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Northumberland County Council

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Enquiries to: Heather Bowers

Email:

Heather.Bowers@northumberland.gov.uk

Tel direct: 01670 622609

Date: Monday, 14 February 2022

MEMBERS, PLEASE NOTE THE DAY OF THE MEETING

Dear Sir or Madam,

Your attendance is requested at a meeting of the **CRAMLINGTON, BEDLINGTON AND SEATON VALLEY LOCAL AREA COUNCIL** to be held in on **TUESDAY, 22 FEBRUARY 2022** at **4.00 PM**.

Yours faithfully

Daljit Lally
Chief Executive

To Cramlington, Bedlington and Seaton Valley Local Area Council members as follows:-

L Bowman, W Daley, C Dunbar, P Ezhilchelvan, D Ferguson, B Flux, S Lee (Vice-Chair), M Robinson, M Swinburn (Chair), C Taylor and R Wilczek (Vice-Chair (Planning))

Any member of the press or public may view the proceedings of this 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.

Members are referred to the risk assessment, previously circulated, for meetings held in County Hall. Masks should be worn when moving round but can be removed when seated, social distancing should be maintained, hand sanitiser regularly used and members requested to self-test twice a week at home, in line with government guidelines.



Daljit Lally, Chief Executive
County Hall, Morpeth, Northumberland, NE61 2EF
T: 0345 600 6400
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. APOLOGIES FOR ABSENCE

2. PROCEDURE AT PLANNING MEETINGS

(Pages 1
- 2)

3. MINUTES

(Pages 3
- 16)

Minutes of the meeting of the Cramlington, Bedlington & Seaton Delaval Local Area Council held on 19 January as circulated, to be confirmed as a true record and signed by the Chair.

4. 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 Legal Services, on 01670 623324. Please refer to the guidance on disclosures at the rear of this agenda letter.

5. DETERMINATION OF PLANNING APPLICATIONS

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.

NB Any member needing clarification must contact the Monitoring Officer at monitoringofficer@northumberland.gov.uk. Please refer to the guidance on disclosures at the rear of this agenda letter.

6. 21/03574/VARYCO

(Pages
17 - 26)

Variation of Condition 16 (Delivery times) on approved planning application 12/02835/VARYCO in order to alter the time of deliveries to the M&S store.

**Marks And Spencer Simply Food, 1A Westmorland Retail Park,
Cramlington, Northumberland.**

7. **21/03734/CLEXIS** (Pages 27 - 32)
- Certificate of existing lawful development for sections of new/replacement 1.8 m perimeter fencing.
Cramlington Learning Village, Cramlington, NE23 6BN.**
8. **APPEALS UPDATE** (Pages 33 - 44)
- For Member's 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. **LOCAL TRANSPORT PLAN PROGRAMME 2022-23** (Pages 45 - 64)
- The report sets out the details of the draft Local Transport Plan (LTP) programme for 2022-23 for consideration and comment by the Local Area Council, prior to final approval of the programme by the Interim Executive Director of Planning and Local Services in consultation with the Cabinet Member for Environment and Local Services.
10. **DATE OF NEXT MEETING**
- The next meeting will be held on Wednesday 23 March, 2022.
11. **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.

Name (please print):
Meeting:
Date:
Item to which your interest relates:
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):
Nature of Non-registerable Personal Interest (please give details):
Are you intending to withdraw from the meeting?

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 purpose 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.

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Northumberland County Council

PROCEDURE AT PLANNING COMMITTEE

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

Welcome to also include reference to

- (i) Fact that meeting is being held in a Covid safe environment and available to view on a live stream through You Tube Northumberland TV
- (ii) Members are asked to keep microphones on mute unless speaking

B Record attendance of members

- (i) 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 Speaking

Objector(s) (up to 5 mins)

Local member (up to 5 mins)/ parish councillor (up to 5 mins)

Applicant/Supporter (up to 5 mins)

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 record the 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

CRAMLINGTON, BEDLINGTON AND SEATON VALLEY LOCAL AREA COUNCIL

At a meeting of the **Cramlington, Bedlington and Seaton Valley Local Area Council** held on Wednesday, 19 January 2022 at 4.00 pm.

PRESENT

Councillor M Swinburn (Chair in the Chair for agenda items: 42 - 48 and 52 - 59)
Councillor R Wilczek (Vice-Chair, Planning in the Chair for agenda items :49 – 51)

MEMBERS

L Bowman (part)	S Lee
W Daley	M Robinson
P Ezchilchelvan	C Taylor
D Ferguson	R Wilczek
B Flux (part)	

OTHER MEMBERS

R Wearmouth Portfolio Holder for Corporate Services

OFFICERS

G Binning	Deputy Chief Fire Officer
H Bowers	Democratic Services Officer
M Carle	Highways Service Area Manager
T Crowe	Lawyer
S Daniell	Community Safety Team Leader
T Gribbin	Neighbourhood Services Area Manager
P Hedley	Chief Fire Officer
J Murphy	Development Manager – South East
R Whittaker	Planning Officer

ALSO PRESENT

2 x Representatives from Northumbria Police
K McGuinness, Police & Crime Commissioner

4 members of the press and public.

43. CHAIRMAN'S ANNOUNCEMENTS

The Chair requested members to stand for a minute's silence in memory of Councillor Paul Scott who had died suddenly. Condolences were conveyed to his family.

44. PROCEDURE AT PLANNING MEETINGS

The Chair explained the procedure for planning committees as outlined in the report.

45. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Dunbar.

46. MINUTES

RESOLVED that the minutes of the meeting of the Local Area Council held on Wednesday, 17 November 2021, as circulated, be confirmed as a true record and signed by the Chair.

A member queried the position on the Bedlington Development as a presentation had been promised. This would be followed up.

The Chair informed members that the order of the agenda had been changed slightly due to the availability of members/officers.

47. DISCLOSURE OF MEMBERS' INTERESTS

Councillor Robinson declared an interest in agenda item 13, as his wife was a Care Worker.

48. BUDGET 2022-23 AND MEDIUM-TERM FINANCIAL PLAN

Councillor Wearmouth, Portfolio Holder for Corporate Services provided a power point presentation and referred to the current Covid numbers which were decreasing. Feedback from the Government was likely to see the end of restrictions towards the end of January. (Copy of the presentation would be attached to the signed minutes).

He stated that Councillor Sanderson was immensely proud to be the Leader of the Council in a County which looked as good as Northumberland despite the effects of Covid and Storm Arwen which had hit the county and communities in different ways.

The presentation highlighted:

- The work of frontline services during the pandemic, and following Storm Arwen, was appreciated and acknowledged with no budget cuts being proposed.
- Health inequalities to be addressed across the county with a summit planned in March 2022 to make meaningful change with partner organisations.
- Unexpectedly, employment rates were largely comparable with pre-pandemic rates at 4.1% which was lower than regional and national figures and the economic performance of the county was quite strong. Targeted interventions

hoped to address areas where unemployment figures were higher, including those within the 18–24-year-olds, areas where there were job vacancies and the necessity of introducing a real living wage in adult social care to retain staff who were leaving for jobs in other sectors.

- The vision and aims of the Corporate Plan identified 48 key priorities with targeted actions to enable their delivery. Examples included strengthening relationships with town and parish councils, welcoming new businesses, free town centre car parks etc, rail stations at Ashington, Bedlington and Cramlington.
- The overall funding context for the 2022/23 budget was set out; the increase in Council Tax precept remained at 2% without holding a referendum with an additional 1% for Adult Social Care for the next three years.
- Areas were outlined where the Council intended to invest in the future of the county.
- A review of the Budget for 2022-23 and the Medium-Term Financial Plan required savings of £9.704 million to balance the budget. A provisional savings requirement of £28 million had also been calculated for the following two financial years. The approach to identifying spend and savings within the budget were outlined with proposed savings by Portfolio Holder, although some of these included opportunities for income generation.
- The consultation was due to close on 21 January 2022. Over 200 responses had been received to date which was helpful when assessing areas which operated well and those that didn't, as well as suggestions where more funds should be allocated, before the budget was finalised and published ahead of scrutiny and consideration by Full Council on 23 February 2022.

The following issues were discussed:-

- Loss of jobs and the contribution of 8% towards council tax. 92% of support was provided, which was the second most generous across the region. The unemployment figures would be circulated. Additional jobs would be created by British Volt, JDR cables, development of the Coty site, Techflow in Cramlington and planning applications on the southside of the A1.
- Providing jobs and ensuring people were ready to work, physically and mentally by a Ready to Work pilot in Northumberland.
- The real living wage in the care sector
- Flexibility to help small to medium enterprises (SMEs) and pop-up shops to get business underway
- Local energy: heating homes from surplus heat should be written into the budget
- Generation of income

(Councillor Flux joined the meeting at 4.45pm)

- Investment in the infrastructure in Cramlington for the elderly – the Places Programme needed to consider mobility and accessibility for vulnerable residents.
- Young people should be made aware of employment and vacant posts and University Technical Colleges. The Education Team looked at what jobs were coming into the county and putting programmes in place. More information would be presented to FACS in the future.
- Data would be extracted for those areas with job expansion.

- It was expected that a White Paper would be presented the first week in February on the Levelling Up Fund.
- The Government settlement had been more generous than had been anticipated
- Income from Local Services came in from a mixed amount of money, £1.4 m from waste, planning application fees and pre-planning advisory service,
- A summary would be provided on Community Services and a breakdown explained in the budget.
- A response would be provided on the 5G query.
- All care workers would receive a wage increase. A recent report had been agreed by Cabinet, in addition to a Workforce Retention and Recruitment Fund for bonus payments for home care workers.
- Further details on library and youth services would be presented to Scrutiny in the near future.
- Education regarding costs in waste recycling would be taken to a future informal cabinet.
- The details of external contractors and in-house services would be taken up with Councillor Riddle.
- British Volt had recently advertised jobs.
- A lot of work had been carried out with employers for 16-24 years olds regarding education and learning.
- The Council carried out external services which required experience and specialism for other authorities which generated income.
- The Local Plan which was due to be implemented had initially been criticised by the Inspector because of too much employment land, but more space would be required in Cramlington and other areas

Councillor Wearmouth was thanked for his presentation.

RESOLVED that the information be noted.

A short recess took place at 17:03 to allow officers to set up the planning presentation.

The meeting recommenced at 17:05 with Councillor Wilczek in the Chair.

DEVELOPMENT CONTROL

49. DETERMINATIONS OF PLANNING APPLICATIONS

The committee was requested to decide the planning applications attached to the report using the powers delegated to it. Members were reminded of the principles which should govern their consideration of the applications, the procedure for handling representations, the requirement of conditions and the need for justifiable reasons for the granting of permission or refusal of planning applications.

RESOLVED that the information be noted.

50. 21/02154/FUL

Loft conversion to increase ridge height plus dormers, single storey- front and rear extensions

Woodland View, 4 Shields Road, Hartford Bridge, NE22 6AL

Richard Whittaker, Planning Officer described the application by presentation and plans on screen.

Following the presentation, Judith Murphy, Development Manager referred to the windows at the western elevation and explained if members were minded to approve the application, they would consider the following additional condition:

Final details of the design and size of the Velux windows on the western elevation shall be submitted to and approved in writing by the Local Planning Authority prior to installation. Thereafter, the Velux windows shall be installed and retained in perpetuity as approved.

Reason: in the interests of neighbour privacy.

Kim Bambrough was in attendance and spoke in objection of the application:

- She thanked the committee for allowing her to attend the meeting and explained that she was speaking on behalf of immediate neighbours, herself who resided at 4b, 4a and 6 Shields Road.
- The overall problem was loss of privacy to all neighbours from the proposed build.
- While it was accepted that the two Juliette balconies and dormers on the south side were problematic with a total loss of privacy to 4b, the installation of roof lights would still cause loss of privacy.
- Privacy would be compromised in their garden and the bar area rooflights would overlook on to their bedroom, shower rooms and main living area.
- The proposed front door would also look directly in the living area.
- Presently there were large conifers obscuring their view, but these could be cut back in the future.
- As the problem with the Juliette balconies and dormer window had been recognised, why had the same consideration not been given to 4a and 6 ? 4a would be completely overlooked on the east side from the new proposed upper floor west elevation. This is supposed to be 4a's forever home where the 7 should be safe and secluded.
- Increase of footprint to no, 4a.
- No 6, would also lose total privacy in their back garden and in full view of the west facing balcony and the kitchen and social area would be in full view. The garden was a sanctuary for her neighbour who was recovering from an illness and who spent time gardening and relaxing in the garden.
- The height of the proposed extension would block all of the light to the rear garden of number 6 in the winter months.
- When a previous development was approved at the bottom of garden of number 6, it was stated that no privacy would be lost as no windows were allowed, why was this different now?
- It was stated that the roof ridge lines of 4, 4a, 4b and 6 were of different heights, but 4, 4a and 6 were roughly the same height and 4 and 4b were exactly the

same rough height. It had been a stipulation in 2010 when 4b was built its height was not to exceed the roof height of no. 4.

- It was accepted that all the properties were of individual design, but the overall aesthetics of this building did not blend in with existing homes. The properties on Shields Road were either bungalows or Dutch bungalows, not a complete two storey house, this was a total over development and if sold, could become a 7 bedroom property.
- She thanked the committee for listening to her objections.

Councillor Robinson spoke as Ward Member:-

- He would not normally get involved in domestic planning issues and believed that people could do whatever they wanted to reasonably do within the confines of their own home, garden etc, with the codicil that it did not impinge on others nearby. After being contacted by neighbours and visiting the property, he could not see how this was possible with the proposed conversion. There were issues with overlooking, lack of privacy, access, highway, material and build density issues.
- He understood some of the officers comments but was perplexed with other comments.
- Material consideration was more than apparent.
- The build was classed as overdevelopment and out of keeping with surrounding houses.
- Access issues with a shared drive for materials and vehicles.
- Overlooking and loss of privacy was more than apparent given the height of the proposed build and its windows.
- There were too many issues to overcome and suggested a refusal would be appropriate in this case.

Michael Whale, applicant was in attendance and spoke on the following:-

- The primary reason for the build was to have more space and bedrooms for their 5 year old grand-daughter and also their adult daughter who had health conditions.
- He had employed an experienced architect and highly qualified structural engineer to look through the design to align with planning policies and regulations with a design that was consistent with the Hartford Bridge residents.
- In the pre-design and design they had been respectful of the neighbours and had modified the design as they moved forward.
- On a point of privacy, one of the drivers of the application was to help create more privacy for themselves. The occupier of no. 6 steps out onto his land onto driveway looking straight into his bedroom and kitchen. He had informed the occupier of no. 6 earlier that day for doing the same thing.
- 4b could see into his bedroom from their upper and lower floor windows.
- If the proposed build was allowed, the windows would have the same roof height and same level of privacy as the neighbours.
- He had taken feedback from neighbours when considering the design. The residents at no. 6 had even suggested they should have bigger dormers, and he had informed the resident of no. 4 to inform them of his intention.
- There had been a lot of comments made that he had been unable to reply to, misinformation, exaggeration and misinterpretation of the plans.

- They had respectfully followed the process and had not been disingenuous and had submitted a plan that was consistent with Hartford Bridge residents. He thanked members for the opportunity to speak

In response to questions from Members the following information was provided:-

- The application had been put on the Chairs referral list and it had been decided that the application should be brought before the Committee for decision. There had been a number of objections from the same person raising different objections but not objections from 17 people.
- There should be 21 metres between the windows of habitable rooms, but there were no habitable rooms directly facing each other.
- The application sat to the east of 4, there was a kitchen window but the facing elevation of the application site was the one where the condition had been added to increase the privacy distance.
- Velux windows came under Permitted Development.
- The Juliet balcony sat just proud of the window and served as a protection barrier.
- The comments from the Town Council did relate to some material planning considerations, eg, overlooking, design, impact on the highway, loss of light that could form a refusal to the application.
- The increase in the roof height would be roughly 1 metre on the western side, 1.7 on the front and to the southern side an increase from 5.9 to 6.4. The overall height would be 6.4 metres.
- The Town Council's response was that the proposed development was out of character with other buildings in the immediate vicinity and had requested a site visit as the application should be determined by the Planning Committee and not via Officer approval.

Councillor Daley proposed the recommendation for approval, along with the additional condition. This was seconded by Councillor Flux.

Councillor Daley stated that he was satisfied with the officer report and that the application should be determined by the Planning Committee. Councillor Taylor had concerns over the impact of privacy, overlooking to neighbours, loss of light, and the impact on the surrounding highway network. Councillor Flux sympathised but stated that all the buildings were different and could not say that the development was out of character and on that basis he had seconded the recommendation for approval.

Upon being put to the vote the results were as follows:-

FOR: 8; AGAINST: 1.

It was therefore:-

RESOLVED that the application be **GRANTED** planning permission subject to the conditions and reasons set out in the report with the additional condition:-

Final details of the design and size of the Velux windows on the western elevation shall be submitted to and approved in writing by the Local Planning Authority prior

to installation. Thereafter, the Velux windows shall be installed and retained in perpetuity as approved.

Reason: in the interests of neighbour privacy.

51. APPEALS UPDATE

The report provided information on the progress of planning appeals.

RESOLVED that the information be noted.

A short recess took place at 17:55 to allow planning officers to vacate the meeting.

The meeting recommenced at 18:00.

Councillor Swinburn in the Chair.

52. POLICE AND CRIME COMMISSIONER

The Police and Crime Commissioner, Kim McGuinness was in attendance and gave an overview of policing and community safety matters in the Cramlington, Bedlington and Seaton Valley area.

The four main key issues were:-

- Anti-Social Behaviour. In the past different parties had not talked to each other making it difficult to work get an outcome. Two meetings had been held with Council Leaders, the Fire Services and the Police with Housing being invited to the next meeting to see if a better outcome can be achieved.. This would be underpinned by an Operations Group to deliver priorities.
- Safer Transport Northumbria App – funding had been received from the Safer Street Funding to improve safety especially for women. Communities were asked where people felt less safe. The App worked anywhere in the region on anywhere on public transport with a particular push for public transport.
- Police and Crime Plan - communities had been consulted to determine what the priorities were. Further consultation would be carried out with residents to include priorities.
- Operation Payback – proceeds of crime money is given back to the community to spend for small residents' association to run projects and initiatives. Members were asked to promote this. There was also a Youth Fund attached to that.

In response to questions, the following comments were made:-

- 101 reporting was incredibly difficult and under resourced but work was being carried out in the background regarding crisis call handling for all emergency services. 58 call handlers had been recruited, emergency call handling was a specialised job and took long time to train. The system was now being monitored weekly.
- The On-line form reporting was complicated and needed to be simplified.

- Traffic and road policing needed to be a priority and the Community Speed Watch was running again. This was an area that fell between the gaps between police and council. This had been a problem for a long time, and it was hoped that the Cramlington and Seaton Valley councils would support the process and more volunteers would increase the coverage.
- The Police could enforce drivers ignoring Except for Access signs but would need to be informed about it. If there was a particular problem, the police should be informed.
- If speeding issues were not being enforced, officers need to be informed in order to action.
- The Safer Northumbria Transport App was just for transport at present which was a discreet and safer way for people to report any issues.
- The contact details for Operation Payback were on the Police website, Facebook and Twitter.
- Community Speed Watch – Inspector Phil Patterson would organise training for Bedlington.
- Lack of communication to emails/letters.
- The request for a fixed camera along the dual carriageway of A1171 would be Council’s responsibility but the request would be followed up and a response provided.
- The Youth service was vital, but no funding was forthcoming at present. It was important that every child should have access to a quality service to be given the best chance in life, and less likely to get involved in crime. The PCC was happy to come to the area, but a multi-agency approach was also needed. The Chair extended an offer for Seaton Valley Community Council to contact Cramlington Town Council’s Youth Community Team.
- The campaign with motor bikes and quad bikes was still ongoing. The police relied heavily on community intelligence and there was a record of who kept what vehicle.
- The capture of data on the Safer Travel App.
- One of the main agenda items on the ASB Collaboration was seasonality which was a big part of hotspot mapping. A meeting was being organised between interested parties to start some forward planning.
- Some land had been identified for motorbike tracks but had fallen through and new appropriate places were being investigated.

As the meeting was nearing the three hours allowed as in the Constitution, the Chair requested that Standing Orders be suspended to allow the meeting to continue, which moved by Councillor Daley and second by Councillor Flux and supported by members.

Councillor Bowman left the meeting at 6.53 pm.

- Community system messaging would be rolled out in the north east. Three locations were being trialled, with good feedback. Some media would be put out regarding electric scooters.
- Thanks were conveyed for the way the Police had dealt with a tragic case in Cramlington last year
- A summit in the community was requested to bring the NHS, Fire Service, Police and Ambulance Service together to engage young people. The Police were already convening regional wide and there was a vacancy on the Board for a Councillor

from Northumberland which had not been filled. This was brought to the attention of the Business Chair.

The PCC and colleagues were thanked for attending the meeting.

A short recess took place to allow officers to vacate the meeting.

53. PUBLIC QUESTION TIME

No questions had been received.

54. PETITIONS

No new petitions had been submitted and there were no updates on previously considered petitions.

55. YOUTH SERVICES PROVISION

This item had been deferred to the meeting in March.

56. LOCAL SERVICES ISSUES

Members received the following updates from Mick Carle, Highways Delivery Services Area Manager:

All Highways Inspectors and maintenance crews continued to work inspecting and fixing carriageway defects, making repairs, and making safe category one defects across the Southeast area.

The gully emptier was fully deployed dealing with reported issues and cyclic maintenance. Additional gully emptier resource had been deployed off issues caused by Storm Arwen. All work was being recorded and planned using Carbon Tech software.

Larger Tarmac Patching has been carried out in the Cramlington Cycleway Improvements.

The area teams were continuously looking and programming future planned works for both patching and drainage improvements.

LTP Carriageway Resurfacing schemes had been carried out in Arcot Avenue, Cramlington and Milbank Crescent, Bedlington
Footway and Carriageway LTP Resurfacing had been identified and programmed for Stead Lane, Bedlington.

A Pedestrian Dropped Kerb scheme started on Cramlington Cycleways in January.

A Traffic Safety Scheme at The Avenue, Seaton Delaval (Pegasus Crossing) had been carried out.

Winter Services continued. There had been an average winter so far in both snow and precautionary gritting.

A small restock of salt was being carried out across the county which would ensure sufficient resilience levels for the remainder of the winter period. This included a 5000 tonne strategic store located in Powburn.

Members made a number of comments including:-

A list of where work had been carried out on trees following Storm Arwen.

The impact on the day to day job and capacity.

A dropped kerb was requested opposite Westlea cemetery

Additional funding for trees in Cramlington east.

Funds for the slow down signs at Atlee Bank

Changing the sign to the entrance of Cramlington Village

Tony Gribbin, Neighbourhood Services Area Manager gave the following updates:

It had been an extremely challenging year and the hard work of teams continued to be recognised.

Immediate work had started with clearing of roads and cemeteries from the impact of Storm Arwen, which would take a long time to recover.

Waste collection had worked very well over the Christmas period with 95% presentation of bins and very few reports of missed bins or complaints.

Winter maintenance works would get completed.

There was one road sweeper deployed in the area and recruitment would be starting soon for seasonal staff.

It was business as usual for street cleansing.

The Bereavement team was coping well with increased demand and the capacity had not been as overwhelming as was first thought.

The following comments were made:

- Overflowing bins at Chirside, Cramlington
- Thanks were conveyed to Mr Gribbin and his team.
- Clearance of the cycle path at Beresford Road and the Social Club.
- Coverage in Cramlington over weekends for clearing broken glass

RESOLVED that the information be noted and issues set out in the bullet points above be followed up.

57. NORTHUMBERLAND FIRE AND RESCUE SERVICE: COMMUNITY RISK MANAGEMENT PLAN CONSULTATION

Paul Hedley, Chief Fire Officer provided a power point presentation on the Northumberland Fire and Rescue Service (NFRS) on the draft Community Risk Management Plan (CRMP) which was currently out for public consultation. A copy of the presentation would be attached to the signed minutes and made available with the papers for this meeting on the Council's website. It was explained that it

was a statutory requirement for each Fire and Rescue Authority to have a CRMP which detailed how each authority discharged its functions, with the most important aspects highlighted as “identify and assess the full range of foreseeable fire and rescue related risks in their area” and “be accountable to communities for the service they provide”.

A wide-ranging public consultation exercise was now underway on the draft of the CRMP. Members were advised that each plan must reflect up to date risk analyses; demonstrate how prevention, protection and response activities would best be used holistically to best prevent and mitigate the impact of identified risks on its communities. Separate strategies were in place for emergency response, protection and prevention which sat beneath the CRMP which all identified how strands of delivery complement and help risk reduction. The CRMP must also cover a three-year time span, reflect effective consultation throughout its development and be easily accessible and publicly available and easy to read.

Reassurance was provided that this was not a plan set in stone and would be flexible in order to respond to new and emerging risks but also unforeseen circumstances and impact and therefore an annual update would be provided where achievements and performance was looked at along with what was needed for the forthcoming year and assess if any changes to risk or service delivery models were required. If anything in this update required further public consultation this would be undertaken. Specialist companies were also involved in the production of the CRMP including providing simulation models to predict what the impact of potential changes on community risk and resilience would look like which would provide greater confidence that these were defined and communicated across the area and how resources were matched to these.

The purpose of the CRMP was to provide assurance that the right resources were in the right places to respond effectively to the risks within Northumberland. It was important that communities understood the process undertaken to analyse risk. It was explained that risk was a combination of the likelihood and consequence of a hazardous event and the NFRS had a duty to work with communities and partners to minimise or prevent the likelihood of these happening. In the last ten years there had been a 21% reduction in incidents attended, with 10 incident types identified as responsible for 90% of the events. It was explained that there was a correlation between outdoor fires and crime deprivation and good work was underway with Northumbria Police to work collaboratively with partners to reduce risks.

Data was provided on incidents of dwelling fires and information was provided on what was currently done to reduce this risk and what was planned to further reduce incidents of this nature. The plan also identified emerging and future risks that were infrequent but had the potential for high impact, eg, climate change, weather, the pandemic, ageing population and increased vulnerability, British Volt and the new Northumberland Line.

The Aims and Priorities 2022/23 were captured within the plan with a review of current service delivery models and the outcome of recommendations and areas of the second inspectorate assessment against key areas.

Any further reviews would go through a full public consultation.

The following comments were made in response to member' questions:-

- Due to the demographics of the urbanised and rural areas of the county, there was no typical response time for house fires, however, the aspiration was to get there within 10 minutes. There was the same response time for the whole of Northumberland. The set time for life risk incidents was 80% and contained within the plan but would be subject to further review and brought back for consultation.
- There were links in the plan to the Strategic Plan which contained Prevention information.
- Communications tried to make information conversational and not too serious. Compliments would be conveyed to the Comms Officer.
- To have the correct infrastructure to deliver, a specific people strategy had already seen some traction within personnel within the service. Everyone was included and involved with a voice to influence the future direction of the service.

Graeme Binning, Deputy Chief Fire Officer and Chair of the Staff Engagement Forum, informed members of work that had been delivered. His role was to work on collaboration and improvement and culture which was key not just externally but also internally with a one team approach.

The Northumberland Line was referenced in the plan as an emerging risk and the East Coast main line was not mentioned as a risk as there had been no major incidents in the last 5 years.

The level crossings did not feature as much as a risk, as there had not been any historic incidents. Once the planning stages had been completed, members would be appraised. Any new business along the line, would have a statutory duty to comply with fire law.

Specialist training for officers on the risks of lithium-ion batteries had already started with training being provided by an expert from Newcastle University. Fire safety teams had been working very closely with British Volt as the site was being developed. There were also section 13 and 16 agreements with neighbouring fire services in the case of a large incident.

Pegswood and West Hartford sites were part of a regional PFI and were 14 years into a 25-year PFI. In terms of incidents, there were around 3500 call outs per year which equated to 8 incidents a day.

Members were informed that the consultation was open until 16 January and featured on all of the County Council and Fire Services platforms.

The Chair thanked the Officers for their attendance and presentation, advising that their work was much appreciated.

RESOLVED that the information be noted.

58. LOCAL AREA COUNCIL WORK PROGRAMME

A list of agreed items for future Local Area Council meetings was circulated. (A copy is enclosed with the minutes.)

Members were invited to email any requests to the Chair and / or Democratic Services Officer between meetings.

RESOLVED that the work programme be noted.

59. DATE OF NEXT MEETING

The next meeting would be held on Tuesday February 2022.

CHAIR.....

DATE.....

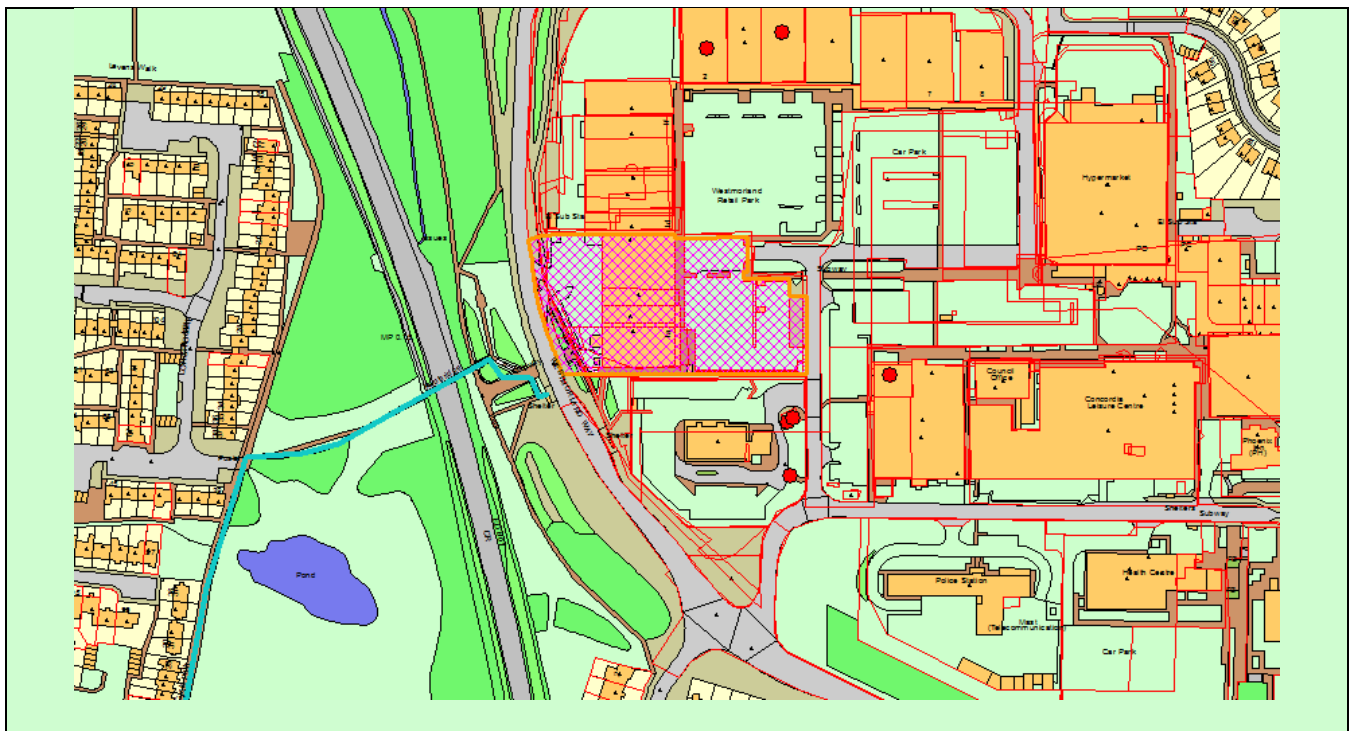


Northumberland
County Council

Cramlington, Bedlington and Seaton Valley Local Area Committee
22nd February 2022

Application No:	21/03574/VARYCO		
Proposal:	Variation of Condition 16 (Delivery times) on approved planning application 12/02835/VARYCO in order to alter the time of deliveries to the M&S store ,		
Site Address	Marks And Spencer Simply Food, 1A Westmorland Retail Park, Cramlington, Northumberland		
Applicant:	Graham 1A Westmorland Retail Park, Cramlington, NE23 6UY,	Agent:	Mrs Geraldine Graham Waterside House, 35 North Wharf Road, Property (Mailbox 10 West), Paddington Basin London W2 1NW
Ward	Cramlington Village	Parish	Cramlington
Valid Date:	9 September 2021	Expiry Date:	9 December 2021
Case Officer Details:	Name: Mr Will Laing Job Title: Planning Officer Tel No: Email: will.laing@northumberland.gov.uk		

Recommendation: That this application be GRANTED permission



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1. Introduction

1.1 This application is to be determined by Local Area Committee.

2. Description of the Proposal

2.1 This application refers to an existing A1 retail unit situated within the Westmoorland Retail Park, Cramlington. This application seeks a variation of condition 16 (Delivery times) on approved planning application 12/02835/VARYCO in order to alter the time of deliveries to the M&S store.

2.2 The current application allows for delivery 05.00am till 9.00pm Mon to Sat and 7.00am till 7.00pm Sundays and Bank holidays, extending the hours from (6.30am till 9.00pm Monday to Saturday and 08.30am till 7.00pm Sundays and Bank Holidays).

3. Planning History

Reference Number: 12/01131/VARYCO

Description: Variation of condition numbers 6, 16 and 18 for application 10/S/00526/VARYCO - predicted energy use, hours of construction work/deliveries and in accordance with approved plans (as amended by e-mail dated 12 July 2012).

Status: Approved

Reference Number: 12/02488/DISCON

Description: Discharge of conditions 2 (Materials), 5 (wheel wash facility), 9 (temporary car park) and 13 (investigation and assessment of contamination) for application 12/01131/VARYCO

Status: Approved

Reference Number: 12/02543/DISCON

Description: Discharge of conditions 6 and 7 relating to planning permission 12/01131/VARYCO (Variation of condition numbers 6, 16 and 18 for application 10/S/00526/VARYCO - predicted energy use, hours of construction work/deliveries and in accordance with approved plans (as amended by e-mail dated 12 July 2012))

Status: Approved

Reference Number: 12/02835/VARYCO

Description: TO PROVIDE ADDITIONAL FLEXIBILITY OVER THE TIMING OF DELIVERIES TO UNIT 1 OF THE NEW DEVELOPMENT (TO BE OCCUPIED AS A MARKS & SPENCER SIMPLY FOOD STORE) AND ALLOW THEM TO OPEN AS PLANNED FROM 08.00 HOURS - DELIVERIES/COLLECTIONS AND WASTE REMOVAL ACTIVITIES TO THE REAR SERVICE AREA SHALL BE RESTRICTED TO WITHIN THE HOURS OF 6.30 AM TILL 9.00 PM MONDAY TO SATURDAY AND 08.30 AM TILL 7.00 PM SUNDAYS AND BANK HOLIDAYS (Variation of condition number 16 for application 10/S/00526/VARYCO)

Status: Approved

Reference Number: 13/02052/NONMAT

Description: Non-material Amendment to application 12/01131/VARYCO

Status: Approved

Reference Number: 13/02683/DISCON

Description: Discharge of condition 19 relating to planning application 12/01131/VARYCO

Status: Approved

Reference Number: 14/03610/NONMAT

Description: Non-material amendment relating to planning permission

12/01131/VARYCO (Variation of condition numbers 6, 16 and 18 for application 10/S/00526/VARYCO - predicted energy use, hours of construction work/deliveries and in accordance with approved plans - as amended by e-mail dated 12 July 2012)

Status: Approved

Reference Number: B/86/C/163

Description: Further development of Cramlington Town Centre within the designated site to include a range of commercial, leisure and service uses appropriate to a town centre locations together with 15.000 sq metres (gross) of primarily non food retail space with assoc car parking and landscape works.

Status: Approved

Reference Number: B/07/00427/FUL

Description: Erection of three retail units (within use class A1) associated alterations to car park, service yard and construction of new service access and footpath (Amended Plans 9/10/7)

Status: Approved

Reference Number: 10/S/00526/VARYCO

Description: To extend planning permission 07/00427/FUL - For erection of three retail units associated alterations to car park service yard and construction of new service access and footpath

Status: Approved

Reference Number: 11/03217/FUL

Description: Demolition of retail unit and former garden centre, and erection of four retail units including service yards, reconfiguration of car park, landscaping, new service vehicle access and highway improvements.

Status: Approved

Reference Number: 12/02627/DISCON

Description: Discharge of conditions numbered 3, 4 and 10 relating to planning permission 12/01131/VARYCO (Variation of condition numbers 6, 16 and 18 for application 10/S/00526/VARYCO - predicted energy use, hours of construction work/deliveries and in accordance with approved plans (as amended by e-mail dated 12 July 2012))

Status: Approved

Reference Number: 13/02052/NONMAT

Description: Non-material Amendment to application 12/01131/VARYCO

Status: Approved

Reference Number: 13/02480/DISCON

Description: Discharge of condition 19 relating to planning permission

12/01131/VARYCO (Variation of condition numbers 6, 16 and 18 for application

10/S/00526/VARYCO - predicted energy use, hours of construction work/deliveries and in accordance with approved plans (as amended by e-mail dated 12 July 2012))

Status: Approved

Reference Number: 13/02683/DISCON

Description: Discharge of condition 19 relating to planning application 12/01131/VARYCO

Status: Approved

Reference Number: 13/00049/LIC

Description: New premises licence

Status: No Objection

Reference Number: 14/02859/NONMAT

Description: Non material amendment for application 12/01131/FUL (Variation of condition numbers 6, 16 and 18 for application 10/S/00526/VARYCO - predicted energy use, hours of construction work/deliveries and in accordance with approved plans) to relocation of entrance doors to the front elevation, repositioning of masonry to the front elevation and reconfiguration of the mezzanine floorspace.

Status: Approved

Reference Number: B/90/C/260

Description: Retail warehousing _ leisure development

Status: Not determined

Reference Number: 15/02939/ADE

Description: Advertisement consent for the removal and replacement of existing signs with new brand flex face signs, window vinyl and a remote totem sign

Status: Approved

Reference Number: B/90/C/261

Description: Retail Warehousing and leisure Development at Westmorland Way/Station Road Cramlington

Status: Approved

Reference Number: 15/03432/FUL

Description: Installation of 1 temporary refrigerated (20ft) container (between 1st November and 31st January annually)

Status: Approved

Reference Number: B/90/C/261/A

Description: Retail Warehousing and leisure Development at Westmorland Way/Station Road Cramlington

Status: Approved

Reference Number: B/86/C/163

Description: Further development of Cramlington Town Centre within the designated site to include a range of commercial, leisure and service uses appropriate to a town centre locations together with 15.000 sq metres (gross) of primarily non food retail space with assoc car parking and landscape works.

Status: Approved

Reference Number: B/93/C/0479/P

Description: Illuminated fascia signs

Status: Approved

Reference Number: B/98/C/0120/P

Description: Erection of PVC conservatory

Status: Approved

Reference Number: 20/00062/ADE

Description: Advertisement Consent for 1 no. new halo illuminated fascia sign

Status: Approved

4. Consultee Responses

Cramlington Town Council	No response received.
Highways	No objections.
Public Protection	No comment.
Waste Management - South East	No response received.

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	39
Number of Objections	1
Number of Support	0
Number of General Comments	1

Notices

General site notice,

News Post Leader 1st October 2021

Summary of Responses:

Neighbours

One neutral letter of representation has been submitted stating the following:

- No issues with deliveries from 0630hrs onwards.
- Bin truck collections prior to 0630hrs, which has happened, is unacceptable.

Cllr Swinburn

The submitted document refer to P.185 of the NPPF (2021) which to ensure that all new development in appropriate for its location. The proposal is an existing development, not a new development.

Residents have been flexible with businesses during the relaxed regulations due to Covid, however this should not become the normal practice. Nearby residents, and residents along the (transport) feeding route to the town centre should not have to be disturbed at 0500hrs each morning. Nothing earlier than 0600hrs should be allowed.

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=QZ46ROQSJ3B00>

6. Planning Policy

6.1 Development Plan Policy

Cramlington Neighbourhood Plan (March 2020)

CNP1: The Sustainable Development of Cramlington;
CNP10: Growth in Employment and the Economy;
CNP12: Ensuring a Vital and Vibrant Town Centre;

Blyth Valley District Local Development Framework: Development Control Policies Development Plan Document (DPD)(2007):

DC1 - General Development; and
DC22 - Noise Pollution.

6.2 National Planning Policy

National Planning Policy Framework (2021) (NPPF); and
National Planning Practice Guidance (2021, as amended) (NPPG).

6.3 Emerging Planning Policy

Northumberland Local Plan Publication Draft Plan (NLPPD)(Regulation 19)(Jan 2019) and proposed minor modifications (May 2019):

STP 1 - Spatial strategy (Strategic Policy);
STP 2 - Presumption in favour of sustainable development;
STP 3 - Sustainable development;
QOP 2 - Good design and amenity; and
TRA 2 - The effects of development on the transport network.

7. Appraisal

7.1 The main issues for consideration in the determination of this application are as follows:

- Principle of development;
- Residential amenity; and
- Transport and Highway.

7.2 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning applications should be determined in accordance with the

development plan, unless material considerations indicate otherwise. In this case the development comprises policies in the Blyth Valley Core Strategy (July 2007), Blyth Valley District Local Development Framework: Development Control Policies Development Plan Document (DPD)(2007) and the Cramlington Neighbourhood Plan (March 2020) as identified above. The National Planning Policy Framework (NPPF) (2021) and Planning Practice Guidance (PPG) are material considerations in determining this application.

7.3 Paragraph 48 of the NPPF states that weight can be given to policies contained in emerging plans dependent upon three criteria: the stage of preparation of the plan; the extent to which there are unresolved objections to policies within the plan; and the degree of consistency with the NPPF. The Northumberland Local Plan - Publication Draft Plan (Regulation 19) (NLP) was submitted to the Secretary of State for Ministry of Housing, Communities and Local Government on 29 May 2019, and is currently going through the examination process.

7.4 On 9 June 2021, the Council published for consultation, a Schedule of proposed Main Modifications to the draft Local Plan which the independent Inspectors examining the plan consider are necessary to make the plan 'sound'. As such the plan is at an advanced stage of preparation, and the policies in the NLP - Publication Draft Plan (Regulation 19) (Jan 2019) as amended by proposed Main Modifications (June 2021), are considered to be consistent with the NPPF. The NLP is a material consideration in determining this application, with the amount of weight that can be given to specific policies (and parts thereof) is dependent upon whether Main Modifications are proposed, and the extent and significance of unresolved objections.

Principle of Development

7.5 This variation of condition applies to an existing retail unit within the Westmoorland Retail Park which is sited within the Cramlington Town Centre Boundary as identified by the Cramlington Neighbourhood Plan. As the application refers to an existing use and does not seek to alter the material planning use of the development, the principle of the development is considered to be acceptable.

7.6 Having regard to the above, the proposal is deemed to comply with policies CNP 1, CNP10 and CNP12 of the Cramlington Neighbourhood Plan, DC1 of the Blyth Valley District Local Development Framework: Development Control Policies Development Plan Document (DPD)(2007) and policies STP 1, STP 2 and STP 3 of the Emerging Northumberland Local Plan.

Residential Amenity

7.7 The proposed variation of conditions seeks to extend the time period in which the delivery and collections of goods and the removal of waste from the store to allow collections, deliveries and waste removal from 0500hrs Monday to Saturday and from 0700hrs on a Sunday and Bank Holidays. 0500 is considered to be a night-time period.

7.8 The applicant has submitted a noise report in support of the application, which has been reviewed by the Public Protection team, who have offered no objection to the proposal.

7.9 The submitted noise report has been carried out by a suitably qualified noise consultant, and the noise report concludes that the measured and predicted noise levels would not rise to a significant adverse impact on night-time hours (between 2300hrs and 0700hrs).

7.10 In light of the Noise Report evidence and the response of the Public Protection team, the proposal is considered to be acceptable in terms of residential amenity. As such, the proposal is deemed to comply with policies CNP 1, CNP10 and CNP12 of the Cramlington Neighbourhood Plan, DC1 and DC 22 of the Blyth Valley District Local Development Framework: Development Control Policies Development Plan Document (DPD)(2007) and policy QOP2 and of the Emerging Northumberland Local Plan.

Transport and Highway Safety

7.11 The proposed variation of condition would not create any additional floor space or intensification of the existing use, and the proposed delivery, collection and waste removal hours would not impact on peak travel times. There are no proposed alterations to the existing to the existing parking or service areas.

7.12 The Highways Network Manager has raised no objections to the proposal and as such the proposal is considered to be acceptable in terms of transport and highway safety. The proposal would therefore comply with policy CNP 1 of the Cramlington Neighbourhood Plan, DC1 of the Blyth Valley District Local Development Framework: Development Control Policies Development Plan Document (DPD)(2007) and policy TRA 4 of the Emerging Northumberland Local Plan.

Equality Duty

7.13 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

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

Human Rights Act Implications

7.15 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.

7.16 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.

7.17 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 main planning considerations in determining this application have been set out and considered above stating accordance with the relevant Development Plan Policy. The application has also been considered against the relevant sections within the NPPF and there is not considered to be any conflict between the local policies and the NPPF on the matters of relevance in this case.

8.2 The proposal has addressed the main considerations and would accord with relevant policy and is considered acceptable. The proposal is therefore recommended for approval.

9. Recommendation

That this application be GRANTED permission subject to the following:

Conditions/Reason

01. The hereby approved development shall be retained in accordance with the Proposed Material Palette and drawing no. OX4852 T 311 REV A as approved in discharge of condition application 12/02488/DISCON.

Reason: To ensure the development is retained in accordance with the previously approved details.

02. All drainage to be retained as rigidly separate.

Reason: In order to provide adequate drainage.

03. Deliveries/collections and waste removal activities to the rear service area shall be restricted to within the hours of 05.00 a.m. till 9.00 p.m. Monday to Saturday and 7.00 a.m. till 7.00 p.m. Sundays and Bank Holidays.

Reason: In the interests of the amenity of nearby residential properties.

04. Except where modified by the conditions attached to approval 12/02835/VARYCO, the development shall be retained in accordance with the details shown on plan numbers 073006-D-03N, 073006-D-05T, 073006-D-06M, and 073006-D-08G.

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

05. The hereby approved development shall be retained in accordance with plan no. 126 dated 22.05.13 as approved in discharge of condition application 13/02683/DISCON.

Reason: To ensure the approved trolley bays are retained as approved in the interest of visual amenity.

06. The hereby approved variation of the delivery, collection and waste removal hours shall be carried out in strict accordance with the recommendations and mitigation measures of Report 2120620: An Environmental Noise Assessment of a Proposal to Extend Store Delivery Hours by Sharps Redmore Acoustic Consultants (dated 26.08.2021)

Date of Report:

Background Papers: Planning application file(s) 21/03574/VARYCO

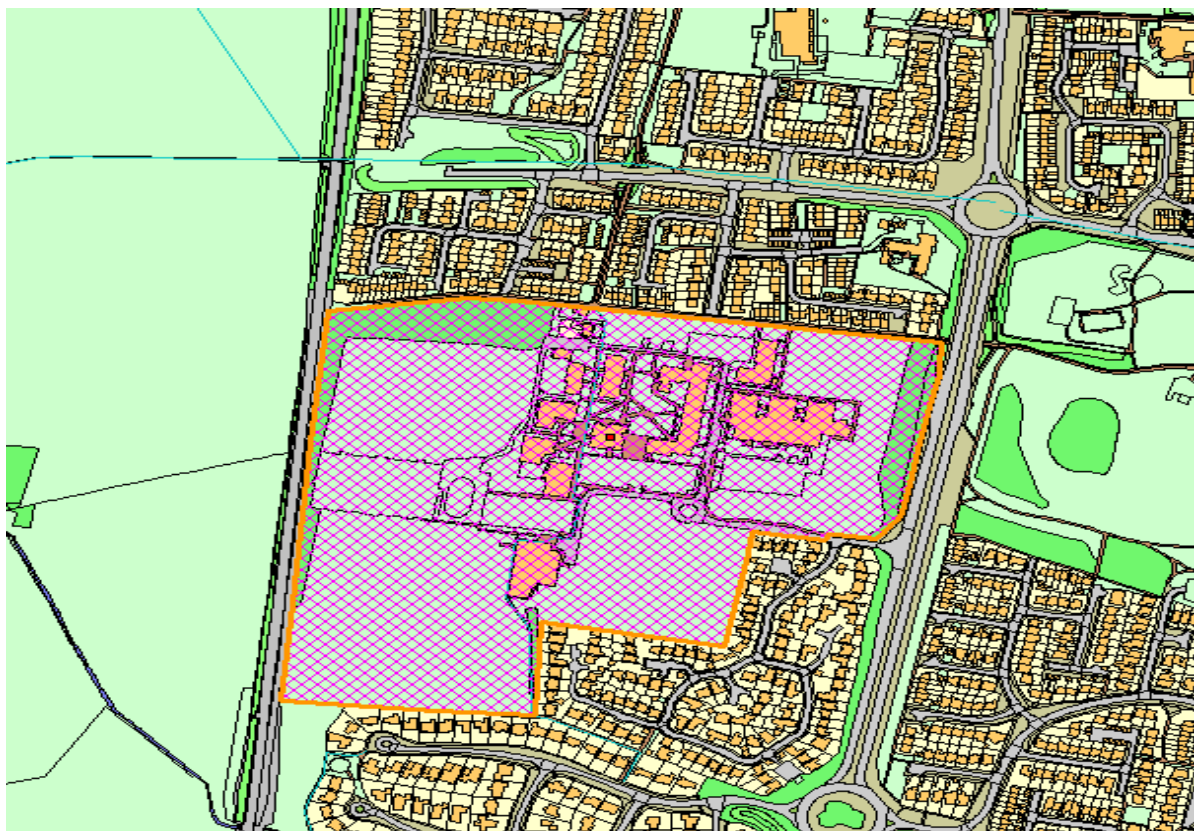


Northumberland County Council

Cramlington, Bedlington and Seaton Valley Local Area Committee 22nd February 2022

Application No:	21/03734/CLEXIS		
Proposal:	Certificate of existing lawful development for sections of new/replacement 1.8m high perimeter fencing		
Site Address	Cramlington Learning Village , Cramlington, NE23 6BN		
Applicant/ Agent	Mr Craig Davidge Cramlington, NE23 6BN		
Ward	Cramlington Village	Parish	Cramlington
Valid Date	8 October 2021	Expiry Date	3 December 2021
Case Officer Details	Name: Mr Adam Ali Job Title: Planning Officer Tel No: 01670 623948 Email: adam.ali@northumberland.gov.uk		

Recommendation: That a certificate of Lawfulness be ISSUED.



1. Introduction

1.1 It has been confirmed that this application is to be referred to members for a decision at the Local Area Council Committee meeting.

2. Description of the Proposals

2.1 The certificate of lawfulness (existing) application is for new/replacement perimeter fencing at the school premises. The fencing is 1.8m in height.

2.2 The purpose of such a Certificate of Lawfulness (for existing development) (CLEXIS) application is for an applicant to receive a legal document which confirms an existing form of development is lawful and therefore does not require full planning permission.

2.3 The grounds for the submission of the application are based on permitted development rights. The Town and Country Planning (General Permitted Development) (England) Order (*GPDO for short) (2015) (as amended) considers fences to be permitted development subject to certain criteria and conditions.

2.4 As stated in National Planning Policy Guidance, “The grant of a certificate applies only to the lawfulness of development in accordance with planning legislation. It does not remove the need to comply with any other legal requirements such as the Building Regulations 2010, or the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) or other licensing or permitting schemes.”

3. Relevant Planning History

3.1 N/A

4. Planning Policy

4.1 Development Plan Policy

Not relevant for this type of application.

4.2 National Planning Policy

National Planning Policy Guidance (NPPG) (2019) (As updated)

4.3 Other Key Planning Documents/Policy

The Town and Country Planning (General Permitted Development) (England) Order (*GPDO for short) (2015) (as amended)

The Town and Country Planning Act 1990 (as amended)

5. Consultee Responses

Highways	No highway safety issues arise from the proposal
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6. Public Responses

Neighbour Notification

It is not required to consult neighbours for this type of application.

Number of Neighbours Notified	0
Number of Objections	22
Number of Support	0
Number of General Comments	0

Notices

No Site Notice Required.

No Press Notice Required.

Summary of Responses:

22 objections received, summarised below:

- Negative impact on public health and carbon reduction targets
- Restricting access would reduce opportunities for public to use green space and leisure facilities
- Restricting access to footpaths and cycle routes would make cycling and walking less convenient and safe.
- Impact on biodiversity and wildlife
- Prohibits access to a public right of way
- School fields are used at weekends for sports, will this continue?
- Design more akin to an industrial estate than a residential area
- Noise and disturbance in relation to picking up children
- Air quality impact with increase in car traffic
- Highway safety concerns
- Funds for the fence could be better spent inside the school on education
- Impact on property prices

The above is a summary of the comments. The full written text is available on our website at: <https://publicaccess.northumberland.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

Response to objections:

- Given the nature of the proposal, it is to be assessed in accordance with the provisions of the GPDO as discussed below.
- As stated in the NPPG, “Views expressed by third parties on the planning merits of the case, or on whether the applicant has any private rights to carry out the operation, use or activity in question, are irrelevant when determining the application.”

7. Appraisal

7.1 The purpose of applying for a Certificate of Lawfulness (Existing) is to enable the applicant to obtain a statutory document from the Local Planning Authority confirming that the development applied for, in this case the construction of fencing, is lawful for development control purposes, on the date. If the certificate is issued/granted the applicant would not be required to make an application for full planning permission for the development.

7.2 In determining whether the development is lawful for planning control purposes regard is had to the provisions of the Town and Country Planning (General Permitted Development) (England) Order (GPDO) 2015 (as amended). Sections 191 - 193 of the Town and Country Planning Act 1990 (as amended) are also relevant, as is the content of the National Planning Policy Guidance.

7.3 When it comes to fencing, the GPDO considers certain fencing to be permitted development and therefore not require full planning permission. Schedule 2, Part 2, Class A of the GPDO states that the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure constitutes permitted development, subject to various criteria and conditions.

7.4 In relation to Schools, the GPDO, in Schedule 2, Part 2, Class A states that fences at schools can be built up to 2m in height. This 2m allowance is on the proviso that any part of the fence which is more than 1 metre above ground level does not create an obstruction to the view of persons using the highway as to be likely to cause danger to such persons. The Council’s Highways Development Management Team was consulted on the proposal for an assessment on whether or not the proposal passes the aforementioned proviso. It has been assessed and it is considered that the element of the fence above 1m in height and up to 1.8m in height would not create an obstruction to the view of persons using the highway as to be likely to cause danger to such persons. The proposal therefore complies with the GPDO and the fence is considered to constitute permitted development and so full planning permission is not required.

7.5 The concerns raised within the objections received are fully acknowledged; however, and notwithstanding these, they do not prevent the applicant being able to continue to erect the fence in line with the above mentioned GPDO.

Other Matters

Equality Duty:

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:

The proposal has no implications in relation to crime and disorder.

Human Rights Act Implications:

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.

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.

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 considered that the fence constitutes permitted development as defined by the Town and Country Planning (General Permitted Development) (England) Order (GPDO) 2015 (as amended) for the reasons outlined above.

8.2 Members are advised that should they oppose the issue of the Certificate of Lawfulness, the applicant will be within their rights to erect/retain the fence regardless provided it does not exceed a 2m height.

9. Recommendation

That Members note that it is the intention of the Local Planning Authority to issue the Certificate of Lawfulness in respect of the fence:

Conditions/Reason

01. That a certificate of lawfulness for the existing development be granted for the following:

- i) Site: Cramlington Learning Village, Cramlington, NE23 6BN
- ii) For: Certificate of existing lawful development for sections of new/replacement 1.8m high perimeter fencing

Reason: The proposal satisfies the criteria and conditions set out in Schedule 2, Part 2, Class A of the Town and Country Planning (General Permitted Development) (England) Order (GPDO) 2015 (as amended), allowing for the development to be permitted under the GPDO.

Date of Report: 02.02.2022

Background Papers: Planning application file(s)



Northumberland County Council

Appeal Update Report

Date: February 2022

Planning Appeals

Report of the Director of Planning

Cabinet Member: Councillor CW Horncastle

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?
None		

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?
None		

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
20/03861/VARYCO	Variation of condition 2 (approved plans) pursuant to planning permission 20/00297/FUL in order to allow new wall to be moved closer to boundary wall to underpin and give support. Also French doors have 3/4 height windows on either side and single window in extension will be replaced using existing 2no. sash windows	26 May 2021 Delegated Decision - Officer Recommendation: Refuse

	<p>and mullions – Ashleigh, 26 Cade Hill Road, Stocksfield</p> <p>Main issues: extension would be out of scale and character with the existing property and would have a harmful impact on the character and appearance of the site and surrounding area; and detrimental impact upon the residential amenity of the neighbouring property.</p>	
19/04660/FUL	<p>New external plant – Asda, Main Street, Tweedmouth</p> <p>Main issues: insufficient information in relation to noise and potential impacts on residential amenity.</p>	<p>19 August 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/02536/FUL	<p>Retrospective - Installation of hard standing, electricity and water points, alterations to access and other ancillary works - land west of North Farm Cottages, Embleton</p> <p>Main issues: incursion into the open countryside and would erode the rural character of the site and its surroundings.</p>	<p>26 August 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/03231/OUT	<p>Erection of 4no. dwellinghouses (C3 use class) with all matters reserved – land north-west and south-east of The Haven, Back Crofts, Rothbury</p> <p>Main issues: fails to address highway safety matters in relation to site access and manoeuvrability.</p>	<p>10 September 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/03542/FUL	<p>Change of use of land to site shepherd's hut for tourism accommodation – land east of Kingshaw Green, Tyne Green, Hexham</p> <p>Main issues: inappropriate development in the Green Belt; inadequate flood risk assessment; and insufficient information regarding foul water treatment.</p>	<p>13 September 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
19/01008/FUL	<p>Construction of 58no. dwellings with associated landscaping, access and infrastructure works – land to north of Fairmoor Centre, Morpeth</p> <p>Main issues: unacceptable in principle as the site is allocated in the development plan for employment use and it is considered that the site should be retained for such purposes; outstanding technical matters also remain to be resolved regarding surface water drainage and highways matters; and Section 106 contributions in respect of education,</p>	<p>16 September 2021</p> <p>Appeal against non-determination</p>

	primary healthcare and affordable housing have not been secured.	
21/01085/FUL	<p>Single storey front extension – 2 The Limes, Morpeth</p> <p>Main issues: the proposals would result in an incongruous and overbearing addition with visual harm to the property and wider street scene.</p>	<p>12 October 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/04369/REM	<p>Reserved Matters application in accordance with condition 1, 2 and 5 - seeking approval of layout, scale, appearance and landscaping, including details of materials/finishes (residential development of up to 6 dwellings) pursuant to planning permission 13/00802/OUT - land north of High Fair, Wooler</p> <p>Main issues: layout, scale and massing would be out of character with surrounding area.</p>	<p>18 October 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
21/01578/OUT	<p>Outline permission with all matters reserved - demolition of existing garage, stable block and tennis court and erection of 1 dwelling with associated driveway and landscaping (Self Build) - land west of Roecliffe, Ladycutter Lane, Corbridge</p> <p>Main issues: inappropriate development in the Green Belt; and encroachment into the countryside and would not respond to the character of the area.</p>	<p>19 October 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/04343/LBC	<p>Listed building consent for metal railings to balcony – 8 Prospect Place, Alnmouth</p> <p>Main issues: less than substantial harm caused to the listed building.</p>	<p>19 October 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/01918/FUL	<p>Demolition of modern agricultural sheds and development of six new residential dwellings, including gardens, car parking, and all ancillary works – Longbank Farm, Longhoughton</p> <p>Main issues: principle of housing in an isolated location in the open countryside is unacceptable; significant urbanising effects in the open countryside eroding the local landscape and not enhancing the Northumberland Coast AONB; insufficient information to assess off-site highway works; and no Section 106 Agreement completed to</p>	<p>26 October 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>

	secure affordable housing.	
20/01600/FUL	<p>Development of 9no. affordable houses, including access road, gardens, car parking and other ancillary works - land north of B6350, Corbridge</p> <p>Main issues: inappropriate development in the Green Belt; development in an unsustainable location in the open countryside; results in encroachment into the countryside, loss of mature trees and visually intrusive and harmful impact on rural and open character of the site and setting of Corbridge; and loss of Grade 2 agricultural land.</p>	<p>27 October 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
21/03224/FUL	<p>Change of use of private dwelling into 4no. holiday lets and separate holiday home to rent and erection of 4no. holiday homes to rent with associated car parking – Bayview, Beachway, Blyth</p> <p>Main issues: inadequate off-road car parking provision and resultant off-site impacts; increased noise and light pollution to the shoreline of the Northumberland Shore SSSI and harmful to bird species in that area; inadequate provision to mitigate the impact of increased recreational disturbance to designated sites of ecological importance; insufficient information to demonstrate that the proposals are acceptable in terms of coastal erosion vulnerability and surface water drainage; and insufficient information to demonstrate the proposals are acceptable in terms of impacts on the World War II pill box and setting of Blyth Battery.</p>	<p>27 October 2021</p> <p>Appeal against non-determination</p>
20/04348/FUL	<p>Former Veterinary Clinic Converted to 4 x Residential Apartments – 37-39 Croft Road, Blyth</p> <p>Main issues: harmful impact on residential amenity; fails to address highway safety matters in relation to parking provision; and lack of completed planning obligation in respect of a contribution to the Coastal Mitigation Service.</p>	<p>27 October 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
20/03777/FUL	<p>Change of use to dwelling with single storey extension and internal/external alterations – The Water House, Redesmouth, Hexham</p> <p>Main issues: no completed Section 106 Agreement to secure planning obligation of financial contribution for sport and play</p>	<p>28 October 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>

	provision.	
20/02282/LBC	Listed building consent for replacement of all single glazed windows with double glazed units matching the current design – West House, Chillingham Castle, Chillingham Main issues: insufficient information to demonstrate that the proposed works are necessary or justified and the existing windows are beyond reasonable repair.	2 November 2021 Delegated Decision - Officer Recommendation: Refuse
21/00667/FUL	Conversion of agricultural buildings into 4no. residential units – High Baulk Farm, Great Whittington Main issues: retention and alteration of modern hay barn as part of conversion works is unacceptable in principle; and harmful design that would not be in keeping with the curtilage listed buildings.	2 November 2021 Delegated Decision - Officer Recommendation: Refuse
21/01660/FUL	Proposed erection of perimeter fencing and gates – site of former The Bungalow, High Pit Road, Cramlington Main issues: by virtue of siting, height and design the proposal constitutes an incongruous feature that fails to respect or enhance the character of the area.	3 November 2021 Delegated Decision - Officer Recommendation: Refuse
21/02878/FUL	Change of use of land for siting of shepherd's huts and associated development – land north of White House Farm, Slaley Main issues: inappropriate development in the Green Belt.	4 November 2021 Delegated Decision - Officer Recommendation: Refuse
21/03062/FUL	Proposed alterations and rear extension to dwelling house (retrospective) - 23 Shoresdean, Berwick-upon-Tweed Main issues: poor quality flat roof design with detrimental impact on the property and the character of the environment.	10 November 2021 Delegated Decision - Officer Recommendation: Refuse
21/00656/FUL	Retrospective: replacement of all windows and doors – 67 Main Street, North Sunderland, Seahouses Main issues: proposal does not preserve or enhance the character and appearance of the Conservation Area and results in less than substantial harm with no public benefits.	22 November 2021 Delegated Decision - Officer Recommendation: Refuse
21/02916/FUL	Addition of a balcony to the first floor east facing gable elevation accessed by new door – 1 Elfin Way, South Shore, Blyth	24 November 2021

	Main issues: incongruous feature on the property that fails to respect or enhance the character of the area; and harm to amenity.	Delegated Decision - Officer Recommendation: Refuse
21/00465/FUL	Resubmission: alterations to existing window opening on front elevation and installation of replacement balcony – Riverview, Shepherds Hill, Alnmouth Main issues: unacceptable impact on amenity of neighbouring properties; and detrimental impact on the AONB.	1 December 2021 Delegated Decision - Officer Recommendation: Refuse
20/00705/FUL	Proposal for the erection of a dwelling and garage with associated landscaping – Plot 28, Grange Road, Berwick Main issues: scale and visual impact would be detrimental to and out of character with the immediate surroundings.	1 December 2021 Delegated Decision - Officer Recommendation: Refuse
21/02734/FUL	Demolish garage and erect two storey side extension and single storey flat roof rear extension – 23 The Beeches, Ponteland Main issues: disproportionate addition to the property resulting in negative impact to the character of the area and inappropriate design.	7 December 2021 Delegated Decision - Officer Recommendation: Refuse
21/01136/FUL	Construction of 1no detached dwelling (as amended) - land south of Embleton Hall and behind Front Street, Longframlington Main issues: fails to protect and enhance the landscape character of the village; and forms an incursion into the open countryside, is not essential and fails to support the conservation and enhancement of the countryside.	13 December 2021 Delegated Decision - Officer Recommendation: Refuse
21/01697/FUL	Single-storey dual pitched extension to rear – 11 Quatre Bras, Hexham Main issues: the extension would not be in keeping with the traditional character of the building or the Hexham Conservation Area; and detrimental impact on residential amenity of neighbouring properties.	17 December 2021 Delegated Decision - Officer Recommendation: Refuse
21/01882/FUL	Change of use of agricultural buildings to residential use and incorporation into existing dwelling; creation of one new dwelling - Stublic Hill, Langley-on-Tyne, Hexham Main issues: the site is located in open countryside, the building is of no historic merit and the conversion proposes a large	4 January 2022 Delegated Decision - Officer Recommendation: Refuse

	extension; inappropriate design resulting in harm to the building and the North Pennines AONB; and no contribution to sports and play provision has been provided.	
21/03059/FUL	Erection of garage – The Red House, Fairmoor, Morpeth Main issues: inappropriate development in the Green Belt.	6 January 2022 Delegated Decision - Officer Recommendation: Refuse

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
18/00223/ENDEVT	Land to the West of Buildings Farm, Whittonstall, Consett, DH8 9SB Main issues: material change of use of the land from agricultural for the siting of 4 caravans	1 February 2021
18/00223/ENDEVT	Land to the West of Buildings Farm, Whittonstall, Consett, DH8 9SB	1 February 2021

	Main issues: material change of use of the land for the siting of one caravan and the erection of fencing in excess of 2 metres in height	
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Inquiry and Hearing Dates

Reference No	Description and address	Inquiry/hearing date and decision level
20/01932/FUL	<p>Construction of single dwelling with annex and ancillary accommodation, c.6.5 metre high wind turbine, associated landscaping and highway works (amended description) - land south of Church Lane, Riding Mill</p> <p>Main issues: isolated dwelling in the open countryside; inappropriate development in the Green Belt; insufficient information to fully assess ecological impacts; harmful impacts on the character of the site, wider area and countryside; lack of completed Section 106 Agreement to secure planning obligations for contributions to sport and play provision; and insufficient information to assess noise from wind turbine and impacts in residents and local area.</p>	<p>Hearing date: 18 January 2022</p> <p>Committee Decision - Officer Recommendation: Refuse</p>
21/01584/FUL	<p>Demolition of agricultural buildings. Replace and build on footprint 4 workers cottages and install solar panels – South Dissington Farm, Eachwick</p> <p>Main issues: development in the open countryside and no demonstrated need for new rural worker’s dwellings; and inappropriate development in the Green Belt with no very special circumstances demonstrated.</p>	<p>Hearing date: to be confirmed.</p> <p>Committee Decision - Officer Recommendation: Refuse</p>
20/03389/FUL	<p>Proposed residential development of four dwellings (as amended 21.12.2020) - land south of Centurion Way, Heddon-on-the-Wall</p> <p>Main issues: the proposal would appear as</p>	<p>Hearing date: to be confirmed.</p> <p>Committee Decision - Officer</p>

	<p>an incongruous and over-dominant addition to the street scene, would not be sympathetic to the built environment or local character, and would fail to add to the overall quality of the area and undermine community cohesion.</p>	<p>Recommendation: Approve</p>
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Implications

Policy	Decisions on appeals may affect future interpretation of policy and influence policy reviews
Finance and value for money	There may be financial implications where costs are awarded by an Inspector or where Public Inquiries are arranged to determine appeals
Legal	It is expected that Legal Services will be instructed where Public Inquiries are arranged to determine appeals
Procurement	None
Human resources	None
Property	None
Equalities (Impact Assessment attached?) <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
Risk assessment	None
Crime and disorder	As set out in individual reports and decisions
Customer consideration	None
Carbon reduction	Each application/appeal may have an impact on the local environment and have been assessed accordingly
Wards	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
 Development Service Manager
 01670 625542
 Elizabeth.Sinnamon@northumberland.gov.uk

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Northumberland County Council

CRAMLINGTON, BEDLINGTON & SEATON VALLEY LOCAL AREA
COUNCIL

DATE : 22 FEBRUARY 2022

LOCAL TRANSPORT PLAN PROGRAMME 2022-23

Report of the Interim Executive Director: Rob Murfin, Interim Executive Director of Planning and Local Services

Cabinet Member: John Riddle, Cabinet Member for Environment and Local Services

Purpose of report

This report sets out the details of the draft Local Transport Plan (LTP) programme for 2022-23 for consideration and comment by the Local Area Council, prior to final approval of the programme by the Interim Executive Director of Planning and Local Services in consultation with the Cabinet Member for Environment and Local Services.

Recommendations

Members of the Local Area Council are asked to comment on the proposals, so that their comments can be considered in the finalisation of the LTP programme for 2022-23.

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"

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 2022/23 and beyond. Subsequently, at this stage an indicative settlement of £23,488,124 has been assumed, based on the LTP allocation received from the DfT at the start of 2021/22.
2. 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 £23,425,624 Council Local Transport Plan programme has therefore been developed for 2022-23, consisting of improvements and maintenance schemes to address four key areas: Walking and Cycling; Safety; Roads; and Bridges, Structures & Landslips.
3. Appendix A to D sets out the details of the recommended LTP Programme for 2022-23.
4. The final LTP programme will need to be reviewed and refined as appropriate to reflect the actual level of funding received from DfT and following consideration of feedback from the LACs, before being finalised in late February 2022.

Background

LTP PROGRAMME 2022 - 23

5. The draft LTP programme 2022/23 is based on an indicative settlement from DfT of £23,488,124, which reflects the LTP allocation received from the DfT at the start of 2021/22. This is made up of an indicative allocation of £21,780,000 for maintenance and £1,708,124 for integrated transport improvements. A sum of £62,500 of the integrated transport 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 2022/23 LTP programme of £23,425,624.
6. 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 2022.
7. The £23,425,624 Local Transport Plan programme developed for 2022-23 consists of improvements and maintenance schemes to address four key areas: Walking and Cycling; Safety; Roads; and Bridges, Structures & Landslips, the details of the 2022/23 LTP programme are set out in Appendix A to D.
8. The summary of proposed expenditure in 2022-23 across scheme types is as follows:

Appendix	Scheme Type	Proposed Expenditure
A	Walking and Cycling	£1,302,000
B	Safety	£2,100,000
C	Roads	£15,275,624
D	Bridges, Structures and Landslips	£4,748,000
	Total Programme	£23,425,624

9. 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.
10. Priorities for the 2022-23 programme were invited from County Council Members and Town and Parish Councils during summer 2021 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.
11. 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.
12. It should also be noted that any schemes from the 2021-22 programme which are not completed by the end of the financial year will continue to be implemented in 2022-23 and are not detailed in this report.
13. A brief description of the types of highways and transport issues addressed by the LTP programme is set out below.
14. 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.
15. 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.
16. 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.
17. 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.
18. It should be noted that proposed expenditure for Maintenance within the programme is £21,453,624 and for Integrated Transport is £1,972,000. These are generally in line with the expected allocations, but with Integrated Transport slightly exceeding the allocation and Maintenance expenditure set to balance this.

Walking and Cycling

19. Improvements for walking and cycling are already a significant feature within the LTP programme. This year the draft LTP for 2022-23 has a specific allocation of £1,302,000 for walking and cycling as set out in Appendix A attached to this report.
20. This allocation includes £222,000 for schemes that directly improve the environment and provision for walking and cycling, as well as £1,080,000 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).
21. 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, £500,000 for the completion of the 20mph programme at schools, which will support cycling and walking by creating a safer environment for cyclists and pedestrians.
22. 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 and a separate dedicated capital funding allocation of £1.5m for 2022/23 is included within the Council's MTFP to support the development and delivery of walking and cycling schemes. 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.
23. 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.
24. It should be noted that a number of County Councillors and Town and Parish Councils put forward priorities for the introduction of new cycleways and footways which when assessed were considered to be beyond the funding scope that would be available through the LTP capital programme. The details of these potential cycleways and footways have been captured separately and recorded so that they can also be considered should any other appropriate sources of external funding or bidding opportunities for such schemes become available.
25. The details of the draft LTP Walking and Cycling Programme of £1,302,000 for 2022-23 is set out in Appendix A, attached to this report.

Safety

26. An allocation of £2,100,000 has been made to improve safety on the highway network. Details of the programme are set out in Appendix B attached to this report
27. £695,000 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 be at an increased level of £400,000 compared to £220,000 in 2017-18. It also includes allocations of £175,000 for Rural Road Safety Improvements and £50,000 for Urban Road Safety Improvements.
28. £1,055,000 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 £500,000 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. This final phase of activity should conclude the countywide programme of introducing 20mph speed limits at schools where it is appropriate to do so, with any further works near schools being picked up as part of general safety improvements going forward
29. 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

30. This section of the programme is the largest part of the programme with an allocation of £15,275,624 for maintenance of existing roads, including drainage, traffic lights and car park maintenance.
31. The programme is guided by the principles of effective asset management and is made up of £6,805,000 for named carriageway repair and drainage schemes (of which £2,590,000 is on major roads and the resilient road network and £4,215,000 on other local roads); £3,775,000 for surface dressing; £635,000 for micro surfacing and retexturing; and finally £4,060,624 of general refurbishment which includes drainage, traffic signals, car parks and footways as well as preparatory work for the next year's surface treatment programme.
32. The details of the draft Roads Programme for 2022-23 is set out in Appendix C attached to this report.

Bridges, Structures and Landslips

33. An allocation of £2,325,000 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.
34. There is also an allocation of £2,423,000 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 an allocation from the LTP to deliver an engineering solution to stabilise the active landslip at Todstead on the B6344 Weldon Bridge to Rothbury road. The overall cost of the Todstead scheme is estimated to be £9.3m and will be funded wholly by NCC, with this partly being funded through LTP capital of £1.863m in 2022/23. The landslip is caused by a complex geotechnical failure of the valley and is an extremely difficult site. Options to arrest the landslip and protect the road are difficult due to the geotechnical properties of the soils, the artesian water pressures, the proximity of the river and the nature conservation designations. A comprehensive ground investigation involving deep boreholes was carried out during 2021, which in itself was complex due to the artesian water pressures encountered. The

testing of all the material samples taken during the ground investigation has been undertaken and a full geotechnical interpretative assessment of the landslip is nearing completion that will be used to inform final design of proposals. In parallel, preliminary design work has been completed by specialist geotechnical consultants and contractors to identify an appropriate long term solution for the landslip. It is anticipated that detailed design work will be completed by April 2022 which would allow a contractor to be procured and start work on the construction works mid way through 2022/23. Works are expected to last around 60 weeks and be completed mid way through 2023/24.

35. The details of the Bridges, Structures and Landslips Programme of £4,598,000 for 2022-23 is set out in Appendix D, attached to this report.

Next Steps

36. Following consideration by Local Area Councils at their meetings in February, any comments received will be considered and the final 2022-23 programmes for the Local Transport Plan will be prepared for consideration and approval by the Portfolio Holder for Environment and Local Services and the Interim Executive Director for Planning and Local Services.
37. 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.
38. It should also be noted that it is intended to undertake a review of the process for developing future years LTP programmes during 2022/23, in particular to consider moving away from an annual process to a multi-year LTP programme that better aligns with the MTFP period. The LACs will be consulted on any proposed changes as part of the LTP review process.

Implications

Policy	The proposed programmes are consistent with existing policies
Finance and value for money	<p>The LTP Programme allocations are within the expected budget available for 2022-23. The £23,425,624 quoted in this report is an indicative figure and confirmation of the final allocation is awaited from DfT and is expected before March 2022.</p> <p>Should the allocation vary from that expected the programme will be amended in the final decision report.</p>
Legal	The LTP is delivered by the County Council using its powers and in fulfilment of its statutory duties as a Highways Authority, primarily under the provisions of the Highways Act 1980
Procurement	Not applicable
Human Resources	None
Property	None
Equalities (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>
Risk Assessment	<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>
Crime & Disorder	The implications of Section 17, Crime and Disorder Act 1998 have been considered whilst developing this proposal, there are no perceived adverse effects.
Customer Consideration	The delivery of the programme will improve the highways and transport network in Northumberland for the benefit of the travelling public.
Carbon reduction	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.
Health and Wellbeing	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.
Wards	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	Suki Binjal
Executive Director of Finance & S151 Officer	Jan Willis
Relevant Executive Director	Rob Murfin
Chief Executive	Daljit Lally
Portfolio Holder(s)	John Riddle

Author and Contact Details

Dale Rumney, Principal Programme Officer.

Email dale.rumney@northumberland.gov.uk

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			Appendix A
Local Transport Plan Programme 2022-23			
Cycling and Walking		£1,302,000	
Improvements for Cycling and Walking			
Location	Issue	Potential Solution	Budget Allocation
Narrowgate/Bondgate Within & Fenkle St/Market St junction, Alnwick	Pedestrianisation and junction improvements following trial closure - Phase 1	New road layout.	£40,000
Percy Drive near the Health Centre, Amble	Pedestrian safety	Zebra Crossing	£20,000
Blanchland	Village centre improvements	various tbc	£5,000
Various Countywide	Disabled access	Dropped Kerbs	£50,000
Various Countywide, including High Pit Road Cramlington, Crow Hall Lane, Cramlington & Cheviot View Ponteland.	Access to bus services	New/improved bus stops	£27,000
Bridleway between the High School and St James Rbt, Alnwick	Route to school	Surface upgrade	£80,000
		sub total	£222,000
Maintenance of Footpaths, Footways and Cycleways			
Rights of Way			
Reference	Proposed Improvement	Budget Estimate	
Slaley	Route reconstruction (byways 49,39,19)	£55,000	
Knaresdale with Kirkhaugh	Structure consolidation	£45,000	
Blanchland BY 26 (Baybridge Road)	Feasibility and design for consolidation/reconstruction works	£15,000	
Haltwhistle FP 25	Feasibility and design for consolidation/reconstruction works	£10,000	
Bedlington Permissive Path on NCC land	Riverside Bridlepath requires rebuild alongside river blyth in Bedlington Country Park. Phase 1 design and cost	£15,000	
Blyth Rights of way and permissive Bridleway links	Surface and accessibility improvements	£20,000	
Blyth FP 91	Seaton Sluice ECP surface and accessibility improvement	£10,000	
Ponteland FP 91	Riverbank stabilisation	£20,000	
Hexham FP7	Path improvements linking QE II school access	£10,000	
National Park	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	
	Total	£330,000	
Footway Maintenance			
B6305	Hencotes, Hexham	£60,000	
A192	Newgate Street, Morpeth (Phase)	£60,000	
C99	High Street, Amble	£80,000	
U6084	Woodside Crescent, Hadston	£60,000	
U3149	Magdalene Fields, Warkworth	£70,000	
U113	Dean Drive, Tweedmouth	£50,000	
U6111	Lancaster Park, Morpeth (Phase)	£70,000	
C410	Newsham Road, Blyth (Phase)	£60,000	
U9707	Elsdon Avenue (opp. shops), Seaton Delaval	£40,000	
	Total	£550,000	
General Cycleway and Footway Refurbishment Work		£200,000	
A countywide programme of sites selected on a priority basis.			
Cycling and Walking Total		£1,302,000	

Local Transport Plan Programme 2022-23			Appendix B
Safety	£2,100,000		
Local Safety Schemes			
Location	Issue	Potential Solution	Budget Allocation
Various Countywide	High Risk & Route Action Sites	Various safety measures	£400,000
Various Countywide (includes Holywell Village, Phase 1 Croft Ward Home Zone area)	Urban road safety issues	Various safety measures	£50,000
Various Countywide (includes Warkworth village, Scales Cross, Apperley Dean crossroads, Horsley Village)	Rural road safety issues	Various safety measures	£175,000
Various Countywide	Urgent Safety Measures	Various safety measures	£50,000
Junction Improvements, C265/C270 The Glen Crossroads	Implementation of Safety Measures	Improved signs and markings	£20,000
		Sub Total	£695,000
Traffic Calming			
Location	Issue	Potential Solution	Budget Allocation
Beresford Road, Seaton Sluice	Traffic speeds	Traffic calming measures	£100,000
		Sub Total	£100,000
Traffic Management			
Location	Issue	Potential Solution	Budget Allocation
Craster	Parking issues	Implementation of entry scheme following experimental order	£50,000
Various Countywide	Traffic speeds	Reduced speed limits (non school related)	£50,000
Crow Hall Lane, Cramlington	Road safety concerns	Introduction of 40mph speed limit	£50,000
East Thirston	Traffic speeds	Introduction of 30mph speed limit	£25,000
B6303 Station Road Catton to Allendale 30mph Extension	Reduced speed limit	Extension of 30mph limit	£20,000
Various Countywide	Various traffic management issues	Traffic Regulation Orders	£200,000
Schools countywide	Safety outside schools	School 20mph speed limits	£500,000
Countywide Safer Streets for schools (Lynemouth, Moorhouse Lane Ashington)	Safety outside schools	Various safety measures	£60,000
		Sub Total	£955,000
General Traffic Sign/Road Markings Refurbishment			£350,000
A countywide programme of sites selected on a priority basis.			
		Safety Total	£2,100,000

Local Transport Plan Programme 2022-23

Roads

£15,275,624

Major Road & Resilient Network Maintenance Schemes

Road No	Location	Description	Budget Estimate
A1167	North Road, Berwick	Carriageway Resurfacing	£180,000
A197	Hirst Roundabout, Ashington	Carriageway Resurfacing	£120,000
B1505	Horton Road, Shankhouse	Carriageway Resurfacing	£90,000
A686	Esp Hill, Haydon Bridge	Carriageway Resurfacing	£200,000
A197	Woodhorn Road, Newbiggin	Carriageway Resurfacing	£320,000
C172	Greenside Bank, Flotterton	Carriageway Resurfacing	£120,000
A1061	Laverock Hall Road Phase 1	Carriageway Resurfacing	£240,000
B6318	High Seat to Rudchester Phase 2	Carriageway Resurfacing	£180,000
A193	Cowpen Road, Blyth	Carriageway Resurfacing	£110,000
B6318	Wallhouses	Carriageway Resurfacing	£150,000
A696	South of Shiningpool Bridge, Belsay	Carriageway Resurfacing	£220,000
A698	Ord Road, Tweedmouth	Carriageway Resurfacing	£100,000
B6346	Canongate Bridge to Smiley Lane, Alnwick Phase 1	Carriageway Resurfacing	£200,000
A190	Seghill to Annitsford Phase 2	Carriageway Resurfacing	£150,000
B6341	Knocklaw, Rothbury	Carriageway Resurfacing	£210,000
Major Road & Resilient Network Maintenance Schemes Total			£2,590,000

Other Local Roads Maintenance Schemes

Other Local Roads Maintenance Schemes - North Northumberland

Road No	Location	Description	Budget Estimate
B6347	West Falldon to Rock Mill	Carriageway Resurfacing	£180,000
C70	Preston Tower	Carriageway Resurfacing	£120,000
B6346	A697 jct. to New Bewick Farm	Surface Dressing Preparation	£190,000
U1063	Brewery Road, Wooler	Carriageway Resurfacing	£100,000
C176	Trewitt Hall to Netherton	Carriageway Resurfacing	£160,000
U3124	Swansfield Park Road, Alnwick	Carriageway Resurfacing	£120,000
C136	The Lee to B6342 junct. Phase 2	Carriageway Resurfacing	£80,000
B6525	Barmoor to Doddington	Surface Dressing Preparation	£70,000
U113	Dean Drive, Tweedmouth Phase 1	Carriageway Resurfacing	£160,000
B6354	Etal Road, East Ord	Carriageway Resurfacing	£40,000
B1341	A1 to Lucker	Surface Dressing Preparation	£80,000
Sub Total			£1,300,000

Other Local Roads Maintenance Schemes - Ashington and Blyth

Road No	Location	Description	Budget Estimate
C403	Unity Terrace, Cambois	Carriageway Resurfacing	£180,000
U9511	Princess Louise Road, Blyth	Carriageway Resurfacing	£170,000
U6710	Fourth Avenue, Ashington	Carriageway Resurfacing	£130,000
U9503	Thoroton Street, Blyth	Carriageway Resurfacing	£90,000
U6704	Alexandra Road, Ashington	Carriageway Resurfacing	£90,000
Sub Total			£660,000

Other Local Roads Maintenance Schemes - Cramlington, Bedlington and Seaton Valley

Road No	Location	Description	Budget Estimate
C420	Durham Road, Cramlington	Carriageway Resurfacing	£200,000
B1319	Low Main Place/ Station Road, Cramlington Village (phase)	Carriageway Resurfacing	£160,000
Sub Total			£360,000

Other Local Roads Maintenance Schemes - Tynedale

Road No	Location	Treatment	Budget Estimate
B6320	Bellingham to Hareshaw junct. Phase 2	Surface Dressing Preparation	£170,000
B6305	Allendale Road junction, Hexham Phase 2	Carriageway Resurfacing	£130,000
U8289	Whetstone Bridge Road, Hexham	Carriageway Resurfacing	£90,000
C254	Ovingham to Wylam	Carriageway Resurfacing	£100,000
C198	Hareshaw Common (Greenhaugh to Sundaysight jct)	Carriageway Resurfacing	£180,000
U5079	Kielder Road, Kielder	Carriageway Resurfacing	£90,000
C199	Falstone to Lanehead Phase 2	Carriageway Resurfacing	£70,000
B6309/C247	East Wallhouses to A69	Surface Dressing Preparation	£50,000
C202/U5026	Buteland Fell (further phase)	Carriageway Resurfacing	£105,000

C324	Tows Bank, North of Eals (Phase)	Carriageway Resurfacing	£80,000
C282	Dalton to Channel Well, Hexham	Surface Dressing Preparation	£50,000
		Sub Total	£1,115,000

Other Local Roads Maintenance Schemes - Castle Morpeth

Road No	Location	Treatment	Budget Estimate
C144	Maidens Hall, nr. Pigdon	Carriageway Resurfacing	£140,000
C187	Harwood Phase 3	Carriageway Resurfacing	£200,000
U6112	Gas House Lane, Morpeth	Carriageway Resurfacing	£90,000
C341	Fenwick to Matfen	Carriageway Resurfacing	£70,000
U9071	Kirkley Mill Farm to Berwick Hill	Surface Dressing Preparation	£160,000
C129	A1 junct. to Tritlington	Carriageway Resurfacing	£120,000
		Sub Total	£780,000

Other Local Roads Maintenance Schemes - Total **£4,215,000**

Surface Dressing Programme

Major Road & Resilient Network - Countywide

Road Number	Location	Description	Budget Allocation
A1068	Hawkhill Bridge to Lesbury	Surface Dressing	£125,000
B6341	Elsdon to A696 junct.	Surface Dressing	£190,000
B6344	Knocklaw to Black Burn Bridge, Rothbury	Surface Dressing	£80,000
A696	Monkridge to Raylees	Surface Dressing	£90,000
B1342	Outchester to jct Waren Mill	Surface Dressing	£70,000
A689	Slaggyford to Lintley Bank	Surface Dressing	£115,000
A689	County Boundary to Halton Lea Gate	Surface Dressing	£65,000
B6318	Low Teppermoor to Carraw Farm	Surface Dressing	£120,000
A6079	Wall to Low Brunton	Surface Dressing	£65,000
A197	Pegswood Bypass Ph 2	Surface Dressing	£155,000
A1068	Hagg Farm to Mile Road jct	Surface Dressing	£35,000
A697	Linden Square	Surface Dressing	£25,000
A197	Rotary Parkway (Lidl Rbt to Hirst Rbt), Ashington	Surface Dressing	£50,000
B1331	Nedderton village	Surface Dressing	£50,000
		Sub Total	£1,235,000

Other Local Roads - North Northumberland

Road Number	Location	Description	Budget Allocation
C33	Pawston to Scottish Border	Surface Dressing	£150,000
B6342	Rothbury 30 limit to The Lee Junction	Surface Dressing	£115,000
B1339	Embleton Mill	Surface Dressing	£100,000
C85	Glanton to High Powburn	Surface Dressing	£110,000
C60	Cragmill Road, Belford (East of A1)	Surface Dressing	£20,000
C60	Cragmill Road, Belford (West of A1)	Surface Dressing	£40,000
B6349	Station Road, Belford	Surface Dressing	£30,000
C12	Duddo to Grindon	Surface Dressing	£85,000
C23	East Learmouth to East Moneylaws	Surface Dressing	£85,000
C182	Whitton Bank Road, Rothbury	Surface Dressing	£40,000
U3030	Low Buston to Shortridge Hall	Surface Dressing	£120,000
C51	North Middleton Junction to Cheviot Street, Wooler	Surface Dressing	£100,000
		Sub Total	£995,000

Other Local Roads - Castle Morpeth

Road Number	Location	Description	Budget Allocation
C343	Birney Hill to The Plough Inn	Surface Dressing	£160,000
B6309	Stamfordham Rd to Heugh	Surface Dressing	£60,000
C364	Stannington to Duddo Hill	Surface Dressing	£150,000
C144	Netherwitton to Folly House	Surface Dressing	£140,000
B6309	West Belsay to A696	Surface Dressing	£120,000
		Sub Total	£630,000

Other Local Roads - Tynedale

Road Number	Location	Description	Budget Allocation
C322	Whitfield to U7011 jct	Surface Dressing	£105,000
U7070	Melkridge to Henshaw	Surface Dressing	£145,000
B6305	Lowgate to Hexham	Surface Dressing	£95,000
U5010	Greenrigg to Sweethope Lough	Surface Dressing	£135,000
C195	Ridsdale to Knowesgate	Surface Dressing	£75,000

C268	Epershield	Surface Dressing	£135,000
C265/C270	Lead Road (A68 to B6306)	Surface Dressing	£175,000
Sub Total			£865,000

Other Local Roads - Ashington and Blyth

Road Number	Location	Description	Budget Allocation
U6575	Boiler Road, Ashington	Surface Dressing	£50,000
Sub Total			£50,000

Surface Dressing Programme Total **£3,775,000**

Micro Surfacing Programme

Other Local Roads - North Northumberland

Road Number	Location	Description	Budget Allocation
B6345	Acklington Road, Amble	Micro Surfacing	£65,000
U3102	Greyfield Estate, Embleton	Micro Surfacing	£50,000
Sub Total			£115,000

Other Local Roads - Castle Morpeth

Road Number	Location	Description	Budget Allocation
U6109	Church Walk, Morpeth	Micro Surfacing	£70,000
U6088	The Gables, Widdrington Station	Micro Surfacing	£55,000
Sub Total			£125,000

Other Local Roads - Ashington and Blyth

Road Number	Location	Description	Budget Allocation
U9516	Twelfth Avenue, Blyth	Micro Surfacing	£80,000
U9524	Shearwater Way, Blyth	Micro Surfacing	£45,000
Sub Total			£125,000

Other Local Roads - Cramlington, Bedlington and Seaton Valley

Road Number	Location	Description	Budget Allocation
U9567	Broad Law Business Park, Cramlington	Micro Surfacing	£60,000
U6551	Poplar Grove, Dene View East & West, Bedlington	Micro Surfacing	£60,000
U9540	The Crescent, Seghill	Micro Surfacing	£50,000
Sub Total			£170,000

Other Local Roads - Tyndale

Road Number	Location	Description	Budget Allocation
U8293	Wydon Park, Hexham	Micro Surfacing	£40,000
U8276	Castle Road, Prudhoe	Micro Surfacing	£60,000
Sub Total			£100,000

Micro Surfacing Programme Total **£635,000**

General Refurbishment Countywide

General Carriageway Refurbishment Work

A countywide programme of sites selected on a priority basis.

£2,025,624

Surface Dressing & Micro surfacing Pre Patching Work

Preparation of sites included in the programme

£200,000

Retexturing Refurbishment

A countywide programme of sites selected on a priority basis.

£50,000

General Structures Refurbishment Work

A countywide programme of sites selected on a priority basis.

£450,000

General Drainage Refurbishment Work

A countywide programme of sites selected on a priority basis.

£805,000

General Car Park Refurbishment Work

A countywide programme of sites selected on a priority basis.

£100,000

Traffic Signal Refurbishment	<u>£100,000</u>
Highway Maintenance Assessment and Advance Design	<u>£330,000</u>
General Refurbishment Countywide Total	<u>£4,060,624</u>

		APPENDIX D
Local Transport Plan Programme 2022-23		
Bridges, Structures and Landslips		£4,748,000
Bridges and Structures		
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
Berwick Old Phase 3	Phase 3 - Refurbishment of the outer masonry elements	£500,000
C279 Blue Gables	Strengthening of RC slab	£160,000
C358 Ogle North	Strengthening of masonry arches extended with RC slabs	£170,000
C82 Dubbs Burn	Strengthening of brick arch	£160,000
U4093 Harwood Village	Refurbishment	£130,000
C205 Middleburn	Strengthening of RC slab	£130,000
U6008 Earsdon Mill	Strengthening of steel trough deck	£150,000
U33 Fenwick Granary Ford	Strengthening of RC Slab	£160,000
C2 Union Chain Bridge	Contribution to restoration	£150,000
U8177 Garden House	Strengthening of filler beam deck	£160,000
Bridges and Structures Total		£2,325,000
Landslip Management		
Location	Description	Budget Estimate
Todstead	Land slip	£1,863,000
A697 Haugh Head, Wooler	Embankment stabilisation	£250,000
C100 Guyzance Mill	Embankment stabilisation	£80,000
U5034 Blindburn	Road strengthening and drainage	£30,000
A686 North of Light Birks	Haunch failure	£80,000
Various	Advance preparation	£120,000
Landslip Management Total		£2,423,000
TOTAL		£4,748,000

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Summary		
Local Transport Plan Programme 2022-23		
Appendix A	Walking and Cycling	£1,302,000
	Improvements for Walking and Cycling	£222,000
	Maintenance of Footpaths, Footways and Cycleways	£1,080,000
Appendix B	Safety	£2,100,000
	Safety Improvement Schemes for All Users	£1,750,000
	Maintenance of Signs and Lines	£350,000
Appendix C	Roads	£15,275,624
	Major Road & Resilient Network Maintenance Schemes	£2,590,000
	Other Local Roads Maintenance Schemes	£4,215,000
	Surface Dressing Programme	£3,775,000
	Micro Surfacing Programme	£635,000
	General/Structural Refurbishment Work	£4,060,624
Appendix D	Bridges, Structures and Landslips	£4,748,000
	Bridges and Structures	£2,325,000
	Landslips	£2,423,000
	LTP Programme Total	£23,425,624
	LTP - Maintenance Block	£21,780,000
	LTP - Integrated Transport Block	£1,708,124
	Less NECA Contribution	-£62,500
	Total	£23,425,624
	Balance	£0

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