advises that there would be two instructors and flying training, including circuits and touch-and-go manoeuvres would take place during the week i.e. weekdays Monday to Fridays between the permitted hours of 09:00 hrs and 19:00 hrs (local time) so as not to impact on the wellbeing of residents and businesses. Any flying at weekend would be limited to upper air work and navigation exercises away from the application site.
- 9.12 However, the applicant has submitted that in order to operate fly training they require an increase in the permitted number of movements in a 24 hour period. The current restriction at the site is 36 movements in any 24 hour period. The applicant seeks to increase the total number of movements per day to 50 movements – an increase of 14 movements - which equates to an additional 7 take offs and 7 landings per day needed to accommodate the training activities.
- 9.13 In addition, for the applicant to operate fly training they require additional time throughout the year to allow for this additional activity to happen. They therefore seek to increase the amount of days allowed for flying per year by an additional 30 days per year (from 120 days approved to 150 days).
- 9.14 Significant objection has been received from Parish Councils, residents and business alike expressing concerns regarding increased noise pollution and disturbance arising from the proposed fly training and rally activities. These concerns are indeed noted.
- 9.15 To support the application, the applicant has submitted a Noise Survey Report, along with further details of touch and go manoeuvres including a technical demonstration. The Council's Public Health Protection Team have been consulted on the application.
- 9.16 In terms of the proposed fly training activities, the Council's Public Protection Team advise that the proposed additional 14 movements will have no perceptible impact on the existing acoustic environment. The applicant has also confirmed that repeated flying circuits will not take place. Circuit flying will only take place when micro lights are taking off or landing. Furthermore, the applicant has also confirmed that touch and go's manoeuvres will count as a movement in a 24-hour period.

9.17 For these reasons and subject to the continued and strict controls on movements, the Council's Public Protection Team do not object to the application subject to the imposition of restrictive planning conditions.

#### *Air Rallies*

9.18 With regards to the proposed air rallies, this would be an organised flying event with music and refreshments provided at the site. The rallies would be held over a 24 hour period, four times a year and permission is sought to allow for 200 movements during that time.

9.19 The Supporting Statement provides more information on the proposed rallies but essentially they would involve microlight pilots flying into the site to raise funding for local charities and/or celebrating microlight recreation, then flying out of the site back to their respective airfields. These events would be open to the public. No flying training would take place during the rallies.

9.20 In terms of the proposed rally activities, the Council's Public Protection Team advised that the proposed additional 200 movements will have a perceptible impact on the existing acoustic environment. However, given the infrequent nature of the proposals i.e., four times a year, the proposals are deemed acceptable.

9.21 In the interests of amenity, the Council's Public Protection Team recommend conditions to control amplified speech and music, including noise limits, music taking place inside the hangar building and finishing by 11pm at night. There are no concerns regarding catering and odours.

9.22 On other matters, but on the issue of noise there have been a number of objections regarding the Noise Survey methodology and scope. The Council's Public Protection Team are fully satisfied with the methodology and scope of the survey work. It considers the worst-case scenario including using the use of the noisiest micro lite aircraft.

9.23 Objections have been raised regarding the impact of increased activities on cattle and livestock. The planning process considers the impact on noise on human amenity and not animals.

9.24 Objections have also referred to activities at Eshott Airfield and the noise impacts arising from that location from unlimited flying. Flying movements at Athey's Moor are not unlimited and they are controlled by strict planning condition and will continue to be so.

9.25 In the context of the above, it's is considered that proposals are acceptable in terms of noise and impact on amenity. The proposals do not give rise to significant impacts and comply with local and national planning policy, having regards to the provisions of the NPPF.

#### **Impact on Landscape Character**

9.26 Paragraph 170 of the NPPF sets out that planning decisions should contribute to and enhance, the natural and local environment.

- 9.27 Policy S13 of the ACS seeks for all proposals for development and change to be considered against the need to protect and enhance the distinctive landscape character of the district. S16 of the ACS states that proposals should take full account of the need to protect and enhance the local environment.
- 9.28 The site comprises mixed use agricultural land and Atheys Moor Airfield. The site is already in operational use. The proposals do not propose any built development. The proposals are purely operational to allow for flying training, air rallies and increased air movements. Air Rallies, by their nature will host additional parking, refreshments, catering vehicles etc however given these are not permanent fixtures, it is considered there will not be a significant impact on the rural character of the area as a result of the proposals.
- 9.29 For the reasons above it is considered the proposals accord with policies S13 and S16 of the ACS and the provisions of the NPPF.

### **Ecology and Biodiversity**

- 9.30 Paragraph 170 of the NPPF sets out that planning decisions should contribute to and enhance the local environment by d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- 9.31 Policy S3 of the ACS sets out within its sustainability criteria that there should be no significant adverse effects on the environment, biodiversity and geodiversity. Policy S12 stipulates that all development proposals will be considered against the need to protect and enhance the biodiversity and geodiversity of the district.
- 9.32 The County Ecologist has been consulted on the application. No objections are raised to the application because the site is not within or adjacent to any designated sites of ecological importance. Similarly, the proposed circuits do not overfly any designated sites or other areas of particular value because of their bird populations or other ecological features vulnerable to noise disturbance. Given these factors and considering the existing use of the site there are unlikely to be any significant ecological effects arising from the removal of condition 8 or the proposed variation to conditions 4, 5 or 7.
- 9.33 The proposal is therefore acceptable in ecological terms. The proposal will accord with policies S3 and S12 of the ACS and the provisions of the NPPF.

### **Highways**

- 9.34 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 9.35 S11 of the ACS sets out criteria to which the location of development is likely to maximise accessibility and minimise the impacts of traffic generated.



- 9.36 Policies TRA1 and TRA2 of the emerging Local Plan seek to ensure that development does not have a negative impact upon the transport network. Policy TRA4, together with Appendix D, sets out standards for parking provision in new development.
- 9.37 Highway safety considers the impact the development would have in terms of vehicle movements, the internal layout of development and pedestrian connectivity. The site would be accessed directly from the C106. The application has been assessed by Highways Development Management (HDM).
- 9.38 The objections from the Parish Councils local residents and businesses are noted. The Council as Highway Authority has fully assessed the proposals and do not object to the application.
- 9.39 In terms of impact on the surrounding network the Highway Authority are satisfied the proposals would not result in severe impacts. The highway network in the area can accommodate the anticipated trip generation.
- 9.40 With regards to road safety the Highway Authority have no objections to the proposals providing the site access is widened and upgraded. Vegetation clearance is also required to improve visibility.
- 9.41 With regards to the internal aspects of the development the applicant has submitted car parking plan which now shows an overflow area, near the site entrance, for vehicles that cannot utilise the main parking area. This will stop vehicles overspilling onto the C106.
- 9.42 With regards to traffic management, the applicant has also confirmed that in the event of a planned air rally consultation will take place with NCC Streetworks to ensure the correct signage is organised and that the placement of signage is agreed prior to the event taking place.
- 9.43 The is Public Right of Way crossing the site between buildings and the main run way. The applicant has erected signage at the site, along with mapping information and instructions to ensure the safety of pedestrians at all times. The Council's Public Rights of Way Team have been consulted and raise no objections to the application.
- 9.44 The development is considered acceptable in highway terms. On this basis the proposals are therefore considered to be in accordance with Policies S11 of the Alnwick Local Plan and the NPPF.

### **Other Matters**

- 9.45 Objections have been raised regarding two additional runways on the site. There are two additional runways cut into the grass at Atheys Moor. These do not form part of the application. The additional runways are temporary and are used under permitted development rights - General Permitted Development Order, Schedule 2, Part 4, Temporary use of Land. Should the applicant wish to make the runways permanent and use them in excess of 28 days they will require planning permission.

- 9.46 Objections have been received regarding the process for the determination of this application, some stating that an application for full planning permission should have been submitted because of the proposals amount to a significant change to the original proposals. The applicant has applied to omit or vary conditions under S73 of the Town and Country Planning Act to allow for fly training and air rallies. The LPA is satisfied that the proposal has been fully assessed and regulated.
- 9.47 Objections have been received to suggest that the proposals amount to EIA development. The original proposals were not considered to be EIA development. The applicant has applied to omit or vary conditions to allow for fly training and air rallies which requires an increase permitted daily movements and the annual time across the year. The proposed omission / variation does not give rise to significant effects on the environment. The Local Planning Authority maintains that the proposals do not amount to EIA development.
- 9.48 Local residents have raised concerns regarding air traffic control and air traffic safety. The concerns are noted, however none of the key Aviation bodies relevant to this application have objected to the application.

## **10. Conclusion**

- 10.1 The NPPF Paragraph 83 seeks to supporting a prosperous rural economy. Planning policies and decisions should enable:
- a) the sustainable growth and expansion of all types of business in rural areas;
  - b) the development and diversification of agricultural and other land-based rural businesses;
  - c) sustainable rural tourism and leisure developments which respect the character of the countryside;
  - d) the retention of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space
- 10.2 It is considered that the proposals comply with the Governments overarching objectives regarding supporting the rural economy.
- 10.3 The proposals are considered to comply with local development plan policy having regards to the Alnwick District Local Plan 1997 (ADLP) and The Alnwick District local Development Framework Core Strategy 2007 (ACS).
- 10.4 The objections and support received in response to the publicity of the application from the Parish Councils, residents and business alike are noted and have been taken into account.
- 10.5 The proposals are acceptable in terms of amenity having particular regards to noise and disturbance. The application is acceptable in all other respects having regards to character and visual impacts, highways and ecology and biodiversity.

- 10.6 The are no objections from key aviation bodies including Newcastle International Airport; National Air Traffic Services; the Ministry of Defence and The Civil Aviation Authority.
- 10.7 The proposed omission and variation of conditions 4, 5, 7 and 8 are therefore deemed acceptable.
- 10.8 All the previously imposed conditions have been replicated and remain binding to this proposal.

## 11. Recommendation

That this application be GRANTED subject to the following:

### Conditions

01. The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans and documents. The approved plans and documents are:-

- Location Plan (Scale 1:10000) uploaded on NCC website 20th July 2020
- The Supporting Statement including Public Rights of Way Management Plan by Doug Coppin and uploaded on NCC website 6th July 2021 (for clarity 3 / 3b site locations plans omitted)
- The Proposed Access Plan
- Applicant response to HDM Matters dated 11th October 2020
- Noise Survey/s carried out by Northburn Accoustics

Reason: To ensure that the approved development is carried out in complete accordance with the approved plans and documents and to ensure that a satisfactory form of development is obtained.

02. The airfield shall not be used other than by microlights as set out within Section 3 of the submitted Planning Application & Supporting Statement - R P Wood Planning Consultancy 2010, except in an emergency.

Reason: In order to consider further the impact of any alternative aircraft to ensure the use of the site is compatible with its surroundings and to safeguard the amenity of occupants of residential properties in the surrounding area.

03. The maximum number of microlights to be stationed on the application site at any one time shall not exceed 25.

Reason: To ensure the use of the site is compatible with its surroundings and to safeguard the amenity of occupants of residential properties in the surrounding area.

**Amended:-**

04. The use of the airfield for aircraft arrival and departures shall not exceed more than 150 days per year, or as otherwise agreed in writing by the Local planning authority, in consultation with Newcastle International Airport.

Reason: To ensure the use of the site is compatible with its surroundings and to safeguard the amenity of occupants of residential properties in the surrounding area, and in the interests of the safety of Newcastle International Airport operations.

**Amended:-**

05. Within any continuous 24 hour period there shall be no more than 25 take offs and 25 landings at the site, resulting in a maximum of 50 aircraft movements per day on a permanent basis (an aircraft movement being defined as one take-off or one landing).

Within the continuous 24 hour period on an air rally day, there shall be no more than 100 take offs and 100 landings at the site, resulting in a maximum of 200 aircraft movements on an air rally day on a permanent basis (an aircraft movement being defined as one take-off or one landing).

Reason: To ensure the use of the site is compatible with its surroundings and to safeguard the amenity of occupants of residential properties in the surrounding area, and in the interests of the safety of Newcastle International Airport operations.

06. There shall be no take offs earlier than 10.00 on Sundays, or 08.00 on any other day, except in an emergency.

Reason: To ensure the use of the site is compatible with its surroundings and to safeguard the amenity of occupants of residential properties in the surrounding area.

**Amended:-**

07. The applicant shall be permitted to hold 4 air rallies in a 12 month period between 1 January and 31 December.

Reason To protect residential amenity

08. All amplified speech and music shall finish by 23:00 hours during the 4 air rallies permitted in condition 07.

Reason: To protect residential amenity

09. Noise from amplified speech and music shall not exceed a music noise level of 35 dB LAeq 15 minutes, when measured at the boundary of the nearest

noise sensitive premises in lawful existence at the time of this planning permission.

Reason: To protect residential amenity

10. All amplified speech and music shall take place in the hanger as detailed in the Northburn Acoustics letter ref: 20-51-772 (19 October 2020)

Reason: To protect residential amenity

11. Microlights shall only be permitted to fly circuits when landing or taking off from the airfield.

Reason: To protect residential amenity.

12. With immediate effect from the date of this decision a log shall be kept recording all aircraft movements on the site, such log to be made available to the Local Planning Authority on request for inspection.

Reason: In order to monitor the use of the site to ensure the use is compatible with its surroundings and to safeguard the amenity of occupants of residential properties in the surrounding area.

13. There shall be no outside storage of any kind in relation to the microlight use hereby permitted without the prior written approval of the local planning authority.

Reason: To safeguard the character and appearance of the rural area in the interests of visual amenity.

14. The proposed variation of conditions shall not fully implemented until the car parking area indicated on the approved plans, including any disabled car parking spaces contained therein, has been implemented in accordance with the approved plans. Thereafter, the car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the development.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework.

15. The proposed variation of conditions shall not be fully implemented until a means of vehicular access has been altered, upgraded and resurfaced in accordance with the approved plans.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework

**Background Papers:** Planning application file(s) 20/02082/VARYCO

This page is intentionally left blank



**Northumberland**  
County Council

**North Northumberland Local Area Council 18<sup>th</sup> February 2021**

<b>Application No:</b>	20/03155/FUL		
<b>Proposal:</b>	6no. tourism units with associated access, parking and amenity space		
<b>Site Address</b>	Land North Of North Farm, Embleton, Alnwick, Northumberland NE66 3DX		
<b>Applicant:</b>	Mr R Manners North Farm Holiday Cottages, Embleton, NE66 3DX,	<b>Agent:</b>	Miss Hannah Wafer 4-6 Market Street, Alnwick, NE66 1TL,
<b>Ward</b>	Longhoughton	<b>Parish</b>	Embleton
<b>Valid Date:</b>	25 September 2020	<b>Expiry Date:</b>	29 January 2021
<b>Case Officer Details:</b>	Name: Mr Jon Sharp Job Title: Planning Officer Tel No: 01670 623628 Email: Jon.Sharp@northumberland.gov.uk		

**Recommendation:** That this application be REFUSED permission



This material has been reproduced from Ordnance Survey digital map data with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright (Not to Scale)

**1. Introduction**

This application falls to be determined by the North Northumberland Local Area Council following receipt of a valid objection from Embleton Parish Council. The application has been reviewed by the Director of Planning and the Committee Chairs who considered that it that it does raise issues of strategic, wider community or significant County Council Interest.

## 2. Description of the Proposals

2.1 The application seeks planning permission for the erection of 6no tourism units with associated access, parking and amenity space on land at North Farm, Embleton. It has also been proposed by the applicant that their client would be willing to enter into a S106 agreement to quash an existing extant permission on a separate part of the site for the siting of 9no caravans (19/00510/COU) if this application were to be approved.

2.2 The proposed tourism units would be single storey constructed with stone facing walls under slate dual pitched roofs, reflective of the existing North Farm development. They would each have 2no beds and would be arranged in a predominantly linear form, acting as infill development, with 5no semi-detached units in 2no blocks along the highway frontage and a single unit against the northern boundary of the site to the east of the existing farm cottages. The cottages would be accessed via a footpath from the existing car park to the south,

2.3 North Farm holiday complex lies approximately 500 metres north of Embleton in open countryside. The application site is located immediately to the north of North Farm and would occupy an area of mown grass pasture with the existing holiday complex and farm house to the south and 2no former farm cottages to the north. The site is bound to the west by the B1339 public highway, from which the site is served by an existing vehicular access, with agricultural fields beyond and to the east by further agricultural fields which extend to the coast approximately 1.5km away.

2.4 Site constraints include;

Northumberland Coast AONB.  
Coal Authority Low Risk Area,  
Natural England IRZ,  
Coastal Mitigation,  
Heritage Coast.

## 3. Planning History

**Reference Number:** 16/00806/FUL

**Description:** Construction of 2no.holiday apartments over gymnasium/pool leisure facility

**Status:** Permitted

**Reference Number:** 18/01328/ELEGDO

**Description:** Erection of a new pole with upgraded transformer

**Status:** No Objection

## 4. Consultee Responses

County Ecologist	Further information required in respect of protected species and potential impact on nearby habitats
County Ecologist (reconsult)	No objections to the proposals on ecological grounds are raised on condition that the avoidance, mitigation and enhancement measures detailed in the report are carried out in



	full. Condition in respect of ecological mitigation and contribution to coastal mitigation service requested.
Embleton Parish Council	Objects. The site falls outside of the settlement boundary stated within the Embleton Parish Neighbourhood Plan, the dwellings are intended for non-permanent residence and the site is within the AONB
Highways	The proposal is in accordance with the NPPF in highways terms, and the principle of development acceptable. There are no recommended amendments to the scheme to set out. The imposition of conditions and informatives with regards to car parking and the impacts during the construction phase will address any concerns with the proposed development.
Lead Local Flood Authority (LLFA)	No comment
Natural England	No objection subject to appropriate mitigation
Northumberland Coast AONB	Whilst the economic benefits of the proposal are acknowledged, on balance, the AONB Partnership objects to the proposal on the grounds of negative impact on the special qualities of landscape, historic environment and tranquility of the AONB.
Public Protection	No objection subject to conditions and informatives
Tourism, Leisure & Culture	No response received.

## 5. Public Responses

### Neighbour Notification

Number of Neighbours Notified	14
Number of Objections	1
Number of Support	29
Number of General Comments	0

### Notices

General site notice, posted 3rd November 2020  
No Press Notice Required.

### Summary of Responses:

30no representations received, 29no in support and 1no objection.

The supporting representations include 27no signed copies of a proforma letter highlighting the direct and indirect economic benefits of the proposal, that the scheme would be in keeping with the existing development, that sustainable rural tourism is in line with the emerging Neighbourhood Plan and that there is need for this type of accommodation in the area.

The remaining 2no letters of support highlight similar factors.

The letter of objection received agrees with the AONB Partnership's assessment that the development would effectively create a mini-settlement in an unsustainable position well outside the settlement boundary of Embleton. It would also impact on the open character of the countryside.

The above is a summary of the comments. The full written text is available on our website at: <http://publicaccess.northumberland.gov.uk/online-applications//applicationDetails.do?activeTab=summary&keyVal=QH64KBQSJ0S00>

## **6. Planning Policy**

### **6.1 Development Plan Policy**

Alnwick LDF Core Strategy (2007)

S1 Location and scale of new development  
S2 The sequential approach to development

S3 Sustainability criteria  
S10 Tourism development  
S11 Locating development to maximise accessibility and minimise impact from travel  
S12 Protecting and enhancing biodiversity and geodiversity  
S13 Landscape character  
S14 Development in the open countryside  
S16 General design principles

Alnwick District Wide Local Plan (1997)

BE8 Design in new residential developments and extensions (and Appendix A and B)  
CD32 Controlling development that is detrimental to the environment and residential amenity  
RE16 Protection of the AONB  
TT5 Controlling car parking provision (and Appendix E)

### **6.2 National Planning Policy**

National Planning Policy Framework (2019)

Planning Practice Guidance (2019, as updated)

### **6.3 Emerging Planning Policies**

Northumberland Local Plan - Publication Draft Plan (Regulation 19) and proposed minor modifications as submitted 29th May 2019

STP 1 Spatial strategy (Strategic Policy)  
STP 2 Presumption in favour of sustainable development (Strategic Policy)  
STP 3 Principles of sustainable development (Strategic Policy)  
ECN 15 Tourism and visitor development  
QOP 1 Design Principles (Strategic Policy)  
QOP 2 Good Design and Amenity

TRA 1 Promoting Sustainable Connections (Strategic Policy)  
TRA 2 Effects of Development on the Transport Network  
TRA 4 Parking Provision in New Development  
ENV 1 Approaches to assessing the impact of development on the natural, historic and built environment (Strategic Policy)  
ENV 2 Biodiversity and Geodiversity  
ENV 4 Tranquillity, dark skies and a sense of rurality  
ENV 5 Northumberland Coast AONB  
WAT 2 Water supply and sewerage  
POL 3 Agricultural land quality  
INF 6 Planning obligations

Embleton Neighbourhood Plan - Referendum Version April 2020

Policy 1 Sustainable Development  
Policy 2 Landscapes and Seascapes  
Policy 3 Habitats and Species  
Policy 4 High Quality and Sustainable Design

#### 6.4 Other Documents/Strategies

AONB Management Plan 2020-2024

AONB Design Guide for the Built Environment

National Design Guide (2019)

## **7. Appraisal**

7.1 The application has been assessed against national planning policy and guidance, development plan policies, other material planning considerations and the advice of statutory consultees. In assessing the application the key considerations are;

Principle of Development,  
Conclusion  
Scale, Design & Visual Impact,  
Amenity,  
Highways,  
AONB,  
Ecology, and  
Coastal Mitigation.

#### Principle of the development

7.2 The National Planning Policy Framework (NPPF) states that development proposals that accord with the development plan should be approved without delay, unless material considerations indicate otherwise. This forms the basis of the NPPF's presumption in favour of sustainable development. Applications for new development should be considered in the context of this presumption in favour of sustainable development. However, the presumption in favour of sustainable development is restricted by Paragraph 172 of the NPPF, which states that great weight should be given to conserving and enhancing landscape and scenic beauty in

Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues.

7.3 Paragraph 213 of the NPPF advises that weight should be given to relevant policies in existing plans according to the degree of consistency with the NPPF i.e. the closer a policy in a local plan accords with the NPPF, the greater the weight that may be given to them. The adopted development plan for the area the application site is located in comprises the saved policies of the Alnwick LDF Core Strategy (2007) (ACS) and the saved policies of the Alnwick Local Plan (1997) (ALP). The policies referred to in this report are considered to be in accordance with the NPPF and can therefore be given due weight.

7.4 Paragraph 48 of the NPPF states that weight may also be given to the policies in emerging plans, depending on the stage of preparation of the plan, the extent to which emerging policy aligns with the NPPF and the extent of unresolved objections to the emerging plan. The emerging Northumberland Local Plan - Publication Draft Plan (Reg 19) and proposed minor modifications was submitted for examination on 29th May 2019. The policies contained within this document carry some weight in the determination of planning applications at this stage.

7.5 Embleton Parish is a designated Neighbourhood Area. A Neighbourhood Plan has been prepared and is at referendum stage. The referendum version of the plan should therefore be given significant weight in decision-making so far as material to the application.

7.6 Policies S1, S2 and S3 of the ACS seek to ensure that the location and scale of new development is appropriate. Embleton is identified in Policy S1 as a Sustainable Village Centre, where development will be permitted that is well related to the scale and function of the settlement. However, the application site is approximately 500 metres north of the village and is therefore in 'The Countryside' for the purposes of Policy S1, where development should be restricted to the reuse of existing buildings.

7.7 Policy S14 seeks to ensure that development in the open countryside is likely to be sustainable in the context of Policy S3 and will support existing farming or other countryside based businesses, will promote recreation and support the retention of sustainable communities. Policy S10 of the ACS relates to tourism development and states that proposals for new built cultural and tourism development must be in or adjacent to the rural service centres, sustainable village centres and local needs centres. It also states that tourism development in the open countryside will be considered against policy S14.

7.8 This approach does not entirely accord with the NPPF as paragraph 83 intends to allow rural businesses to expand and does not specify the degree of isolation, the scale or the use or form of any new building. Paragraph 79 only seeks to prevent housing in open countryside locations but of course, even for houses, less isolated sites have been challenged.

7.9 It is accepted that the location is not isolated, being less than 1km from the services in Embleton but it is clearly open countryside.

7.10 The emerging Local Plan classifies Embleton as a service village – a third tier settlement as with the ACS. While STP 1 is the subject of many unresolved objections, the position of Embleton on the hierarchy is not.

7.11 The Embleton Neighbourhood Plan carries significant weight, having been through Examination and approaching Referendum. This establishes a settlement boundary for the village through Policy 1, which goes on to state that land outside these defined settlement boundaries will be treated as countryside. There is then a list of types of development that may be supported outside defined settlement boundaries subject to relevant policies elsewhere. These include *'the sustainable growth and expansion of all types of business ... through ... well-designed new buildings'*, *'sustainable rural tourism and leisure developments which respect the character of the countryside'*. *The Policy goes on to make clear that 'any development proposed in the countryside to meet local business and community needs must be sensitive to its surroundings, must not have an unacceptable impact on local roads and must demonstrate how all opportunities have been taken to make the location of the development more sustainable including through improving the scope for access on foot, by cycling or by public transport.'* The Policy then refers to limitations on major development in the AONB, (which the site is just within); however, the proposal does not breach this threshold.

7.12 While this Policy allows scope for a development such as this, at least in principle, the emerging Northumberland Local Plan (Policy ECN 15 parts 2c and 2d) presumes against the development of new build, permanent buildings for holiday accommodation of any sort in the countryside unless small scale and part of a recognised village or hamlet. There can be exceptions if the buildings concerned demonstrably improve and diversify the County's tourist offer and/or clearly provide necessary accommodation along an established tourist route and are located as close as is practicable to existing development.

7.13 It is accepted that the proposal is on an established tourist route (the coastal route) and is next to other buildings. However, in terms of its scale, the proposal would double the building footprint and would not be well related to the form of the buildings. The existence of the lone cottage to the north does not automatically make this an infill site.

7.14 One of the purposes of Policy ECN 15 parts 2c and 2d, is to avoid the situation where permanent buildings that have a form similar to a dwelling houses and therefore the potential to become permanent residence homes, (albeit that they begin as tourist accommodation), are sited in a rural location that would be inappropriate for housing.

### Conclusion

7.15 Embleton is a service village where additional development is appropriate. However, the development plan, as tempered by the NPPF and emerging plans, is clear that the site is open countryside, where the scale and type of development that can be permitted is much more limited than it would be, were the site to be part of the village.

7.16 Notwithstanding the intended traditional design of the proposed buildings, their form is of small bungalows that could, one day become permanent residences. Policy seeks to discourage development of tourism accommodation in open countryside to prevent a situation where a change of use to permanent housing may be sought at a later date.

7.17 The site's open countryside and AONB location must be balanced against the potential benefits for the visitor economy that include the potential to sustain an existing business and add to accommodation along a popular tourist route. These matters will be considered in detail later in the report.

### Scale, Design & Visual Impact

7.18 Policy S16 of the ACS states that proposals should take full account of the need to protect and enhance the local environment, having regard to their layout, scale and appearance. Policy S13 of the same document requires all proposals for development and change to be considered against the need to protect and enhance the distinctive landscape character of the former district. Under this policy, all proposals will be assessed in terms of their impact on landscape features and should respect the prevailing landscape quality, character and sensitivity of each area.

7.19 Paragraph 124 of the NPPF attaches great importance to the design of the built environment and states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

7.20 The proposed development would significantly expand the built form of the North Farm complex and whilst it is recognised that the development of the paddock would be the natural area in which to extend the steading, it would have the effect of turning what is recognisable as a former farm steading into something more akin to a small settlement, albeit one used for holiday accommodation. The design of the proposed cottages is such that they would be in keeping with their surroundings, however the scale of the proposal is such that the visual appearance of the development would be significantly altered. The development would therefore be contrary to Policy S16 of the ACS and the NPPF in this respect.

7.21 Policy 4 of the emerging Embleton NP seeks to ensure that local context and character are respected in terms of scale, density, height, massing, layout, materials, hard and soft landscaping, means of enclosure and safe access. As above, the scale of the proposal would be contrary to Policy 4,

7.22 Policy QOP 1 of the emerging NLP seeks to support development which respects its surroundings. Policy ENV 1 of the same document states that the character and significance of Northumberland's distinctive and valued natural, historic and built environments, will be conserved, protected and enhanced by taking an ecosystem approach to understanding the significance and sensitivity of the natural resource. Meanwhile Policy ENV3 states that proposals affecting the character of the landscape will be expected to conserve and enhance important elements of that character. The proposal is considered to be in general accordance with these policies, however little weight can be attributed to them at this time.

### Amenity

7.23 Paragraph 127 of the NPPF seeks to ensure that developments will create places with a high standard of amenity for existing and future users.

7.24 Due to the site's location, it is considered that there would not be any substantive impacts on amenity resulting from the proposal in terms of loss of light,

outlook, overbearing or privacy. As such the proposal is considered to be in accordance with the NPPF in this respect.

7.25 Policy QOP2 of the emerging NLP seeks to ensure that development would not result in unacceptable adverse impacts on the amenity of neighbouring land uses. It is considered that the proposal is in accordance with this, however little weight can currently be given to this policy.

### Highways

7.26 Policy S11 of the ACS sets out criteria to assess the extent to which the location of development is likely to maximise accessibility and minimise the impacts of traffic generated. Saved Policy TT5 and Appendix E of the ALP set out car parking standards for new development.

7.27 Paragraph 109 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.28 The Local Highway Authority responded to consultation raising no objections subject to conditions and informatives. As such the proposal is found to be in accordance with highways policy in this respect.

7.29 Policy TRA2 of the emerging NLP seeks to ensure that all development will minimise any adverse impacts upon the highways network. The proposal is considered to be in accordance with this, however little weight can currently be given to this policy.

### AONB

7.30 The application site falls within the Northumberland Coast AONB and as such due consideration must be given to this designated area.

7.31 Policy RE16 of the ALP states that planning permission will not normally be granted for development which would adversely affect the AONB.

7.32 Paragraph 172 of the NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues.

7.33 The AONB Partnership responded to consultation raising concerns about the proposed development. It is noted that the style of the units proposed fit relatively well with the vernacular architecture of the area and use the same materials as the existing new-build units and historic core of the farm, however the proposal is considered harmful to the character and appearance of North Farm and the wider landscape, because of its siting and layout, and the cumulative number of tourism units at the farm. With the loss of the paddock and an additional six pastiche cottages, North Farm will appear as an incongruous and overly large settlement that dominates this part of the landscape due to its elevated position and position adjacent to the road. The proposal would have a detrimental impact on the character and appearance of the site and the surrounding area and would therefore not accord with the aims of conserving the natural beauty of the AONB. Accordingly, it is

considered that the proposed development would harm the character and appearance of the AONB and would be contrary to Policy RE16 of the ALP and the NPPF in this respect.

7.34 Policy 4 of the emerging NP states that development proposals that fail to take opportunities for improving the character and quality of the area will not be supported. Furthermore, for areas within the AONB, this will include incorporating the principles contained in the most recent version of the Northumberland Coast AONB Design Guide. The Design Guide states that 'In order to conserve the diversity and distinctiveness of the coastal environment, inappropriate development should be resisted. It goes on to say that it is equally important to ensure that new development is of suitable scale, well designed and relates well to the coastal landscape setting'. As noted above, the scale of the proposed development is excessive and therefore would not be in accordance with Policy 4 of the emerging NP.

7.35 Policy ENV5 of the emerging NLP seeks to ensure that the special qualities of the AONB will be conserved and enhanced, having regard to the current AONB Management Plan and locally specific design guidance. The proposal is not considered to be in accordance with this, however little weight can currently be given to this policy.

7.36 It is acknowledged that the proposal will bring benefits for the visitor economy that include the potential to sustain an existing business and to add accommodation along a popular tourist route, however, the site is located in the AONB and in the open countryside and it is not considered that these benefits are sufficient to outweigh the harm caused by the proposed development.

### Ecology

7.36 Policy S12 of the ACS states that all development proposals will be considered against the need to protect and enhance the biodiversity and geodiversity of the area.

7.37 Paragraph 170 of the NPPF states that planning policies and decisions should contribute to and enhance the natural environment based on detailed principles.

7.38 The County Ecologist responded to initial consultation requesting additional information. Following receipt of this information no objections are raised to the proposals on ecological grounds on condition that the avoidance, mitigation and enhancement measures detailed in the report are carried out in full. On this basis the proposal is acceptable and in accordance with Policy S12 of the ACS and the NPPF in this respect.

7.39 Policy ENV2 of the emerging Local Plan relates to ecology and seeks to ensure that development proposals will minimise their impact upon and secure net gains for biodiversity. The proposal is considered to be in accordance with this, however little weight can currently be given to this policy.

### Coastal Mitigation

7.40 When developers apply for planning permission for new residential development within the coastal zone of influence, the local planning authority, as competent authority, is required to fulfil its obligations under the Wildlife and



Countryside Act (for SSSIs) and the Conservation of Habitats and Species Regulations (for SPAs, SACs and Ramsar Sites), by ensuring that the development will not have adverse impacts on designated sites, either alone or in combination with other projects.

7.41 Due to growing concerns about the effectiveness of mitigation that does not include direct management of the protected areas themselves, the Council has introduced a scheme whereby developers can pay a contribution into a strategic mitigation service (paid on occupation of the first unit) which will be used to fund coastal wardens who will provide the necessary mitigation.

7.42 The contribution per unit in this location would be £615 however this may be reduced for holiday accommodation based on average occupancy rates and how many months of the year the accommodation is made available for let. In this instance, the applicant has agreed to pay a contribution towards the Coastal Mitigation Scheme and the proposal is therefore acceptable in this respect, however as this agreement has not been signed, it is included below as a refusal reason.

#### Other Matters

7.43 The comments made in the representations received and those from the Parish Council are noted and have been addressed accordingly.

7.44 The applicant's offer to enter into a S106 agreement to quash the existing permission for caravans on the site is noted, however, as the application is being recommended for refusal the S106 has not been pursued. Should Members wish to approve the application then they may wish to enter into a S106 to quash the extant permission.

#### Equality Duty

7.45 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers have had due regard to Sec 149(1) (a) and (b) of the Equality Act 2010 and considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

#### Crime and Disorder Act Implications

7.46 These proposals have no implications in relation to crime and disorder.

#### Human Rights Act Implications

7.47 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's

peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

7.48 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.

7.49 Officers are also aware of Article 6, the focus of which (for the purpose of this decision) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

## **8. Conclusion**

8.1 It is acknowledged that the proposal will bring benefits for the visitor economy that include the potential to sustain an existing business and to add accommodation along a popular tourist route, however, the site is located in the AONB and open countryside and it is not considered that these benefits are sufficient to outweigh the harm caused by the proposed development.

The proposal would be contrary to both national and local planning policies and as such is being recommended for refusal.

## **9. Recommendation**

9.1 That this application be REFUSED permission subject to the following:

### Conditions/Reason

#### 1. Impact on AONB

By virtue of its scale, form and positioning, the proposed development would have a detrimental impact upon the Northumberland Coast Area of Outstanding Natural Beauty and is therefore not in accordance with Policy RE16 of the Alnwick District Wide Local Plan or Paragraph 170 of the NPPF.

#### 2. Visual Impact

The proposed development, by virtue of its location and setting would erode the rural character of the site and its surroundings, contrary to Policy S16 of the Alnwick LDF Core Strategy.

#### 3. Coastal Mitigation

In the absence of suitable mitigation to address recreational disturbance, this proposal would have an adverse effect on the integrity of the Northumbria Coast SPA and Ramsar Site and the North Northumberland Dunes SAC. Accordingly, granting planning permission would be contrary to Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended).

**Background Papers:** Planning application file(s) 20/03155/FUL

This page is intentionally left blank



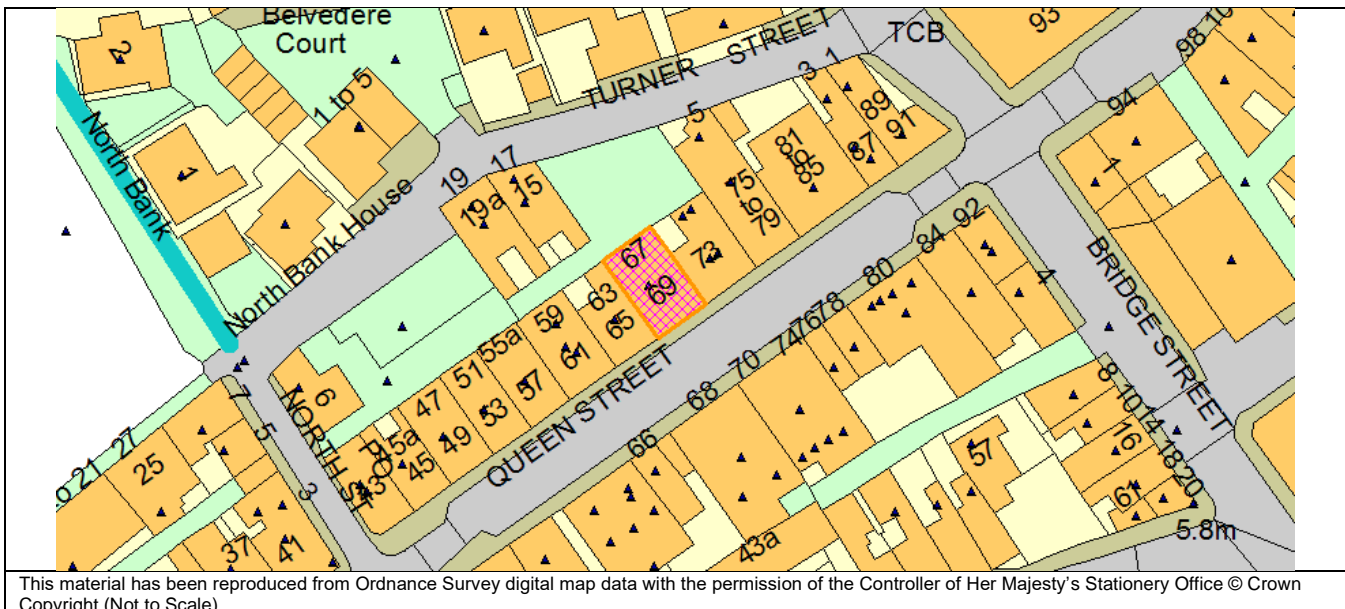
## Northumberland County Council

### NORTHUMBERLAND COUNTY COUNCIL NORTH LOCAL AREA PLANNING COMMITTEE

**18<sup>th</sup> February 2021**

<b>Application No:</b>	20/03025/VARYCO		
<b>Proposal:</b>	Variation of condition 2 pursuant to planning approval 16/02231/COU due to modification of shop front during works (Retrospective)		
<b>Site Address</b>	69 Queen Street, Amble, Morpeth, Northumberland, NE65 0DA		
<b>Applicant:</b>	Mr Miah 69 Queen Street, Amble, Morpeth, Northumberland NE65 0DA	<b>Agent:</b>	Kris Burnett 14 - 16 Bridge Street, Amble, Morpeth, Northumberland NE65 0DR
<b>Ward</b>	Amble	<b>Parish</b>	Amble By The Sea
<b>Valid Date:</b>	10 September 2020	<b>Expiry Date:</b>	5 November 2020
<b>Case Officer Details:</b>	Name: Mrs Laura Tipple Job Title: Planning Officer Tel No: 01670 620334 Email: Laura.Tipple@northumberland.gov.uk		

**Recommendation:** That this application be GRANTED permission



## 1. Introduction

1.1 Following referral to the Virtual Delegation Scheme, in accordance with the Council's current scheme of delegation, the application is referred to committee for determination. Amble Town Council object to the application.

## 2. Description of the Proposals

2.1 Planning permission was granted in October 2016, under planning application reference 16/02231/COU, for a proposed change of use from residential to retail use at ground floor and first floor flat, at 69 Queen Street, Amble.

2.2 This s73 application seeks to vary condition 2 (approved plans) of planning permission 16/02231/COU, to allow modifications to the approved shop front.

2.3 Condition 2 reads as follows:

“The hereby approved development shall be carried out in accordance with the approved plans. For the avoidance of doubt, the hereby approved plans are as follows:

- 2962/LOCATION
- 2962/001 Existing Ground Floor Plan
- 2962/002 Existing First Floor Plan
- 2962/003 Existing Front Elevation
- 2962/004 Existing Rear Elevation
- 2962/005 Existing East Gable
- 2962/006 Existing West Gable
- 2962/007 Proposed Ground Floor Plan
- 2962/008 Proposed First Floor Plan
- 2962/009 Proposed Front Elevation
- 2962/010 Proposed Rear Elevation
- 2962/011 Proposed East Gable
- 2962/012 Proposed West Gable
- 2962/017 Site Block Plan

Reason: To ensure the development is carried out in accordance with the approved plans.”

2.4 The current proposal is retrospective and seeks permission for design revisions to the shop front which have taken place during construction works. An amended Proposed Ground Floor Plan (Drawing reference 2962/007A) and Proposed Front Elevation (Drawing reference 2962/009A) have been submitted, along with a Heritage Statement. Since the time the application was submitted (September 2020), the retail unit has started trading and its business name is the ‘Sea Shore Thrift Store’.

2.5 The subject building is a mid-terraced property, located on Queen Street, which is the main primary shopping area in Amble. It is also located within the Amble Conservation Area. The building is surrounded by properties with a mix of uses at street level, including retail stores, gifts shops, takeaways, cafés, hairdressers/barbers, a pub, bookmakers and bank. The street is primarily occupied with office or residential use at first floor level.

2.6 Prior to the change of use and development works commencing, the building had a residential stone frontage with UPVC windows and was the only non-commercial ground floor frontage within the terrace and street scene. The ground floor retail unit is adjoined by a takeaway to the south-west (No. 67 Queen Street)

and a gift shop/tearoom to the north-east (No.73 Queen Street). The first floor of the property covers the area above the retail unit and the adjoining takeaway.

2.7 The approved shop front on the original planning application was for a traditional shopfront, with a large window and included a stone stallriser and a plywood surround, including pilasters and console brackets. The surround was to be painted in a traditional pastel colour. The approved shopfront was of a similar design to others on Queen Street and in the Conservation Area. The Proposed Front Elevation Drawing (2962-009A) shows an increase to the size of the approved shop window and introduces mullions to the window. The window and door frame material has been amended from UPVC to powder coated aluminium in an anthracite grey colour. The timber surround and stone stallriser have been omitted from the scheme and a plywood fascia is shown over the window/door frame.

2.8 A fascia sign has recently been erected on the building and this is not shown in the proposed plans, which were submitted prior to the retail unit being brought into use. The applicant is required to submit a separate application for Advertisement Consent.

### 3. Planning History

**Reference Number:** 16/02231/COU

**Description:** Proposed change of use from residential to retail use at ground floor and first floor flat

**Status:** PERMITTED

**Reference Number:** 20/01500/VARYCO

**Description:** Variation of Condition 2 (Approved Plans) pursuant to planning permission 16/02231/COU to allow modification of the shop front

**Status:** APPLICATION RETURNED

**Reference Number:** A/2000/0491

**Description:** Change of use of residential ground floor flat to retail shop (A1)

**Status:** PERMITTED

### 4. Consultee Responses

Building Conservation	<p>Building Conservation object to the proposal and comment:</p> <p>“The application seeks permission to vary a condition attached to the approved planning application 16/02231/COU.</p> <p>When assessing a variation of conditions application, Building Conservation evaluates this having regard to the legislative framework and how the proposed variation affects the significance of heritage assets and their setting.</p> <p>The subject site is located within the Amble Conservation Area which was designated in 2007 by the former Alnwick District Council. It’s historic and architectural significance is intrinsically linked to its coastal location and layout which is characterised by a unique gridiron pattern. This layout and high level of uniformity gives the town an unusual visual coherence and identity. The character of Amble arises from a variety of different architectural features and simple detailing, as well as a uniformity of materials. This is particularly demonstrated in its surviving shopfronts many of which are concentrated in Queen Street.</p> ”
-----------------------	---

### Assessment of Application

The submitted application seeks to vary condition 2 which relates to the approved plans. It should be noted that the original scheme was approved on the basis that the change of use was deemed acceptable and that the proposals were sympathetic with the historic building.

The Town Council stated in their response "Ground Floor changes to frontage must be in keeping with the Conservation Area in design and colouring". The approved scheme illustrated the insertion of a traditional shopfront constructed in timber having key design elements which responded to the character and local distinctiveness of the Conservation Area. These included utilising the in-situ stone as a stallriser and the insertion of pilasters, console brackets and fascia. It was therefore considered that the design, proportion and shopfront components preserved the character of the Conservation Area and the history of the host.

We have reviewed the submissions which consist of proposed plans and a brief Heritage Statement and from a comparative analysis of the submissions and the approved scheme note the following:

1. Proposed removal of the traditional shopfront to include removal of key components (stallriser, pilasters, console brackets).
2. Proposed increase in size of shop window.
3. Proposed alteration of approved materials timber and UPVC to aluminium
4. Proposed introduction of mullions to shop window.
5. The proposed variations are deemed harmful to the character of the Conservation Area and the Brief Statement fails to provide any justification for the harm.

While the removal of uPVC and inclusion of mullions is welcome, we have cognisance for Paragraph 130 of the NPPF which states: Local Planning Authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result in changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

It is considered that the proposed variation is inappropriate. The proposed alterations would not only result in a harmful impact to the quality and design of the scheme, but also the way in which it responds to the character of the designated heritage asset - the Amble Conservation Area.

The design of the scheme was deemed acceptable on the basis that it was sympathetic to established character and local distinctiveness of the Conservation Area. This proposal would change the design and materiality of the development and fail to sympathetically respond to the designated heritage asset, thereby altering the overall design quality of the scheme.

#### CONCLUSION:

While we consider that elements of the proposals are satisfactory it is considered that the proposal to deviate from the approved shopfront design would collectively fail to preserve the character of the Conservation Area in accordance with Section 72 of the PLBCAA and the appearance of the scheme. This is contrary to NPPF, Paragraphs 130 and 192. For the reasons outlined above, we object to the application."



Amble Town Council	The Town Council object to the proposal and comment:  “The original application for change of use was granted in October 2016 for 3 years, at the time of this application Amble Town Council stipulated that the shop front should conform to the rest of the shops and the conservation area designs. The current design does not conform to the conservation area design. Whilst the shop fronts do differ on Queen Street the greatest majority do not have glass down to the pavement level. Most shops have a small section below the glass of either stone or some other material. Since becoming a conservation area the businesses who have modernised the front have all retained this section. The windows installed at this property are almost to the ground and not in keeping with the conservation area and the other shop windows; from a safety point our concern is that someone could easily kick and break the window as it is so near to the ground, we therefore object to this application.”
Amble Ward	No response received.

## 5. Public Responses

### Neighbour Notification

Number of Neighbours Notified	12
Number of Objections	0
Number of Support	0
Number of General Comments	0

### Notices

Site notice - Affecting Conservation, 9th October 2020

Press notice - Northumberland Gazette, 15th October 2020

### Summary of Responses:

None received.

The above is a summary of the comments. The full written text is available on our website at: <http://publicaccess.northumberland.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=QGP9PYQS0LP00>

## 6. Planning Policy

### 6.1 Development Plan Policy

Alnwick LDF Core Strategy (2007):

S1 - Location and scale of new development

S2 - The sequential approach to development

S3 - Sustainability criteria

S11 - Locating development to maximise accessibility and minimise impact from travel

S15 - Protecting the built and historic environment  
S16 - General design principles

## 6.2 National Planning Policy

National Planning Policy Framework (2019)  
Planning Practice Guidance (2019, as updated)

## 6.3 Emerging Development Plan Policy

Northumberland Local Plan Publication Draft (Regulation 19) - January 2019  
Schedule of Proposed Minor Modifications - May 2019:

STP 1 - Spatial strategy (Strategic Policy)  
STP 2 - Presumption in favour of sustainable development (Strategic Policy)  
STP 3 - Principles of sustainable development (Strategic Policy)  
QOP 1 - Design principles (Strategic Policy)  
QOP 2 - Good design and amenity  
ENV 1 - Approaches to assessing the impact of development on the natural, historic and built environment (Strategic Policy)  
ENV 7 - Historic environment and heritage assets  
ENV 8 - Conservation Areas  
HOU 9 - Residential development management  
TCS 3 - Maintaining and enhancing the role of centres (Strategic Policy)  
TRA 2 - The effects of development on the transport network

## 6.4 Other Documents/Strategies

Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) - (PLBCAA)  
Amble Conservation Area. Character Appraisal and Management Matters. Alnwick District Council (February 2008)

## **7. Appraisal**

7.1 In assessing the acceptability of any proposal, regard must be given to policies contained within the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material consideration and states that the starting point for determining applications remains with the development plan, which in this case contains policies from the Alnwick District Wide Local Plan (1997) and the Alnwick LDF Core Strategy (2007).

7.2 Paragraph 48 of the NPPF states that, weight can be given to relevant policies contained in emerging plans dependent upon the stage of preparation of the plan, the extent to which there are unresolved objections to relevant policies within the plan and its degree of consistency with the NPPF. The Northumberland Local Plan was published in draft for consultation on 4<sup>th</sup> July 2018, and subsequently published for Regulation 19 consultation on 30<sup>th</sup> January 2019. The Northumberland Local Plan was submitted to the Secretary of State for Housing, Communities and Local Government on 29 May 2019 and is currently undergoing examination. The second phase of the public hearing sessions commenced on Tuesday 20 October 2020. In accordance with Paragraph 48 of the NPPF, the policies contained within the document at this stage will carry some weight, with strategic policies carrying a

greater weight. The background studies/documents, which form the evidence base for the Northumberland Local Plan, constitute a material consideration.

7.3 The main considerations in the assessment of the application are:

- Principle of Development
- Design, visual impact and impact on the Conservation Area
- Highway Safety

#### Principle of Development

7.4 The principle of the development was established through the grant of planning permission to the original scheme under planning application reference 16/02231/COU, for a proposed change of use from residential to retail use at ground floor and a first floor flat. This s73 application seeks to vary condition 2 on the original permission, which relates to the approved plans. The s73 application seeks retrospective changes to the approved shop front design and does not alter the principle of development.

#### Design, visual impact and impact on the Conservation Area

##### *Policy/Legislation*

7.5 Under Policy S16 of the Alnwick District LDF Core Strategy, all development will be expected to achieve a high standard of design reflecting local character and distinctiveness in traditional or contemporary design and materials. Proposals should take full account of the need to protect and enhance the local environment having regard to their layout, scale, appearance, access and landscaping. This is echoed by Paragraph 124 of the National Planning Policy Framework (NPPF) stresses the importance of good design.

7.6 Paragraph 124 of the National Planning Policy Framework (NPPF) stresses the importance of good design. NPPF Paragraph 130 states that “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).”

7.7 The application site is located within the Amble Conservation Area. The legislative framework has regard to Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (PLBCAA) which requires the Local Planning Authority to have special regard to the need to 'preserve or enhance' the character, appearance and setting of conservation areas.

7.8 Chapters 12 'Achieving well-designed places' and 16 'Conserving and Enhancing the Historic Environment' of the National Planning Policy Framework (2019) (NPPF) are significant material considerations. Paragraph 189 of the NPPF requires an applicant to describe the significance of any heritage assets affected,

including any visual contribution made by their setting in the form of a heritage statement with the level of details of such should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Such a "Statement", although brief, accompanies this application.

7.9 Paragraph 192 of the NPPF states that, in determining applications, Local Planning Authorities should take account of a number of criteria, in particular the desirability of sustaining and enhancing the significance of heritage assets. Paragraphs 193-196 of the NPPF introduce the concept that harm can be caused by development that affects the setting and significance of heritage assets. The degrees of harm are defined as 'total loss', 'substantial harm', or 'less than substantial harm' and introduces the need to balance any harm against the public benefits of the development. Paragraph 197 of the NPPF states that 'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

7.10 Alnwick LDF Core Strategy Policy S15 seeks to conserve and enhance a strong sense of place by conserving the district's built and historic environment, in particular its listed buildings, scheduled ancient monuments, conservation areas and the distinctive characters of Alnwick, Amble, Rothbury and the villages. The Amble Conservation Area Character Appraisal (2008) is also of relevance, although there is not any specific guidance in relation to the design or character of shop fronts.

7.11 Design and historic environment Policies QOP 2, ENV 1, ENV 7 and ENV 9 of the emerging Northumberland Local Plan (Regulation 19) are also of relevance and are considered consistent with the NPPF and do not conflict with the development plan, and can be limited weight in the determination of the application.

### *Appraisal*

7.12 The proposal relates to a new shop front at ground floor level, on a building which was previously a dwellinghouse.

7.13 Building Conservation and Amble Town Council object to the application on the grounds of design and impact on the character and appearance of the Amble Conservation Area (as outlined in the above comment section).

7.14 The proposed/new shopfront is of a modern design, constructed of a powder coated aluminium frame (in dark grey), which is lower in height than the approved shop front. The design introduces a central mullion to the window. It has no stallriser or traditional timber surround. The window and door frame measure approximately 2.5m high by 3m wide, lifted approximately 15cm above ground level.

7.15 Queen Street has a mixture of both traditional and modern shopfronts. Whilst the retail unit is surrounded by mostly traditional shopfronts, directly opposite is the Heron Foods supermarket (No. 70 Queen Street). This retail unit has a large, non-traditional shopfront, with large UPVC window openings, which go close to ground level. The Heron Foods frontage does not have a timber surround, nor does it have a stallriser. Two units down from the retail unit, is the TSB Bank (No. 75 Queen Street)

which also has a modern shop front with a large area of glazing, almost to ground level and no stallriser.

7.16 Whilst the proposed/new shop front is not of a traditional design and is set lower than those on adjacent units, it is a relatively small shopfront on a unit which is only 3.98m wide. Although the superseded proposed shopfront design was more in keeping with the row of properties and the conservation area, the proposed shop front has minimalist clean lines, and has a lightweight looking frame, which do not make it look too incongruously out of place. This is especially so in the immediate context of The Heron Foods store opposite (70 Queen Street) and TSB bank (75 Queen Street). The vertical panes of glass with a central mullion replicates the window design of the immediate neighbouring properties of Numbers 67 and 73 Queen Street which also have narrow window frames with mullions. The proposed material of aluminium for the window and door frame, over the previously approved material of UPVC, is considered an improvement.

7.17 Due to the proposal failing to upkeep with the traditional design, materials and proportions of adjacent buildings and the majority of the shop fronts along Queen Street, it is considered that the proposal, therefore, fails to preserve or enhance the character of the conservation area and represents less than substantial harm to the significance of the heritage asset. The Building Conservation Officer has identified less than substantial harm and has stated that the proposal would collectively fail to preserve the character of the Conservation Area in accordance with Section 72 of the PLBCAA and the appearance of the scheme. The Building Conservation Officer also considers the proposal would also be contrary to the NPPF. However, it is Officer opinion that, on balance, the less than substantial harm can be justified in this instance. The proposed shop front is of a relatively small scale and of a lightweight design and materials, which do not make it appear overly incongruous when viewed in the overall context of the street scene, and when viewed in context with nearby non-traditional shopfronts (as referenced above).

7.18 The proposal is not for a replacement shop front but a new shopfront on a building which was previously a dwellinghouse. In paragraph 7.12 of the original Officer Report to application 16/02231/COU, the case officer stated "The application site currently has an incongruous appearance as it the only residential frontage in the terraced row". It is considered that the proposed shopfront would not have a significant harmful impact on the character and appearance of the street scene. The shopfront would be in keeping with the street scene, overall, where there are active shop frontages on similar properties and would have a benefit of increasing the amount of active shop fronts on Queen Street.

7.19 The proposed retail unit provides a public benefit to the local economy; by supporting a local business and providing an additional retail unit on Queen Street, which adds to the vibrancy and vitality of Amble town centre and this is a key aim of Chapter 7 of the NPPF.

7.20 Policy TCS 3 of the emerging Northumberland Local Plan (Regulation 19), is considered to be consistent with the NPPF and can be given limited weight in the determination of the application. The Policy states that Northumberland's town and village centres will be supported and promoted, through planning decisions, in their role as: community and service hubs; vital and viable centres for shopping, business, culture and leisure; and places to live, work and visit. This will be achieved in main towns by identifying opportunities and supporting proposals for developments which

are physically and functionally integrated with and add choice to the existing retail offer in the Primary Shopping Area and the leisure and other central service offer of the wider Town Centre. Within Town Centre boundaries, including Amble, development schemes involving a mix of appropriate Main Town Centre Uses, allowing an element of residential as part of any mixed-use scheme will be promoted. It is considered the proposal accords with Policy TCS 3 and Chapter 7 of the NPPF.

7.21 The proposal for modifications to the approved shop front design has been assessed above and is considered to fail to preserve or enhance the character and appearance of the Amble Conservation Area and, therefore, represents less than substantial harm to the significance of the heritage asset, in the context of the NPPF. However, it is considered that, on balance, the less than substantial harm can be outweighed in this instance by the benefits of the proposal, including those to the local economy. It is also considered that the impact of the proposal on the character and appearance of the street scene, would not be significant in the context of the overall street scene and given the original frontage of the building as a dwelling. The design and visual impact of the proposal upon the street scene are considered not so harmful to warrant a refusal of the application.

#### Highway Safety

7.22 Condition 3 of planning approval reference 16/02231/COU, requires that prior to the occupation of the dwelling or retail store, full details of the refuse strategy for both units shall be submitted to and approved by the Local Planning Authority in writing. The submitted details shall include a refuse storage area for each unit and the refuse collection details. The reason for the condition was in the interests of highway safety and visual amenity, having regard to the NPPF. The condition was recommended by the Local Highway Authority. There is no record that there has been an attempt to discharge this condition, or that this planning condition has been discharged. Therefore, it is recommended to be carried forward and attached to any grant of approval, with a time stipulation that the details shall be submitted within three months of the date of the decision.

#### Equality Duty

7.23 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers have had due regard to Sec 149(1) (a) and (b) of the Equality Act 2010 and considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

#### Crime and Disorder Act Implications

7.24 These proposals have no implications in relation to crime and disorder.

#### Human Rights Act Implications

7.25 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the Council from acting in a manner which is incompatible with those rights. Article 8

of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

7.26 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.

7.27 Officers are also aware of Article 6, the focus of which (for the purpose of this decision) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision-making process as a whole, which includes the right of review by the High Court, complied with Article 6.

## **8. Conclusion**

8.1 The proposal has been assessed above against national and local planning policies and other material considerations.

8.2 It is considered, in the context of NPPF Paragraphs 192 to 196, that the proposal would cause less than substantial harm to the significance of the designated heritage asset of the Amble Conservation Area and would fail to preserve or enhance the character and appearance of the conservation area. However, on balance, it is considered the benefits of the proposal outweigh the harm.

## **9. Recommendation**

That this application be GRANTED permission subject to the following:

### Conditions/Reason

01. The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans. The approved plans for this development are:-

1. Location Plan, Drawing Number 2962/LOCATION
2. Proposed Ground Floor Plan, Drawing Number 2962/007A
3. Proposed First Floor Plan, Drawing Number 2962/008
4. Proposed Front Elevation, Drawing Number 2962/009A
5. Proposed Rear Elevation, Drawing Number 2962/010
6. Proposed East Gable, Drawing Number 2962/011
7. Proposed West Gable, Drawing Number 2962/012
8. Site Block Plan, Drawing Number 2962/017

Reason: To ensure that the approved development is carried out in complete accordance with the approved plans.

02. Within three months of the date of this decision, full details of the refuse strategy for both units (dwelling and retail store) shall be submitted to and approved by the Local Planning Authority in writing. The submitted details shall include a refuse storage area for each unit and the refuse collection details.

Reason: In the interests of highway safety and visual amenity having regard to the National Planning Policy Framework.





# Northumberland County Council

## Appeal Update Report

Date: February 2021

---

### Planning Appeals

**Report of the Executive Director of Regeneration, Commercial and Economy**

**Cabinet Member:** Councillor JR Riddle

---

#### **Purpose of report**

For Members' information to report the progress of planning appeals. This is a monthly report and relates to appeals throughout all 5 Local Area Council Planning Committee areas and covers appeals of Strategic Planning Committee.

#### **Recommendations**

To note the contents of the report in respect of the progress of planning appeals that have been submitted to and determined by the Planning Inspectorate.

#### **Link to Corporate Plan**

This report is relevant to all of the priorities included in the NCC Corporate Plan 2018-2021 where identified within individual planning applications and appeals.

#### **Key issues**

Each planning application and associated appeal has its own particular set of individual issues and considerations that have been taken into account in their determination, which are set out within the individual application reports and appeal decisions.



# Recent Planning Appeal Decisions

## Planning Appeals Allowed (permission granted)

Reference No	Proposal and main planning considerations	Award of costs?
19/00072/VARYCO	<p>Removal of condition 21 (footway and lighting) on approved planning application 18/01245/OUT - Southcroft Stables, The Croft, Ulgham</p> <p>Main issues: the applicant fails to convincingly demonstrate that there is no longer the need for a footway connection on Ulgham Lane and this requirement remains relevant with respect to highway and pedestrian safety concerns.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	No
20/01800/AGRGDO	<p>Prior notification for a proposed new building to provide storage for forestry tools – land south-east of Hyons East Wood, Moor Road, Prudhoe</p> <p>Main issues: the proposed development is not reasonably necessary for the purposes of forestry and is therefore not permitted development.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	No

## Planning Appeals Split Decision

Reference No	Proposal and main planning considerations	Award of costs?
None		

## Planning Appeals Dismissed (permission refused)

Reference No	Proposal and main planning considerations	Award of costs?
20/00173/OUT	<p>Outline application for development of 18 dwellings, including access road, car parking, landscaping, gardens and all other ancillary works (Some Matters Reserved) - land north-east of Scout Centre, The Green Mile, Barrasford</p>	No

	<p>Main issues: encroachment into the open countryside with harmful impact upon the character and appearance of the site and surrounding area; and location of site is not considered to be sustainable for a development of this scale.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	
19/03973/OUT	<p>Outline permission for up to 18 dwellings (including 7 self-build plots), including affordable housing and access - land west of Westacres, Wark</p> <p>Main issues: development in the open countryside; harmful impact on the character and rural setting of Wark; and insufficient information to assess impact on protected species.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	No – claim refused
19/04903/FUL	<p>Proposed development of nine self-build dwellings, along with associated highways access, vehicle parking and landscaping - land west of Westacres, Wark</p> <p>Main issues: development in the open countryside; harmful impact on the character and rural setting of Wark; fails to provide an acceptable scheme for the provision of affordable housing; and insufficient information to assess impact surface water drainage and flood risk.</p> <p>Appeal against non-determination</p>	No
18/03407/FUL	<p>Construction of five new build two storey detached dwellings with three detached garages and associated access – land west of Brewery Close, Stamfordham</p> <p>Main issues: development in the open countryside; harmful impact on the character of the landscape and the area; overbearing impact on existing dwellings; out of keeping with surrounding properties; and no satisfactory mitigation has been secured resulting in harm to the ecological value of the site and surrounding grassland.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	No

19/01312/FUL	<p>Proposed dwelling for use by rural worker ancillary to Apperley Dene – land east of Apperley Dene, Stocksfield</p> <p>Main issues: inappropriate development in the Green Belt; and application has not demonstrated an essential need for a rural worker’s dwelling in the open countryside.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	No
20/01221/FUL	<p>Proposal for construction of 1no. dwelling with associated access, car parking and landscaping - land north east of The Shires, Great North Road, Clifton</p> <p>Main issues: development in the open countryside; inappropriate development in the Green Belt; and fails to address concerns in respect of land contamination.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	No
19/03930/FUL	<p>Demolition of redundant agricultural sheds and storage bay, with development of 4no. holiday cottages including access road, car parking, private garden areas, and other ancillary works - land south-west of Carterside Farm, Whitton</p> <p>Main issues: development in the open countryside in an unsustainable location; and unacceptable impact on landscape character and rural setting.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	No
18/04221/OUT	<p>Development of a single residential dwelling, including car parking, access and garden area - land north of The Crest, Alnwick Road, Lesbury</p> <p>Main issues: development in the open countryside; the proposal fails to protect and enhance the distinctive landscape character of Lesbury and the wider area; fails to compensate for the loss of a pond that is a Habitat of Principal Importance; and no suitable mitigation to address recreational disturbance with adverse effect on the Northumbria Coast SPA and Ramsar Site and North</p>	No

	<p>Northumberland Dunes SAC.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	
20/00853/FUL	<p>Proposed single storey flat roof extension to rear (Amended description 07/05/2020) - 5 Dene Terrace, Riding Mill</p> <p>Main issues: unacceptable impact upon residential amenity.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	No
20/01697/FUL	<p>Construction of new rear two storey extension – 9 Longhirst Village, Longhirst</p> <p>Main issues: siting, scale and design result in less than substantial harm to the Conservation Area; harm to residential amenity of neighbouring dwelling; and lack of ecological survey.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	No
19/00716/HED	<p>High Hedge Complaint: Problems with the height of neighbouring hedge, with no action from neighbour following requests - The Haven, Back Crofts, Rothbury</p> <p>Main issues: impact of the hedge on the site and wider area</p> <p>Delegated Decision: remedial notice issued requiring reduction in height of hedge</p>	No

### Planning Casework Unit Referrals

Reference No	Proposal and main planning considerations	Award of costs?
None		

# Planning Appeals Received

## Appeals Received

Reference No	Description and address	Appeal start date and decision level
19/05017/OUT	<p>Outline permission for change of use of agricultural land and construction of 9 no. residential dwellings (including 22% affordable housing) - land east of Greycroft, West Thirston</p> <p>Main issues: development in the open countryside; adverse impact upon the historic character of the village; and would fail to preserve the West Thirston Conservation Area.</p>	<p>27 August 2020</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/01756/CLPROP	<p>Certificate of Lawful Proposed Development: Proposed change of use from agricultural building to dwellinghouse (Class C3) – land west of Hague Cottage, Wylam Wood Road, Wylam</p> <p>Main issues: the proposal is not permitted development.</p>	<p>16 September 2020</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/01188/OUT	<p>Outline application for erection of single dwelling house, all matters except access are reserved – land to south-west of Kirkheaton Farm, Kirkheaton</p> <p>Main issues: development in the open countryside; would not be sympathetic to the local character of the village; and the proposal would have a harmful impact upon the setting of heritage assets.</p>	<p>29 September 2020</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
19/04938/FUL	<p>Resubmission of approved planning application 17/02932/FUL Erection of new building comprising of 12 self-contained 1 bedroom apartments (use class C3) for specialised independent supported living with associated external works and car parking – land between 86-90, Front Street East, Bedlington</p> <p>Main issues: appeal against non-</p>	<p>29 September 2020</p> <p>Appeal against non-determination</p>

	determination due to invalid application (no fee paid).	
20/01814/FUL	<p>Proposed alterations to site layout with parking changes, secure tool (and nursery materials) store position, hardstanding and size amended, new security gates and polytunnel amended – The Coop, Eachwick</p> <p>Main issues: inappropriate development in the Green Belt; store building is harmful to the rural character of the area; and fails to address concerns raised in respect of land contamination.</p>	<p>2 November 2020</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/01233/VARYCO	<p>Removal of Condition 3 (holiday use) pursuant to planning permission 16/03879/COU in order to allow use as principle dwellinghouse – The Coach House, Fenwicks Close Farm, Earsdon</p> <p>Main issues: would result in an isolated home in the countryside and would not be sustainable development.</p>	<p>3 November 2020</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/01940/FUL	<p>Construction of single-storey dining room within courtyard – The Hemmel, Beal Bank, Warkworth</p> <p>Main issues: harm to the character and appearance of the existing building.</p>	<p>11 November 2020</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/00581/VARYCO	<p>Variation of conditions 2 (approved plans) and 4 (materials) pursuant to planning permission 17/03658/FUL in order to amend the flue position (to the front) and window materials (to be UPVC) and to remove the shutters. Removal of conditions 5 (landscape planting), 8 (boundary treatments) and 9 (refuse strategy) - land south east of Lifeboat House, Haven Hill, Craster</p> <p>Main issues: design and materials are out of character with the street scene; and harm to the character and appearance of historic buildings and the Northumberland Coast AONB.</p>	<p>10 December 2020</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/00450/FUL	<p>Retrospective: External display area for temporary timber summer house including</p>	<p>10 December 2020</p>

	<p>local landscaping (amended description) - In-House Inspired Room Design Ltd, Global House, Bridge End Industrial Estate, Hexham</p> <p>Main issues: harmful impact upon the character and appearance of the area and detrimental to visual amenity.</p>	<p>Delegated Decision - Officer Recommendation: Refuse</p>
20/00395/FUL	<p>Change of use from former garden nursery to 2 detached residential houses and associated access road – Fir Trees Nursery, Widdrington Station</p> <p>Main issues: harmful encroachment into the open countryside and rural character of the woodland plantation; lack of completed planning obligation to secure financial contribution to the Council's Coastal Mitigation Service or other alternative mitigation; and insufficient information to assess risk from ground contamination and ground gas.</p>	<p>23 December 2020</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>



# Recent Enforcement Appeal Decisions

## Enforcement Appeals Allowed

Reference No	Description and address	Award of costs?
None		

## Enforcement Appeals Dismissed

Reference No	Description and address	Award of costs?
None		

# Enforcement Appeals Received

## Appeals Received

Reference No	Description and address	Appeal start date
18/01524/LISTED	Church View, Slaley Main issues: solar panels installed in 2006 without planning permission - requests for removal have been unsuccessful.	2 December 2019
18/01344/ENDEVT	Bridgend Caravan Park, Wooler Main issues: one Enforcement Notice appealed by three parties in respect of operational development to provide extra bases for residential static caravans with associated services	3 December 2019
18/00033/NOAPL	98 Millerfield, Acomb Main issues: development has been undertaken based on plans refused under planning application 17/00072/FUL	3 December 2019
18/00489/ENDEVT	Land at Moor Farm Estate, Station Road,	9 March 2020

	<p>Stannington</p> <p>Main issues: unauthorised waste reclamation yard and siting of multiple shipping containers</p>	
--	---	--

## Inquiry and Hearing Dates

Reference No	Description and address	Inquiry/hearing date and decision level
19/00247/FUL	<p>Construction of a publicly accessible landmark, commissioned to commemorate Queen Elizabeth II and the Commonwealth - land at Cold Law, Kirkwhelpington</p> <p>Main issues: development in the open countryside which fails to recognise the intrinsic character and nature of the countryside.</p>	<p>Inquiry date: 9 March 2021</p> <p>Committee Decision - Officer Recommendation: Approve</p>

## Implications

<b>Policy</b>	Decisions on appeals may affect future interpretation of policy and influence policy reviews
<b>Finance and value for money</b>	There may be financial implications where costs are awarded by an Inspector or where Public Inquiries are arranged to determine appeals
<b>Legal</b>	It is expected that Legal Services will be instructed where Public Inquiries are arranged to determine appeals
<b>Procurement</b>	None
<b>Human resources</b>	None
<b>Property</b>	None
<b>Equalities (Impact Assessment attached?)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/a	Planning applications and appeals are considered having regard to the Equality Act 2010
<b>Risk assessment</b>	None
<b>Crime and disorder</b>	As set out in individual reports and decisions
<b>Customer consideration</b>	None
<b>Carbon reduction</b>	Each application/appeal may have an impact on the local environment and have been assessed accordingly
<b>Wards</b>	All where relevant to application site relating to the appeal

### Background papers

Planning applications and appeal decisions as identified within the report.

### Report author and contact details

Elizabeth Sinnamon  
 Senior Planning Manager - Development Management  
 01670 625542  
 Elizabeth.Sinnamon@northumberland.gov.uk

This page is intentionally left blank



# Northumberland

## County Council

# S106 Agreements Update Report

## November and December 2020

---

**Report of the Executive Director of Regeneration, Commercial and Economy**

**Cabinet Member:** Councillor JR Riddle

---

### **Purpose of report**

For Members' information to report the agreement monitoring and collection of s106 contributions in the planning process. This is a monthly report and relates to agreements throughout Northumberland during the previous monthly period.

### **Recommendations**

To note the contents of the report in respect of agreement monitoring and collection of s106 contributions.

### **Link to Corporate Plan**

This report is relevant to all of the priorities included in the NCC Corporate Plan 2018-2021.

### **Key issues**

This month's report provides details on new S106 agreements and unilateral undertakings completed during the month of November 2020. Information is also given on funds available and where this information is displayed on the Council's website.



## New Agreements

November	New Agreements completed
20/00701/VARYCO	Land North East of Bridgeford View, Bellingham
20/01514/S106a	Blyth Golf Club
20/01451/ful	West Street Berwick
17/02588/FUL	Former Police Station Morpeth
20/01948/NONMAT	Beachway Blyth
2001767ful	Farley Cottage Ellington
20/01175/ful	Land East of Home Farm Cottages, Crag Mill Road, Belford
20/01798/AGTRES	Agricultural Buildings west of South Meadows Farm, South Road, Belford
20/01987/AGTRS	As above
19/02368/ful	Land at Cut Throat Plantation, Tughall Grange Farm, Swinhoe,
20/01175/FUL	Land East of Home Farm Cottages, Crag Mill Road, Belford
20/02945/VARYC	Land at rear of the Blue Bell Hotel, West Street, Belford
20/00999/FUL	Land South of the Plough, Front Street, Ellington, Morpeth,
20/01868/FUL	Land East of Hillside, Gloster Hill, Amble

## Contributions Received November and December

Development	Type of Contribution	Amounts Received
15/00901/out SWS	Planning Co-Ordinator	£5000
20/00174/ful	Coastal Mitigation Service,	£6900
20/01207/ful	CMS	£600

20/01396	CMS	£1033
18/02250/ful	Education	£36000

Awards Paid Out November	Project	Amount Paid
Humshaugh Cricket	Mower equipment	£4727
Blyth Town Council	Ogle Drive Play Area	£26250

## Funds Available

Members are advised that full details of all S106 funding held and received by the Council is available for viewing on the Council's website.

Please see the link below.

<https://www.northumberland.gov.uk/Planning/Section106.aspx#section106contributions>

This table is updated quarterly. The payments are a mixture of commuted sums, site specific amounts and infrastructure amounts to mitigate the impact on the development. Financial contributions are made at different stages of a development, often upon commencement and/or phased at different 'trigger' points

The list shows the breakdown of funds in their various ringfenced categories and amounts identified with an Asterix\* are available for external organisations to apply for. This applies specifically to affordable housing funds or sport and play funding.

Any queries on this please contact the Council's S106 Officer

[heather.proudlock@northumberland.gov.uk](mailto:heather.proudlock@northumberland.gov.uk)

## Infrastructure Funding Statement

Northumberland County Council are a 'contribution receiving authority' as we receive money or in-kind obligations from Section 106 agreements. In accordance with the CIL legislation we must publish a yearly statement known as an Infrastructure Funding Statement (IFS) to report on developer contributions.

The first ever NCC Statement, was published on the website. It covers the period 1st April 2019 to the 31st March 2020. It can be found on the Council's website here [View the NCC Infrastructure Funding Statement.](#)





## Implications

<b>Policy</b>	Section 106 obligations are in line with policy unless other stated in individual applications.
<b>Finance and value for money</b>	As stated on individual applications
<b>Legal</b>	Legal Services will be instructed to assist with the preparation and monitoring of the obligations
<b>Procurement</b>	None
<b>Human resources</b>	None
<b>Property</b>	None
<b>Equalities (Impact Assessment attached?)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/a	Each application will have regard to the Equality Act 2010
<b>Risk assessment</b>	None
<b>Crime and disorder</b>	As set out in individual reports and decisions
<b>Customer consideration</b>	None
<b>Carbon reduction</b>	As set out in individual reports and decisions
<b>Wards</b>	All

### Background papers

Planning applications and 106 Agreements

### Report author and contact details

Elizabeth Sinnamon  
 Senior Planning Manager - Development Management  
 01670 625542  
 Elizabeth.Sinnamon@northumberland.gov.uk

This page is intentionally left blank



## Northumberland County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL

DATE : 18 FEBRUARY 2021

---

### **LOCAL TRANSPORT PLAN PROGRAMME 2021-22 AND HIGHWAY MAINTENANCE INVESTMENT IN U AND C ROADS AND FOOTWAYS PROGRAMME 2021-22**

**Report of the Interim Executive Director: Rick O'Farrell**

**Cabinet Member: Glen Sanderson, Leader of Council**

#### **Purpose of report**

This report sets out the details of the draft Local Transport Plan (LTP) programme for 2021-22 and the draft Highway Maintenance Investment in U and C Roads and Footways programme for 2021-22 for consideration and comment by the Local Area Council, prior to final approval of the programme.

#### **Recommendations**

Members are asked to comment on the proposals, so that their comments can be considered in the finalisation of both the LTP programme for 2021-22 and the Highway Maintenance Investment in U and C Roads and Footways programme for 2021-22.

#### **Link to Corporate Plan**

This report is relevant to the following key themes in the Corporate Plan for 2018-2021:

- 'Connecting - We want you to have access to the things you need'
- How - "We want to be efficient, open and work for everyone"
- 'Living - We want you to feel safe, healthy and cared for'
- 'Enjoying - We want you to love where you live'
- Success Measures - "We want to make a difference"

#### **LTP Programme 2021 - 22**

#### **Key issues**

1. The Local Transport Plan grant allocation is determined for the Council by the Department of Transport (DfT). The DfT have yet to announce the capital allocations for 2021/22 and beyond. Subsequently, at this stage an indicative settlement of £18,654,000 has been assumed, based on the LTP allocation received from the DfT at the start of 2020/21.

2. During the course of the delivery of the 2020/21 LTP programme, the Council received additional LTP capital funding from DfT for highway maintenance. £2,335,000 of this funding is as yet unallocated and it is proposed that £423,500 of this unallocated sum is used together with the £18,654,000 to provide an LTP programme of £19,077,500 for 2021-22. Further programmes to allocate the remaining £1,911,500 of the additional LTP capital funding will be the subject of further decision reports in due course. This is felt to be a prudent approach at this time given the uncertainty of the DfT allocations and to allow some flexibility for any other further issues or urgent needs that are identified to be addressed in year.
3. A sum of £62,500 of the overall allocation will be retained by the North East Joint Transport Committee to cover central transport costs of the Joint Transport Committee. A £19,015,000 Council Local Transport Plan has therefore been developed for 2021-22, consisting of improvements and maintenance schemes to address four key areas: Walking and Cycling; Safety; Roads; and Bridges, Structures & Landslips.
4. Appendix A to D sets out the details of the recommended LTP Programme for 2021-22.
5. The County Council also included in the Medium Term Financial Plan an additional capital investment of £15 million for highway maintenance of U and C roads and footways across 2020/21 and 2021/22. The funding is specifically targeted towards addressing the decline in the County's minor roads and footways.
6. A £10 million first phase of the programme was approved in 2020/21 and this report provides a programme for the remaining £5 million of this investment.
7. The investment, which is being delivered over two years, is on top of the overall funding for roads, walking and cycling set out in the LTP Programme 2021-22.
8. Appendix E to H sets out the details of the recommended Highway Investment Programme for 2021-22

## **Background**

### **LTP PROGRAMME 2021 - 22**

9. The DfT have yet to announce the capital allocations for 2021/22 and beyond. Subsequently, at this stage an indicative settlement of £18,654,000 has been assumed, based on the LTP allocation received from the DfT at the start of 2020/21.
10. During the course of the delivery of the 2020/21 LTP programme, the Council received an additional £11,421,000 LTP capital funding from DfT for highway maintenance. A programme for £9,036,000 of this additional funding was approved in August 2020, leaving an unallocated sum of £2,335,000. It is proposed that £423,500 of this unallocated sum is used to supplement the £18,654,000 to fund an LTP programme of £19,077,500 for 2021-22. This is felt to be prudent at this time given uncertainty of DfT allocations and should other further issues or urgent needs be identified in year. Further programmes to allocate the remaining £1,911,500 will be the subject of further decision reports in due course.
11. A sum of £62,500 of the overall allocation will be retained by the North East Joint Transport Committee to cover central transport costs of the Joint Transport Committee, leaving a funding allocation for the Council's 2021/22 LTP programme of £19,015,000.
12. As in recent years, the highway maintenance element of the settlement is expected to include a contribution from the Highway Maintenance Incentive fund initiative. The

capital funding from this element assumes that the Council retains the highest possible band 3 status and receives the maximum available funding. Confirmation of the funding settlement from the DfT is expected by the end of March 2021.

13. The £19,015,000 Local Transport Plan programme developed for 2021-22 consists of improvements and maintenance schemes to address four key areas: Walking and Cycling; Safety; Roads; and Bridges, Structures & Landslips, the details of the 2021/22 LTP programme are set out in Appendix A to D.

14. The summary of proposed expenditure in 2021-22 across scheme types is as follows:

<b>Appendix</b>	<b>Scheme Type</b>	<b>Proposed Expenditure</b>
<b>A</b>	Walking and Cycling	£1,525,000
<b>B</b>	Safety	£2,195,000
<b>C</b>	Roads	£12,140,000
<b>D</b>	Bridges, Structures and Landslips	£3,155,000
	<b>Total Programme</b>	<b>£19,015,000</b>

15. The LTP programme has been developed following a comprehensive review of the needs for the maintenance of the highway asset, identified road safety issues and potential improvement of the highway and transport network. Requests for improvements and maintenance received from the local community over time are recorded in the Directory of Requests database. County Council Members and Town and Parish Councils are provided with details of requests made from their own areas throughout the last year and they are asked to take these into account when considering their priorities for the programme.

16. Priorities for the 2021-22 programme were invited from County Council Members and Town and Parish Councils during summer 2020 and those put forward have been assessed against criteria from our Local Transport Plan and Transport Asset Management Plan (TAMP). These are then combined with consideration of road safety improvement needs, based on accident statistics and other data sources, and the asset management needs of the overall highway network, based on inspections, condition data and the network hierarchy, to determine an overall programme of capital investment.

17. It should be noted that in some cases the budget allocations contained in the Appendices to this report are estimates only. At this stage it is the issue or problem that has been prioritised for inclusion in the programme and the design process will provide options for finding a solution. The assessment of options takes account of a

- number of factors including value for money and affordability. Costs will be firmed up as the proposals proceed through the design process.
18. It should also be noted that any schemes from the 2020-21 programme which are not completed by the end of the financial year will continue to be implemented in 2021-22 and are not detailed in this report.
  19. A brief description of the types of highways and transport issues addressed by the LTP programme is set out below.
  20. Priority for Integrated Transport is given to schemes that contribute to the achievements of the LTP objectives. The objectives reflect local needs and are related to national transport goals. These goals are:
    - to support economic growth;
    - to reduce carbon emissions;
    - to promote equality of opportunity;
    - to contribute to better safety, security and health; and,
    - to improve the quality of life and a healthy natural environment.
  21. The improvement part of the programme is aimed at creating improvements for all types of users of the highway network. The allocations are split between different types of proposals aimed at making improvements for walking and cycling, as well as improvements for vehicular users such as public transport and road users. The improvements are designed to make the highway environment more attractive to pedestrians and cyclists, address areas of congestion and meet new and increased demands.
  22. The Highway Capital Maintenance programme is split between different types of proposals aimed at maintaining the highway infrastructure by achieving objectives set out in the Council's Transport Asset Management Plan (TAMP). Funds are allocated across the programme by applying a scoring process that has been developed following asset management principles in order to deliver the TAMP objectives.
  23. The majority of the highway maintenance programme is aimed at addressing the structural decline of our roads as they form the largest part of our highway assets. We also take account of the needs of the other asset groups such as footways and cycleways, drainage, structures and traffic management assets. A risk based approach is used to determine priorities for maintenance and is based on priorities at a strategic level, transport network level and asset maintenance level.

## **Walking and Cycling**

24. Improvements for walking and cycling are already a significant feature within the LTP programme. This year the draft LTP for 2021-22 has a specific allocation of £1,525,000 for walking and cycling as set out in Appendix A attached to this report.
25. This allocation includes £710,000 for schemes that directly improve the environment and provision for walking and cycling, as well as £815,000 for maintaining existing footpaths (rights of way), footways (along the side of the road) and cycleways (either part of the road or adjacent to it).
26. Alongside these specific allocations, it should be noted that much of the Safety element of the programme in appendix B will also contribute to ensuring that the highway environment is improved in a way that will encourage more walking and cycling, for example, £600,000 for the continuation of the 20mph programme at schools, which will support cycling and walking by creating a safer environment for cyclists and pedestrians.
27. It should be noted that the Council continues with its initiative to produce Local Cycling and Walking Infrastructure Plans (LCWIPs) in Northumberland's main towns. (Berwick Upon Tweed, Alnwick, Amble, Ashington, Morpeth, Bedlington, Blyth,

Cramlington, Prudhoe, Ponteland, Hexham, Haltwhistle). The LCWIPs will provide an evidence base for future investment in walking and cycling. The key outputs of LCWIPs when completed will be:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
  - A prioritised programme of infrastructure improvements for future investment;
  - A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.
28. Focusing on the main towns will ensure that key employment sites, travel to work areas, school transport interchanges and significant new housing developments are all considered. It is anticipated that as the LCWIPs develop then they will become a key consideration in future when bidding for external funding, seeking developer contributions and allocating funds within future LTP programmes for cycling and walking schemes.
29. The details of the draft LTP Walking and Cycling Programme of £1,525,000 for 2021-22 is set out in Appendix A, attached to this report.

## **Safety**

30. An allocation of £2,195,000 has been made to improve safety on the highway network. Details of programme are set out in Appendix B attached to this report
31. £670,000 is aimed at reducing the number and severity of road traffic casualties, through a programme of local safety schemes. Funding available for safety improvements to High Risk Sites will remain at the increased level of £350,000 compared to £220,000 in 2017-18. It also includes allocations of £200,000 for Rural Road Safety Improvements and £60,000 for Urban Road Safety Improvements.
32. £1,175,000 has been allocated to improve traffic management and traffic calming measures. Much of this funding will also create safer conditions where road safety concerns have been identified which will in turn encourage more walking and cycling. Specifically, an allocation of £600,000 has been made for further introduction of 20mph speed limits outside schools which will address safety concerns and should encourage more children and their parents and carers to walk or cycle to school.
33. A £350,000 allocation has been included to continue with the general refurbishment and renewal of existing signage and the replenishment of existing road markings. Both of these activities seek to improve the general safety for the highway user.

## **Roads**

34. This section of the programme is the largest part of the programme with an allocation of £12,140,000, which includes improvements for road users as well as the maintenance of existing roads, including drainage and safety fencing.
35. The programme is guided by the principles of effective asset management and is made up of £5,770,000 for named carriageway repair and drainage schemes (of which £2,520,000 is on major roads and the resilient road network and £3,250,000 on other local roads); £2,480,000 for surface dressing; £550,000 for micro surfacing and retexturing; and finally £3,330,000 of general refurbishment which includes

drainage, traffic signals, car parks, vehicle restraint barriers and footways as well as preparatory work for next year's programme.

36. The details of the draft Roads Programme for 2021-22 is set out in Appendix C attached to this report.

### **Bridges, Structures and Landslips**

37. An allocation of £2,225,000 has been made for bridge maintenance. Again, effective asset management is the main driver. This includes a programme that also addresses the maintenance backlog by providing bridge strengthening to a number of bridges as this continues to remain a key objective.

38. There is also an allocation of £930,000 for addressing landslips to enable stabilisation work as a cost effective approach to prevent the deterioration and potential loss of use of the network at critical locations throughout the County. This includes a further allocation to continue scheme development for the landslip at Todstead on the B6344. This landslip is currently the subject of ground investigation works and depending on the outcome of these investigations and design solutions identified, further funding will be sought for any identified repair solutions, including consideration of use of the unallocated LTP funding noted above.

39. The details of the Bridges, Structures and Landslips Programme of £3,155,000 for 2021-22 is set out in Appendix D, attached to this report.

### **HIGHWAY MAINTENANCE INVESTMENT IN U AND C ROADS AND FOOTWAYS PROGRAMME**

40. The County Council has included in the Medium Term Financial Plan an additional capital investment of £15 million for highway maintenance of U and C roads and footways across 2020/21 and 2021/22. The funding is specifically targeted towards addressing the decline in the County's minor roads and footways.

41. A £10 million first phase of the programme was approved in 2020/21 and this report provides a programme for the remaining £5 million of this investment..

42. The investment, which is being delivered over two years, is on top of this year's overall funding for roads, walking and cycling set out in the LTP Programme 2021-22.

43. Appendix E to H sets out the details of the recommended Highway Investment Programme for 2021-22.

44. The summary of proposed expenditure across scheme types is as follows:

<b>Appendix</b>	<b>Category</b>	<b>Proposed Allocations</b>
E	Rural Road Refurbishment	£2,330,000
F	Residential Road Refurbishment	£1,305,000
G	Small Works	£700,000
H	Footway Refurbishment	£665,000
	<b>Programme Total</b>	<b>£5,000,000</b>



45. The Highway Maintenance Investment into U and C Roads and Footway programme has been developed to address the deterioration of the lower categories of the network following a comprehensive review of the needs of all our roads and footways.
46. This programme will provide repairs to those minor roads already in poor condition, which will improve the overall condition of this network, building resilience and reducing long term costs. This will help to reduce the number of potholes that arise, improve condition and ride quality and minimise the need for future repairs in these areas. Funds have been allocated across the programme taking into account asset management principles in order to deliver Northumberland's Transport Asset Management Plan (TAMP) objectives.
47. The programme to address deterioration across the lower categories of our network has been split into three packages of work:
  - a. Rural Road Route Refurbishment which will address some of the worst sections of the minor road network across the County, providing essential structural maintenance and resurfacing as well as an additional 22km of surface dressing works over and above that already included within the LTP programme.
  - b. Residential Road Refurbishment which include the resurfacing of a total of twelve streets across the County's towns and villages which are considered to be in the most urgent need of repair. There will also be a programme of micro surfacing to a further twelve residential streets.
  - c. Small Works which will allow us to address those more discrete areas situated on the minor road network that are identified by the Area Teams to be in poor condition. Works will consist of smaller areas of resurfacing and structural patching.
48. Many of our pavements and footways are also in need of long term investment to improve their condition and make walking easier and safer for our residents. The programme therefore includes an allocation of £665,000 to address the deterioration of our footways which has occurred after many years of underfunding.
49. Improving the footways will support our aspirations to improve health and wellbeing by providing safe, easy routes for our residents to use as a key part of their daily activities. Improving the condition of this element of the network will bring an improvement in the local environment, a reduction in the number of tripping hazards and other defects reported and a reduction in the need for reactive day to day maintenance.

## **Next Steps**

50. Following consideration by Local Area Councils at their meetings in February, any comments received will be considered and the final 2021-22 programmes for the Local Transport Plan and Highway Maintenance Investment in U and C Roads and Footways will be prepared for consideration and approval by the Leader of the Council and the Interim Executive Director for Local Services.
51. Following agreement of the final programme, all County Council members and Town and Parish Councils who put forward priorities for the LTP programme will then be provided with further information regarding the outcome of the assessment of their submission and whether it has been possible to include their priority schemes within the programme this year.

## Implications

<b>Policy</b>	The proposed programmes are consistent with existing policies
<b>Finance and value for money</b>	<p>The LTP Programme allocations are within the expected budget available for 2021-22. The £18.654m quoted in this report is an indicative figure and confirmation of the final allocation is awaited from DfT and is expected before March 2021. Should the allocation vary from that expected the programme will be amended in the final decision report.</p> <p>The £5 million funding for the Highway Maintenance Investment programme is included within the Council's Medium Term Financial Plan for 2020-21 and 2021-22.</p>
<b>Legal</b>	None
<b>Procurement</b>	Not applicable
<b>Human Resources</b>	None
<b>Property</b>	None
<b>Equalities</b> (Impact Assessment attached)  Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	<p>As a key issue for Northumberland, the needs of those that are socially excluded have been taken into account in the development of this programme.</p>
<b>Risk Assessment</b>	<p>The programme has been developed to minimise risks to the travelling public.</p> <p>Risks to the delivery of any individual scheme within the programme will be considered during scheme development. By managing risk at scheme level risk to delivery of the programme will be controlled.</p>
<b>Crime &amp; Disorder</b>	The implications of Section 17, Crime and Disorder Act 1998 have been considered whilst developing this proposal, there are no perceived adverse effects.
<b>Customer Consideration</b>	The delivery of the programme will improve the highways and transport network in Northumberland for the benefit of the travelling public.
<b>Carbon reduction</b>	Schemes to encourage walking and cycling, as well as road safety and those which aim to reduce congestion will encourage modal shift and reduce overall carbon levels making a positive

	contribution to the achievement of the Council's Climate Change targets.
<b>Health and Wellbeing</b>	Schemes to encourage more active travel through improved infrastructure for walking and cycling, road safety measures and improvement to the condition of footways and roads all act to improve the overall health and wellbeing of our communities.
<b>Wards</b>	All

**Background papers**

N/A

**Report sign off**

***Authors must ensure that officers and members have agreed the content of the report:***

	Full Name of Officer
Monitoring Officer/Legal	Neil Masson
Executive Director of Finance & S151 Officer	Chris Hand
Relevant Executive Director	Rick O'Farrell
Chief Executive	Daljit Lally
Portfolio Holder(s)	Glen Sanderson

**Author and Contact Details**

Dale Rumney – Principal Programme Officer

**Appendices**

Appendices A to D – LTP Programme 2021-22

Appendices E to F – Highway Maintenance Investment Programme 2021-22

This page is intentionally left blank

<b>Summary</b>		
<b>Local Transport Plan Programme 2021-22</b>		
<b>Appendix A</b>	<b>Walking and Cycling</b>	<b>£1,525,000</b>
	Improvements for Walking and Cycling	£710,000
	Maintenance of Footpaths, Footways and Cycleways	£815,000
<b>Appendix B</b>	<b>Safety</b>	<b>£2,195,000</b>
	Safety Improvement Schemes for All Users	£1,845,000
	Maintenance of Signs and Lines	£350,000
<b>Appendix C</b>	<b>Roads</b>	<b>£12,140,000</b>
	Improvements for Road Users	£10,000
	Major Road & Resilient Network Maintenance Schemes	£2,520,000
	Other Local Roads Maintenance Schemes	£3,250,000
	Surface Dressing Programme	£2,480,000
	Micro Surfacing Programme	£550,000
	General/Structural Refurbishment Work	£3,330,000
<b>Appendix D</b>	<b>Bridges, Structures and Landslips</b>	<b>£3,155,000</b>
	Bridges and Structures	£2,225,000
	Landslips	£930,000
	<b>LTP Programme Total</b>	<b>£19,015,000</b>

Local Transport Plan Programme 2021-22			
Cycling and Walking		£1,525,000	
Improvements for Cycling and Walking			
Location	Issue	Potential Solution	Budget Allocation
Footpath between Ellington & Linton	Poor surface on the right of way between Linton and Ellington. External contribution from CELL of £30k available.	Surface upgrade	£50,000
Schalksmuhle Road Bedlington	Pedestrian safety	Zebra crossing phase 2	£50,000
Narrowgate, Alnwick	Town Centre enhancement/pedestrian safety/traffic calming	Improvements for pedestrians.	£40,000
Spiders Alley' paths between Eastcliffe and Spital	Existing path is in poor condition and unsuitable for disabled pedestrians	Improvements phase 2	£70,000
Beresford Road Seaton Sluice	Pedestrian safety	Puffin crossing phase 2	£140,000
Milburn Road, Ashington	Pedestrian safety on route to school	Controlled crossing phase 2	£50,000
A1172 Beaconhill Junction, Cramlington	No safe pedestrian crossing.	Pedestrian crossing phase at existing signalised junction phase 2.	£120,000
A190/A193 Fountain Head roundabout, Seaton Sluice	Pedestrian safety	Refuge islands phase 2	£30,000
Countywide	Disabled access	Dropped kerbs	£50,000
Countywide	Lack of cycling parking at various Town centres	Provision of appropriate cycle parking	£10,000
assessments of schemes to include: Briardene and Green Lane, Ashington; Park Road/Plessey Road, Blyth; Bondgate Within, Alnwick; Front Street, Newbiggin; Rotary Way, Ponteland; Main Street, Haltwhistle.	Pedestrian crossing issues	Pedestrian crossings phase 1	£50,000
Countywide	Access to bus stops	Bus stop improvements	£45,000
Bridleway between St James' roundabout and High School, Alnwick	Poor surface	Phase 1	£5,000
		<b>sub total</b>	<b>£710,000</b>
Maintenance of Footpaths, Footways and Cycleways			
Rights of Way			
Reference	Proposed Improvement	Budget Estimate	
Seaton Valley	East Cramlington LNR. Surface improvements.	£20,000	
300/078 Seaton Valley	Holywell waggonway. Surface improvements and ancillary works.	£20,000	
3 & 8 Acomb	Status upgrade, surface works, bridge works.	£40,000	
STT Knaresdale with Kirkhaugh	Railway viaduct (South Tyne Trail). Tree removal and structure assessment.	£10,000	
FP 18 Amble	150m footpath surface improvement works.	£5,000	
FP22 Kyloe	Dolly Gibson's Lonnen. Surface improvements. (SCW/SOW/NCP)	£30,000	
91 & 98 Prudhoe	Cockshott Dene	£40,000	
Hexham	Halgut Burn footpath, Hexham	£10,000	
29 Hexham	Dukeshouse Wood, Hexham. Path improvements.	£10,000	
Various	Path surface improvements. Details to be agreed.	£10,000	
Various	Capitalised signage works.	£15,000	
Various	Capitalised surface improvements.	£50,000	
Various	Capitalised structures improvements.	£45,000	
Various	Capitalised accessibility improvements	£10,000	
	<b>Total</b>	<b>£315,000</b>	
Footway Maintenance			
B6305	Hencotes, Hexham	£60,000	
A192	Newgate Street, Morpeth (Phase)	£60,000	
B1523	Newcastle Road, Newsham (Phase)	£60,000	
B1331	Stead Lane, Bedlington (Phase)	£50,000	
U6109	Abbey Meadows, Morpeth (Phase)	£40,000	
U3117	Dilston Terrace, Amble	£30,000	
	<b>Total</b>	<b>£300,000</b>	

<b>General Cycleway and Footway Refurbishment Work</b>		<b>£200,000</b>	
A countywide programme of sites selected on a priority basis.			
	<b>Cycling and Walking Total</b>	<b>£1,525,000</b>	

Local Transport Plan Programme 2021-22			Appendix B
<b>Safety</b>	<b>£2,195,000</b>		
<b>Local Safety Schemes</b>			
Location	Issue	Potential Solution	Budget Allocation
Links Road (between Mermaid Car Park, Blyth and Seaton Sluice)	Excessive Speeds	Phase 1	£10,000
Countywide (locations to be confirmed once accident data is available)	High Risk Sites (inc route action)	Various safety measures	£350,000
Countywide, including: A192 Holywell Village, A193 Bedlington Bank	Safety issues on Urban Roads	Various safety measures	£60,000
Countywide, including: C109 between High Hauxley and Low Hauxley; C69 at Chathill; B6320 at Nunwick Hall (near Simonburn); Eglington Village; Embleton Terrace; Tranwell Village & Woods.	Safety issues on Rural Roads	Various safety measures	£200,000
Countywide	Urgent Safety Issues	Various safety measures	£50,000
		<b>Sub Total</b>	<b>£670,000</b>
<b>Traffic Calming</b>			
Location	Issue	Potential Solution	Budget Allocation
Lucker & Warenford	Road safety concerns	Traffic Calming phase 2	£25,000
Woodhorn Road, Ashington	Road safety concerns	Traffic Calming phase 2	£50,000
Bamburgh	Road safety concerns	Chicane phase 2	£30,000
Acorn Avenue area, Bedlington	Road safety concerns	Traffic Calming phase 1	£5,000
Southend Avenue, Ogle Drive, Ford Drive, Blyth	Road safety concerns	Traffic calming phase 2	£50,000
Station Road, Cramlington	Road safety concerns	Traffic calming phase 2	£35,000
Countywide, including C254 Wylam (fox and Hounds area); Mitford Village; U5005 Otterburn.	Road safety concerns	Traffic Calming phase 1	£20,000
		<b>Sub Total</b>	<b>£215,000</b>
<b>Traffic Management</b>			
Location	Issue	Potential Solution	Budget Allocation
Countywide	Various traffic management issues to be addressed countywide, subject to consultation.	Traffic Regulation Orders	£150,000
Countywide, including Mitford Road, Morpeth (Chantry and Newminster Schools) St Roberts First School, Morpeth Moor Road, Prudhoe (Prudhoe High School) Highfield Lane, Prudhoe (Highfield Middle and St Matthews RC Primary) James Calvert Spence College (Acklington Road, Amble) Meadowdale Academy, Bedlington	Safety concerns outside schools	Various (inc school 20mphs)	£600,000
Countywide, including: Station Road Allendale, Kielder Village, Alnwick Town, Detchant, Bondicarr Road Hadston, Doxford Place, Cramlington Burns Park Cramlington.	Traffic speeds	Speed limits (not school-related)	£100,000
Countywide, including: Allendale Road, Hexham Seaton Sluice Middle School, Dukes Secondary School, Ashington	Safer streets for schools	Various	£100,000
A1068/A197 Junction, Ashington	Traffic management issues at junction.	Improvements phase 1	£10,000
		<b>Sub Total</b>	<b>£960,000</b>
<b>General Traffic Sign/Road Markings Refurbishment</b>			<b>£350,000</b>



A countywide programme of sites selected on a priority basis.			
		<b>Safety Total</b>	<b>£2,195,000</b>

			Appendix C
<b>Local Transport Plan Programme 2021-22</b>			
<b>Roads</b>		<b>£12,140,000</b>	
<b>Improvements for Road Users</b>			
Location	Issue	Potential Solution	Budget Allocation
Cramlington Station Car Park	Insufficient Parking Capacity	Phase 1 preliminary design for additional parking	£10,000
<b>Major Road &amp; Resilient Network Maintenance Schemes</b>			
Road No	Location	Description	Budget Estimate
A1068	Fisher Lane Roundabout, Cramlington	Carriageway Repairs	£360,000
A192	Avenue Road Roundabout, Seaton Delaval	Carriageway Repairs	£80,000
A697	Humbleton Bends, Wooler	Carriageway Repairs	£250,000
C172	Low Alwinton to Harbottle	Carriageway Repairs	£140,000
A68	Errington Red House (Bingfield)	Carriageway Repairs	£280,000
B6303	Allendale to B6295 Phase	Carriageway Repairs	£140,000
A1147	Welwyn Factory Road, Bedlington Station	Carriageway Repairs	£240,000
A68	Old Town Crossroads	Carriageway Repairs	£120,000
C199	Charlton to The Riding	Carriageway Repairs	£140,000
C357	East of Horton Grange	Carriageway Repairs	£180,000
B6341	West of Lemmington Crossroads	Carriageway Repairs	£80,000
A68	Cowden, north of Colt Crag	Carriageway Repairs	£90,000
A190	Seghill to Annitsford Phase 1	Carriageway Repairs	£200,000
A193	Renwick Road, Blyth	Carriageway Repairs	£220,000
<b>Major Road &amp; Resilient Network Maintenance Schemes Total</b>			<b>£2,520,000</b>
<b>Other Local Roads Maintenance Schemes</b>			
<b>Other Local Roads Maintenance Schemes - North Northumberland</b>			
Road No	Location	Description	Budget Estimate
C60	Cragmill Road, Belford	Carriageway Repairs	£60,000
C187	Harwood Phase 2	Carriageway Repairs	£200,000
C106	Longframlington to Alnwick Fords Ph 2	Carriageway Repairs	£120,000
B1341	Bamburgh to Glororum	Carriageway Repairs	£120,000
B6345	Swarland Mill to Longframlington Phase 1	Carriageway Repairs	£110,000
C105	Guilden Road, Warkworth (south of Warkworth)	Carriageway Repairs	£80,000
C176	High Trewitt to Netherton	Carriageway Repairs	£80,000
C92	A1 Deanmoor to junct U3050	Carriageway Repairs	£60,000
B6348	Fowberry Mains	Carriageway Repairs	£120,000
<b>Sub Total</b>			<b>£950,000</b>
<b>Other Local Roads Maintenance Schemes - Ashington and Blyth</b>			
Road No	Location	Description	Budget Estimate
U9518	Druridge Drive/Crescent, Newsham	Carriageway Repairs	£160,000
U6703	Hawthorn/College Road, Ashington Phase 2	Carriageway Repairs	£110,000
U6507	Swaledale Avenue, Blyth Phase 2	Carriageway Repairs	£60,000
U6519	Simonside Terrace, Newbiggin	Carriageway Repairs	£80,000
<b>Sub Total</b>			<b>£410,000</b>
<b>Other Local Roads Maintenance Schemes - Cramlington, Bedlington and Seaton Valley</b>			
Road No	Location	Description	Budget Estimate
B1326	Cumbrian Road, Cramlington	Carriageway Repairs	£210,000
U9552	Arcot Avenue / Blagdon Crescent, Nelson Village	Carriageway Repairs	£120,000
U6551	Millbank Place / Dene View West, Bedlington	Carriageway Repairs	£70,000
<b>Sub Total</b>			<b>£400,000</b>
<b>Other Local Roads Maintenance Schemes - Tynedale</b>			
Road No	Location	Treatment	Budget Estimate
B6320	Bellingham to Hareshaw junct. Phase 1	Carriageway Repairs	£150,000
C198	Lanehead to Greenhaugh	Carriageway Repairs	£160,000
B6321	Junction A695 To Corbridge RBT over the level crossing	Carriageway Repairs	£160,000
B6395	West Road/Beaumont Terrace Phase 2, Prudhoe	Carriageway Repairs	£100,000
B6309	Hindley to Appledene	Carriageway Repairs	£70,000
B6295	Highfield Farm to Round Meadows	Carriageway Repairs	£130,000
B6305	Allendale Road junction, Hexham	Carriageway Repairs	£80,000

		<b>Sub Total</b>	<b>£850,000</b>
<b>Other Local Roads Maintenance Schemes - Castle Morpeth</b>			
<b>Road No</b>	<b>Location</b>	<b>Treatment</b>	<b>Budget Estimate</b>
C144	Benridge Hagg to Pigdon	Carriageway Repairs	£170,000
C157	Middleton Bank Top to Scots Gap	Carriageway Repairs	£90,000
C358	North Road, Ponteland	Carriageway Repairs	£120,000
C404	Barrington Road, Choppington	Carriageway Repairs	£200,000
U6109	St Marks Street / Hollon Street, Morpeth	Carriageway Repairs	£60,000
		<b>Sub Total</b>	<b>£640,000</b>
<b>Other Local Roads Maintenance Schemes - Total</b>			<b>£3,250,000</b>
<b>Surface Dressing Programme</b>			
<b>Major Road &amp; Resilient Network - Countywide</b>			
<b>Road Number</b>	<b>Location</b>	<b>Description</b>	<b>Budget Allocation</b>
B6341	Elsdon to A696 junct.	Surface Dressing	£170,000
A696	Blaxter Bends	Surface Dressing	£20,000
B6344	Thrum Mill to Crag End, Rothbury	Surface Dressing	£80,000
C172	Farnham Moor	Surface Dressing	£120,000
A1068	Ellington Rbt. to Hagg House	Surface Dressing	£90,000
B6318	Comb Hill Junc to Greenhead	Surface Dressing	£130,000
B6318	Housesteads to High Shields Farm	Surface Dressing	£70,000
B1340	Denwick to Hocketwell	Surface Dressing	£100,000
A192	Stobhill Roundabout To Station Road junct.	Surface Dressing	£150,000
A192	Earsdon to Holywell	Surface Dressing	£60,000
B6320	Wark to Houxy	Surface Dressing	£60,000
A68	Corbridge Rbt to Chantry House	Surface Dressing	£60,000
A686	Low Hall Farm to Haydon Bridge	Surface Dressing	£30,000
B1337	Whorral Bank rbt to C130 junction	Surface Dressing	£50,000
A197	Pegswood bypass	Surface Dressing	£110,000
		<b>Sub Total</b>	<b>£1,300,000</b>
<b>Other Local Roads - North Northumberland</b>			
<b>Road Number</b>	<b>Location</b>	<b>Description</b>	<b>Budget Allocation</b>
C33	Pawston to Scottish Border	Surface Dressing	£120,000
C94	Bilton Bank	Surface Dressing	£40,000
C43	Chatton north to Chillingham village	Surface Dressing	£120,000
C97	Beacon Road, Hampeth	Surface Dressing	£60,000
		<b>Sub Total</b>	<b>£340,000</b>
<b>Other Local Roads - Castle Morpeth</b>			
<b>Road Number</b>	<b>Location</b>	<b>Description</b>	<b>Budget Allocation</b>
C145	Netherwitton towards Longwitton	Surface Dressing	£70,000
C343	Birney Hill to The Plough Inn	Surface Dressing	£120,000
B1338	Shotton Grange to Seven Mile Bridge	Surface Dressing	£80,000
B6528	Horsley to Heddon	Surface Dressing	£60,000
		<b>Sub Total</b>	<b>£330,000</b>
<b>Other Local Roads - Tynedale</b>			
<b>Road Number</b>	<b>Location</b>	<b>Description</b>	<b>Budget Allocation</b>
B6295	Thornley Gate to Catton	Surface Dressing	£60,000
B6306	Woolley Bank to Esper Shield	Surface Dressing	£220,000
B6319	Fourstones to Haydon Bridge	Surface Dressing	£190,000
B6321	Aydon Road, Corbridge	Surface Dressing	£40,000
		<b>Sub Total</b>	<b>£510,000</b>
<b>Surface Dressing Programme Total</b>			<b>£2,480,000</b>
<b>Micro Surfacing Programme</b>			
<b>Major Road &amp; Resilient Network - Countywide</b>			
<b>Road Number</b>	<b>Location</b>	<b>Description</b>	<b>Budget Allocation</b>
A1068	Choppington Road, Bedlington	Micro Surfacing	£80,000
		<b>sub total</b>	<b>£80,000</b>

<b>Other Local Roads - North Northumberland</b>			
Road Number	Location	Description	Budget Allocation
C74	Front Street, Embleton	Micro Surfacing	£25,000
B6349	High Street, Belford	Micro Surfacing	£50,000
		<b>sub total</b>	<b>£75,000</b>
<b>Other Local Roads - Castle Morpeth</b>			
Road Number	Location	Description	Budget Allocation
C395	Pegswood village	Micro Surfacing	£45,000
U9083	Broadway, Darras Hall	Micro Surfacing	£40,000
		<b>sub total</b>	<b>£85,000</b>
<b>Other Local Roads - Ashington and Blyth</b>			
Road Number	Location	Description	Budget Allocation
U6534	Woodhorn Lane, Ashington (A197 to Hospital)	Micro Surfacing	£45,000
U9702	Green Lane, Ashington	Micro Surfacing	£35,000
U9511	William Street, Blyth	Micro Surfacing	£30,000
		<b>sub total</b>	<b>£110,000</b>
<b>Other Local Roads - Cramlington, Bedlington and Seaton Valley</b>			
Road Number	Location	Description	Budget Allocation
U9550	Blagdon Terrace, Cramlington Phase 2	Micro Surfacing	£30,000
U9544	Cateran/Crammond Way, Cramlington	Micro Surfacing	£110,000
		<b>sub total</b>	<b>£140,000</b>
<b>Other Local Roads - Tyndale</b>			
Road Number	Location	Description	Budget Allocation
U8292	Iveson Road, Hexham	Micro Surfacing	£20,000
U8280	Biverfield Road, Prudhoe	Micro Surfacing	£40,000
		<b>sub total</b>	<b>£60,000</b>
		<b>Micro Surfacing Programme Total</b>	<b>£550,000</b>
<b>General Refurbishment Countywide</b>			
			£1,400,000
<b>General Carriageway Refurbishment Work</b> A countywide programme of sites selected on a priority basis.			
<b>Surface Dressing &amp; Micro surfacing Pre Patching Work</b> Preparation of sites included in the programme			£200,000
<b>Retexturing Refurbishment</b> A countywide programme of sites selected on a priority basis.			£50,000
<b>General Structures Refurbishment Work</b> A countywide programme of sites selected on a priority basis.			£300,000
<b>General Drainage Refurbishment Work</b> A countywide programme of sites selected on a priority basis.			£750,000
<b>General Vehicle Restraint Barrier Refurbishment Work</b> A countywide programme of sites selected on a priority basis.			£100,000
<b>General Car Park Refurbishment Work</b> A countywide programme of sites selected on a priority basis.			£100,000
<b>Traffic Signal Refurbishment</b>			£100,000
<b>Highway Maintenance Assessment and Advance Design</b>			£330,000
<b>General Refurbishment Countywide Total</b>			<b>£3,330,000</b>

		APPENDIX D		
<b>Local Transport Plan Programme 2021 - 22</b>				
<b>Bridges, Structures and Landslips</b>		<b>£3,155,000</b>		
<b>Bridges and Structures</b>				
Location	Description	Budget Estimate		
Various	Structural Assessments	£120,000		
Various	Interim Measures Inspections	£35,000		
Various	Advance Preparation - Advance design of future schemes	£300,000		
A189 Klondyke Phase 3 & 4	Strengthening / Refurbishment	£300,000		
Berwick Old	Refurbishment - Phase 2 of 4	£450,000		
Swindon Kennels	Bridge Strengthening	£300,000		
Linn Well Culvert	Bridge Strengthening	£170,000		
Ryal East	Bridge Strengthening	£150,000		
Fens Burn	Bridge Strengthening	£150,000		
Tarset Tyne	Refurbishment	£250,000		
<b>Bridges and Structures Total</b>		<b>£2,225,000</b>		
<b>Landslip Management</b>				
Location	Description	Budget Estimate		
Todstead		£100,000		
B6319 Brokenheugh	Edge Strengthening	£80,000		
B6352 Reedsford	Earth Buttress	£200,000		
Hareshaw Burn	Reinstatement of Damaged River Bed	£30,000		
U7018 The Knar	Edge Strengthening and Localised Road Diversion	£150,000		
B6344 Crag End	Anchor Replacement	£250,000		
Various	Advanced Preparation	£120,000		
<b>Landslip Management Total</b>		<b>£930,000</b>		
<b>TOTAL</b>		<b>£3,155,000</b>		

This page is intentionally left blank

<b>2021 - 22 Highway Maintenance Investment in U and C Roads and Footways - £5m Programme</b>				
<b>Summary</b>				
	<b>Category</b>			
<b>Appendix E</b>	Rural Road Route Refurbishment	£2,330,000		
<b>Appendix F</b>	Residential Road Refurbishment	£1,305,000		
<b>Appendix G</b>	Small Works	£700,000		
<b>Appendix H</b>	Footway Refurbishment	£665,000		
	<b>Programme Total</b>	<b>£5,000,000</b>		

			<b>Appendix E</b>
<b>2021 - 22 Highway Maintenance Investment in U and C Roads and Footways</b>			
<b>Rural Road Route Refurbishment</b>			
<b>North Northumberland</b>			
Road No	Location	Description	Budget Estimate
C81	Foxton Drive, Alnmouth	Carriageway Repairs	£90,000
C136	The Lee to B6342 junct.	Carriageway Repairs	£80,000
C71	Approach to Brunton Village	Carriageway Repairs	£60,000
C43	Hepburn Junct. to Harehope Garden Cottages	Carriageway Repairs	£70,000
U3089	Rock Midstead	Carriageway Repairs	£40,000
C4	Thornton Park	Carriageway Repairs	£70,000
C31	Millfield to Flodden	Carriageway Repairs	£70,000
U1094	Fawdon Farm to The Clinch	Carriageway Repairs	£50,000
U3068	The Terrace, Eglingham to West Ditchburn	Carriageway Repairs	£150,000
U1039	Lowick	Carriageway Repairs	£60,000
<b>Sub Total</b>			<b>£740,000</b>
<b>Tynedale</b>			
Road No	Location	Treatment	Budget Estimate
C199	Falstone to Lanehead	Carriageway Repairs	£70,000
U8210	Hagg Bank, Prudhoe	Carriageway Repairs	£65,000
C268	Espershields road	Carriageway Repairs	£60,000
C265	C265 to B6306 (Lead Road), Comb Hill	Carriageway Repairs	£50,000
C287	Ridley Hall to Carts Bog	Carriageway Repairs	£60,000
C216	Chollerton to Wark Bridge	Carriageway Repairs	£70,000
C273	Broomley	Carriageway Repairs	£80,000
C322	Whitfield to Plenmellor	Carriageway Repairs	£80,000
U5010	Green Rigg	Carriageway Repairs	£50,000
U8296	Yarridge Road, Hexham	Carriageway Repairs	£75,000
<b>Sub Total</b>			<b>£660,000</b>
<b>Castle Morpeth</b>			
Road No	Location	Treatment	Budget Estimate
C154	Dyke Neuk PH to Meldon	Carriageway Repairs	£80,000
C125	Longhirst Colliery	Carriageway Repairs	£90,000
U9098	Heddon Birks, Heddon on the Wall	Carriageway Repairs	£60,000
<b>Sub Total</b>			<b>£230,000</b>
<b>Other Local Roads Maintenance Schemes - Total</b>			<b>£1,630,000</b>
<b>Surface Dressing Programme</b>			
<b>Surface Dressing Sites</b>			
C50	Burnhouse Road, Wooler	Surface Dressing	£50,000
C107	Acklington to HMP Castington	Surface Dressing	£60,000
C69	Chathill to Swinhoe	Surface Dressing	£90,000
C157	Belsay to Middleton Bank Top	Surface Dressing	£160,000
C130	Hebron Village to A1	Surface Dressing	£30,000
C160	Wallington Hall	Surface Dressing	£70,000
C129	Ulgham to Tritlington	Surface Dressing	£50,000
C302	Haltwhistle to Military Road	Surface Dressing	£80,000
C324	Eals to Knaresdale	Surface Dressing	£60,000
C324	Featherstone to Lane Head	Surface Dressing	£50,000
<b>Surface Dressing Programme Total</b>			<b>£700,000</b>



			<b>£2,330,000</b>

			Appendix F
<b>2021-22 Highway Maintenance Investment in U and C Roads and Footways</b>			
<b>Residential Road Refurbishment</b>			
<b>Residential Road Maintenance Schemes - North Northumberland</b>			
Road No	Location	Description	Budget Estimate
C425	Main Street, Spittal	Carriageway Repairs	£60,000
U4059	Gravelly Bank, Rothbury	Carriageway Repairs	£80,000
U3010	Station Road, Embleton	Carriageway Repairs	£60,000
U3134	Lindisfarne Road Amble	Carriageway Repairs	£60,000
<b>Sub Total</b>			<b>£260,000</b>
<b>Residential Road Maintenance Schemes - Ashington and Blyth</b>			
Road No	Location	Description	Budget Estimate
U6542	Queens Road, Bedlington Station	Carriageway Repairs	£100,000
C407	Laverock Hall Road, Newsham	Carriageway Repairs	£90,000
<b>Sub Total</b>			<b>£190,000</b>
<b>Residential Road Maintenance Schemes - Cramlington, Bedlington and Seaton Valley</b>			
Road No	Location	Description	Budget Estimate
U9551	Beaconhill Lea Main Access Road, Cramlington	Carriageway Repairs	£75,000
<b>Sub Total</b>			<b>£75,000</b>
<b>Residential Road Maintenance Schemes - Tynedale</b>			
Road No	Location	Treatment	Budget Estimate
C229	Cemetery Road, Haydon Bridge	Carriageway Repairs	£90,000
C278	Juniper village	Carriageway Repairs	£90,000
U8282	Edgewell Road, Prudhoe	Carriageway Repairs	£55,000
<b>Sub Total</b>			<b>£235,000</b>
<b>Residential Road Maintenance Schemes - Castle Morpeth</b>			
Road No	Location	Treatment	Budget Estimate
U9092	Car park access road, off Meadowfield Drive, Ponteland	Carriageway Repairs	£60,000
U9082	Fox Covert Lane, Darras Hall	Carriageway Repairs	£70,000
<b>Sub Total</b>			<b>£130,000</b>
<b>Other Local Roads Maintenance Schemes - Total</b>			<b>£890,000</b>
<b>Micro Surfacing Programme</b>			
<b>North Northumberland</b>			
Road Number	Location	Description	Budget Allocation
U3085	Bader Crescent Longhoughton	Micro Surfacing	£32,000
U3085	Portal Place, Longhoughton	Micro Surfacing	£35,000
U3085	Hilary Close, Longhoughton	Micro Surfacing	£12,000
<b>Sub Total</b>			<b>£79,000</b>
<b>Castle Morpeth</b>			
Road Number	Location	Description	Budget Allocation
U6084	Linhope Crescent, Hadston	Micro Surfacing	£35,000
U9139	The Glebe, Stannington	Micro Surfacing	£35,000
<b>Sub Total</b>			<b>£70,000</b>
<b>Ashington and Blyth</b>			
Road Number	Location	Description	Budget Allocation
U9511	Jubilee Road, Blyth	Micro Surfacing	£25,000
U6513	Bywell Road, Ashington	Micro Surfacing	£55,000

		<b>Sub Total</b>	<b>£80,000</b>
<b>Cramlington, Bedlington and Seaton Valley</b>			
<b>Road Number</b>	<b>Location</b>	<b>Description</b>	<b>Budget Allocation</b>
U6548	Rowan Close, Bedlington	Micro Surfacing	£20,000
U6548	Cherry Tree Drive, Bedlington	Micro Surfacing	£15,000
U9548	Mirlaw/Megstone Road, Cramlington	Micro Surfacing	£80,000
		<b>Sub Total</b>	<b>£115,000</b>
<b>Tynedale</b>			
<b>Road Number</b>	<b>Location</b>	<b>Description</b>	<b>Budget Allocation</b>
U8294	Eastwood Grange/Dotland Close, Hexham	Micro Surfacing	£43,000
U8285	Park Lane/Drawback, Prudhoe	Micro Surfacing	£28,000
		<b>Sub Total</b>	<b>£71,000</b>
	<b>Micro Surfacing Programme Total</b>		<b>£415,000</b>
			<b>£1,305,000</b>

**2021 - 22 Highway Maintenance Investment in U and C Roads and Footways****Small Works**

<b>Minor Roads Maintenance Schemes - North Northumberland</b>	<b>£248,430</b>
<b>Minor Roads Maintenance Schemes - Ashington and Blyth</b>	<b>£51,100</b>
<b>Minor Local Roads Maintenance Schemes - Cramlington, Bedlington and Seaton Valley</b>	<b>£36,400</b>
<b>Minor Local Roads Maintenance Schemes - Tynedale</b>	<b>£222,740</b>
<b>Minor Local Roads Maintenance Schemes - Castle Morpeth</b>	<b>£141,330</b>
<b>Total</b>	<b>£700,000</b>

## 2021 - 22 Highway Maintenance Investment in U and C Roads and Footways

## Footway Refurbishment

## Footway Refurbishment - North Northumberland

Road No	Location	Description	Budget Estimate
A1068	Alnmouth Road, Alnwick	Footway Repairs	£40,000
B6354	Etal Road, Tweedmouth	Footway Repairs	£50,000
U3124	Swansfield Park Road, Alnwick Phase 2	Footway Repairs	£40,000
<b>Sub Total</b>			<b>£130,000</b>

## Footway Refurbishment - Ashington and Blyth

Road No	Location	Description	Budget Estimate
C410	Newsham Road, Blyth (Phase)	Footway Repairs	£70,000
U6513	Norham Road, Ashington	Footway Repairs	£50,000
U6503	Bothal Cottages, Ashington (Phase)	Footway Repairs	£50,000
<b>Sub Total</b>			<b>£170,000</b>

## Footway Refurbishment - Cramlington, Bedlington and Seaton Valley

Road No	Location	Description	Budget Estimate
U9552	Arcot Avenue, Nelson Village	Footway Repairs	£70,000
B1331	Ridge Terrace, Bedlington Phase	Footway Repairs	£80,000
<b>Sub Total</b>			<b>£150,000</b>

## Footway Refurbishment - Tynedale

Road No	Location	Treatment	Budget Estimate
U8280	Biverfield Road, West Wylam	Footway Repairs	£70,000
C302	Castle Hill, Haltwhistle	Footway Repairs	£40,000
<b>Sub Total</b>			<b>£110,000</b>

## Footway Refurbishment - Castle Morpeth

Road No	Location	Treatment	Budget Estimate
U6111	Lancaster Park, Morpeth (Phase)	Footway Repairs	£55,000

This page is intentionally left blank