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Northumberland County Council

Your ref:

Our ref:

Enquiries to: Nichola Turnbull

Email: nichola.turnbull@northumberland.gov.uk

Tel direct: 01670 622617

Date: Monday, 6 September 2021

Dear Sir or Madam,

Your attendance is requested at a meeting of the **TYNEDALE LOCAL AREA COUNCIL** to be held in the **NEW** Meeting Space, **Block 1, Floor 2** at County Hall, Morpeth, Northumberland, NE61 2EF on **TUESDAY, 14 SEPTEMBER 2021** at **4.00 PM**.

Yours faithfully

Daljit Lally
Chief Executive

To Tynedale Local Area Council members as follows:-

T Cessford (Chair), C Homer (Vice-Chair), A Scott (Vice-Chair (Planning)), A Dale, C Horncastle, JI Hutchinson, D Kennedy, N Morphet, N Oliver, J Riddle, A Sharp, G Stewart and H Waddell

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



Daljit Lally, Chief Executive
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AGENDA

PART I

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

1. **PROCEDURE TO BE FOLLOWED AT PLANNING MEETINGS** (Pages 1 - 2)

2. **APOLOGIES FOR ABSENCE**

3. **MINUTES** (Pages 3 - 30)

Minutes of the meetings of the Tynedale Local Area Council, held on 13 July and 10 August 2021 respectively, 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. **DEVELOPMENT CONTROL**

DETERMINATION OF PLANNING APPLICATIONS

To request the Committee to decide the planning applications attached to this report using the powers to delegate it.

Please note that printed letters of objection/support are no longer circulated with the agenda but are available on the Council's website at

<http://www.northumberland.gov.uk/Planning.aspx>

6. **20/04216/FUL** (Pages 31 - 42)

Installation of 20KV Standard Distribution Sub Station and associated access arrangements in conjunction with existing planning approvals (primarily 16/04680/OUT and 19/02033/REM), to allow removal of current poles and overhead power lines.

Land North East of 8 Bridgeford View, Bellingham, Northumberland.

- 7. 21/01206/FUL** (Pages 43 - 60)
- Proposed garage conversion to holiday let with 1 bedroom, bathroom, living area and kitchen.
Riding Dene House, Riding Dene, Mickley, Stocksfield, Northumberland, NE43 7BL.
- 8. 21/00437/FUL** (Pages 61 - 78)
- Proposed new build dwelling
Land west of Tyne View Terrace, Well Bank, Corbridge, Northumberland
- 9. 21/02542/CCD** (Pages 79 - 88)
- Provision of single storey modular classroom Corbridge Middle School, Cow Lane, Corbridge, Northumberland, NE45 5HY.
- 10. PLANNING APPEALS UPDATE** (Pages 89 - 98)
- 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.
- 11. 19/03998/CCD** (Pages 99 - 114)
- Redevelopment of Queen Elizabeth High School: Update on proposed Highways works.
- The report provides a review and update on the highways issues raised by Councillor Kennedy regarding this development. This report sets out the background, context and matters arising with respect to highways works associated with the redevelopment at Queen Elizabeth High Schools along with discussion and options on the highways works under review.
- 12. LOCAL AREA COUNCIL BUSINESS**
- PUBLIC QUESTION TIME**
- To reply to any questions received from members of the public which have been submitted in writing in advance of the meeting. Questions can be asked about issues for which the Council has a responsibility. (Public question times take place on a bimonthly basis at Local Area Council meetings: in January, March, May, July, September and November each year.)
- As agreed by the County Council in February 2012, the management of local public question times is at the discretion of the Chair of the committee.

Please note however that a question may possibly be rejected if it requires the disclosure of any categories of confidential or exempt information, namely information:

1. relating to any individual;
2. which is likely to reveal the identity of an individual;
3. relating to the financial or business affairs of any particular person;
4. relating to any labour relations matters/negotiations;
5. restricted to legal proceedings;
6. about enforcement/enacting legal orders;
7. relating to the prevention, investigation of prosecution of crime.

And/or:

- is defamatory, frivolous or offensive;
- it is substantially the same as a question which has been put at a meeting of this or another County Council committee in the past six months;
- the request repeats an identical or very similar question from the same person;
- the cost of providing an answer is disproportionate;
- it is being separately addressed through the Council's complaints process;
- it is not about a matter for which the Council has a responsibility or which affects the county;
- it relates to planning, licensing and/or other regulatory applications;
- it is a question that town/parish councils would normally be expected to raise through other channels.

If the Chair is of the opinion that a question is one which, for whatever reason, cannot properly be asked in an area meeting, he/she will disallow it and inform the resident of his/her decision.

Copies of any written answers (without individuals' personal contact details) will be provided for members after the meeting and also be publicly available.

Democratic Services will confirm the status of the progress on any previously requested written answers and follow up any related actions requested by the Local Area Council.

13. PETITIONS

This item is to:

- a. **Receive any new petitions:** to receive any new petitions. The lead petitioner is entitled to briefly introduce their petition by providing a statement in writing, and a response to any petitions received will then be organised for a future meeting;

- b. **Consider reports on petitions previously received:** no reports are due to be considered at this meeting;
- c. **Receive any updates on petitions for which a report was previously considered:** any updates will be verbally reported at the meeting.

14. POLICING AND COMMUNITY SAFETY UPDATE

Inspector Garry Neill will be in attendance to give an overview and answer questions about policing and any community safety matters in the Tynedale area.

15. LOCAL SERVICES ISSUES

To receive a verbal update from the Area Managers from Technical Services and Neighbourhood Services in attendance about any key recent, ongoing and/or future planned Local Services work for the attention of members of the Local Area Council, who will also then have the opportunity to raise issues with the Area Managers.

The Area Managers have principal responsibility for highway services and environmental services, such as refuse collection, street cleansing and grounds maintenance, within the geographic boundaries of the Local Area Council.

16. LOCAL PLAN TRANSPORT UPDATE

(Pages
115 -
138)

The report provides an update on the progress with the delivery of the approved Local Transport Plan programme 2021/22.

17. OUTSIDE BODIES

To make appointments to outside body organisations within the Local Area Council's remit. The following volunteers have been received:

Haltwhistle Partnership Limited – vacancy
Prudhoe Community Partnership – A Scott
Rede Tyne & Coquet Sports Centre – J R Riddle
Tyne Valley Community Rail Partnership Board – H Waddell

18. LOCAL AREA COUNCIL WORK PROGRAMME

(Pages
139 -
146)

To note the latest version of agreed items for future Local Area Council meetings (any suggestions for new agenda items will require confirmation by the Business Chair after the meeting).

19. DATE OF NEXT MEETING

The next meeting will be held on Tuesday, 12 October 2021 at 4:00 pm.

20. URGENT BUSINESS (IF ANY)

To consider such other business as, in the opinion of the Chair, should, by reason of special circumstances, be considered as a matter of urgency.

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.



Northumberland County Council

Appendix 1

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 Attendance / Apologies 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 is this to be retained
- 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)

Agenda Item 3

NORTHUMBERLAND COUNTY COUNCIL

TYNEDALE LOCAL AREA COUNCIL

At a meeting of the **Tynedale Local Area Council** held at County Hall, Morpeth on Tuesday, 13 July 2021 at 4.00 p.m.

PRESENT

Councillor T Cessford
(Chair, in the Chair for agenda items 10 – 12 and 18 - 25)

(Planning Vice-Chair Councillor A Scott in the chair for items 13 - 17)

MEMBERS

A Dale
C Horncastle
I Hutchinson
D Kennedy
N Morphet

N Oliver
JR Riddle
A Sharp
G Stewart
HR Waddell

OFFICERS

N Armstrong
M Francis
C Harvey
D Hunt

N Masson
M Patrick

E Sinnamon
N Turnbull
A Wall
K Westerby

Principal Planning Officer
Senior Planning Officer
Planning Officer
Area Manager (West),
Neighbourhood Services
Principal Solicitor
Principal Highways Development
Management Officer
Development Service Manager
Democratic Services Officer
Environmental Health Officer
Highways Delivery Manager

3 members of the press and public were also present.

10. PROCEDURE TO BE FOLLOWED AT PLANNING MEETINGS

The Chair advised members of the procedure which would be followed at the meeting.

Ch.'s Initials.....

11. MINUTES

RESOLVED that the minutes of the meeting of Tynedale Local Area Council held on 15 June 2021, as circulated, be confirmed as a true record and signed by the Chair.

12. DISCLOSURE OF MEMBERS' INTERESTS

Councillor Cessford declared a personal and prejudicial interest in planning application 20/03388/FULL.

DEVELOPMENT CONTROL

Councillor Cessford then vacated the Chair, for Planning Vice-Chair Councillor Scott to chair the development control section of the agenda, as was the arrangement for all Local Area Councils.

13. DETERMINATION 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.

Councillor Cessford, having previously disclosed an interest, left the room whilst the following application was considered.

14. 20/03388/FUL

**Change of use from dwellinghouse and cottage (C3 use) to guest accommodation (C1 use); single-storey rear extension to form wedding venue; and car parking (As amended)
Shildon, Corbridge, Northumberland, NE45 5PY**

There were no questions arising from the site visit videos which had been circulated prior to the meeting.

The Planning Officer introduced the application with the aid of a powerpoint presentation and reported the following:

- An update had been circulated on Friday with three additional representations that were received between the officer report being

drafted and being published on the website. In summary, the additional representations raised concerns in respect of:

- The amount of proposed car parking provision, within the context of the decision at last month's committee to refuse a wedding venue at Linnels;
 - Impact on highway safety;
 - The experience of the applicant in running a viable business has not been independently verified;
 - The economic benefits case submitted by the applicant has not been independently verified;
 - The site is located within the Green Belt and the Hadrian's Wall World Heritage Site Buffer Zone which were constraints for the proposed development;
 - The visual impact of the proposed development on existing buildings within the site;
 - The application indicated that wedding events would not be the only use of the proposed development; and
 - The location of off-site highways works and subsequent impact on Hadrian's Wall Vallum, located to the northeast of the application site.
- A second update had been circulated to Members the previous day with updated comments from the Highways team; along with updated condition numbers following a typo on the officer report; and updates to Paragraph 7.88 of the officer report in order to refer to Policy BE2 of the Tynedale District Local Plan in respect of Equality Duty; and updates to Paragraph 8.1 of the officer report following a typo.
 - The updated Highways comments received sought to address concerns raised by members of the public in light of the decision that was made on the previous application for a wedding venue at Linnels. The updated response set out the differences between the scale of the development currently being considered at Shildon and the scale of the previously considered scheme at Linnels. Whilst it was considered that there was insufficient car parking to be provided at Linnels which would lead to an unacceptable impact on the highway network, it was considered that there was sufficient car parking to be provided as part of the currently proposed scheme at Shildon; subject to the approval of a Full Events Management Plan which it was recommended be secured by a condition. The Highways team did not object to the application, subject to conditions.

Ms. N. Allan spoke in objection to the application on behalf of the occupants at Shildon Grange and 10 other properties at Halton Shields. She highlighted the following:-

- Some work had commenced on site following pre-application discussions, purchase and submission of the planning application.
- There was no evidence of the applicant's experience.
- The application was for a commercial wedding venue which was not tourism and therefore not supported by policies CS1, INF2 or ECN16.
- A suggestion that the venue would be available for charitable use was groundless and should not be taken into account.

- The economic case demonstrated that this was intended to be a substantial business with 30 permanent jobs in the first year increasing to 50 in year 2 which would have an impact on the local environment and amenity from the scale of the business.
- It was not in a sustainable location and it was inevitable that guests would travel by car. If the Highways Development advice was applied from the recent Linnels application, 67 car parking spaces would be required in year 1 and 99 car parking spaces in year 2. This did not include extra staff such as hairdressers, beauticians, stylists, band members etc.
- The Highways Officer had not said that parking provision was sufficient, but less parking under provision to resolve.
- The site was located in the Green Belt where great weight should be afforded to preserving the Green Belt and keeping it permanently open.
- The proposed extension was full height and width at the back of the range of buildings and two bays in depth.
- The 38% increase was on the historic asset in its entirety including outbuildings. This would have a significant impact on openness which was harm by definition.
- This was not the right building or location to accommodate 200 guests.
- The movement of traffic, people and intensification of activity harmed openness, not just buildings, which was taken into account in the Linnels application.
- There was no limit on the frequency of events and parking for any application could be classed temporary.
- The conditions allowed a 10db increase at noise sensitive receptors which was a doubling of noise and it was queried why the same condition had not been applied as other wedding events which was 90% of background levels. It might be too late to resolve important issues obtaining noise levels after the scheme was built. Noise from people outside the venue were not taken into account (the Lombard effect) and noise from people leaving.
- Traffic would arrive within a very short window of events with an increase on local roads. A one-way system could not be enforced on a public highway and there would be problems with the dangerous junction with the Aydon Road.
- The area suffered from low water pressure.
- The application could only have policy support if it did not have an unacceptable impact on residential amenity.
- There were concerns regarding marquee use under permitted development which would be allowed for 28 days without being constrained by these conditions.

Mr. S. Glover, the applicant spoke in support of the application. He stated that:-

- They were delighted that the application had been recommended for approval.
- He wished to reassure those with concerns that they would endeavour to be excellent neighbours and bring much positivity to the area.

- Planning and licensing safeguards were in place to ensure that they operated within the rules.
- They had searched for months for a property in a secluded location. Many venues across the county functioned in harmony with neighbours in closer proximity than the nearest dwellings to Shildon.
- He and his business partner understood the importance of peace and tranquility to those who live in the countryside and did not underestimate their responsibilities.
- Benefits of the scheme included:
 - An improved road system;
 - Regeneration of land;
 - Replacing all fossil fuels with renewable energy;
 - Significant employment;
 - Financial injection into the local supply chain; and
 - A rise in footfall and spend for local businesses from increased visitor numbers.
- Work required by Highways included passing places and widening which would improve the country lane with wider public benefit.
- Implementation of an event management plan included marshalling when guests arrived and departed, so that any increase in traffic would be managed with little effect on the relative few users of the road. Eco-friendly minibuses would be used to transfer larger groups of guests in several vehicles to and from the venue to reduce any potential impact on the environment and the road that served the property.
- A small portion of land would be regenerated enabling people to enjoy the beauty of Shildon and the nearby area. The extension to the rear would replace a rotten lean-to with a tastefully clad timber structure and bring a disused stable block back in to use with retention on many original features. The new buildings would be sympathetically designed to blend in with its surroundings with soundproofing to ensure no noise spill.
- The project would be innovative and aimed to be an environmentally aware venue, introducing renewable and sustainable energy, installing heat pumps, solar panels, rainwater harvesting tanks and charging points for electric vehicles, with demonstration of methods to educational institutions.
- The property would be used as a wedding venue for only a small proportion of the time and hoped to engage with leaders of local community schemes to use and benefit from the space.
- The team had a combined 50 years of wedding and event management related experience, multimillion-pound budgets and large teams of people. They forecast permanent employment for 50 staff within 2 years, endeavoring to fill as many positions from the local area.
- There would be a positive effect on the hospitality supply chain businesses that operate alongside the wedding industry in Tynedale and the surrounding area. Benefits from increases in tourism with guests spending in local shops, restaurants, pubs, hotels, bed and breakfast accommodation and rented properties, hopefully returning in the future.

- The new Northumberland Local Plan placed great emphasis on tourism and hospitality and they believed that ventures like theirs should be supported where possible.
- The management team were dedicated to ensuring its long-term viability and sustainability.
- Reference to a quote from a local councillor who stated that the local economy needed to be kickstarted to create conditions to encourage new investment, businesses and jobs were vital.
- They hoped that with the scheme meeting all planning requirements that members would support the application.

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

- A traffic survey had been commissioned by the applicant which calculated 20-30 vehicles used the c road daily and classed as light use. This was consistent with the 3-4 vehicles seen during a visit by the Highways officer.
- Highways Development did not have a set standard for car parking at wedding venues. An event management plan was to be put in place and larger events would trigger use of minibuses.
- The proposed conditions had been reviewed by officers to ensure they were precise and enforceable. Any complaints from neighbours regarding excessive noise would be investigated and enforcement action taken if noise levels breached, this included cessation of activity until the issue was resolved. Noise could also be investigated under the statutory nuisance process and under the legislation for sale of alcohol and conditions attached to premises licenses.
- It was estimated that there would be an average of 3 guest per car when considering single occupants, couples, larger families and occupants of minibuses, to calculate the number of car parking spaces required. Criteria within the event management plan set out measures to prevent overspill on the highway and ensure that parking was contained within the site. Direction of one-way traffic was not practical and therefore passing places were to be constructed to the north and south of the site.
- The development could not be brought into use until the event management plan was submitted and approved.
- Key differences between this application and the Linnels application which had been recently refused included: consideration of Green belt issues including the scale of the additions, the provision and location of parking on both sites was different, and the impact on several heritage assets differed and in general the harm to the setting differed. It was therefore considered that there were sufficient differences to warrant a different recommendation although each case was considered on its own merits.
- The starting point for assessing a planning application was the development plan and policies which supported sustainable growth and expansion of business in rural areas. Wedding venues fall within the type of business these policies support. There was a recognition that the locations for those businesses needed to be in sensitive surroundings and

this needed to be assessed to ascertain that there was not an unacceptable impact on roads and that opportunities for sustainability were exploited. The policies also had to be assessed against Green Belt harm, highways impact, harm on heritage assets and generally assessed against the impact on the landscape and open countryside. Taking into account those material considerations, on balance officers came to the conclusion that this was an acceptable form of development.

- Shildon House was a non-designated heritage asset and the sundial within the grounds was Grade II listed.
- Clarification was provided regarding noise levels and comparisons made with unamplified conversations (55 dB) and a dishwasher (30-40 dB). Condition 20 required the applicant's acoustic consultant to measure background noise levels to ensure that there was no impact from the development on nearby residents.
- Condition number 11 (to be revised to number 12) which referred to submission of an events management plan and provision of a 'sustainable' shuttle bus service was used instead of 'electric' in order to future proof the condition and what was meant by sustainable as in future years. Use of the word sustainable also gave the local authority and applicant flexibility, given that it was a new business and whilst committed to sustainable credentials, but they needed a chance to grow.
- Officers assessed the percentage volume increase of extensions when compared with existing buildings. The proposal at Linnels was considered to be inappropriate development in the Green Belt whilst the proposed extension at Shildon was 38%, which was not considered to be a disproportionate addition.

Councillor Hutchinson proposed acceptance of the recommendation to approve the application subject to the conditions contained in the officer's report. This was seconded by Councillor Stewart and unanimously agreed.

RESOLVED that the application be **GRANTED** permission for the reasons and with the conditions as outlined in the report and the officers update report.

Councillor Cessford returned to the meeting.

- 15. 21/00070/FUL 20/03048/FUL**
Erection of freestanding restaurant with drive-thru facility, car parking, landscaping and associated works, including Customer Order Displays (COD)
Proposed small retail unit A, land north east of Tesco (Bunker Site), Alemouth Road, Hexham, Northumberland

There were no questions arising from the site visit videos which had been circulated prior to the meeting.

The Principal Planning Officer introduced the application with the aid of a powerpoint presentation and reported the following:

- A further 19 representations in objection and 24 in support of the proposals had been received following the publication of the committee agenda and report.
- The comments in objection refer to the following concerns:
 - Impacts on other food outlets and the town.
 - Generation of waste and litter.
 - Increased car trips and additional traffic on Alemouth Road/Station Road.
 - Lack of suitable pedestrian and cycle links through previously approved access design.
 - Effects on health and wellbeing.
 - Adverse impacts upon Tyne Green – litter and increase in cars.
 - Out of character with the historic environment and fails to take the opportunities available for improving the character and quality of an area and the way it functions.
 - Mass production of meat with effects on climate change and animal welfare.
 - Increased traffic and effects on climate and air quality.
 - Contrary to Hexham Neighbourhood Plan.
- Comments in support refer to:
 - A good addition to the town and further choice.
 - Welcome investment and new businesses to the town and will create employment and footfall.
 - Will increase visitors to the town alongside Travelodge.
- Potential visual impacts of signage associated with the development are referred to within the report and this would be subject to separate assessment under the Advertisement Regulations. Proposals for a totem sign at the new entrance to the site for this unit and the other development on the larger site are currently being assessed through an application seeking advertisement consent. In addition, the Council has also recently received two applications seeking advertisement consent for signage for the proposed McDonalds development, which are now being consulted on.

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

- Details regarding access to the bunker site were going through technical appraisal and had not yet been agreed.
- Conditions regarding flood risk and drainage were similar to the conditions for the larger scheme. More details specific to this plot had been provided with an updated flood risk assessment and finished levels with regard to flood risk. The Environment Agency and Lead Local Flood Authority were now satisfied with the proposals. If this application was approved, conditions would be discharged in consultation with relevant consultees.
- A significant amount of time had been spent on the original outline application for the wider scheme considering the setting of heritage assets and removal of the wall to create access into the site and this was a concern for the Conservation team. The approach into the town was very important.

- Separate consent for signage would be required under Advertisement Regulations and would be considered with colleagues from Conservation, Highways and Historic England.
- There were currently 3 applications that were relevant to this site including a large monolith sign at the entrance to the main site and 2 specific applications by McDonalds for signage on the building and a totem sign within the McDonalds plot. They would be assessed for their impact on amenity, character of the area, size, illumination, effect on the setting of heritage assets. The scale of development were likely to be applications considered by the Local area Council or depending on officer recommendation and responses considered under the delegation scheme.
- Assessment of planning applications considered the land use and proposals and did not include matters such as ethics or who the applicant was.
- Obesity figures, as required by Policy TCS6a of the emerging Northumberland Local Plan were required to avoid clusters of hot food takeaways around schools. The figure was 29.9% for years 6 pupils classified as overweight or obese for the 3 Hexham wards and 37.1% for the Hexham Central with Acomb ward. Whilst the trigger was 35.3%, the cumulative figure for the 3 wards did not meet the threshold for the policy.
- Condition 23 required a litter management plan and strategy before the site was brought into use. This would be uploaded on to the planning public access portal when received and able to be viewed by any interested individuals. If litter from McDonalds became an issue in any ward, Councillors were requested to contact Planning who would discuss other measures with the applicant.
- The Hexham Neighbourhood Plan contained details regarding shop front design in Conservation areas as the effect on heritage assets was an important issue and was taken into by account by officers when considering signage applications within the town.
- Accessibility and connectivity to other parts of the town had been considered as part of the larger scheme. The arches under Alemouth Road would not be a solution for access as the retaining wall structures required for improvements and widening of Alemouth Road prevent access. Discussions were ongoing with Network Rail, as a separate matter, regarding access from the northern part of the bunker site and would depend how it affected their operational land.
- It was confirmed that the visual from the larger outline application was an artist impression and not a technical drawing. Whilst it showed a crossing island, details regarding access to the site were currently going through the technical approval process with Highways which would contain details of crossing and ensure that they were up to the standard required. A road safety audit would be undertaken to ensure technical details and compliance with the Equality Act for pedestrian use.
- The visual demonstrated the type of arrangement that would be into the site which included a footpath adjacent to the wall which would be rebuilt.
- Additional conditions were included to address lighting as well as littering, the latter could also be addressed via separate legislation for Environmental Protection.

Councillor Oliver proposed acceptance of the recommendation to approve the application, subject to the conditions contained in the officer's report. This was seconded by Councillor Stewart.

Many of the members were of the opinion that the development would be of benefit to the town but it would be important to ensure it did not harm the conservation area or views of the town.

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

FOR: 11; AGAINST: 0; ABSTENTION: 1.

RESOLVED that the application be **GRANTED** permission for the reasons and with the conditions as outlined in the report.

16. 20/04380/OUT

**Outline planning permission for one new 3 bedroom 2 storey dwelling
Land South East of Bastle House, Tow House, Northumberland**

The Senior Planning Officer introduced the report with the aid of a powerpoint presentation and advised that there were no updates following publication of the report.

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

- Differences between the previously refused application and current application included: reduction in side extension from 2 storey to single storey, use of stone on all sides of the dwelling whereas previously it had only been proposed for the front elevation with render on the other 3 sides, previously pvc windows, guttering and drainage changed to wooden windows and doors and metal rainwater goods. It was important that traditional materials be used given the proximity of nearby listed buildings.

Councillor Kennedy proposed acceptance of the recommendation to approve the application, subject to the conditions contained in the officer's report. This was seconded by Councillor Stewart and unanimously agreed.

RESOLVED that the application be **GRANTED** permission for the reasons and with the conditions as outlined in the report.

17. PLANNING APPEALS UPDATE

The report provided information on the progress of planning appeals.

RESOLVED that the information be noted.

Councillor Dale left the meeting.

On the conclusion of the development control business at 6.02 pm, Councillor Scott vacated the Chair. The meeting adjourned for a short period. Councillor Cessford returned to the Chair and continued the meeting at 6.09 p.m.

18. PUBLIC QUESTION TIME

There were no questions from members of the public.

19. PETITIONS

This item was to:

a) Receive any new petitions:

No new petitions had been received.

A report was expected to be presented to the meeting in September to consider an ongoing electronic petition on a right of way path closure in Wylam.

b) Consider reports on petitions previously received:

There were none to consider.

c) To consider updates on petitions previously considered:

There were none to consider.

20. LOCAL SERVICES UPDATE

Members received the following updates and explanation of the impact of Covid-19 on front line services from the Area Managers from Neighbourhood Services and Technical Services:

Technical Services:

- Additional resources had been put in place to make repairs to the network following winter damage. Inspections and maintenance repairs were up to date and being undertaken in a timely manner.
- Ditching, road widening and replacement road signs were being carried out in the rural area and recently around Sandhoe.
- 9 of 28 Local Transport Plan schemes had been completed to date with the remainder expected to be carried out within the year.
- 14,500 m² of permanent patching repairs had been undertaken since April.

- 187,000 km of road surface dressing at 14 sites around Tynedale had been carried out using a lock chip sealing method to prolong the life of surface dressing.
- Members Local Improvement Schemes were being programmed in.
- Microsurfacing had commenced in the South East area the previous week and would be moving to the Tynedale area in the next few months. Councillors would be notified ahead of any work.
- The Tynedale Highways team had performed exceptionally well during the pandemic and winter period.

The following issues were discussed:

- Improved communications were to be issued regarding preparatory work which could be undertaken during the winter period and final stages which were weather dependent processes.
- The cutting of grass on road verges had been done to a very good standard this year with improved sight lines and more clearance around signage and corners etc. The team were thanked for the excellent work.
- Verge to verge work continued and on the rural network could include hedges on highway verge. If the land was private, hedges were the responsibility of adjacent landowners. Notification letters requesting work be undertaken were issued by the Highways Team. 2 letters were issued prior to work being undertaken and the landowner recharged. It was noted that this work could only be done during a certain window due to birds nesting and it was queried whether the period could be shortened. Overgrown hedges led to safety concerns and complaints regarding broken mirrors on large vehicles which were expensive to replace.
- Implementation of 20 mph speed limits were to be rolled out as a priority during the current year.

Updates on issues raised during the meeting would be obtained for Councillors Cessford (Hencotes), Stewart (20 mph speed limit on Castlefields Drive), Hutchinson (20 mph speed limit at Herdley Bank School and flashing 20 mph signs at Whitfield School).

Neighbourhood Services:

- Collections of residual and recycling waste were going well; tonnages of garden waste fluctuated massively in periods of rapid growth with some additional return trips required the following day.
- An additional 300 customers had signed up to the garden waste service in the Tynedale area in 2021/22 compared with the previous year (7,300 customers now in total). There was one route which covered the main settlements but not all areas were serviced due to capacity. The route was reviewed every year and decisions made regarding return, tonnage, mileage etc.
- The kerbside glass collection trial continued at 1,000 properties in Hexham East which was 1 of 5 areas participating. 200 tonnes of glass had been collected to date. The scheme had received mainly positive comments

from participants who had responded to a recent survey. A report containing more details of the survey and trial results would be considered in the next few months.

- Demand for the bulky waste collection service was currently very high and additional resource had been put into the service to meet it.
- Cutting of grass in amenity areas was currently at 6 or 7 cuts and on track to achieve the 10-13 cuts during the growing season.
- Weed control had started late in June due to cold weather during May. Contractors were also undertaking the work in addition to local services employees. First applications should be complete within the next few weeks. A range of alternative methods to glyphosate were being trialed across the county at certain locations with results to be analysed.
- Grass cutting of roadside verges had commenced and was expected to be complete by the end of July.
- Safety tests of memorials in church yards and cemeteries had been completed with the 5-year time frame and it was hoped that a 4-year cycle could be introduced through efficiencies.

Responses to issues raised by Councillors included:

- Weed control was being used without dye during the pandemic due to concerns from members of the public.
- Increasing numbers of members of the public appreciated wildflowers being allowed to grow along roadside verges and changes to the grass cutting cycle to accommodate requests was appreciated. Requests were to be made to the Area Manager in the first instance. Logistically it was not as efficient as it required return trips but were accommodated unless there was an issue for pedestrian safety or narrowing of carriageways.
- They did not have equipment which was able to remove grass arisings although this was a better technique to emulate meadow management.
- Overgrown vegetation around streetlights and signs should be noted during highways inspections with expert advice being sought from the Tree and Woodlands Officer. A new officer, Michael Armer, had been appointed to the Tynedale area although requests should also be copied into Leon Savage, Team Leader.

RESOLVED that the updates be noted.

21. OUTSIDE BODIES

Members considered a list of appointments to outside bodies for 2019/20.

It was reported that Hexham Community Partnership no longer required a nomination from the County Council.

RESOLVED that the following list of appointments be confirmed:

- Groundwork North East - Land of Oak and Iron Project Board – **G Stewart**

- Haltwhistle Partnership Limited - **Vacancy**
- Haltwhistle Swimming & Leisure Centre Man. Cttee - **A Sharp**
- Hexham TORCH Centre Management Committee - **T Cessford**
- Prudhoe Community Partnership - **Vacancy**
- Queens Hall Arts Trust - **CR Homer**
- Rede Tyne & Coquet Sports Centre – **Vacancy**
- Sport Tynedale – **N Oliver**
- Tyne Valley Community Rail Partnership Board - **Vacancy**

22. MEMBERS LOCAL IMPROVEMENT SCHEMES – PROGRESS REPORT

The Local Area Council received a progress update on Members' Local Improvement Schemes as at 1 July 2021. (A copy of the report is enclosed with the minutes.)

RESOLVED that the report be noted.

23. 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.

Items to be added to the work programme following the last meeting of the LAC Chairs Briefing included:

- Youth Service Provision
- Enhanced Services with Town and Parish Councils
- Off-street Electric Vehicle Charging Points
- Cycling and Walking Board
- Enforcement

A member requested that the Police Crime Commissioner be invited to a future meeting of the Tynedale Local Area Council. The Chair agreed to refer the matter to the LAC Chairs Briefing.

Clarification would be obtained regarding the type of enforcement.

RESOLVED that the work programme be noted.

24. DATE OF NEXT MEETING

The next meeting would be held on Tuesday 10 August 2021 at 4.00 p.m.

25. URGENT BUSINESS

The Committee were informed that the Community Chest Panel would be meeting in the next few weeks and would be comprised of Councillors Cessford, Hutchinson, Sharp, Stewart and Waddell.

CHAIR _____

DATE _____

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NORTHUMBERLAND COUNTY COUNCIL

TYNEDALE LOCAL AREA COUNCIL

At a meeting of the **Tynedale Local Area Council** held at County Hall, Morpeth on Tuesday, 10 August 2021 at 4.00 p.m.

PRESENT

Councillor T Cessford
(Chair, in the Chair for agenda items 27 - 28 and 33)

(Planning Vice-Chair Councillor A Scott in the chair for items 29 - 32)

MEMBERS

A Dale
C Homer
C Horncastle
I Hutchinson
D Kennedy
N Morphet

N Oliver
JR Riddle
A Sharp
G Stewart
HR Waddell

OFFICERS

K Blyth
M Bulman
M Francis
J Hitching
M Payne
E Sinnamon
N Turnbull

West DM Area Manager
Solicitor
Senior Planning Officer
Senior Sustainable Drainage Officer
Consultant Engineer
Development Service Manager
Democratic Services Officer

3 members of the press and public were also present.

27. PROCEDURE TO BE FOLLOWED AT PLANNING MEETINGS

The Chair advised members of the procedure which would be followed at the meeting.

28. MINUTES

The minutes of the Tynedale Local Area Council held on 13 July 2021 were to be submitted to the September meeting.

Ch.'s Initials.....

DEVELOPMENT CONTROL

Councillor Cessford then vacated the Chair, for Planning Vice-Chair Councillor Scott to chair the development control section of the agenda, as was the arrangement for all Local Area Councils.

29. DETERMINATION 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.

30. 20/02417/FUL

Residential development of 9 detached and semi-detached dwellings, single and two storey, plus associated infrastructure (amended description)

Land North of Lonkley Lodge, Lonkley Head Allendale

There were no questions arising from the site visit videos which had been circulated prior to the meeting.

The Senior Planning Officer introduced the application with the aid of a powerpoint presentation and reported the following:

- An additional condition from the Lead Local Flood Authority was recommended:
“Any land drainage found on site during construction shall be diverted and reconnected accordingly. Where additional land drainage is installed, this shall connect to the existing underground storage tank.
REASON: to ensure the effective drainage and passage of ground water to offsite sources in accordance with Tynedale Core Strategy Policy GD5 and the NNPF.”

Mr. T. Sparke and Mr. P. Barber spoke in objection to the application. They represented other residents and owners that lived around the site and raised the following concerns:

- Proximity - Only plots 8 and 9 had a rear garden of at least 10 metres, if the gardens facing the road were considered to be rear gardens, in accordance with policy H32(e) of the Tynedale Local Plan.
- Policy H32(f) required 25 metres between opposing rear walls of 2 storey properties. The distances between plots 3 to 5 and properties in Dale

Park ranged between 13 – 15 metres whilst there was only 7 metres between Plot 8 and Lonkley Lodge.

- The pond was to be built up so ground level would be level with the top of existing dry-stone wall of Almora and would overlook gardens and upstairs windows of several properties.
- The distance to habitable rooms at Lonkley Lodge was less than 7 metres and not in line with policy H32(f) which set out minimum guidelines to avoid overlooking and ensure privacy for all parties.
- Given the rural setting, too much was proposed for the site. The layout of the scheme needed to be reviewed to reduce the impact on privacy and density of the development.
- They objected on the grounds that the proposals did not meet the criteria of policy H32.
- Flood risk was a significant concern. Locally there was known to be significant amounts of underground water on the site as it flooded at the bottom end on a regular basis.
- Concern was expressed regarding the lack of investigations at the site as it appeared the reports were based on desktop exercises by experts located elsewhere who had not visited the site.
- No account has been taken of existing ground water in the proposals and what existed on site.
- Work that had been carried out had located 1 of 2 underground tanks and drainage within the field.
- There was a lot of underground water along the bank behind the Shilburn Road and Allenfields estate.
- Information had come from the previous landowner who had closely supervised access over the field to ensure the existing drainage was not disturbed and flooding caused further down the hill.
- The development presented a significant flood risk without a full account being taken of existing underground water.
- The additional LLFA condition was welcomed but it did not go far enough and should be extended to consider all ground water at the proposed site.
- Negotiations with Northumbrian Water were needed to ensure that all risks were carefully considered.
- The open space be designated as a SUDS feature and protected from future development
- They objected on the grounds that current plans took no account of existing ground water and as such presented a significant flood risk to new and neighbouring properties.

Mr. A. Herdman architect and civil engineer spoke in support of the application. He wished to address the following points raised by the objectors:-

- Discussions with the planning officer had resulted in changes to the site layout to increase the distance between the side elevation on plot 8 to the boundary of Lonkley Lodge by 2.5 metres, to 6 metres. Plot 8 was also positioned on a lower level and would not overlook Lonkley Lodge. The landscaping plan in the presentation was prior to the redesign of Plot 8.

- Plots 3 – 5 were single storey given the proximity of nearby dwellings in Dale Park. The proposed dwellings had been positioned to maximise the distance between them and existing properties and landscaping to ensure privacy between new and existing properties.
- There was no specific policy in terms of separation for single storey dwellings.
- There had been multiple visits and extensive site investigations and physical investigations to check ground conditions and water levels, filtration capacity, position of underground water tanks and discharge into the combined existing sewer to the satisfaction of the relevant consultees.
- They were aware of the existence of ground water, which was not uncommon on a sloping site and would be dealt with during the excavation to create routes for the water to travel with collection in the SUDS features at the rate requested.
- They had liaised with the LLFA and had incorporated everything that had been requested.
- Northumbrian Water had accepted a discharge rate of 2 l/s to the combined sewer if no other feasible option was found. The design incorporated restrictors and zoning would ensure the flow did not exceed the requirements.
- The specialist drainage consultants were satisfied that, whilst the site was challenging, the passage of water on the site to the existing combined sewer could be controlled and not exceed the allowable rate set by Northumbrian Water.
- As local businessmen, they did not wish to upset local people.

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

- Policy H32 of the Tynedale Local Plan had been taken into consideration in the assessment of the application. It related to distances between proposed 2-storey dwellings, the dwellings at the rear of the site were bungalows and therefore the distances within the policy did not apply.
- Plots 8 and 9 were set back and therefore it was considered that there would be adequate amenity space and that Lonkley Lodge would not be overlooked.
- All drainage on site would be positively collected via gulleys, permeable paving, rain gardens and collected underground in new pipes and tanks and disposed of at a rate of 2 l/s to Northumbrian Water's sewer. The proposed pond was purely for the collection of overland flows to provide additional protection in extreme events. Planting would also assist with drainage. The proposed additional condition regarding drainage found on site could be strengthened to include land drainage, watercourses and sewers; this would ensure that any drainage features found during construction would be mitigated against. The LLFA was satisfied that the flood risk off site would not be increased by development of this site.
- The area coloured green on the North West side of the proposed landscaping plan included a pond and grassland to assist with drainage and overflows and was not identified for future development. Any future

plans for this area would require separate planning approval and consideration of the affordable housing policy which was required for schemes proposing 10 or more units. Recent decisions by the Planning inspectorate had upheld decisions regarding safeguarded landscaped green areas to retain these areas as green spaces.

- Current policies did not require installation of solar panels, heat pumps or energy efficiency measures, although the layout of the drives and parking areas on the site should enable installation of electric vehicle charging points in the future. Inclusion of conditions requiring electrical vehicle charging points on other applications had been accepted as part of schemes, without being appealed by those applicants. Policies for incorporation of green measures were included within the emerging Northumberland Plan but did not have sufficient weight at the present time for inclusion of conditions at the present time. More focused discussions would be held with applicants regarding the green credentials of schemes in the future. Any additional conditions at or demands on developers at the present time needed to be reasonable in respect of green aspects without current policy support.
- Any water collected from hard standing, following development of the site, would not be connected to Issacs Well. Any water that naturally soaked into the ground from garden areas and public open space within the site and therefore into the underground storage tank, would continue to be maintained, post-development.
- The pond was separate to the drainage system; water was to be stored underground via large tanks and pipes, designed to cope with the 2 l/s restriction in place with slow release into the sewer system. The 2 l/s had been agreed with Northumbrian Water to prevent their system from being overwhelmed. In an extreme event, it would flow naturally into the pond rather than flowing onto the highway. The calculations met the requirements of the NPPF and were satisfactory. A condition was included for adoption and maintenance of the features, pipe network and restrictive device by Northumbrian Water, in perpetuity.
- No detail had been provided regarding safety features around the pond as it was not a SUDS feature. However, best practice required a slope gradient of 1 in 3 or 1 in 4. Any concerns could be addressed with the inclusion of additional condition regarding protective measures around the pond prior to occupation of the dwellings. Proposals would ensure that wildlife was not excluded.

Councillor Stewart proposed acceptance of the recommendation to approve the application subject the S106 agreement to secure sport and play obligations, the conditions contained in the officer's report and the following additional conditions:

- Any watercourses, sewers and land drainage found on site during construction shall be diverted and reconnected accordingly. Where additional land drainage is installed, this shall connect to the existing underground storage tank.

REASON: to ensure the effective drainage and passage of ground water to offsite sources in accordance with Tynedale Core Strategy Policy GD5 and the NNPF.

- Delegated authority be given to the Director of Planning, following consultation with the Vice-Chair (Planning), to add an appropriately worded condition regarding installation of electric vehicle charging points at each of the 9 units.
- Delegated authority be given to the Director of Planning, following consultation with the Vice-Chair (Planning), to agree amended wording for condition 10 on landscaping to include submission of further details and drawings regarding safety measures and fencing to be provided around the pond.

This was seconded by Councillor Homer and unanimously agreed.

RESOLVED that the application be **GRANTED** permission for the reasons and with the conditions as outlined in the report and set out above and subject to the signing of a Section 106 agreement in respect of financial contributions for Sport and Play including the sum of £17,350 for play/informal open space and £9,850 for outdoor sport.

31. 21/00826/FUL

**Proposed development of rural worker's dwelling
Land to south and east of North Side Farm, Harlow Hill**

There were no questions arising from the site visit videos which had been circulated prior to the meeting.

The West DM Area Manager introduced the application with the aid of a powerpoint presentation and provided the following update:

- The objection received for the application at Northside Farm was to be disregarded as the objector's address had been unable to be verified.

Mrs. Lockey, the applicant and owner, addressed the Committee to speak in support of the application. She stated:

- In 2010 the farm had been diversified to include a wedding venue, glamping pods and cottage in addition to the farm, livestock had recently been introduced.
- The business had grown and expanded following reinvestment over the years. However, as it grew the demands and requirements on site had increased making it more difficult when not on site.
- The lack of on-site presence was putting a strain on the family and business.
- There was a greater security risk with livestock on the farm and an essential need to live on site.
- They had withstood an 18-month closure due to the pandemic but to operate effectively, it was essential they lived on site.

- They had followed advice of the original case officer and had withdrawn the original application submitted in 2019 and had resubmitted when the livestock were on the farm. They were frustrated with inconsistencies and new issues being raised by the second case officer, such as Section 106 financial contributions.
- The application sought permission for the development of a rural workers dwelling in the Green Belt. There was a genuine essential need for a dwelling on site which would amount to very special circumstances. This type of development was supported by the NPPF which seeks to support a prosperous rural economy and promote the development of land based rural businesses. The principle of development was acceptable as the essential need to be on site had been demonstrated and confirmed within Alan Jackson's report. The proposal should therefore be looked at positively.
- Permission was not being sought for a standalone dwelling, if approved it would satisfy a genuine essential need.
- The NPPF enabled the provision of homes where there was an essential need for a rural worker; the development was needed to ensure animal health and welfare, deal with emergencies, ensure security on the farm, daily livestock management and manage up to 270 guests and staff as part of the wedding business. They believed there was no other suitable accommodation which could accommodate their family and requirement to be on site.
- The essential need to be on site had been demonstrated by the Council's independent surveyor and evidence presented to the case officer illustrated the development was in accordance with relevant planning policy.
- The case officer did not support their application as he did not deem there to be an essential need to live on site, just a functional need. This was against the advisor's findings and recommendations. They did not understand the difference and asked for clarification of the definitions.
- They did not want to destroy the Green Belt; this was their livelihood and a lifetime's work and dedication to the farm and business.
- Members were asked to support the application, business and employees and would be invaluable to ensure the business could continue to grow and thrive.
- They welcomed a site visit if this would be useful to members.

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

- Officers needed to assess whether it was essential for someone to live on site or desirable, the distinction between these was important. The independent assessment had found that there was some functional need to live on site and equated to 0.5 of a rural worker to be on site. Permission could not be granted unless this was at least one full time employee and given the size of the farm holding, it would be unlikely to require one full time worker. All of the land-based businesses had been considered when coming to this conclusion. The business was operating

at present without anyone living on site, and whilst the applicant was finding this more difficult and it would be desirable for them to live on site, it was not classed as essential as the business could operate without this.

- Officers had therefore concluded there was no need. However, if this had been demonstrated, they would look at other properties on or near the site. The site was located close to Horsley village, which could provide opportunities to live closer to the site. There was also an available house on the site, which was currently being used as an office, although it did not have planning permission for this use, it was a 3-bedroom dwelling. Previously approval had been sought to extend this property.
- Whilst Horsley village was the closest settlement, relevant distances were set out in para 7.54 of the officer report and not within walking distance of the site, along country lanes and would not be easy to get to without transport. A decision whether someone was needed to live on site all of the time or whether somewhere close by would be sufficient to serve the needs required by the site. Marketing research on other properties in the vicinity had not been undertaken as it had not been required with another property being available on site.
- There were no planning restrictions which prevented the wedding venue or holiday accommodation being used all year round, but the nature of the wigwam structures would likely make it more seasonal. Approximately 40 weddings per year were held at the moment, although this could vary.
- The 3-bedroom property on site had been tenanted and more recently had become vacant. Planning permission had not been sought for change of use, although it was currently being used as an office, it was still available as a dwelling. A significant extension had been refused planning permission and had been dismissed on appeal. This had been due to the design and scale of the extension in the Green Belt. A prior approval application, using permitted development rights, had been successful and would have substantially increased the size of the property. That approval had now expired but could be applied for again.
- The livestock included 16 Galloway heifers which would be put to a bull in 2022. The calves anticipated in 2023 would be reared until 20 months of age. They also had 160 lambs which had been purchased in January 2021.
- The original permissions for expansion were based on farm diversification had been approved some time previously. There was no specific policy which permitted glamping pods in the Green Belt. These were allowed as part of the farm diversification scheme of North Side Farm.
- The proposal was for a 5-bedroom house. There were no policies which determined the size of dwelling for an agriculture or rural worker's dwelling. The relevant test was whether there was an essential need as opposed to desirable need.
- Exceptions for appropriate development in the Green Belt included agriculture or forestry, however this typically meant buildings, not dwellings. There was no exception for a rural worker's dwelling in the Green Belt although some capacity was required to allow it given the amount of Green Belt in the county and amount of land-based enterprises where there was an essential need and enough to warrant very special circumstances.

- The farm was located on 27 hectares or 68 acres.
- Determination of the size of a rural worker's dwelling had previously been prescribed in PPS7 and related to the size of the enterprise rather than the needs of the applicant. However this policy was no longer relevant and the NPPG was less restrictive. The land-based enterprises on the site had been considered together with the agricultural holding.
- Whilst the assessment stated that it would be desirable for one worker to live on site, it would be unreasonable to say they had to live there alone, without family.
- Guidance stated that a dwelling between 150 m² and 250 m² would be reasonable; the dwelling proposed was 240 m² and therefore within these parameters. The case worker did not have concerns regarding the size which did not have to be commensurate with the size of the holding, but essential need must be demonstrated.

Councillor Horncastle proposed that the application be granted, contrary to the officer recommendation, as he considered this was very similar to another site within the Tynedale area where there was dual use. He believed that the 2 parts of the rural business should be considered together and referred to the independent assessment. This stated that, to cover the wedding venue, lodges and glamping pods enterprise with the livestock enterprise, it would be desirable to have one full time worker resident on the farm to meet the functional need and there was no suitable dwelling on site.

The West DM Area Manager explained that the independent assessment was treated as a consultee and officers formed their own view of his response. It was also important to make a distinction between the word desirable, which the consultant had used, and essential. She stated that the consultant was perhaps not aware of the status of the building currently used as an office but was in fact a three-bedroom dwelling.

The Solicitor sought clarification regarding the reasons for making the decision. It was confirmed that it was necessary to establish that there was an essential need, there was nowhere else available on the site and together these presented very special circumstances in the Green Belt which outweighed any harm that construction of the dwelling would cause.

She added that the motion would need to include reference to the addition of conditions, which would need to be delegated to the Director of Planning, following consultation with the Vice-Chair (Planning) and completion of Section 106 agreements for financial contributions towards outdoor sports facilities, children's play provision or open space facilities. Reasons would also need to be provided with reference to the very special circumstances and consideration of harm, purpose and impact on openness in the Green Belt.

The motion to grant permission was seconded by Councillor Homer.

The Development Service Manager summarised the reasons for the motion to approve the application expressed earlier by Councillor Horncastle. In his opinion, the application:

- Met the essential needs test as they had livestock together with the wedding venue on site, based upon the information in the Independent Assessment.
- Whilst it did not meet the exceptions in the Green belt, due to there being an essential need for a worker on site, very special circumstances had been demonstrated and outweighed the harm to the Green Belt.
- A legal agreement would be required and financial contribution of £4,352 to meet obligations towards sport and play arising from the development.
- Delegated authority be given to the Director of Planning to agree conditions for the application, following consultation with the Vice-Chair (Planning).

Concern was expressed by some members that this would set a precedent for future applications. Reference was also made to the dwelling that was currently being used as an office.

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

FOR: 3; AGAINST: 10; ABSTENTION: 0.

The motion therefore failed.

Councillor Hutchinson proposed acceptance of the officer's recommendation to refuse the application. This was seconded by Councillor Waddell.

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

FOR: 10; AGAINST: 3; ABSTENTION: 0.

RESOLVED that the application be **REFUSED** permission for the reasons outlined in the report.

32. PLANNING APPEALS UPDATE

The report provided information on the progress of planning appeals.

RESOLVED that the information be noted.

33. DATE OF NEXT MEETING

The next meeting would be held on Tuesday 14 September 2021 at 4.00 p.m.

CHAIR _____

DATE _____

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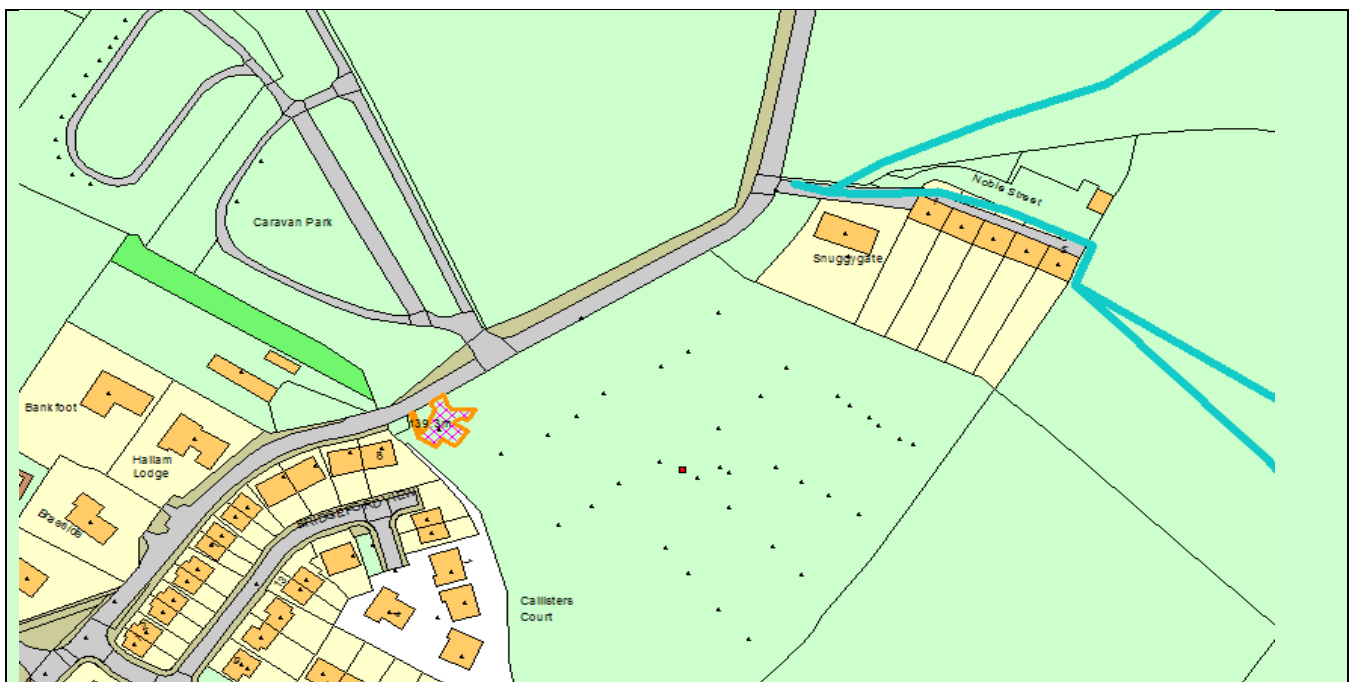


Northumberland
County Council

Tynedale Local Area Council Planning Committee
14 September 2021

Application No:	20/04216/FUL		
Proposal:	Installation of 20KV Standard Distribution Sub Station and associated access arrangements in conjunction with existing planning approvals (primarily 16/04680/OUT and 19/02033/REM), to allow removal of current poles and overhead power lines		
Site Address	Land North East of 8 Bridgeford View, Bellingham, Northumberland		
Applicant:	Mr Robert Murphy, Ascent Homes, Wansbeck Workspace, Rotary Parkway, Ashington	Agent:	None
Ward	Bellingham	Parish	Bellingham
Valid Date:	10 December 2020	Expiry Date:	16 April 2021
Case Officer Details:	Name: Mrs Haley Marron Job Title: Principal Planning Officer Tel No: 01670 625547 Email: haley.marron@northumberland.gov.uk		

Recommendation: That this application be GRANTED permission



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1. Introduction

1.1 The applicant is Ascent Homes. As such, the application has been referred to the Director of Planning and Chair/s of Planning Committee for their consideration as to whether the application should be determined by Committee. It has been decided the application should be determined by the Planning Committee.

2. Description of the Proposals

2.1 The application seeks full planning permission for the installation of a 20KV Standard Distribution Sub Station and associated access arrangements in conjunction with existing planning approvals for the development of the site for housing, in order to allow the removal of existing poles and overhead power lines. Outline and reserved matters applications for housing on the site have previously been granted under applications 16/04680/OUT and 19/02033/REM.

3. Planning History

Reference Number: 16/04680/OUT

Description: Residential development of up to 36no. dwellings, with all matters reserved apart from access (Revised Description).

Status: Permitted

Reference Number: 19/02033/REM

Description: Reserved matters application for appearance, landscaping, layout and scale) on approved planning application 16/04680/OUT (amended plans received 09.10.2019).

Status: Permitted

Reference Number: 20/00701/VARYCO

Description: Variation of condition 4 (the approved plans and documents list) to incorporate the updated Great Crested Newt Mitigation Strategy (February 2020) as an approved document. Also variation of condition 13 relating to the Great Crested Newt Mitigation pursuant to planning permission 16/04680/OUT.

Status: Permitted

Reference Number: 20/01482/NONMAT

Description: Non-material amendment to application 19/02033/REM - To seek approval for updated layout which, if approved, will see replacement of currently approved layout (ref: SD-10.02 Rev C) with new layout (ref: SD-10.02 Rev E) and change to wording of Condition 1 of approved reserved matters application

Status: Permitted

Reference Number: 20/03785/DISCON

Description: Discharge of conditions 6 (site levels), 7 (boundary treatment), 10 (gas protective measures), 17 (ecology), 19 (external lighting), 20 (trenches), 22 (engineering works), 23 (highway works), 24 (cycle parking), 25 (construction method statement), 26 (refuse storage), 27 (surface water), 28 (surface water), 29 (SuDS), 30 (foul water) and 31 (ecology) of application 16/04680/OUT

Status: Pending

Reference Number: 20/03786/DISCON

Description: Discharge of conditions 4 (basin maintenance access track), 5 (SuDS), 6 (boundary treatment), 9 (highways), 10 (estate street phasing), 11 (engineering works), 13 (surface water drainage) and 14 (construction method statement) of application 19/02033/REM.

Status: Pending

Reference Number: 21/01341/NONMAT

Description: Non-material amendment (Non-material amendment to application 19/02033/REM - To seek approval for updated house types which, if approved, will change the wording of Condition 1 of approved reserved matters application (note - Condition 1 amended previously via 20/01482/NONMAT)) on approved application 19/02033/REM

Status: Refused

Reference Number: 21/01341/NONMAT

Description: Non-material amendment (Non-material amendment to application 19/02033/REM - To seek approval for updated house types which, if approved, will change the wording of Condition 1 of approved reserved matters application (note - Condition 1 amended previously via 20/01482/NONMAT)) on approved application 19/02033/REM

Status: Refused

Reference Number: T/20090335

Description: Replacement of electrical conductors with aerial bunched conductors

Status: No objection

4. Consultee Responses

Bellingham Parish Council	<p>The proposed application states that access to the sub station is from Bridgeford View. This is not accurate as this would involve the main access being through nearby residents' gardens.</p> <p>Any new access would presumably have to be from the main road and this would need to be investigated with Highways given the speed of traffic on this road and the difficulty in seeing oncoming traffic.</p> <p>Given the issues with water-logging and poor drainage on the site, the parish council has serious concerns about the ground stability and the potential for flooding for an electricity sub station on this site.</p> <p>The parish council also notes that there is no information on environmental impact of this new structure - given previous concerns over wildlife and GCNs, they feel that more work would need to be done to ensure there is no detrimental impact on the local environment.</p>
NCC Highways	No objections subject to conditions and informatives.
NCC LLFA	No objections subject to conditions.

NCC Public Protection	Advised they have no objections to the application having regards to matters of pollution and public protection.
County Ecologist	<p>An updated mitigation strategy has recently been agreed for the site (20/00701/VARYCO) and landscaping will be addressed through the discharge of condition 16 of the outline planning application for the site (16/04680/OUT), which can include any changes to landscaping caused by the new substation. I have no additional comments on landscaping at this stage.</p> <p>I therefore have no objection with the following condition:</p> <p>The development hereby permitted shall be carried out in accordance with the details contained in the updated 'Great Crested Newt Mitigation Strategy' produced by E3 Ecology Ltd and dated February 2020.</p> <p>Reason: To conserve and enhance the population of status of a protected species.</p>

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	3
Number of Objections	6
Number of Support	0
Number of General Comments	0

Notices

General Site Notice: 18th February 2021

Summary of Responses:

Six letters of objection have been received. The material considerations cited in the objections can be summarised as follows:-

- object to the proposed planning permission on the basis of safety in relation to access from Pennine Way.
- Consideration should be given to substation access from an existing street in the estate to minimise the number of turnings onto Pennine Way
- The Sub Station should be moved to an internal estate road
- loss of landscaping
- Disturbance of wildlife through corridor by the presence of this substation
- Risk of flooding of substation site
- The publicity of the application is inadequate
- The applicant is a subsidiary of the Council and the application should be determined by the Committee

The above are only a summary of representations received. Full copies of all representations can be viewed on the Council's website line using this link:

6. Planning Policy

6.1 National Planning Policy

National Planning Policy Framework (2021)
National Planning Practice Guidance (2018, as updated)
National Design Guide (2019)

6.2 Development Plan Policy

Tynedale Core Strategy (adopted October 2007) (TCS)

GD1 Locational policy setting out settlement hierarchy
GD4 Principles for transport and accessibility to increase sustainable access and minimise the need for journeys
GD5 Minimising flood risk
GD6 Planning obligations
BE1 Principles for the built environment
NE1 Principles for the natural environment

Tynedale Local Plan (adopted 2000, saved Policies 2007) (TLP)

GD2 Design criteria for development, including extensions and alterations
GD4 Access arrangements
GD6 Car parking standards outside the main towns
NE37 Landscaping in developments

6.3 Emerging Planning Policy

Northumberland Local Plan - Publication Draft Plan (Regulation 19) (Jan 2019) as amended by proposed Main Modifications (June 2021)

Policy STP 1 - Spatial strategy
Policy STP 2 - Presumption in favour of sustainable development
Policy STP 3 - Principles of sustainable development
Policy QOP 2 - Good design and amenity
Policy TRA 1- Promoting sustainable connections
Policy TRA 2 - The effects of development on the transport network
Policy TRA 4 - Parking provision in new development
Policy ENV 1 - Approaches to assessing the impact of development on the natural historic and built environment

7. Appraisal

7.1 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 plan comprises the Tynedale Core Strategy and the Tynedale Local Plan (2007). The National Planning Policy Framework (NPPF) (July 2021) and Planning

Practice Guidance (PPG) are material considerations in determining this application.

7.2 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.

7.3 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.

7.4 The key planning issues raised by the proposal include:

- Principle of development
- Impact on character of the area
- Ecology
- Highways, access and car parking
- Drainage

Principle of development

7.5 The application site is a greenfield site in the village of Bellingham. Policy GD1 of the Tynedale Core Strategy sets out the principles for the location of new development with the main focus for development being main towns, local centres and smaller villages with adequate services.

7.6 The application seeks full planning permission for the installation of a Sub Station and associated access arrangements to allow removal of current poles and overhead power lines on the site. This proposal is to facilitate the housing of development already approved at the site (primarily 16/04680/OUT and 19/02033/REM). The principle of housing on the site is firmly established and is therefore acceptable on principle. The principle of a substation in connection with that housing development, as ancillary equipment to the development is also acceptable in principle in accordance with Core Strategy GD1 and the NPPF.

Impact on character of the area

7.7 The NPPF seeks to conserve and enhance the natural environment by protecting and enhancing valued landscapes. The Tynedale Core Strategy Policy BE1 and Local Plan Policy GD2 in the main seek provide good quality design which is in keeping with the surrounding area.

7.8 The applicant proposes a Sub Station to the front of the approved housing development off Pennine Way. It is to be sited adjacent to existing housing at No.8

Bridgeford View and plot 07. The Sub Station consists of a standard prefabricated design measuring 3.9m by 2.8m and 2.4m to eaves with sloping roof. The Sub Station will be set back from Pennine Way to allow for vehicular access to the site.

7.10 The Sub Station is of standard and functional design. Although located to the front of the site it is not considered to have significant adverse impact on the street scene due to the relatively small scale nature of the building and the fact it will be set back from the highway and will be viewed in the context of the wider housing development. Furthermore, a condition is imposed to secure a satisfactory colour specification for the Sub Station.

7.11 In the context of the above the proposals are considered acceptable having regard to impacts on the character of the area.

Ecological Impact

7.12 The NPPF sets out that planning decisions should contribute to and enhance the local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

7.13 The Tynedale Local Plan Policy NE27 seeks to ensure Protected Species are protected. This policy is consistent with the NPPF and is therefore relevant to the assessment of this application.

7.14 The concerns raised by the Parish Council and local residents regarding impact of the Sub Station on Protected Species and wildlife links are noted.

7.15 The County Ecologist has considered the application and raises no objections. This is because the proposal is outside the proposed landscaping belt secured as ecological mitigation for the housing development to the south west boundary; additional landscaping can be secured to offset the loss of the additional tree and because there is a mitigation strategy already in place to protect Protected Species across the site. A condition is imposed to ensure the developer complies with the updated 'Great Crested Newt Mitigation Strategy' produced by E3 Ecology Ltd and dated February 2020.

7.16 Having regards to the above the development is acceptable in ecological terms and complies with existing and emerging policy and the NPPF.

Highways

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

7.18 The Sub Station is to be located on the road frontage of Pennine Way, set back from the highway to allow for vehicular access and parking.

7.19 The objections from the Parish Council and local residents regarding the impact of the proposal on highway safety are noted.

7.20 The Council as Highway Authority have been consulted on this application. Having considered all aspects of the application and following the submission of

amended plans to demonstrate connection to the highway; satisfactory visibility splays and sufficient manoeuvring space within the site, they do not object to the application.

7.21 The development is considered acceptable in highway terms. The development complies with the NPPF and local planning policy in this regard.

Flood risk and drainage

7.22 NPPF states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere. The Tynedale Core Strategy Policy GD5 aims to minimise flooding.

7.23 The objections from the Parish Council and local residents regarding drainage and flood risk arising from the development are noted.

7.24 Matters of flood risk and drainage were considered in full when the housing development was granted planning permission. It is proposed that the Sub Station will be drained via that wider drainage system.

7.25 The applicant has updated the drainage proposals for the entire site to include the Sub Station hardstanding in original drainage calculations. Consultation has taken place with the Council as Lead Local Flood Authority (LLFA).

7.26 The Council as Lead Local Flood Authority raise no objections to the application. They do however make a procedural point that the drainage conditions on the housing development approvals will need to be re discharged given the updates to the drainage proposal to include the Sub Station (16/04680/OUT and 19/02033/REM).

7.27 Therefore, for the reasons above the development is acceptable in planning terms having regards to water management issues.

Other Matters

Equality Duty

7.28 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

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

Human Rights Act Implications

7.30 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.

7.31 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.

8. Conclusion

8.1 The proposed Sub Station is acceptable in principle and is required to facilitate the housing development approved at the site. The development is acceptable in planning terms having regards to all technical matters and all material considerations. The representations received in response to the publicity of the application have been taken into account. The proposal complies with the existing and emerging development plan and the NPPF.

9. Recommendation

That this application be GRANTED permission subject to the planning conditions below:

Conditions/Reason

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

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

P00.01B Location Plan

Proposed Site Plan P10.01 Rev C

Proposed Wider Site Plan P10.02

Swept Path Analysis DWG 15 Rev B

Drawing No 151 'Proposed Catchment Plan' Rev A

Drawing No 121 'Detention Basin Cross Section' Issue B

Drawing No 01 'Proposed Drainage Layout' Issue B

C991549 Rev C 20kV Standard Sub Station Prefabricated drawing - floor plan and elevations

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

03. The access shall not be brought into use until such time that visibility splays in accordance with plan 1102-ADV - P10.02 have been established with a 2.4m setback for a distance in 43m in both directions from a drivers height of 1.05m to a height 0.45m above carriageway level where a splay first intersects with the carriageway and any further intersections.

Reason: In the interest of highway safety, in accordance with Policy GD4 of the Tynedale Local Plan and the National Planning Policy Framework.

04. The development shall not be brought into use until the car parking area and manoeuvring space indicated on the approved plans, has been implemented in accordance with the approved plans. Thereafter, the car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the development.

Reason: In the interests of highway safety, in accordance with Policies GD4 and GD6 of the Tynedale Local Plan and the National Planning Policy Framework.

05. The development shall not be brought into use until details of the vehicular access have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. Thereafter, the vehicular access shall be retained in accordance with the approved details.

Reason: In the interests of highway safety, in accordance with Policy GD4 of the Tynedale Local Plan and the National Planning Policy Framework.

06. The development hereby permitted shall be carried out in accordance with the details contained in the updated 'Great Crested Newt Mitigation Strategy' produced by E3 Ecology Ltd and dated February 2020.

Reason: To conserve and enhance the population of status of a protected species, in accordance with Policy NE27 of the Tynedale Local Plan, Policy NE1 of the Tynedale Core Strategy and the National Planning Policy Framework.

07. Notwithstanding the plans approved and prior to development commencing, a colour specification of the prefabricated Sub Station shall be submitted to and agreed by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the details agreed.

Reason: In the interests of visual amenity and impact on the street scene, in accordance with Policy GD2 of the Tynedale Local Plan, Policy BE1 of the Tynedale Core Strategy and the National Planning Policy Framework.

Informatives

01. You should note that under the Highways Act 1980 a vehicle crossing point is required. These works should be carried out before first use of the development. To arrange the installation of a vehicle crossing point (and to make good any damage or other works to the existing footpath or verge) you should contact the Highways Area Office at:westernareahighways@northumberland.gov.uk.

02. Building materials or equipment shall not be stored on the highway unless otherwise agreed. You are advised to contact the Streetworks team on 0345 600 6400 for Skips and Containers licences.

03. The effectiveness of the development's design in ensuring that a nuisance is not created, is the responsibility of the applicant/developer and their professional advisors/consultants. Applicants/Developers should, therefore, fully appreciate the importance of obtaining competent professional advice. In all cases, the Council retains its rights under the Section 79 of the Environment Protection Act 1990, in respect of the enforcement of Statutory Nuisance.

Background Papers: Planning application file(s) 20/04216/FUL

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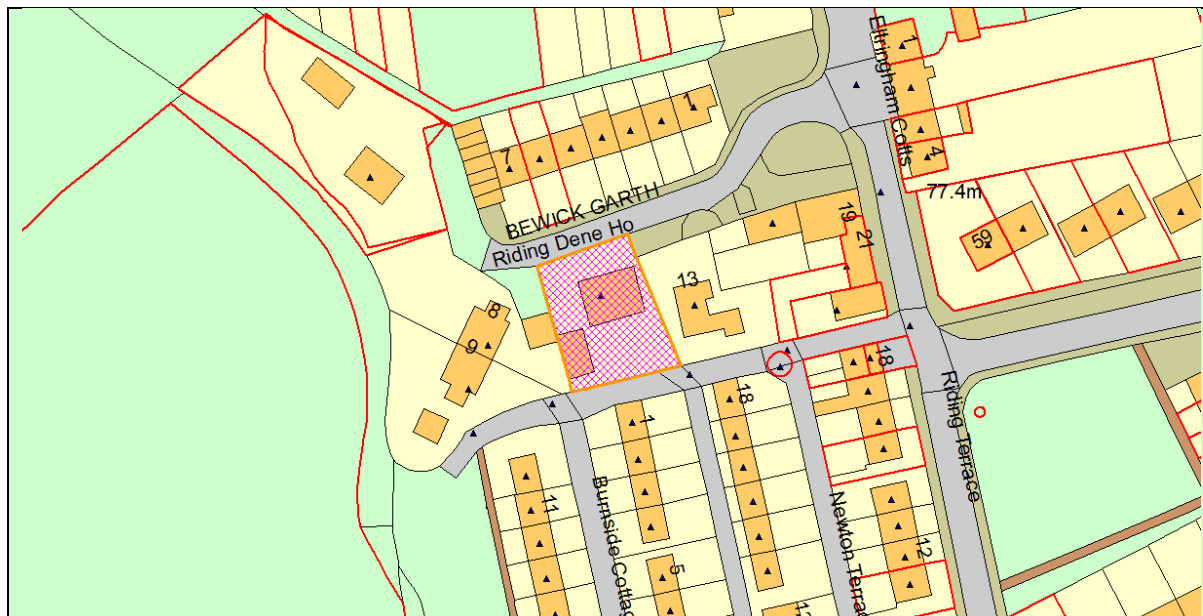


Northumberland County Council

Tynedale Local Area Council Planning Committee 14 September 2021

Application No:	21/01206/FUL		
Proposal:	Proposed garage conversion to holiday let with 1 bedroom, bathroom, living area and kitchen.		
Site Address	Riding Dene House, Riding Dene, Mickley, Stocksfield, Northumberland, NE43 7BL		
Applicant/ Agent	Mrs Julie Fleckenstein, Riding Dene House, Riding Dene, Mickley, Stocksfield, Northumberland NE43 7BL		
Ward	Stocksfield And Broomhaugh	Parish	Prudhoe
Valid Date	19 April 2021	Expiry Date	15 September 2021
Case Officer Details	Name: Mr Callum Harvey Job Title: Planning Officer Tel No: 01670 623625 Email: Callum.Harvey@northumberland.gov.uk		

Recommendation: That this application be GRANTED permission



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1. Introduction

1.1 As a result of the number of objections received from local residents the application has been referred to the Director of Planning and Chair and Vice-Chair of the Tynedale Local Area Council Planning Committee under the Virtual Delegation Scheme. It was subsequently agreed that this application raises sufficient interest within the wider community to be considered by the Planning Committee.

2. Description of the Proposals

2.1 The proposal seeks to convert an existing residential outbuilding into a one-bedroom holiday let unit. The outbuilding is currently used as a garage and domestic gym, and is located within the curtilage of a relatively large residential property known as Riding Dene House, within the built-up area of Mickley. The site is surrounded by residential properties, with a narrow lane bounding the site to the south which provides access to neighbouring properties to the south. The southern boundary of the site is a 1.8m high hedgerow and the site benefits from a pedestrian access onto the lane to the south via a gate.

2.2 The existing outbuilding measures 6.2m x 9.8m in footprint with a flat roof measuring 2.7m in height and is located on the western boundary of the curtilage of Riding Dene House. The application site is set at a higher ground level than the level of the neighbouring property to the west, No.8 Bewick Garth, therefore the outbuilding measures 3.8m in height along the western elevation. The garage is constructed of facing brick and pebble dash render elevations, with white uPVC openings.

2.3 The outbuilding features two existing obscurely glazed openings on the western elevation, which face into the rear garden and toward the rear openings of the property at 8 Bewick Garth. The submitted existing floor plan indicates that one of these openings serves the existing garage, and the other opening serves the existing gym.

2.4 The proposal seeks to convert the outbuilding into a one-bedroom holiday let unit with a bathroom and a kitchen/diner area. A small area of private amenity space would be provided to the south of the building, whilst a 1.8m high timber fence would be erected to the east of the building. A new pedestrian access would be created through the hedgerow on the southern site boundary onto the adjacent lane. As part of the proposals, 4no. car parking bays would be provided in total within the overall site for both the proposed one-bedroom holiday let unit and the main four-bedroom dwelling. Both the holiday let unit and the main dwelling would share the same vehicular access onto Bewick Garth from the north.

2.5 The settlement of Mickley is washed over by Green Belt within the adopted Tynedale Local Plan and Core Strategy. Whilst it is proposed to remove Mickley from the Green Belt within the emerging Northumberland Local Plan, the impact on the openness of the Green Belt is a material consideration at the present time. The site is also within a Higher Risk Coal Advice Area as identified by the Coal Authority.

3. Planning History

None

4. Consultee Responses

Prudhoe Town Council	No comment
Highways	No objection following receipt of amended details. Conditions and informatives recommended.
Northumbrian Water Ltd	No response received.

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	12
Number of Objections	33
Number of Support	3
Number of General Comments	0

Notices

General site notice – displayed: 28th April 2021

No press notice required.

Summary of Responses:

33 letters of objection have been received from 11 properties, raising the following material planning considerations:

- Insufficient car parking within the site, leading to car parking on Bewick Garth;
- Increase in traffic on local road network;
- Impact on the amenity of occupiers of neighbouring properties.

3 letters in support have been received from 3 properties, raising the following material planning considerations:

- Economic benefits of providing holiday accommodation in Mickley;
- Lack of existing car parking issues on Bewick Garth.

The above is a summary of the comments received, the comments can be read in full using the following webpage link:

<https://publicaccess.northumberland.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=QQF2FUQS0MD00>

6. Planning Policy

6.1 Development Plan Policy

Tynedale Core Strategy 2007

Policy GD1 – Locational policy setting out settlement hierarchy
Policy GD3 – Settlements with boundaries within the Green Belt
Policy GD4 – Principles for transport and accessibility
Policy GD5 – Flood risk
Policy NE1 – Principles for the natural environment
Policy BE1 – Principles for the built environment
Policy EDT1 – Principles for economic development and tourism
Policy CS1 – Community Facilities
Policy EN1 – Principles for energy

Tynedale District Local Plan 2000 (Saved Policies 2007)

Policy GD2 – Design Criteria for development
Policy GD3 – Accessibility of buildings open to the public
Policy GD4 – Highway safety criteria
Policy GD6 – Car parking provision outside of the main towns of Tynedale
Policy NE14 – Change of use, conversion or extension of existing buildings in the Green Belt
Policy NE26 – Habitats of special importance to wildlife
Policy NE27 – Protected species
Policy NE33 - Hedgerow
Policy BE2 – Design of pedestrian environments for those with impaired mobility
Policy H32 – Residential redevelopment, including conversions of existing buildings
Policy TM7 – Visitor accommodation in towns and villages
Policy TM15 – Self-catering tourist accommodation restriction
Policy TM16 – Removal of occupancy restrictions which prevent permanent residential use
Policy CS19 – Pollution control, including noise
Policy CS22 – Noise pollution
Policy CS27 – Foul drainage

6.2 National Planning Policy

National Planning Policy Framework (July 2021)
National Planning Practice Guidance (2018, as updated)
National Model Design Code (2021)
National Design Guide (2019)

6.3 Emerging Planning Policy

Northumberland Local Plan - Publication Draft Plan (Regulation 19) (Jan 2019) as amended by proposed Main Modifications (June 2021)

Policy STP 1 – Settlement Boundaries
Policy STP 3 - Principles of sustainable development (Strategic Policy)
Policy STP 4 - Climate change mitigation and adaption (Strategic Policy)
Policy STP 7 - Strategic approach to the Green Belt (Strategic Policy)

Policy STP 8 - Development in the Green Belt (Strategic Policy)
Policy QOP 1 - Design principles
Policy QOP 2 - Good design and amenity
Policy QOP 4 - Landscaping and trees
Policy QOP 5 - Sustainable design and construction
Policy QOP 6 - Delivering well-designed places
Policy ECN 1 - Planning strategy for the economy (Strategic Policy)
Policy ECN 12 - Strategy for rural economic growth (Strategic Policy)
Policy ECN 15 - Tourism and visitor development
Policy TRA 1 – Promoting sustainable connections (Strategic Policy)
Policy TRA 2 – The effects of development on the transport network
Policy ENV 1 - Approaches to assessing the impact of development on the natural, historic and built environment (Strategic Policy)
Policy ENV 3 – Landscape
Policy POL 2 – Pollution and air, soil and water quality
Policy WAT 2 – Water supply and sewerage

7. Appraisal

7.1 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 plan comprises policies within the Tynedale Core Strategy and saved policies within the Tynedale District Local Plan, as identified earlier in this report. The National Planning Policy Framework (NPPF) (July 2021) and Planning Practice Guidance (PPG) are material considerations in determining this application.

7.2 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. 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.

7.3 The main issues for consideration in the determination of this application are:

- Principle of the development
- Design and visual impact
- Residential amenity
- Highway safety
- Hedgerow

- Surface water and Foul water drainage
- Coal mining legacy
- Energy efficiency

Principle of the development

Location/sustainability

7.4 The application site is within the settlement of Mickley/Mickley Square, which is identified as a Smaller Village in the Tynedale Core Strategy. Mickley has a modest range of services, however it is considered a suitable location that could support small scale development. It is therefore considered that Mickley is a sustainable location for development of this scale, in accordance with the Core Strategy, Policies STP1 and STP3 of the emerging Northumberland Local Plan, and the NPPF.

7.5 Policy GD1 of the Tynedale Core Strategy supports small-scale development in the smaller villages. The proposed development to convert an existing outbuilding into a holiday accommodation unit would therefore accord with Policy GD1 of the Tynedale Core Strategy.

Green Belt

7.6 The village of Mickley Square features a settlement boundary in the Tynedale District Local Plan. The village is shown as being released from the Green Belt within the emerging Northumberland Local Plan.

7.7 Policy GD3 of the Tynedale Core Strategy states that limited infill development within the settlement boundary of Mickley Square can take place, along with boundaries identified for other settlements. Policy NE14 of the Tynedale District Local Plan supports proposals for the change of use, conversion or extension of existing buildings in the Green Belt where they are of permanent and substantial construction; where the proposed use and any associated use of land are in keeping with their surroundings; and where the proposal would not lead to a materially greater impact on the openness of the Green Belt on the purposes of including land within it.

7.8 Paragraph 137 of the NPPF states that the Government attaches great importance to Green Belts, and that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Paragraph 138 of the NPPF states that the Green Belt serves the following five purposes:

- a) to check the unrestricted sprawl of large built-up areas;*
- b) to prevent neighbouring towns merging into one another;*
- c) to assist in safeguarding the countryside from encroachment;*
- d) to preserve the setting and special character of historic towns; and*
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

7.9 Paragraph 147 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 148 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

7.10 Paragraph 149 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this include the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building. Paragraph 150 of the NPPF also states that certain other forms of development are also not inappropriate in the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it. One of the exceptions listed under paragraph 150 is the re-use of buildings provided that the buildings are of permanent and substantial construction. The other exceptions listed under paragraphs 149 and 150 are not considered relevant in the assessment of this proposal.

7.11 The proposal seeks to convert an existing outbuilding into a holiday let unit. The outbuilding is of permanent and substantial construction, whilst the works do not seek to extend the outbuilding. The proposed works and increased use of the building are not considered to have a greater impact on the openness of the Green Belt in either a spatial or a visual sense, and would not affect the purpose of including land within the Green Belt. The acceptability of the proposed use within the site's surroundings is considered acceptable as discussed in detail later in this response. For these reasons, the proposal would accord with Policy GD3 of the Tynedale Core Strategy, Policy NE14 of the Tynedale District Local Plan, Policy STP8 of the emerging Northumberland Local Plan, and accord with the exceptions under Paragraph 149 c) and Paragraph 150 d) of the NPPF. The proposed development is not considered to be inappropriate development in the Green Belt.

Tourist accommodation

7.12 The proposal would create a one-bedroom holiday accommodation unit in a smaller village within a rural part of Northumberland. Mickley is located near to Cherryburn to the north, which is a tourist attraction operated by the National Trust. The village is also located on the A695 which provides links to the rest of the County. The site is considered to be a sustainable location for holidaymakers to use as base when travelling to nearby tourist attractions.

7.13 The importance of supporting the sector in the former Tynedale District and across the wider County is a key theme running through the adopted Development Plan and the emerging Northumberland Local Plan respectively. Policy EDT1 of the Tynedale Core Strategy supports a buoyant and diverse economy in the rural Tynedale District, and supports new tourist development where appropriate to increase the range, quality and type of facilities available to tourist. Policy TM7 of the Tynedale District Local Plan states that within the built-up areas of existing towns

and villages, new visitor accommodation will be permitted on land not already allocated for housing.

7.14 Paragraph 84 of the NPPF states that planning decisions should enable sustainable rural tourism and leisure developments which respect the character of the countryside. This is reflected in the emerging Northumberland Local Plan, where Policy ECN1 seeks to support and promote tourism and the visitor economy. Policy ECN15 of the emerging Plan states that Northumberland will be promoted and developed as a destination for tourists and visitors, while recognising the need to sustain and conserve the environment and local communities. The Policy goes on to state that as far as possible, planning decisions will facilitate the potential for Northumberland to be a destination for:

- a. heritage and cultural visits;
- b. cycling and walking holidays;
- c. landscape and nature based tourism;
- d. themed events, activity holidays;
- e. dark sky visits;
- f. weddings;
- g. out of season offer; and
- h. food and drink.

and that this will be achieved through the development of new visitor attractions and facilities, accommodation and the expansion of existing tourism businesses. Criteria 2c) of the Policy goes on to state that the development of new build, permanent buildings for holiday accommodation of any sort in rural locations should be small scale and form part of a recognised village or hamlet.

7.15 With the above policies in mind, it is considered that the conversion of an existing building into small-scale tourist accommodation within the built-up area of a village would benefit the local rural economy, and expand upon the County's ability to accommodate overnight stays and longer tourist trips. The provision of accommodation in this location would not only benefit the local tourist attractions but would also lead to an increase in footfall for local businesses, which would lead to further economic and social benefits for local communities in this rural part of the County.

7.16 In light of the above considerations, the proposed holiday accommodation development would accord with Policy EDT1 of the Tynedale Core Strategy, Policy TM7 of the Tynedale District Local Plan, Policies ECN1, ECN12 and ECN15 of the emerging Northumberland Local Plan, and Paragraph 84 of the NPPF. Members are recommended to give the identified social and economic benefits of the development appropriate weight when considering the current proposal.

Summary of the Principle of the Development

7.17 The site is located within the village of Mickley, which is considered a sustainable location for development of this scale. It is considered that the village of Mickley is an acceptable location for the provision of holiday accommodation on this scale due to the proximity of tourist destinations, whilst increasing capacity for tourist accommodation in the local area would provide social and economic benefits to the

local community, local businesses and the local tourist attractions. The proposal is not considered to be inappropriate development in the Green Belt.

Design and Visual impact

7.18 The application seeks to alter openings on the northern, eastern and southern elevations; erect a 1.8m high timber fence to the east of the outbuilding; and create a new pedestrian access through the hedgerow on the southern site boundary. It is considered that the appearance of the development would not have an adverse impact on the street scene or the character of the wider area, in accordance with Policy BE1 of the Tynedale Core Strategy, Policies GD2 and H33 of the Tynedale District Local Plan, and the NPPF.

Residential amenity

7.19 The proposal seeks to convert an existing residential outbuilding into a holiday let unit. A relatively large number of objections and concerns have been raised by neighbouring residents in respect of the principle of locating a holiday let unit adjacent to residential properties, due to the level of activity that could be generated and potential noise issues. Whilst the proposed development would lead to a more intensive use of the site, officers consider that the proposed use as a small one-bedroom holiday let unit would not lead to any significant or unacceptable greater level of activity. A one-bedroom holiday let unit would also not necessarily lead to noise disturbance, as the scale of the development would not be capable of accommodating larger groups of guests. Therefore, officers do not consider that potential noise disturbance from the occupants of the development would be a reasonable reason to refuse the application in this location. Officers are also mindful that in the unlikely event that noise concerns were raised by neighbours, this could be dealt with by the County Council's Public Health Protection team under their statutory powers in relation to potential noise nuisance. Consequently, the principle of locating a one-bedroom holiday accommodation unit in a residential area could be supported subject to site-specific considerations.

7.20 Concerns have been raised by the neighbouring property to the west/north-west in respect of the proposed openings on the western elevation of the building. The proposal seeks to retain two existing windows on this elevation. Officers consider the existing window arrangement as unusual, as the windows are located on the site boundary and already face into the rear garden of and toward the rear elevation of the neighbouring property. However, the presence of the existing openings is a material consideration when assessing this particular proposal. Officers are mindful that the existing outbuilding is already in use for residential purposes with some associated activity. The neighbouring residents have highlighted that the proposed holiday accommodation use would be more intensive than the existing garage and gym, however subject to a requirement that these openings are obscurely glazed and fixed shut, officers do not consider that there would be an unacceptable degree of overlooking or noise from the occupiers of the development toward the occupiers of this neighbouring property. The proposal had initially sought to locate a fire escape window on this elevation, however following discussions with officers this has been relocated to the eastern elevation, to ensure that the openings on the western elevation are fixed shut. The proposed internal arrangement of the building has also been amended so that the window nearest the neighbouring

property to the west/north-west would serve a retained garage bay and not a bedroom, thereby further limiting potential effects on amenity.

7.21 Subject to the use of a condition which secures the provision of obscurely glazed and fixed shut openings on the western elevation of the building, the proposed development would not have an unacceptable adverse impact on the amenity of occupiers of neighbouring properties.

7.22 Sufficient private amenity space would be retained for the main dwelling, Riding Dene House. Sufficient private amenity space for a one-bedroom holiday let unit would also be provided, albeit officers acknowledge that this is limited. The erection of a timber fence to the east of the building as indicated on the submitted plans would ensure sufficient privacy for occupiers of both the holiday let unit and the main dwelling; it is therefore recommended that a condition be imposed which secures the erection of the fence prior to the occupation of the development.

Restricted holiday accommodation use

7.23 Policy TM15 of the Tynedale District Local Plan requires the restriction of proposed holiday let units, including conversions, to ensure that they are not used as a full-time residential property. Policy TM16 of the Tynedale District Local Plan states that such restrictions under Policy TM15 would only be removed where permanent residence is considered appropriate. It is considered that the proposed private amenity space for the subject holiday let unit is insufficient for a permanent residential dwelling, therefore it is considered necessary to impose a restriction on the use of this building for holiday accommodation in accordance with Policy TM15, in the interest of the amenity of future occupiers of the development and to allow further consideration of any alternative residential use. If the landowner later sought to remove this restriction and convert the building into an independent dwelling, a formal planning application would need to be submitted to the local planning authority which sought to remove this condition.

7.24 Further to the above, the use of a restrictive condition on the use of the development as holiday accommodation would also ensure the social and economic benefits to the local community, local businesses and the local tourist attractions from the development as set out earlier in this report would be realised.

7.25 Subject to the use of recommended conditions as set out above, it is considered that the proposed development would not have an unacceptable impact on the amenity of the occupiers of the development, on the amenity of the occupiers of the main dwelling known as Riding Dene House, or on the amenity of the occupiers of neighbouring properties; in accordance with Policies GD2, H32, TM15, CS19 and CS22 of the Tynedale District Local Plan and the NPPF.

Highway safety

7.26 The proposal seeks to provide 4 car parking bays within the application site. 1 car parking bay would serve the proposed one-bedroom holiday accommodation unit, whilst 3 parking bays would serve the four-bedroom dwelling at Riding Dene House. All 4 bays would use the existing vehicular access from the site onto Bewick

Garth to the north, which is an adopted highway. No works are proposed to the existing access.

7.27 Concerns have been raised by neighbouring residents in respect of insufficient car parking provision within the site, leading to an increase in car parking along Bewick Garth. Concerns have also been raised in respect of an increase in vehicle movements along Station Road and Bewick Garth as a result of the development.

7.28 The Highways Development Management team has been consulted and, following the receipt of amended details showing the provision of 4 parking bays of sufficient size and sufficient maneuvering room to allow vehicles to enter and exit the site in a forward gear, they have no objections subject to recommended conditions. It is considered that the car parking requirements of the development can be met within the site and that the development would not lead to an unacceptable increase in vehicle movements on the local highway network.

7.29 Officers are mindful that the proposed holiday let would use the same access arrangement as the main dwelling at Riding Dene House. In the interest of highway safety, it is recommended that a further condition be imposed which restricts the operation of the holiday let unit as ancillary to the occupation of Riding Dene House, to prevent the holiday let unit being operated independently of the dwelling.

7.30 Subject to recommended conditions the development would not have an adverse impact on highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policies GD4 and GD6 of the Tynedale District Local Plan, and the NPPF.

Hedgerow

7.31 The proposal seeks to create a second pedestrian access at the southern site boundary, leading to the loss of a short section of hedgerow. This would not lead to unacceptable effects on biodiversity or visual impact, in accordance with Policy NE33 of the Tynedale District Local Plan and the NPPF. A standard condition regarding works during bird nesting season is recommended.

Surface water and Foul water drainage

7.32 The application site is located within Flood Zone 1 which is the area at least risk of flooding. It is considered that the proposed works would not lead to an increase in surface water flooding within the site or elsewhere, in accordance with Policy GD5 of the Tynedale Core Strategy and the NPPF.

7.33 The proposal seeks to connect to a mains sewer and this form of foul drainage is considered acceptable in this location, in accordance with Policy CS27 of the Tynedale District Local Plan and the NPPF.

Energy efficiency

7.34 Policy EN1 of the Tynedale Core Strategy sets out the principles for energy when assessing applications, which look to minimise the amount of energy used

through the location, layout and design of development, and look to promote the development of micro renewable energy generation.

7.35 In line with the provisions of the NPPF, Policy STP3 of the emerging Northumberland Local Plan looks to maximise energy efficiency and the use of renewable and low carbon energy sources, whilst emerging Policy QOP5 requires proposals to incorporate passive design measures which respond to existing and anticipated climatic conditions and improve the efficiency of heating, cooling, ventilation and lighting. Policy QOP5 also requires proposals to demonstrate that opportunities to incorporate locally sourced, recycled and energy efficient building materials have been considered; and requires proposals to demonstrate that opportunities to include small-scale renewable and low carbon energy generation have been considered.

7.36 It is considered that the application site is in a sustainable location for development on this scale, with adequate services and amenities being located in Mickley and public transport links to the Main Town of Prudhoe. The occupiers of the proposed development would not be solely dependent on the use of private vehicles for their day-to-day needs.

7.37 The proposal seeks to convert an existing building within a settlement to provide a one-bedroom holiday let unit. Officers are mindful of the scale and nature of the development, and it is considered that a requirement to provide micro-renewable energy sources such as solar panels is not necessary in this instance.

7.38 For the above reasons, in this particular instance the proposal accords with Policy EN1 of the Tynedale Core Strategy, Policies STP3 and QOP5 of the emerging Northumberland Local Plan and the NPPF.

Coal Mining Legacy

7.39 The site is located within the Higher Risk Coal Area as identified by the Coal Authority. The proposal does not seek to extend the existing building therefore the application does not need to be supported by a Coal Mining Risk Assessment. A standard informative in respect of encountering coal mine workings during the works is recommended. The proposal accords with Policies CS19 and CS23 of the Tynedale District Local Plan and the NPPF.

Other Matters

Right of Access

7.40 Representations have been received from the neighbouring property to the west advising that they would deny access to the western elevation of the subject building during the works, such as if the existing windows were to be replaced or if the applicant intended to make the western elevation good following the works. Officers are mindful that this is a private matter between the two parties; and is not a material planning consideration when determining this application. An informative can also be attached in this respect.

Equality Duty

7.41 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

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

Human Rights Act Implications

7.43 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.

7.44 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.

7.45 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

8. Conclusion

8.1 The proposal seeks to convert an existing detached garage to a one-bedroom holiday let unit. The village of Mickley is considered a sustainable location for development of this scale; and an acceptable location for the provision of holiday accommodation due to the proximity of tourist destinations, whilst increasing capacity for tourist accommodation in the local area would provide social and economic benefits to the local community, local businesses and the local tourist

attractions. The proposal is not considered to be inappropriate development in the Green Belt. The principle of the proposal accords with the identified policies in the Development Plan and the NPPF.

8.2 Subject to the use of recommended conditions, the proposed development would not have an unacceptable impact on the appearance of the street scene and wider area, on the amenity of neighbouring properties, on highway safety, or on protected species. The proposal would also not increase flood risk within the site or elsewhere, would not lead to a land instability or contamination risk, and would be an energy efficient form of development, in accordance with the identified policies in the Development Plan and the NPPF in these respects.

8.3 It is therefore recommended that Members grant planning permission for the development, subject to the recommended conditions as set out below.

9. Recommendation

That this application be GRANTED planning permission subject to the following:

Conditions

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

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

Location Plan – received 22.03.2021

Existing and Proposed Plans V4 – received 22.07.2021

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

3) The facing materials and finishes to be used in the construction of the development shall be in accordance with the details contained within the application. The development shall not be constructed other than with these approved materials.

Reason: In the interests of the satisfactory appearance of the development upon completion and in accordance with Policy BE1 of the Tynedale Core Strategy, Policies GD2 and BE11 of the Tynedale Local Plan and the NPPF.

4) The development shall not be occupied until the car parking area indicated on the approved plans, has been consolidated, sealed and marked out in parking bays. Thereafter, the car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the development.

Reason: In the interests of highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policies GD4 and GD6 of the Tynedale District Local Plan, and the National Planning Policy Framework

5) The development shall not be occupied until cycle parking shown on the approved plans has been implemented. Thereafter, the cycle parking shall be retained in accordance with the approved plans and shall be kept available for the parking of cycles at all times.

Reason: In the interests of highway safety, residential amenity and sustainable development, in accordance with Policies GD4 and EN1 of the Tynedale Core Strategy, Policies GD2 and GD4 of the Tynedale District Local Plan, and the National Planning Policy Framework.

6) Notwithstanding the received plans, prior to the occupation of the development, the openings on the western elevation of the building shall be obscurely glazed in level 3 or above Pilkington obscure glazing or equivalent, and shall be fixed shut. These measures shall remain in place during the lifetime of the development.

Reason: In the interest of the amenity of occupiers of neighbouring properties to the west of the application site, in accordance with Policy GD2 of the Tynedale District Local Plan and the National Planning Policy Framework.

7) Notwithstanding the received plans, prior to the occupation of the development, a 1.8m high timber fence shall be constructed to the east of the subject building. The fence shall remain in place during the lifetime of the development.

Reason: In the interest of the amenity of occupiers of the development and the occupiers of the retained dwelling known as Riding Dene House, in accordance with Policy GD2 of the Tynedale District Local Plan and the National Planning Policy Framework.

8) No hedgerow clearance shall be undertaken between 1 March and 31 August unless a suitably qualified ecologist has first confirmed that no bird's nests that are being built or are in use, eggs or dependent young will be damaged or destroyed.

Reason: To protect nesting birds, all species of which are protected by law, in accordance with Policy NE1 of the Tynedale Core Strategy, Policies NE26, NE27 and NE33 of the Tynedale District Local Plan and the National Planning Policy Framework.

9) The occupation of the holiday unit identified in this application shall be undertaken in accordance with the following points:

- (i) The unit shall only be occupied for holiday purposes only
- (ii) The unit shall not be occupied as a person's sole or main place of residence
- (iii) The owners/operators of the unit shall maintain an up-to-date register of the name of all occupiers of the unit, and of their main home addresses, and shall make this information available upon request at all reasonable times to the local planning authority. The register shall be collected by the unit owner or his/her nominated person.

Reason: To encourage tourism by ensuring that the development is used for holiday accommodation only, and to prevent its use as full-time permanent residential use which would have insufficient private amenity space, in accordance with Tynedale Local Plan Policies GD2, H32 and TM15, and the National Planning Policy Framework.

10) The development hereby approved shall be occupied as set out in Condition 9 and ancillary to the occupation of the host dwelling currently known as Riding Dene House, and shall not be subdivided from Riding Dene House or brought into use as a separate planning unit.

Reason: To ensure the siting of the subject building is acceptable in principle, in the interest of the amenity of the occupiers of the host dwelling and in the interest of highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policies GD2, GD4, GD6 and H32 of the Tynedale District Local Plan, and the National Planning Policy Framework.

Informatives

1) Building materials or equipment shall not be stored on the highway unless otherwise agreed. You are advised to contact the Streetworks team on 0345 600 6400 for Skips and Containers licences.

2) In accordance with the Highways Act 1980 mud, debris or rubbish shall not be deposited on the highway.

3) The development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant safety and engineering risks and exposes all parties to potential financial liabilities. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should wherever possible be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design is developed and agreed with regulatory bodies which takes into account of all the relevant safety and environmental risk factors, including gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at:

<https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal

mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com or a similar service provider.

If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: www.gov.uk/coalauthority

4) The applicant is reminded that this permission does not convey approval for works affecting third party rights which may exist on the land or any adjoining. The applicant is therefore advised to seek the approval of any parties having an interest in any land affected by this permission.

EIA

The proposal has been assessed and is not considered to fall under any category listed within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The proposal is not considered to be EIA development and therefore does not require screening.

Background Papers: Planning application file(s) 21/01206/FUL

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Northumberland County Council

Tyndale Local Area Council Planning Committee 14 September 2021

Application No:	21/00437/FUL		
Proposal:	Proposed new build dwelling		
Site Address	Land west of Tyne View Terrace, Well Bank, Corbridge, Northumberland		
Applicant/ Agent	Nathan Darby, Idpartnership, 1 St Wilfreds Rd, Corbridge, NE45 5DE		
Ward	Corbridge	Parish	Corbridge
Valid Date	12 March 2021	Expiry Date	15 September 2021
Case Officer Details	Name: Mr Callum Harvey Job Title: Planning Officer Tel No: 01670 623625 Email: Callum.Harvey@northumberland.gov.uk		

Recommendation: That Members are MINDED TO GRANT planning permission, subject to completion of a Section 106 Agreement



1. Introduction

- 1.1 The application site is located within Corbridge. Objections have been received from Corbridge Parish Council and from a number of local residents. Following referral to the Director of Planning and the Chair and Vice-Chair of the Tynedale Local Area Council Planning Committee under the Virtual Delegation Scheme, it was agreed that this application raises sufficient interest within the wider community to be considered by the Tynedale Local Area Council Planning Committee.

2. Description of the Proposals

- 2.1 Full planning permission is sought for the construction of a dwelling on land west of Tyne View Terrace and to the east of 5 Well Bank in Corbridge.
- 2.2 The application site is a parcel of land that falls within the ownership of the adjacent property at 5 Well Bank. Well Bank features a notable gradient from the centre of Corbridge to the east sloping downward past the site to the west. As a result, the site is set at a greater height than No.5 to the west, though at a lower height than the properties along Tyne View Terrace to the east. The eastern and northern boundaries comprise large stone retaining walls, with small surface water outfall pipes from Tyne View Terrace located within the retaining wall which forms the eastern boundary of the site. The site measures 24m in depth and 10m in width at the furthest points, and comprises hard and soft landscaping at varying levels. The neighbouring properties are constructed of a mix of stone, facing brick and render.
- 2.3 The proposal seeks consent for a two-bedroom property constructed of reclaimed random rubble sandstone and vertical hanging reclaimed Welsh slate elevations, with dark grey timber or aluminum windows and doors. The dwelling would feature a sedum green roof at a 2-degree pitch, which would lead to very low planting across the roof. The dwelling would measure 12m in length and 8.5m in width at the furthest points.
- 2.4 Due to the difference in levels of the land surrounding the site, the single storey property would measure 4.3m in height along the eastern elevation, and 6.1m in height along the western elevation. For context, the height of the eastern gable of 5 Well Bank is 8.5m in height, and the retaining wall which forms the eastern boundary of the site measures 4.5m in height. Consequently, the proposed dwelling would be at a lower height than the adjacent property to the west and the retaining wall which forms the eastern boundary.
- 2.5 The proposal seeks to provide 1 car parking bay to the front of the property and create an access onto Well Bank. The property would feature a rear split-level private amenity space area measuring 4.5m in depth and 9.5m in width. A 1.7m high close boarded fence would be erected along the western boundary of the rear of the property to prevent overlooking toward the rear of 5 Well Bank to the west.

2.6 An existing ground floor opening on the eastern gable of 5 Well Bank would be obscurely glazed as part of the development. No other works are proposed to the existing dwelling at 5 Well Bank to the west, and the existing car port at the property would remain. No works are proposed to the existing retaining walls which form the western, northern and eastern boundaries of the site. Surface water run off from within the site would flow into an aco-drain system which would lead into the main sewer. The property would connect to the main sewer for foul drainage.

2.7 The application site is located within the Corbridge Conservation Area.

3. Planning History

Reference Number: 13/02473/OUT

Description: Outline permission for a single two-storey dwelling

Status: Withdrawn

Reference Number: T/93/E/181

Description: Renewal of temporary permission for change of use of domestic garage to retail shop for the sale of second hand clothing.

Status: Permitted

4. Consultee Responses

Corbridge Parish Council	Corbridge Parish Council object to this planning application. Whilst the proposed materials are acceptable the design of this building makes no accommodation to neighbouring buildings. It is totally out of character to this locality. There are also problems with the vehicular access. In particular, the proposal includes a high wall on the boundary of the car parking area which might hamper visibility and could be prejudicial to the safety of road users and pedestrians.
Highways	No objection following receipt of amended plans. Conditions and informatives recommended.
Built Heritage and Design	No objection subject to the use of recommended conditions.
County Archaeologist	No objection subject to the use of recommended conditions.
Northumbrian Water Ltd	No response received.

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	8
Number of Objections	3

Number of Support	0
Number of General Comments	0

Notices

Site Notice - Affecting the Character or Appearance of a Conservation Area:18
March 2021

Press Notice - Hexham Courant: 25 March 2021

Summary of Responses:

3 letters of objection have been received from neighbouring properties at Tyne View Terrace to the east of the site. The comments received have raised the following material planning considerations:

- Design and visual impact of proposed materials
- Visual impact of the proposed sedum green roof
- Gradient of Well Bank and subsequent issues with vehicular access

The comments received have also raised concerns in respect of the impact on the structural integrity of the retaining walls which form the boundaries of the site. This is a matter covered under a separate Building Regulations approval process done under separate legislation, and is not a material consideration when assessing and determining the current application for planning permission.

The comments received have also referred to the Party Wall Act, however this would be a civil matter between the applicant and the relevant parties, and is not a material consideration when assessing and determining the current application for planning permission.

The above is a summary of the comments received, the comments can be read in full using the following webpage link:

<https://publicaccess.northumberland.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=QO1VVCQSLSW00>

6. Planning Policy

6.1 Development Plan Policy

Tynedale LDF Core Strategy 2007

Policy GD1 – Locational policy setting out settlement hierarchy

Policy GD4 – Principles for transport and accessibility

Policy GD5 – Principles for flood risk

Policy GD6 – Planning obligations

Policy NE1 – Principles for natural environment

Policy BE1 – Principles for the built environment

Policy H1 – Principles for housing

Policy H3 – New building housing

Policy H4 – Housing on previously developed land

Policy H5 – Housing density
Policy EN1 – Principles for energy

Tynedale District Local Plan 2000 (Saved Policies 2007)

Policy GD2 – Design Criteria for development
Policy GD4 – Highway safety
Policy GD6 – Car parking provision outside of the main towns
Policy NE37 – Landscaping
Policy BE22 – Setting of listed buildings
Policy BE27 – Sites of local or regional archaeological interest
Policy BE28 – Archaeological remains
Policy H32 – Residential development
Policy LR11 – Off-site sport or recreation facilities
Policy LR15 – Children’s play areas
Policy CS27 – Foul drainage

6.2 National Planning Policy

National Planning Policy Framework (July 2021)
National Planning Practice Guidance (2018, as updated)
National Model Design Code (2021)
National Design Guide (2019)

6.3 Emerging Planning Policy

*Northumberland Local Plan Publication Draft (Regulation 19) with Main Modifications
(June 2021)*

Policy STP 1 – Settlement Boundaries
Policy STP 3 - Principles of sustainable development (Strategic Policy)
Policy STP 4 - Climate change mitigation and adaption (Strategic Policy)
Policy QOP 1 - Design principles
Policy QOP 2 - Good design and amenity
Policy QOP 3 - Public realm design principles
Policy QOP 4 - Landscaping and trees
Policy QOP 5 - Sustainable design and construction
Policy QOP 6 - Delivering well-designed places
Policy HOU 2 - Provision of new residential development (Strategic Policy)
Policy HOU 9 - Residential development management
Policy TRA 1 – Promoting sustainable connections (Strategic Policy)
Policy TRA 2 – The effects of development on the transport network
Policy ENV 1 - Approaches to assessing the impact of development on the natural, historic and built environment (Strategic Policy)
Policy ENV 3 – Landscape
Policy WAT 2 – Water supply and sewerage
Policy WAT 3 - Flooding
Policy POL 1 – Unstable and Contaminated Land
Policy POL 2 – Pollution and air, soil and water quality

6.4 Other documents

Planning (Listed Buildings and Conservation Areas) Act (1990)

Historic England's 'Conservation Principles, Policies and Guidance' (2008)

Historic England's Historic Environment Good Practice Advice in Planning: 3 The Setting of Heritage Assets (2015)

The Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019

Supplementary Planning Document – New Housing: Planning obligations for sport and play facilities 2006

Northumberland Open Space, Sport and Recreation Strategy 2011

7. Appraisal

7.1 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 Tynedale Core Strategy and saved policies in the Tynedale District Local Plan, as identified earlier in this report. The National Planning Policy Framework (NPPF) (July 2021) and Planning Practice Guidance (PPG) are material considerations in determining this application.

7.2 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. 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.

7.3 The main issues for consideration in the determination of this application are:

- Principle of the development
- Design and visual impact
- Archaeology
- Residential amenity

- Highway safety
- Landscaping
- Surface water and Foul water drainage
- Energy efficiency
- Planning obligations

Principle of development

Housing Land Supply Position

- 7.4 As identified in the Northumberland Strategic Housing Land Availability Assessment (2019), and allowing for the 5% buffer, Northumberland has a 218% 5-year housing land supply, equivalent to about 10.9 years supply of potentially 'deliverable' sites. Northumberland's identified supply of potentially 'deliverable' housing development sites is therefore evidenced to be significantly in excess of its current 5-year housing land supply requirement. Therefore, in the context of Footnote 7 of the NPPF, the presumption in favour of sustainable development would not apply to the consideration of this application.

Location/sustainability

- 7.5 The application site falls within Corbridge, which is listed as a local centre under Policy GD1 of the Tynedale Core Strategy. Policy GD1 states that Corbridge is a location to be a focus for development within Tynedale, though to a lesser extent than the main towns of Hexham, Prudhoe and Haltwhistle. Policy GD1 also states that in all cases the scale and nature of the development should respect the character of the town or village concerned, and take into account the capacity of essential infrastructure.
- 7.6 Policy STP1 of the emerging Northumberland Local Plan establishes a settlement hierarchy which directs the location of development across the County. Corbridge is listed as a Service Centre under this Policy, therefore the provisions of part b) of Policy STP1 would apply, which seeks to direct a proportionate level of development that maintains and strengthens the settlement's role as a Service Centre.
- 7.7 Policies H1 and H3 of the Tynedale Core Strategy limit the construction of new housing to the main towns, local centres and smaller villages with adequate services.
- 7.8 Corbridge benefits from a range of facilities proportionate to a settlement of this scale, including a first school and a middle school, shops, public houses, churches, and a health centre. The village is served by regular buses to Hexham, Prudhoe and Newcastle and is situated on the Newcastle to Carlisle rail line with regular trains stopping in either direction. The application site is therefore a sustainable location for development and the construction of a dwelling within the settlement is acceptable in principle. The proposal would accord with Policies GD1, H1, H3 and H4 of the Tynedale Core Strategy and Policy STP1 of the emerging Northumberland Local Plan.

- 7.9 The acceptability of the principle of constructing a dwelling in this particular location is also subject site-specific considerations, which are discussed further in this report.

Design and visual impact

Relevant Legislation, Planning Policies and the NPPF

- 7.10 When considering proposals which could affect Listed buildings or structures, Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 require the County Council as the local planning authority to have special regard to the desirability of preserving listed buildings, their setting and the architectural and historic interest they possess.
- 7.11 The application site is located within the Corbridge Conservation Area. When considering proposals within a Conservation Area, Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.
- 7.12 Policy BE1 of the Tynedale Core Strategy sets out the principles of the built environment, which include the conservation and where appropriate enhancement of the quality and integrity of Tynedale's built environment and its historic features including archaeology; giving particular attention to listed buildings, scheduled monuments and conservation areas. Policy GD2 of the Tynedale District Local Plan requires the design of proposals to be appropriate to the character of the site, existing buildings and their setting. Policy BE22 of the Tynedale District Local Plan requires works within the setting of listed buildings to be of a sympathetic and detailed design in keeping with the building; and use materials, building techniques and architectural details which either match or are sympathetic to the building.
- 7.13 Paragraph 199 of the NPPF states that when local planning authorities consider the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 200 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 7.14 Paragraph 202 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Assessment of proposal

- 7.15 The application site is located within the Corbridge Conservation Area, and appears to be located within one of the former narrow medieval burgage plots

that would have been located between Watling Street and the riverside to the west. The site appears to sit within the former burgage plot of Warden Cottage, Watling Street, which is Grade II listed. The existing properties located to the west and east of the site appear to be 20th century developments which have filled in much of the former medieval burgage plot, and officers consider that there is no current or recent historic association between the listed building and the application site.

- 7.16 The proposal seeks to infill a narrow gap along a built-up street, and due to the difference in levels across the surrounding land and the height of the retaining wall boundaries and the neighbouring properties to the west, east and south, the site and proposed development would be well concealed from views from the surrounding area. The Grade II listed St Andrews Cottage and Grade I listed Church of St Andrew are located to the east of the site on the opposite side of Watling Street. However, due to the degree of visual screening highlighted above it is considered that the development would not affect the setting of these assets, or the setting of the Grade II listed churchyard wall. The application site is considered to currently have a neutral impact on the significance of the Conservation Area.
- 7.17 Corbridge Parish Council and neighbouring properties have raised concerns with the design of the development and the subsequent impact on the character and appearance of the streetscene.
- 7.18 The Built Heritage and Design Officer has been consulted and they note the contemporary design of the building, and the use of natural random rubble sandstone and vertically hung Welsh slate, which reflects the character of the Conservation Area. The use of dark grey window frames and a sedum roof are also considered acceptable, although further details can be secured in relation to the materials of the doors and windows. Subject to the use of conditions requiring further details of the proposed materials, windows and doors to be provided and approved in writing by officers, it is considered that the proposed development would preserve the character and appearance of the Conservation Area.
- 7.19 It is also considered that the scale of the development, and its siting which would be set back from the southern boundary, would be sympathetic to the appearance of the streetscene.
- 7.20 The proposal seeks to use a contemporary design, including the use of a flat sedum roof. Whilst such a design approach may not be entirely appropriate in all locations, in this particular instance due to the height of the adjacent retaining wall to the east; the mix in material palette along Well Bank; and the siting of the development back from the front of the plot, the use of a more contemporary design for a development of this scale is considered acceptable. For the reasons set out above, the proposal is in accordance with Policy BE1 of the Tynedale Core Strategy, Policies GD2, BE22 and H32 of the Tynedale District Local Plan and the NPPF.

Archaeology

- 7.21 The proposed development is located in an area of archaeological potential. The site is located adjacent to Well Bank, which is located on the line of Watling Street Roman road with the potential for roadside ditches, quarry pits or associated archaeological remains adjacent to the line of the road. The rest of the site is located across several medieval burgage plots with the potential for boundaries and remains of a range of activities from domestic rubbish disposal to industrial activity. The site has been subject to subsequent terracing which has the potential to impact on below ground archaeological remains. However, the ground appears to have been built-up rather than significantly cut into the original ground level which means that there is still the potential for archaeological remains to survive on site.
- 7.22 The Council's Archaeologist has been consulted and they have no objection subject to the use of a recommended condition securing details of further investigative work. Subject to the use of this condition it is considered that the development would not harm below ground archaeological remains, in accordance with Policy BE1 of the Tynedale Core Strategy, Policies BE27 and BE28 of the Tynedale District Local Plan, and the NPPF.

Residential amenity

- 7.23 The proposal seeks to subdivide an existing residential plot and construct a new dwelling to the east of the existing plot. Officers have carefully considered the amount of private amenity space for the proposed plot, and note the density of development in the locality and that the existing properties in the immediately surrounding area have relatively small rear gardens. The proposal seeks to construct a new, two-bedroom dwelling in a sustainable location, within a short walking distance of nearby outdoor amenity space. Whilst the amount of private amenity space for the proposed development may be more limited for a family dwelling, on balance it is considered sufficient for a two-bedroom dwelling in this location and in the context of surrounding development. Officers are also mindful of the scale of the proposed openings on the southern elevation and the use of roof lights which would provide sufficient natural lighting to the property.
- 7.24 It is considered that the proposed subdivision of the existing plot would leave sufficient private amenity space for the occupiers of 5 Well Bank, which is similar in size to the existing private amenity space further down the terrace. Officers note an existing ground floor opening on the eastern gable of 5 Well Bank, and whilst the applicant resides at the property, the amenity of requirements of both existing and future occupiers of neighbouring dwellings must be taken into consideration. The applicant has agreed to the installation of obscured glazing to this opening, and it is recommended that this be secured by condition.
- 7.25 The proposed dwelling would include an opening from a study room on the western elevation, though the proposed plans state that this would be obscurely glazed. The proposal seeks to erect a close boarded timber fence to the rear along the western boundary to prevent overlooking toward the rear of 5 Well Bank. The proposal would not have an adverse impact on the amenity of occupiers of 5 Well Bank to the west.

7.26 Due to the scale of the property and the difference in levels, the development would not have an adverse impact on the amenity of occupiers of neighbouring dwellings to the north-east, east or south.

7.27 For the above reasons the proposal would accord with Policies GD2 and H32 of the Tynedale District Local Plan and Paragraph 130 of the NPPF.

Highway safety

7.28 The proposal seeks to construct a two-bedroom dwelling. A new vehicular access would be created leading onto Well Bank which has a notable gradient. Corbridge Parish Council have raised concerns with the safety of the proposed access arrangement.

7.29 It is noted that the application site is within close walking distance of the centre of Corbridge, which is listed as a local centre within the Tynedale Core Strategy. Officers are also mindful of the availability of the rent permit scheme on Well Bank. This proposal is for a two-bedroom dwelling and it is considered that in this particular instance the provision of one car parking bay is acceptable, and this is indicated to the front of the property on the received plans.

7.30 The Highways Development Management team has been consulted and they have no objection to the revised scheme, subject to recommended conditions. The revised scheme demonstrates sufficient visibility spays for the proposed access, and sufficient car parking provision as set out above. The technical approval of the access arrangement onto the adopted highway at Well Bank can be secured through a Section 184 Agreement under the Highways Act, which would be separate from the Planning process. One of the recommended conditions requires that access arrangements, once approved, are implemented prior to the development being occupied. Subject to the use of recommended conditions it is considered that the proposal would not have an adverse impact on highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policies GD4 and GD6 of the Tynedale District Local Plan, and the NPPF.

Landscaping

7.31 The proposal seeks to construct a dwelling and associated curtilage. The indicated provision of hard landscaping and potted planting is considered acceptable. The use of a sedum grass roof is also considered acceptable. The proposed hard and soft landscaping within the site would accord with Policy NE37 of the Tynedale District Local Plan and the NPPF.

Surface Water and Foul Water Drainage

7.32 The application site is within Flood Zone 1, which is the area at least risk of flooding. The proposal is minor scale development on a site of less than one hectare, therefore the Lead Local Flood Authority have not been consulted.

- 7.33 It is considered that the provision of an aco drain leading into the mains sewer is acceptable for a development of this scale. The proposed development would not lead to a surface water risk within the site or on adjacent land, in accordance with Policy GD5 of the Tynedale Core Strategy and the National Planning Policy Framework.
- 7.34 The application seeks to connect to the existing mains sewer. This foul drainage solution is acceptable in accordance with Policy CS27 of the Tynedale District Local Plan and the NPPF.

Energy efficiency

- 7.35 Policy EN1 of the Tynedale Core Strategy sets out the principles for energy when assessing applications, which look to minimise the amount of energy used through the location, layout and design of development, and look to promote the development of micro renewable energy generation.
- 7.36 In line with the provisions of the NPPF, Policy STP3 of the emerging Northumberland Local Plan looks to maximise energy efficiency and the use of renewable and low carbon energy sources, whilst emerging Policy QOP5 requires proposals to incorporate passive design measures which respond to existing and anticipated climatic conditions and improve the efficiency of heating, cooling, ventilation and lighting. Policy QOP5 also requires proposals to demonstrate that opportunities to incorporate locally sourced, recycled and energy efficient building materials have been considered; and requires proposals to demonstrate that opportunities to include small-scale renewable and low carbon energy generation have been considered.
- 7.37 It is considered that the application site is in a sustainable location for development for development on this scale, with adequate services and amenities being located in Corbridge and public transport links to nearby larger settlements. The occupiers of the proposed development would not be dependent on the use of private vehicles for their day-to-day needs.
- 7.38 The design of the development looks to maximise solar gain through the scale and positioning of openings on the southern elevation and roof. The proposal also seeks to use reclaimed stone and slate external materials, with a sedum green roof. Officers are mindful of the scale and nature of the development, and it is considered that a requirement to provide micro-renewable energy sources such as solar panels is not necessary in this instance.
- 7.39 For the above reasons, the proposal accords with Policy EN1 of the Tynedale Core Strategy, Policies STP3 and QOP5 of the emerging Northumberland Local Plan and the NPPF.

Planning Obligations

- 7.40 In addition to the Development Plan, the Council has regard to central Government planning policy; notably National Planning Policy Framework and National Planning Practice Guidance. Additionally, the Council's Open Space, Sport and Recreation Strategy, adopted March 2005, identifies shortfalls in the

provision of sport and recreation facilities in Tynedale. The Council has therefore adopted a Supplementary Planning Document – New Housing: Planning obligations for sport and play facilities, in March 2006.

- 7.41 The Community Infrastructure Levy (Amendment) (England)(No.2) Regulations 2019 came into force on 1 September 2019. These regulations make a number of important changes to the operation of the Community Infrastructure Levy (CIL) and section 106 planning obligations. These changes included removing altogether the ‘pooling restriction’ which prevented charging authorities from entering into more than five section 106 obligations to fund a single infrastructure project and allowing authorities to charge developers for the costs of monitoring planning obligations. Following a review of the relevant legislation and policy, Northumberland County Council will be requesting contributions towards Sport and Play infrastructure in the Tynedale and Wansbeck Areas again for development of one or more dwellings from any applications validated on or after 1st April 2020. This requirement therefore applies to the consideration of the current application, and a contribution of £2,176 is sought in this instance, which the applicant has agreed to provide.
- 7.42 At the time of writing this report a Section 106 Agreement has been drafted and would need to be completed and issued alongside the granting of planning consent should Members resolve to approve the application. The completion of the Section 106 agreement would accord with Policy GD6 of the Tynedale Core Strategy, Paragraph 57 of the NPPF, and the New Housing: Planning obligations for sport and play facilities SPD.

Other considerations

Equality Duty

- 7.43 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

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

Human Rights Act Implications

- 7.45 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.

- 7.46 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.
- 7.47 Officers are also aware of Article 6, the focus of which (for the purpose of this decision) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

8. Conclusion

- 8.1 The proposal seeks to subdivide an existing residential plot and construct a new two-bedroom dwelling. The principle of constructing a dwelling in the settlement of Corbridge is considered acceptable, subject to site specific considerations.
- 8.2 The proposed works preserve the character and appearance the Corbridge Conservation Area, and would not affect the setting of nearby listed buildings. Conditions are recommended to secure further details of the proposed external facing materials to ensure these are appropriate and deliver a high-quality design in this location.
- 8.3 Subject to the use of a planning condition requiring the existing opening on the adjacent property to the west to be obscurely glazed, the works would not have an adverse impact on the amenity of occupiers of neighbouring properties. On balance, it is considered that the amount of private amenity space provision is acceptable for a two-bedroom dwelling in this location.
- 8.4 Subject to recommended conditions the development would not lead to an adverse impact on highway safety or below ground archaeological remains. The development would not lead to an increase in surface water flood risk.
- 8.5 The applicant has agreed to enter a Section 106 agreement in respect of sport and play financial contributions, which is currently being progressed by officers.
- 8.6 For the above reasons, the proposal is acceptable in accordance with the relevant Policies in the Development Plan and the NPPF. It is therefore

recommended that Members grant planning permission for the development, subject to recommended conditions as set out below and the completion of a Section 106 Agreement.

9. Recommendation

That Members be MINDED TO GRANT planning permission, subject to the completion of a Section 106 Agreement to secure a total of £2,176 in sport and play financial contributions and the following conditions:

Conditions

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

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

L002 Revision B	Proposed Site Plan
L003 Revision A	Proposed Parking Level Plan
L004 Revision A	Proposed Ground Floor Plan
L005 Revision A	Proposed Roof Plan
L006 Revision B	Existing and Proposed Front Elevations
L007 Revision A	Existing and Proposed Gable (West) Elevation
L008 Revision B	Existing and Proposed Gable (East) Elevation
L009 Revision A	Existing and Proposed Rear Elevations
L010 Revision B	Proposed Drainage Plan
L011 Revision B	Proposed Visibility Splay
L012 Revision A	Parking Area Plan, Cross Sections, Drainage and Access Details

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

3) Notwithstanding the submitted details, prior to works proceeding beyond damp proof course level, precise details, including samples, of the natural stone and slate to be used, as well as any other materials proposed to the external walls and roofs of the development, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be completed in accordance with the approved details.

Reason: In the interests of the appearance of the development within the streetscene, and within the Corbridge Conservation Area, in accordance with Policy BE1 of the Tynedale Core Strategy, Policies GD2 and H32 of the Tynedale District Local Plan, and the National Planning Policy Framework.

4) Prior to their installation, precise details, including materials, of all windows and doors to be used in the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be completed in accordance with the approved details.

Reason: In the interests of the appearance of the development within the streetscene, and within the Corbridge Conservation Area, in accordance with Policy BE1 of the Tynedale Core Strategy, Policies GD2 and H32 of the Tynedale District Local Plan, and the National Planning Policy Framework.

5) Prior to the occupation of the development, the existing opening on the eastern gable elevation of 5 Well Bank shall be obscurely glazed in level 3 or above Pilkington obscure glazing or equivalent. These measures shall remain in place during the lifetime of the development.

Reason: In the interest of the amenity of occupiers of 5 Well Bank in accordance with Policy GD2 of the Tynedale District Local Plan and the National Planning Policy Framework.

6) Prior to the occupation of the development, a close-boarded timber fence shall be constructed to the rear of the subject dwelling in accordance with the approved plans. The fence shall remain in place during the lifetime of the development.

Reason: In the interest of the amenity of occupiers of the development and the occupiers of the neighbouring dwelling known as 5 Well Bank, in accordance with Policy GD2 of the Tynedale District Local Plan and the National Planning Policy Framework.

7) A programme of archaeological work is required in accordance with NCC Environment and Design Team (NCEDT) Standards for Archaeological Mitigation and Site-Specific Requirements document (dated 30/06/21). The archaeological scheme shall comprise three stages of work. Each stage shall be completed and approved in writing by the Local Planning Authority before it can be discharged.

a) No development or archaeological mitigation shall commence on site until a written scheme of investigation based on NCCCT Standards and Site-Specific Requirements documents has been submitted to and approved in writing by the Local Planning Authority.

b) The archaeological recording scheme required by NCCCT Standards and Site-Specific Requirements documents must be completed in accordance with the approved written scheme of investigation.

c) The programme of analysis, reporting, publication and archiving if required by NCCCT Standards and Site-Specific Requirements documents must be completed in accordance with the approved written scheme of investigation.

Reason: The site is of archaeological interest, in accordance with Policy BE1 of the Tynedale Core Strategy, Policies BE27 and BE28 of the Tynedale District Local Plan, and the National Planning Policy Framework.

8) The development shall not be occupied until the car parking area indicated on the approved plans, has been implemented in accordance with the approved plans.

Thereafter, the car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the development.

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

9) The development shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

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

10) The development shall not be occupied until cycle parking shown on the approved plans has been implemented. Thereafter, the cycle parking shall be retained in accordance with the approved plans and shall be kept available for the parking of cycles at all times.

Reason: In the interests of highway safety, residential amenity and sustainable development, in accordance with the National Planning Policy Framework.

Informatives

1. You should note that Technical Approval of Highways Structures is required. You should contact Highway Development Management at highwaysplanning@northumberland.gov.uk

2. You should note that under the Highways Act 1980 a vehicle crossing point is required. These works should be carried out before first use of the development. To arrange the installation of a vehicle crossing point (and to make good any damage or other works to the existing footpath or verge) you should contact the Highways Area Office at: westernareahighways@northumberland.gov.uk

3. Building materials or equipment shall not be stored on the highway unless otherwise agreed. You are advised to contact the Streetworks team on 0345 600 6400 for Skips and Containers licences.

4. In accordance with the Highways Act 1980 mud, debris or rubbish shall not be deposited on the highway.

Any areas of hardstanding areas (car parks, driveways etc.) within the development shall be constructed of a permeable surface so flood risk is not increased elsewhere. There are three main types of solution to creating a permeable surface:

- Using gravel or a mainly green, vegetated area.

- Directing water from an impermeable surface to a border rain garden or soakaway.
- Using permeable block paving, porous asphalt/concrete.

Further information can be found here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/avingfrontgardens.pdf

In addition the development should explore disconnecting any gutter down pipes into rain water harvesting units and water butts, with overflow into rainwater garden/pond thus providing a resource as well as amenity value and improving water quality.

5. The applicant's attention is drawn to the requirements of the Party Wall Etc. Act 1996 in relation to work close to a neighbour's building/boundary. The applicant should seek independent legal advice about this legislation.

EIA

The proposal has been assessed and is not considered to fall under any category listed within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The proposal is not considered to be EIA development and therefore does not require screening.

Background Papers: Planning application file(s) 21/00437/FUL

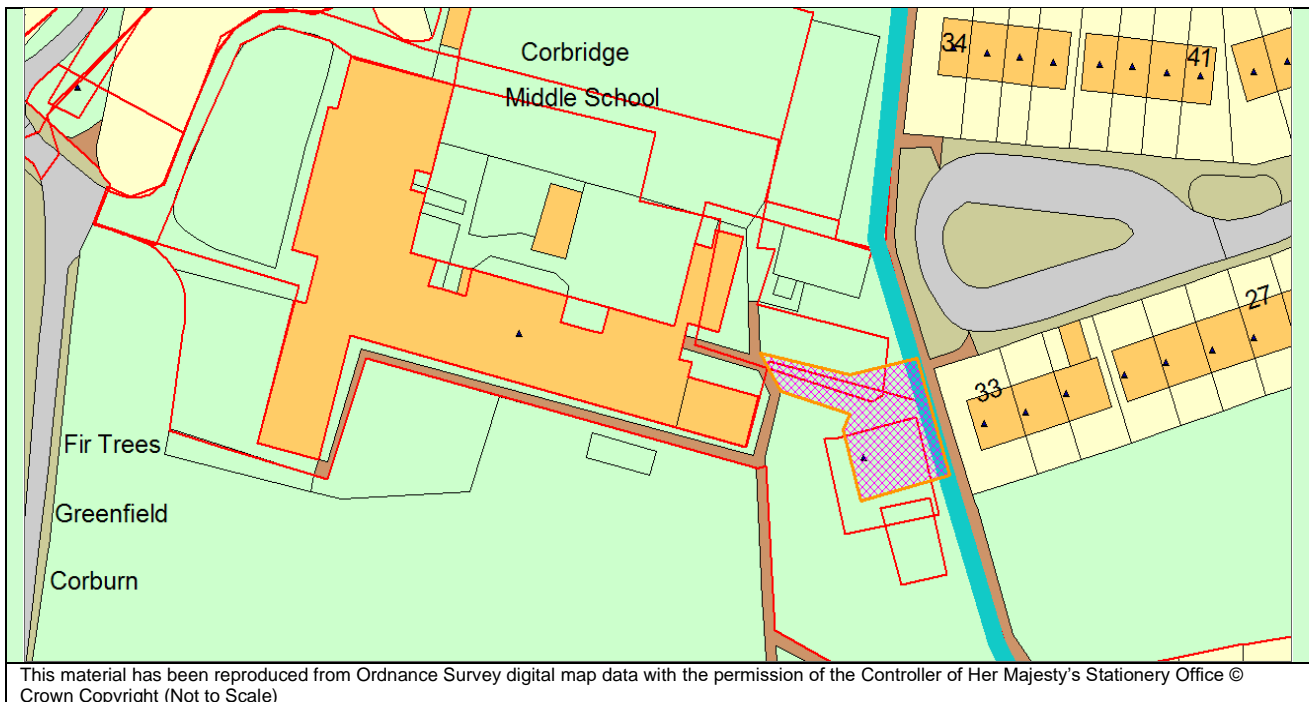


Northumberland
County Council

Tynedale Local Area Council Planning Committee
14 September 2021

Application No:	21/02542/CCD		
Proposal:	Provision of single storey modular classroom		
Site Address	Corbridge Middle School, Cow Lane, Corbridge, Northumberland, NE45 5HY		
Applicant:	Miss Sara Whitaker, Northumberland County Council, County Hall, Morpeth, Northumberland NE61 2EF	Agent:	None
Ward	Corbridge	Parish	Corbridge
Valid Date:	20 July 2021	Expiry Date:	17 September 2021
Case Officer Details:	Name: Ms Marie Haworth Job Title: Planning Officer Tel No: 01670 623787 Email: Marie.Haworth@northumberland.gov.uk		

Recommendation: That this application be GRANTED permission



1. Introduction

1.1 The applicant is Northumberland County Council and in accordance with the Council's current Scheme of Delegation, the application has been referred to the Director of Planning together with the Chair and Vice Chair of the Tynedale Local Area Council Planning Committee for consideration to be given as to whether the application should be referred to a Planning Committee for determination. This matter has been duly considered under these provisions and it has been confirmed that the application should be determined by the Committee.

2. Description of the Proposals

2.1 Planning permission is sought for the provision of a single storey modular classroom at Corbridge Middle School, Cow Lane, Corbridge.

2.2 Corbridge Middle School is accessed from Cow Lane to the west, with residential properties to the west, south and east of the school grounds. To the north is a recently implemented residential development scheme, which is accessed from Cow Lane.

2.3 The proposed modular building would be located within the existing school grounds on an existing grassed area, to the east of existing buildings and to the west of residential properties located on The Riggs and Chantry Estate. The site area is bound to the east by an existing high hedge, school buildings to the west, bike storage areas and hard surfaced play areas to the north and a grassed area to the south. Planning permission was granted on the 17 June 2021 under application reference number 21/00357/FUL for the siting of three garden room teaching pods, which would be located to the north of the proposed building.

2.4 The proposed modular building would have an overall measurement of approximately 8.05 metres extending to 12.25 metres in depth by 10 metres extending to 16.3 metres in width and would have a height from ground level of approximately 3.8 metres reducing to 3.5 metre to the rear of the building. The building would be of modular construction with clad walls which would be of coated steel in a Goosewing Grey (BS 10A05) and mono pitch warm roof, rubber membrane roof sheeting; the building would contain white uPVC double glazed windows and composite GRP steel doors with white uPVC frames (BS 00E55) and would have external lighting.

3. Planning History

Reference Number: 11/00107/CCD

Description: Installation of 114.7m² of solar panel on the southern elevation

Status: PERMITTED

Reference Number: 20/01424/CCD

Description: Form new pupil entrance to East and new tarmac pavement, with altered 2.4m high fence and gates. Form new bike park. Replacement of farmers gate to West of yard, with 2.4m oblong mesh set of gates. Erection of 2.4m high oblong mesh fence and gates between central brick outbuilding and caretakers house fence. Construction

of 4 new parking spaces in grasscrete type surface. Form new tarmac pavement from West side entrance to school main field.

Status: PERMITTED

Reference Number: 21/00357/FUL

Description: Installation and siting of 3 x garden room teaching pods, measuring 3.5m x 3.5m in floor area and a height of 2.8m

Status: PERMITTED

Reference Number: T/20100211

Description: Provision of a modular building for use by Corbridge Youth Initiative

Status: PERMITTED

Reference Number: T/20090617

Description: Provision of a modular building for use by Corbridge Youth Initiative

Status: PERMITTED

4. Consultee Responses

Corbridge Parish Council	No objection.
Highways	No objection subject to recommended planning conditions.
Countryside/ Rights of Way	No objection on the condition that Public Footpaths No.8 is protected throughout.
Sport England	No objection.

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	2
Number of Objections	0
Number of Support	0
Number of General Comments	0

Notices

Site Notice - Public Right of Way: 29th July 2021

Press Notice - Hexham Courant: 29th July 2021

Summary of Responses:

None received.

6. Planning Policy

6.1 Development Plan Policy

Tynedale LDF (Local Development Framework) Core Strategy 2007 (TCS)

GD1 Locational policy setting out settlement hierarchy

GD4 Principles for transport and accessibility
NE1 Principles for the natural environment
BE1 Principles for the built environment
CS1 Principles for community services and facilities, including schools

Tynedale District Local Plan 2000 (Saved Policies 2007) (TDLP)

GD2 Design Criteria for development
GD3 Accessibility of buildings for people with impaired mobility
GD4 Transport and accessibility criteria
GD6 Car parking provision outside of the main towns of Tynedale
NE33 Trees, hedgerow, and woodland
BE18 Development outside of a Conservation Area
LR19 Safeguard existing and promotion of new public rights of way
LR3 Protection of open space facilities
TP27 Public Right of Way

6.2 National Planning Policy

National Planning Policy Framework (2021) (NPPF)
National Planning Practice Guidance (2018, as updated) (NPPG)

6.3 Emerging Planning Policy

Northumberland Local Plan - Publication Draft Plan (Regulation 19) (Jan 2019) as amended by proposed Main Modifications (June 2021) (NLP)

STP 1 Settlement Boundaries
STP 2 Presumption in favour of sustainable development (Strategic Policy)
STP 3 Principles of sustainable development (Strategic Policy)
QOP 1 Design principles (Strategic Policy)
QOP 2 Good design and amenity
QOP 5 Sustainable design and construction
TRA 4 Parking provision in new development
ENV 1 Approaches to assessing the impact of development on the natural, historic and built environment (Strategic Policy)
INF 2 Community Services and Facilities

7. Appraisal

7.1 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 Tynedale LDF Core Strategy (TCS) and the Tynedale District Local Plan (TDLP) as identified above. The National Planning Policy Framework (NPPF) (July 2021) and Planning Practice Guidance (PPG) are material considerations in determining this application.

7.2 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.

7.3 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.

7.4 The main issues for consideration in the determination of this application are:

- Principle of the development
- Design and visual impact
- Impact on school playing fields
- Public rights of way
- Amenity
- Highway safety

Principle of the development

7.5 The application site is located within the built-up area of Corbridge. Corbridge is defined by TCS Policy GD1 as a local centre and to a lesser extent the focus for development. The policy also states that in all cases the scale and nature of development should respect the character of the town or village concerned and take into account the capacity of essential infrastructure.

7.6 TCS Policy CS1 seeks to address deficiencies in services and facilities and facilitate improvements in their level of provision, quality and accessibility.

7.7 NLP Policies STP1 and STP 2 advocate a presumption in favour of sustainable development. NLP Policy STP 3 sets out the principles for sustainable development subject to certain criteria, which includes Policy STP 3(c) that supports development which contributes to improving the health, social and cultural wellbeing for all, and where it provides the infrastructure which is required to enhance the quality of life of individuals and communities.

7.8 The application seeks consent for the installation of a modular building within the existing school grounds. The building is required to replace an existing modular building that is dilapidated and close to its end of life expectancy. The proposed modular building is an existing building within the ownership of NCC and as such the re-use and re-siting of this building would be considered sustainable development and acceptable in principle in terms of supporting existing education provision and facilities in Corbridge.

Design and visual impact

7.9 TCS Policy BE1 seeks to ensure that development is of a high-quality design that will maintain and enhance the distinctive local character of the district's towns,

villages, and countryside. TDLP Policy GD2 requires developments to respect the positive characteristics of the built environment stating that the design should be appropriate to site, surroundings and existing buildings. NLP Policy QOP 1 sets out the design criteria for development subject to certain criteria which includes (a) that design proposals make a positive contribution to local character and distinctiveness of an area, (c) incorporates high quality aesthetics, materials and detailing, (e) ensures that buildings and spaces are functional and adaptable for future uses and (g) supports health and wellbeing and enhances quality of life.

7.10 The application site is outside of the Corbridge Conservation Area, which is centred around the historic core of the settlement, and located to the south of the site. It is considered that due to the distance from the Conservation Area boundary, and the layout of the site, the proposed building would have no impact on the character setting or views into or out of the Corbridge Conservation Area.

7.11 The proposed works are considered necessary to support the existing school; the development would replace an existing building that would be removed from site once the new building is in situ. The new modular building cannot be sited in the same location as the building it would replace as the school needs to maintain the current level of capacity, therefore the existing building cannot be removed from site until the new modular building is in place. The modular building, albeit in a different location, would provide much needed classroom facilities for the school. The proposed materials are considered acceptable and are not dissimilar to those of other prefabricated buildings in situ within the site. The building would be located within the existing school grounds on existing grassed land; the closest building would be set in from the site boundary and would not be highly visible from the street scene with the high hedge boundary, and trees beyond the site, providing additional screening along its eastern aspect. Therefore, the proposal is considered acceptable in terms of layout, scale and design and in accordance with local and national planning policy in this respect.

Impact on school playing fields

7.12 The NPPF at paragraph 99 states that *“existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless (a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use”*. The proposed building would be sited on an existing grassed area within the school grounds. Sport England has been consulted in relation to the proposed development in relation to the potential loss of playing field and have raised no objection to the proposed development stating that *“the proposed development does not fall within either our statutory remit”*. It is considered that the proposed development of this part of the school site would not result in a loss of playing field and as such is acceptable in principle.

Public Rights of Way

7.13 The Parish of Corbridge Public Footpath No.8 passes adjacent to the east of the proposed development site. The Countryside Rights of Way Officer has been consulted and has raised no objection subject to Public Footpath No.8 being

protected throughout.

7.14 The development would not directly impact on the Public Right of Way and the proposal is considered to be in accordance with TDLP Policies LR3, LR19 and TP27; NLP Policy TRA 1 and the aims of the NPPF.

Amenity

7.15 The proposed modular building would be set into the boundary of the school site by approximately 2.5 metres. The nearest residential property at No. 33 The Riggs, is located approximately 8 metres to the south-east. It is acknowledged that the development would be closer to residential properties than the existing school buildings, however, the development should be considered in the context of being located on an existing school site and supporting the existing education facilities. The proposal has been assessed and is not considered to have a significant or harmful impact on the residential amenity of neighbouring properties over and above that which already exists. The proposals are therefore considered acceptable in this respect, in accordance with TDLP Policy GD2, NLP Policy QOP 2 and the aims of the NPPF.

Highway safety

7.16 The proposed development seeks consent for the installation of modular building within an existing school site. The County's Highways Development Management Team has been consulted and has raised no objection to the development. The proposal is therefore considered in accordance with Tynedale LDF Core Strategy Policy GD4, Tynedale District Local Plan Policies GD4 and GD6, Northumberland Local Plan (Draft Plan) Policies TRA 1, TRA 2 and TRA 4 and the aims of the NPPF.

Other considerations

Equality Duty

7.17 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

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

Human Rights Act Implications

7.19 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.

7.20 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.

7.21 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 application has been considered above against the relevant local planning policies and the NPPF; it is considered that the proposed development is appropriate in the context of its location and would not be detrimental to the character of the site and wider area, the amenity of neighbours or the surrounding area and would be in accordance with the development plan and the NPPF.

9. Recommendation

That this application be GRANTED permission subject to the following:

Conditions

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

02. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan: Drawing No. SC210001 (L) 01 A
Elevation Plans: Drawing No. EG09583-301 Revision C
Layout Plans: Drawing No. EGO9583-101 Revision L
Site Plan: Drawing No. SC210001 (O) 02

Reason: For the avoidance of doubt and in the interests of proper planning.

03. The facing materials and finishes to be used in the construction of the development shall be in accordance with details contained in the application. The development shall not be constructed other than with these approved materials.

Reason: In the interests of the satisfactory appearance of the development upon completion and in accordance with the provisions of Tynedale Local Plan Policy GD2 and the National Planning Policy Framework.

04. Notwithstanding the details shown on the submitted plans, prior to the installation of the building, full details showing the proposed finished ground and floor levels of the hereby approved development and the existing ground and floor levels, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in complete accordance with the approved details.

Reason: In the interests of the satisfactory appearance of the development upon completion and the character and appearance of the site and surrounding environment and the amenity of adjacent residents, in accordance with the provisions of Tynedale Core Strategy Policy BE1, Tynedale District Local Plan Policy GD2 and the aims of the NPPF.

05. Development shall not commence until a Construction Method Statement, together with a supporting plan has been submitted to and approved in writing by the Local Planning Authority. The approved Construction Method Statement shall be adhered to throughout the construction period. The Construction Method Statement and plan shall, where applicable, provide for:

- i. details of temporary traffic management measures, temporary access, routes and vehicles;
- ii. vehicle cleaning facilities;
- iii. the parking of vehicles of site operatives and visitors;
- iv. the loading and unloading of plant and materials;
- v. storage of plant and materials used in constructing the development

Reason: To prevent nuisance in the interests of residential amenity and highway safety, in accordance with Tynedale District Local Plan Policy GD4 and the NPPF.

Informative

01. A Public Right of Way passes close to or through the site. No action should be taken to disturb the surface, obstruct the path or in any way prevent or deter public use without the necessary legal diversion or closure Order having been made, confirmed and an alternative route provided.

Background Papers: Planning application file(s) 21/02542/CCD

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Northumberland County Council

Appeal Update Report

Date: September 2021

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?
20/01794/VARYCO	<p>Retrospective: Variation of condition 2 (Approved Plans) pursuant to planning permission 17/00229/FUL to allow amendments made during construction – land north and east of Horsley Banks Farm, Horsley</p> <p>Main issues: inappropriate development in the Green Belt and very special circumstances do not exist to outweigh harm to the Green Belt as well as harm to the character of the area and amenity of residents.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	No
20/02479/FUL	<p>Retrospective: Change of use from agricultural and construction of wooden shed - land north-west of 2 Linnels Cottages, Hexham</p> <p>Main issues: inappropriate development in the Green Belt; visually intrusive and harmful impact upon the rural and open character of the site and surrounding area; and harmful impacts upon the amenity of neighbouring residents.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	No
20/00923/FUL	Erection of four no. dwellinghouses (C3 use) - land south of The Paddock, Longframlington	No – claim

	<p>Main issues: proposal fails to protect and enhance the distinctive character of Longframlington; incursion into the open countryside; and insufficient information regarding surface water drainage and flood risk.</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>	refused
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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
18/02239/FUL	<p>Redevelopment of the former Marley Tiles Factory to provide a residential development of 105 houses (Use Class C3) with associated access, parking, landscaping and infrastructure (AMENDED description and site layout) - Marley Tile Factory, Lead Lane, Newlands</p> <p>Main issues: isolated development in the open countryside; inappropriate development in the Green Belt by virtue of causing substantial harm to the openness of the Green Belt and very special circumstances have not been demonstrated to outweigh harm; and the design of the development would be out of keeping with the character and appearance of the locality and does not deliver an appropriate form of sustainable design or development for the site.</p>	<p>27 January 2021</p> <p>Committee Decision - Officer Recommendation: Approve</p>
20/02548/FUL	<p>Construction of dwelling – land and building east of Ovington House, Ovington</p> <p>Main issues: development in the open</p>	<p>19 May 2021</p> <p>Delegated</p>

	countryside; inappropriate development in the Green Belt; harm to the setting of a non-designated heritage asset and the Ovington Conservation Area; and a Section 106 agreement has not been completed in respect of a contribution to sport and play.	Decision - Officer Recommendation: Refuse
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 and mullions – Ashleigh, 26 Cade Hill Road, Stocksfield 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.	26 May 2021 Delegated Decision - Officer Recommendation: Refuse
19/04883/FUL	Proposed demolition of existing garage to be replaced with two-storey dwellinghouse - 2 Sandridge, Newbiggin-by-the-Sea Main issues: harm to non-designated and designated heritage assets and the identified harm would not be outweighed by public benefits.	27 May 2021 Delegated Decision - Officer Recommendation: Refuse
21/00574/ADE	Retrospective: Advertisement consent for installation of 3no. signs that have been in place for over 2 years - ADS Caravan Storage, Remscheid Way, Jubilee Industrial Estate, Ashington Main issues: Sign 1 has an unacceptable impact on the visual amenity of the site and surrounding area due to its siting and scale.	1 June 2021 Delegated Decision - Officer Recommendation: Split Decision
20/04234/FUL	Proposed two storey side extension and demolition of existing garage – 23 Ladbroke Street, Amble Main issues: adverse impact on the street scene and the character and appearance of the conservation area due to scale, height and mass forward of the building line.	1 June 2021 Delegated Decision - Officer Recommendation: Refuse
20/04134/FUL	New sunroom – Outwood, Riding Mill Main issues: alongside existing extensions the proposal would result in a disproportionate addition over and above the	1 June 2021 Delegated Decision - Officer

	scale of the original building and would be inappropriate development in the Green Belt.	Recommendation: Refuse
21/00069/CLEXIS	Certificate of Lawful Development of an Existing Use of land as residential - land south of 4 Station Cottages, Longhirst Main issues: insufficient evidence to conclude that the land has been used as stated for a period in excess of 10 years.	16 June 2021 Delegated Decision - Officer Recommendation: Refuse
20/00925/FUL	Outline permission for the construction of up to 9no dwellings including access, appearance, layout and scale – land north-west of Blue House Farm, Blue House Farm Road, Nethererton Colliery Main issues: harm to setting of a designated heritage asset; insufficient information in respect of potential risk from ground gas; and a section 106 agreement has not been completed in respect of a contribution to the ecology coastal mitigation scheme or off-site sport and play provision.	30 June 2021 Delegated Decision - Officer Recommendation: Refuse
21/00928/FUL	Part first floor extension to existing bungalow - 16 Lynwood Close, Darras Hall, Ponteland Main issues: proportion, form, massing, siting, height, size, scale and design fails to be subordinate and respectful of the character and appearance of the property and its surroundings.	7 July 2021 Delegated Decision - Officer Recommendation: Refuse
21/01205/AGTRES	Prior notification for change of use of an existing agricultural building and conversion to 1no. Dwelling - land to east of Edgewell House Farm House, Edgewell House Road, Prudhoe Main issues: insufficient information to establish if the proposal complies with relevant requirements regarding the last use of the building.	16 July 2021 Delegated Decision - Officer Recommendation: Refuse
20/03809/FUL	Retrospective application to raise the level of rear lower patio by 385mm above the former timber deck level – Harbour Cottage, 5 Haven Hill, Craster Main issues: inappropriate design and materials and adverse impact on the AONB; and adverse impact on residential amenity.	28 July 2021 Delegated Decision - Officer Recommendation: Refuse
21/00543/ADE	Display of 1no. 'Development Opportunity For Sale' board for 6 months (Retrospective) - land north of Shaw House Farm, Newton Main issues: the signage would cause harm	4 August 2021 Delegated Decision - Officer

	to public and highway safety.	Recommendation: Refuse
21/00496/FUL	Construction of a bungalow – land east of Dukewilley, Lowgate Main issues: inappropriate development in the Green Belt; unsustainable development in open countryside; unacceptable impacts on residential amenity; and no Section 106 agreement has been competed in relation to sport and play provision.	18 August 2021 Delegated Decision - Officer Recommendation: Refuse
20/03541/FUL	Erection of five camping pods and associated clubhouse – land south-west of Catton Pumping Station, Catton Main issues: isolated from and not well related to existing development as well as being visually intrusive in the countryside; detrimental impact on residential amenity; adverse impact on the North Pennines AONB; and inadequate information regarding ecology of the site and surrounding area and inadequate mitigation.	19 August 2021 Delegated Decision - Officer Recommendation: Refuse
19/04660/FUL	New external plant – Asda, Main Street, Tweedmouth Main issues: insufficient information in relation to noise and potential impacts on residential amenity.	19 August 2021 Delegated Decision - Officer Recommendation: Refuse

Recent Enforcement Appeal Decisions

Enforcement Appeals Allowed

Reference No	Description and address	Award of costs?
18/01344/ENDEVT	Bridgend Caravan Park, Wooler Main issues: one Enforcement Notice appealed by three parties in respect of operational development to provide extra bases for residential static caravans with associated services	No
18/00489/ENDEVT	Land at Moor Farm Estate, Station Road, Stannington Main issues: unauthorised waste reclamation yard and	Yes

	siting of multiple shipping containers	
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Enforcement Appeals Dismissed

Reference No	Description and address	Award of costs?
None		No

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 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	1 February 2021

Inquiry and Hearing Dates

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

	<p>countryside which fails to recognise the intrinsic character and nature of the countryside.</p>	<p>Approve</p>
<p>20/02247/FUL</p>	<p>Erection of a rural worker's dwelling – land south of Middle Coldcoats Equestrian Centre, Milbourne</p> <p>Main issues: fails to demonstrate the need for a rural worker's dwelling in the open countryside; inappropriate development in the Green Belt and there are no very special circumstances to outweigh harm; and fails to address pollution concerns with potential to affect protected species and failure to demonstrate ecological enhancement.</p>	<p>Virtual hearing date: 28 July 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>
<p>20/02488/FUL</p>	<p>Siting of upcycled shipping containers to provide retail and leisure facilities (use class A1, A3, and A4) and tented permanent roof covering as supplemented by note from agent received 07/09/20, additional details received 23/09/20, acoustic report received 25/09/20, and supplementary information received 20/10/20 - JH Laidler Storage Yard, Double Row, Seaton Delaval</p> <p>Main issues: loss of employment land; not demonstrated that the proposal satisfies the sequential test for main town centre uses in an out of centre location; and lack of information to be able to assess impacts on highway safety.</p>	<p>Hearing date: 27 September 2021</p> <p>Delegated Decision - Officer Recommendation: Refuse</p>

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

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Northumberland County Council

COMMITTEE: TYNEDALE LOCAL AREA COUNCIL

DATE: 14 SEPTEMBER 2021

Queen Elizabeth High School – Highways matters

Report of: Rob Murfin Director of Planning

Cabinet Member: Cllr Colin Horncastle

Purpose of report

Application reference : 19/03998/CCD Redevelopment of Queen Elizabeth High School:
Update on proposed Highways works

The report provides a review and update on the highways issues raised by Local members and residents regarding this development. This report sets out the background, context and matters arising with respect to highways works associated with the redevelopment at Queen Elizabeth High School along with discussion and options on the highways works under review.

Recommendation

To note the contents of the report in respect of the update provided by Highways Development Management to the Discharge of Conditions Application

Link to Corporate Plan/ Legislation

This report is relevant to how the County Council discharges its statutory duties.

Key Issues

The discharge of planning condition 27 for highways works in relation to planning permission reference 19/03998, is being carried out under planning reference 21/00389/DISCON.

There has been a notable level of interest in this application and there are 63 recorded public comments, of which 47 are objecting, 1 supporting and the remainder recorded as neutral. The majority of comments relate in whole or part to the proposed highways works.

The objections predominantly relate to the scope of waiting restrictions, including zig-zag markings, single yellow lines and double yellow lines. In general, the comments note that the loss of parking will further impact on residential amenity. Some of these objections have also identified that there is a live consultation for a Traffic Regulation Order to implement these waiting restrictions running concurrently.

A number of objections relate to bus routing to and from Whetstone Bridge Road. Whilst the planning condition does not specifically relate to this matter, the proposed works have highlighted this concern amongst local residents and interest groups.

A smaller number of objections relate to the number of crossing points proposed and the requirement for tactile paved provision.

Background

A planning application was submitted in September 2019 for 'Redevelopment of Queen Elizabeth High School including the refurbishment of Grade II listed hydrobuilding and Westfield house for ongoing school use and new build school buildings of 2 and 3 storeys. Demolition of existing school buildings and associated new access points, car parking, bus parking, landscaping, grass playing fields, hard courts, and the artificial sport pitches including sports lighting, Queen Elizabeth High School Whetstone Bridge Road Hexham Northumberland NE46 3JD'

During the planning application process there were specific highway related concerns raised by local residents, Hexham Town Council and the local members. The concerns included

- the width of local footways which are narrow in places, as little as 60cm. This was a concern as no footpath widening was proposed.
- the speed limit on local roads,
- the bus activity and travel plan.
- And general Road Safety concerns

Following members questions and debate the application was approved at Strategic Planning Committee on 7 January 2020, with the decision notice issued on 29 January 2020.

The approval was subject to a number of planning conditions with the highways works detailed in approved plans Condition 27 Plan 46020/5501/006 rev C and condition 27 which says;

'Notwithstanding the details submitted with the application, and within 9 months of the commencement of development, details of the following proposed permanent highway works, including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority: -

New and amended vehicular access points to Whetstone Bridge Road;

Uncontrolled pedestrian crossings improvements to Whetstone Bridge Road;

Footway connection along existing desire line on highway verge at existing controlled pedestrian crossing on Allendale Road to the east of its junction at Whetstone Bridge Road;

Traffic and Parking Management Scheme on Whetstone Bridge Road and at its junctions with Tynedale Terrace, Alexandra Crescent and Hellpool Lane;

Traffic and Parking Management Scheme and extension of existing 20mph school zone on Allendale Road;

Resurfacing of Whetstone Bridge Road;

All other associated works associated with the above.

The highways works shall be constructed in accordance with the approved plans, details and in accordance with the approved timetable of implementation. Reason: In the interests of highway safety and sustainable transport, in accordance with Policy GD4 of the Tynedale Local Plan, Policy GD4 of the Tynedale Core Strategy and the National Planning Policy Framework.'

Specific Highways Matters

Technical Background

Highways Schemes follow a similar design process whether promoted by the authority or by developers. Schemes are initially taken through feasibility, then move through to detailed design, approval and construction. When schemes are promoted through planning it is common that schemes are only designed up to feasibility level at the planning approval stage.

Road Safety Audit (RSA) – An RSA is the process utilised to provide an effective, independent review of the road safety implications of engineering interventions for all road users. It should be carried out when works to the highway will result in a behavioural change for the use of the highway. It is not a technical check of design standards but an independent check that the design characteristics do not contribute to collisions and/or incidents on highway schemes.

It is not a requirement to agree with all matters raised within a Road Safety Audit. It is acceptable to disagree and reject any matters raised with appropriate reasoning.

Feasibility designs should be supported by a Road Safety Audit Stage 1 and Detailed design should be supported by a Road Safety Audit Stage 2. The highways work proposed that relates to Condition 27 were up to feasibility but had not been subjected to a Road Safety Audit Stage 1.

When highways design is undertaken by external consultants the HDM team act as the overseeing organisation for Safety Audits so is experienced in the Road Safety Audit process.

A Traffic Regulation Order has been advertised for the proposed waiting restrictions on Whetstone Bridge Road and connecting roads. This has occurred as the applicant sought for the administration of the Traffic Regulation Order.

The procedure for formalising Traffic Regulation Orders is made under the Road Traffic Regulation Act 1984 (the Act). If the appropriate processes are not carried out in accordance with the Act then any waiting restrictions and associated signs set out on a public highway would be unenforceable.

Discharge of Conditions: 21/00389/DISCON

Application reference 21/00389/DISCON was made to discharge a number of conditions including condition 27 for the highways works on 3 February 2021. Prior to making this application and following the granting of planning permission the applicant has engaged the services of NCC Technical Services to produce a competent design that can be discharged in planning and subsequently delivered. As the design was undertaken in-house the Road Safety Audit process was carried out with Technical Services acting as the overseeing organisation.

The plan in Appendix A was submitted for a Road Safety Audit Stage 1 (preliminary) on 7 September 2020. The RSA 1 highlighted a number of observations and these related to:

- Potential ponding of water
- Potential conflict between buses and pedestrians
- Lack of tactile paving for visually impaired users
- Lack of cycling infrastructure
- Bus Parking

The RSA 1 was taken through a designer response process and all identified matters were accepted for further review. As a result of the RSA 1 and further design review the scheme was amended to the proposals shown in Appendix A.

The amended scheme in Appendix A is at detailed design level and was taken to RSA Stage 2 (detailed design) for further independent safety review.

The RSA 2 highlighted observations and these repeated some of the RSA 1 issues of ponding, visibility from side roads and tactile paving. It also introduced new matters as follows:

- Surface water drainage
- Extension of double yellow lines at Hellpool Lane
- Visibility Splays

Further amendments to the proposals were made following the RSA 2. The scheme changes are shown on the last page in Appendix A.

As a result of Road Safety Audit and design checks undertaken by Technical Services the scheme proposals now have a greater impact on local road parking than anticipated at the planning application stage, whilst adding safety benefits.

There have been several objections, formal complaints and other correspondence relating to the increased scope of the lining restrictions and number of tactile crossing opportunities as well as concerns relative to the timing of the works and opening of the school.

The HDM team has reviewed the RSA 1&2 along with the submitted design when considering the Discharge of conditions application. The review, for the purposes of discharging this condition, has concluded that there are insufficient grounds for the greater extent of waiting restrictions, on the basis of road safety, as there will not be a behavioural change nor would the outcome of a collision change. HDM therefore recommend that revised drawings reducing the scope of waiting restrictions but retaining all other features are submitted.

On the basis that revised plans are submitted the HDM response to the Discharge of conditions application will be to recommend:

- To implement the highways works as follows including waiting restrictions in accordance with PBA drawing (appendix A)
- All other highways works in accordance with 'Final Design following RSA 2' (Appendix A) including
 - Tactile paving crossing points
 - Improvements to controlled crossing points
 - Footway widening
 - New vehicle and pedestrian access points to school
 - Resurfacing of Whetstone Bridge Road
 - 20mph zone extension

Works will be delivered in accordance with the agreed programme (Appendix B) and monitored with a travel plan expectation to promote any further parking restriction, if required.

It is considered that the scale and timed delivery of these works will result in the safe and suitable operation of the school.

The impacts of the reduced waiting restrictions were considered at the planning stage and remain acceptable. Following the outcome of the Discharge of conditions application the pending Traffic Regulation Order (TRO) maybe revised.

Implications

Policy	Determination of Planning applications are in line with policy unless stated in individual applications.
Finance and value for money	Ensuring most appropriate scheme is implemented
Legal	Legal Services will be instructed to assist with required TRO's
Procurement	N/A
Human Resources	N/A
Property	N/A
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	Each application will have regard to the Equalities Act 2010
Risk Assessment	Included in individual applications
Crime & Disorder	N/A

Customer Consideration	
Carbon Reduction	Included in individual applications
Health & Wellbeing	N/A
Wards	Hexham Central with Acomb Hexham East Hexham West

Background Papers

Planning Application Files:

19/03998/CCD Redevelopment of Queen Elizabeth High School: Update on proposed Highways works

Discharge of Conditions: 21/00389/DISCON

Author and Contact Details

Chris Mead

Highways Development Manager

Chris.mead@northumberland.gov.uk

Development of parking restrictions for the QEHS, Hexham

Stage 1 road safety audit requested by NCC Technical Services. Audit brief provided PBA transport consultants drawing 46020_5501_006C for the audit team.

Audit report identified several problems to be addressed. Problem 6 in the report identified a lack of a suitable crossing point of Hellpool Lane to Whetstone Bridge Road.

The designer's response agreed with the overseeing organisation was a designated crossing point to be installed on Hellpool Lane linking to Whetstone Bridge Road.

Detailed design moved forward on the s278 works by NCC Technical services with the amended crossing point being included on the design drawings along with other alterations to overcome issues raised during the stage 1 road safety audit. Parking Restrictions added to Hellpool Lane / Whetstone Bridge Road area to keep this junction area clear of obstructions.

Stage 2 road safety audit requested by NCC Technical Services. Audit brief provided NCC drawing TDI200001/00/U8289/10/01 for the audit team.

Stage 2 audit report raised several new problems, one of which was the visibility for users of the new crossing point on Hellpool Lane and the visibility of users exiting the proposed main school entrance.

The designer's response to the stage 2 audit agreed with the overseeing organisation was for the scheme drawings to be amended to include 25m visibility splay with the associated required changes to the parking restrictions at the crossing point, and for the Scheme drawings to be revised to include amended Zig-Zag markings extended to the limit of the visibility splay.

Scheme design was amended to include all the agreed actions from the stage 2 safety audit with these items being included on the drawings submitted to the planners for discharge of planning condition 27.

Drawings as below:

TDI20001-00-U8289-10-01_rev- - Scheme Layout

TDI20001-00-U8289-10-02_rev- - Site Clearance

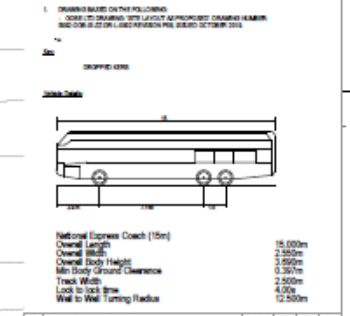
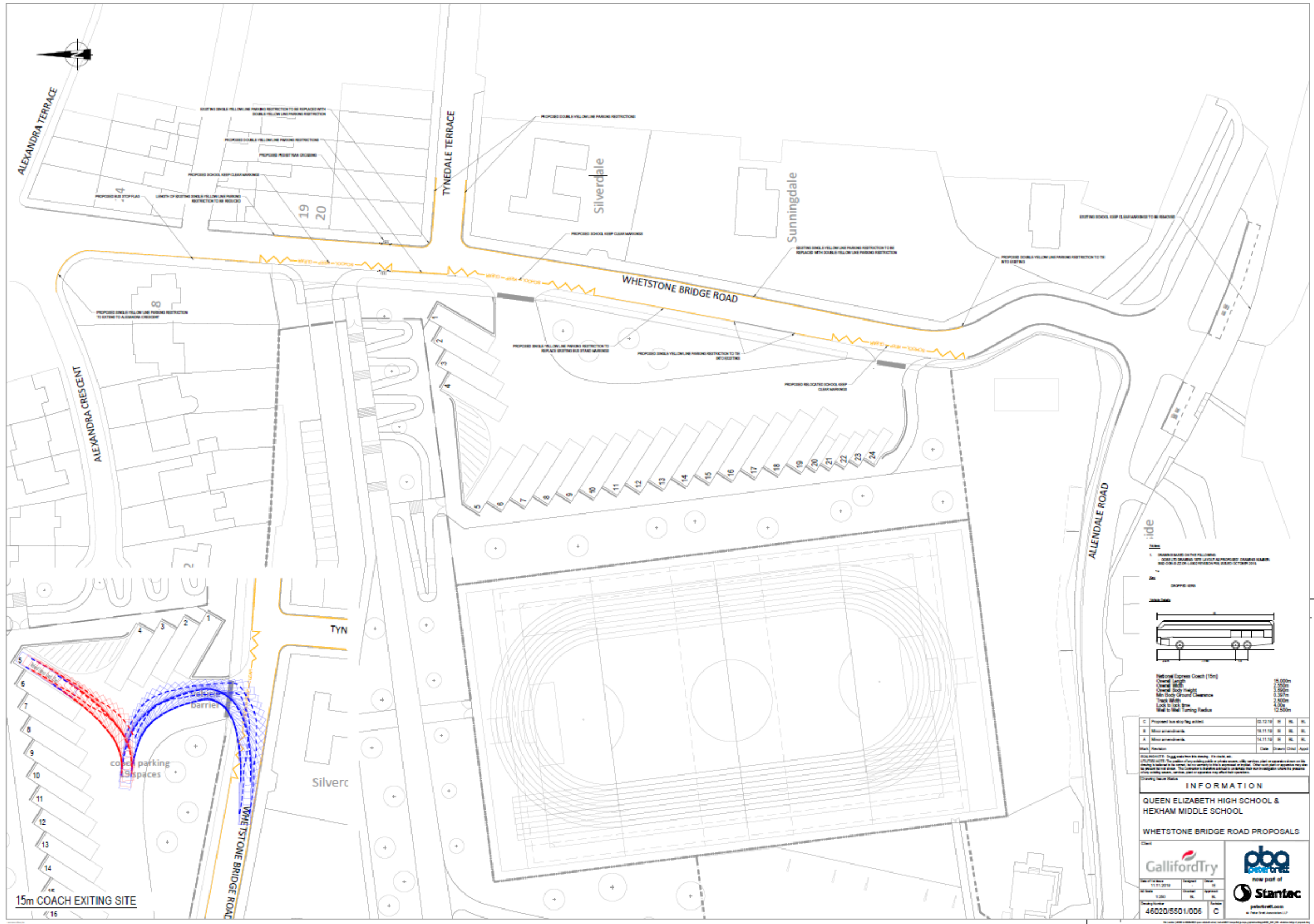
TDI20001-00-U8289-10-03_rev- - Construction Layout

TDI20001-00-U8289-10-04_rev- - Signs and Road Markings

TDI20001-00-U8289-10-05_rev- - Construction Details

TDI20001-00-U8289-10-06_rev- - Swept Paths and Visibility

TDI20001-01-B6305-10-01_rev- - Allendale Road 20mph



C	Proposed bus stop sign	03/11/16	BL	AL	BL
B	Minor amendments	16/11/16	BL	AL	BL
A	Minor amendments	14/11/16	BL	AL	BL
Rev	Description	Date	Drawn	Checked	Appr'd

INFORMATION

QUEEN ELIZABETH HIGH SCHOOL & HEXHAM MIDDLE SCHOOL

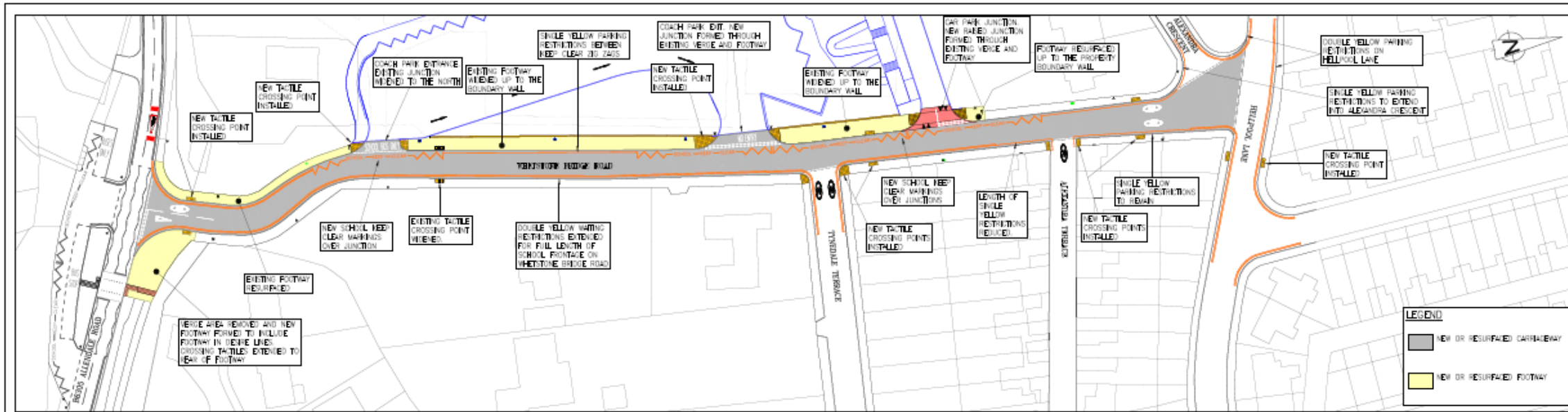
WHETSTONE BRIDGE ROAD PROPOSALS

Client: GallifordTry

now part of Stantec

46020/5501/006 C

NCC DRAWING TD120001-00-U8289-10-01 Final Design



WHETSTONE BRIDGE ROAD GENERAL ARRANGEMENT
SCALE 1:500

Contract No: 1
Drawing No: A

Northumberland County Council

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NOTES:

Notes area for project-specific details and amendments.



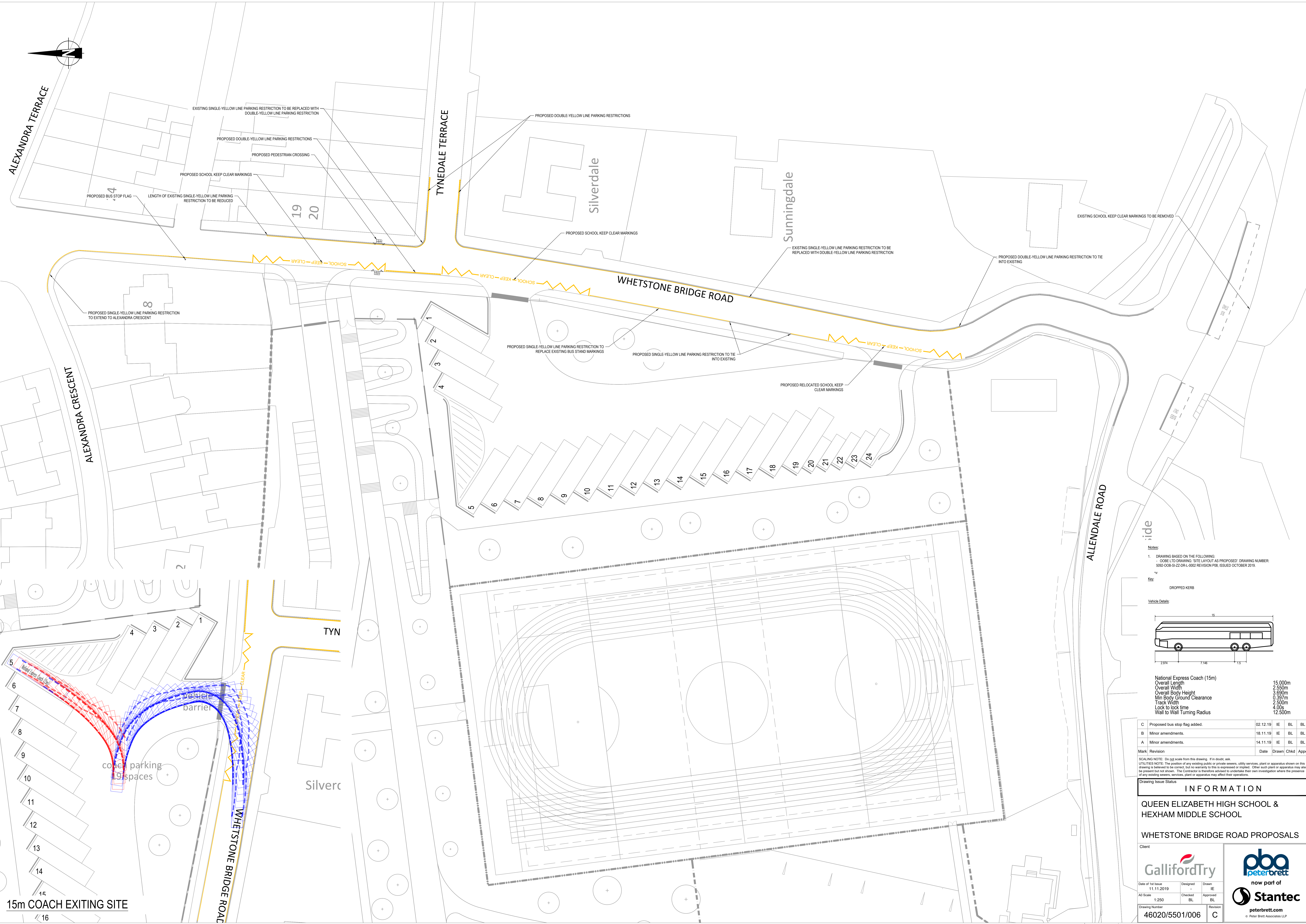
Client	Northumberland County Council
Contract	s278 - HEXHAM ACADEMIES WHETSTONE BRIDGE ROAD
Scheme	SCHEME LAYOUT
Scale	AS SHOWN
<p>Northumberland County Council Technical Services</p>	
Date	28/01/21
Drawn	DPO
Check	DM
Issue	1
Project No	TD120001/00/U8289/10/01
Sheet No	TD120001

Development of Parking Restrictions

Initial concept design	Comments
	<p>Initial drawing from PBA</p>
<p>Detailed Design prior to RSA 2</p>	<p>NCC layout based on PBA design with some changes</p> <ul style="list-style-type: none"> Length of Double yellow lines between northern zig zags removed with the zig zags being extended to replace. Parking restrictions added to Hellpool lane, Alexandra Crescent and Whitby Ave. Existing single yellow lines at the eastern side of Whetstone Bridge road and Hellpool Lane altered to become double yellow. All DYL to protect the junction area, ensuring it is always clear for road users.
<p>Final design following RSA 2</p>	<p>Final design following design changes brought about by the RSA process</p> <ul style="list-style-type: none"> Extension of zig zags on West side of WBR to ensure visibility of vehicles exiting the school site. Extension of DYL East on Hellpool lane to provide the visibility splay for users of the crossing point.

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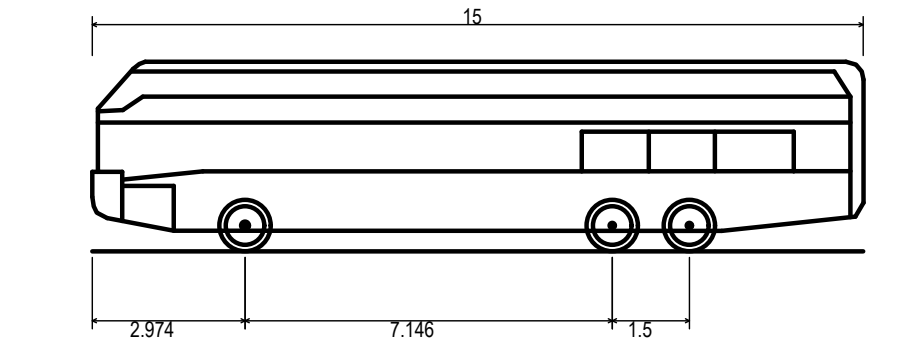
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Notes:
 1. DRAWING BASED ON THE FOLLOWING:
 CORE LTD DRAWING: SITE LAYOUT AS PROPOSED: DRAWING NUMBER:
 5002-COBSH-ZZ-DN-L-0002 REVISION P08, ISSUED OCTOBER 2019.

Key:
 DROPPED KERB

Vehicle Details:



National Express Coach (15m)	15.000m
Overall Length	2.550m
Overall Width	3.690m
Overall Body Height	0.397m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	12.500m
Wait to Wall Turning Radius	

Mark	Revision	Date	Drawn	Chkd	Appd
C	Proposed bus stop flag added.	02.12.19	IE	BL	BL
B	Minor amendments.	18.11.19	IE	BL	BL
A	Minor amendments.	14.11.19	IE	BL	BL

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

INFORMATION

QUEEN ELIZABETH HIGH SCHOOL & HEXHAM MIDDLE SCHOOL

WHETSTONE BRIDGE ROAD PROPOSALS

Client

now part of **Stantec**

46020/5501/006

Date of 1st Issue	Designed	Drawn
11.11.2019	IE	IE
As Scale	Checked	Approved
1:250	BL	BL
Drawing Number	Revision	
46020/5501/006	C	

15m COACH EXITING SITE

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Northumberland County Council

COMMITTEE: TYNEDALE LOCAL AREA COUNCIL

DATE: 14 SEPTEMBER 2021

TITLE OF REPORT: **Local Transport Plan Update**

Report of Interim Executive Director - Rick O'Farrell

Cabinet Member: Councillor John Riddle, Local Services

Purpose of report

This report provides an update on the Local Transport Plan (LTP) programme 21/22 and the preparation for the 22/23 programme.

Recommendations

It is recommended that Members consider the update provided in the report.

Link to Corporate Plan

Living - "We want you to feel safe, healthy and cared for"

Enjoying - "We want you to love where you live"

'Connecting - We want you to have access to things you need'

Key issues

1. The LTP programme for 2021-22 of £25.671m was approved on the 17th March 2021. This was an increased programme compared to the £19.015m draft programme consulted on with Local Area Councils in February 2021 and followed confirmation from DfT in February of the capital allocations for 21/22.
2. The County Council has also made an additional capital investment of £15m for highway maintenance of U and C roads and footways across 2020/21 and 2021/22. An initial programme for £10m of this funding was approved on 9th April 2020. The second phase of the programme for £5m was approved on 17th March 2021.
3. Good progress is being made on delivery of these programmes. Preparations have also begun for the development of the 2022/23 LTP capital programme.

- It should be noted that the North East Joint Transport Committee as Local Transport Authority for the seven North East councils has recently published the North East Transport Plan 2021-2035 and this will replace the Northumberland Local Transport Plan 2011-2026 as the overarching policy document for transport.

Background

LTP Programme 21/22

- A draft LTP programme of £19.015m was consulted on with Local Area Councils in February 2021. At that stage there was uncertainty regarding the capital allocations from DfT for 21/22 and therefore a prudent view was taken regarding the likely funding available based on previous years base allocations so that the programme consulted upon would not have to be cut back if DfT allocations were lower than expected.
- In February 2021 DfT confirmed the capital allocations for 2021/22 and Northumberland received 23.426m. This was combined with an unallocated sum of £2.335m received as a portion of additional funding received from DfT mid-year in 2020 which had been carried forward to give overall funding available of £25.761m.
- An LTP capital programme for 2021-22 of £25.761m was approved on the 17th March 2021. A contingency sum of 0.880m has been allowed within the programme, with the remaining £24.873m being allocated to projects and programmes as follows.

Appendix	Scheme Type	Proposed Expenditure
A	Walking and Cycling	£1,525,000
B	Safety	£2,345,000
C	Roads	£16,980,000
D	Bridges, Structures and Landslips	£4,023,000
	Contingency	£887,624
	Total Programme	£25,760,624

The detail of the programme can be seen at Appendices A-D of this report.

- It should be noted that the DfT funding allocation for 21/22 was greater than the base LTP allocations received in recent years, which for 20/21 was £18.592m. However, during 20/21 DfT allocated a further £11.421m of capital funding mid-year, giving a total allocation in 20/21 of £30.013m. Therefore, allocations for 21/22 are greater than previous years base allocations but less than the total funding received in 21/22.

Highway Maintenance Investment in U and C Roads and Footways

9. An initial programme for £10m of the County Council's additional capital investment of £15m for highway maintenance of U and C roads and footways was approved on 9th April 2020. The second phase of this programme for £5m was approved on 17th March 2021. The funding is specifically targeted towards addressing the decline in the County's minor roads and footways. The draft second phase programme was consulted on with Local Area Council's in February 2021 and has been allocated to projects and programmes as follows.

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

The detail of the programme can be seen at Appendices E-H of this report.

Delivery of Programmes

10. In delivering the LTP programmes for 20/21 and 21/22 and the U and C Road and Footways programme, operations have had to be conducted under the requirements and impacts of Covid-19. Safe working methods and any necessary adaptation/changes to plant and equipment used have been implemented. This has inevitably caused minor reductions in efficiency with added impacts from absences for those staff affected by covid, shielding or needing to self-isolate due to close contacts. Design and other office-based staff have been working remotely throughout the period. Systems have worked well allowing staff to work effectively and efficiently from home, albeit with some reduction in overall efficiency inherent in project teams not being located together. Staff and managers have performed extremely well in adapting to the new working environments necessary in relation to the pandemic, whilst often also having to take on additional responsibilities as part of the Council's response to the pandemic.
11. Despite the above, delivery of programmes has progressed well. Some schemes from the 20/21 LTP programme and first phase of the U and C Road and Footways programme have been carried forward into 21/22 and will be delivered concurrent with the 21/22 programmes.
12. In relation to road maintenance, in excess of 33 miles of road are to be resurfaced through the capital programme this year. As of end of July in excess of 8 miles have been resurfaced, with 19 of the 91 road projects completed. The remaining schemes are programmed to be substantially completed through the remainder of the financial year subject to no severe adverse weather conditions. Programmes of general maintenance refurbishment works including patching, drainage and road

markings to discrete road lengths are also progressing in line with planned activity through the area offices.

13. A substantial £4.150m preventative road surface treatment programme was carried out during the summer months, adding much needed resilience to vulnerable sections of the road network. The annual surface dressing programme commenced in May and is expected to be completed slightly behind programme in early September. This being due to manpower issues relating to a surge in Covid - 19 self-isolation cases and also some unseasonal summer weather. This programme is set to improve the condition and overall safety of almost 54 miles of rural roads. The micro-surfacing programme which is undertaken on more urban roads was substantially completed in July 2021, refurbishing approximately 8 miles of urban roads.
14. A capital programme of maintenance improvements to our footway and cycling networks is also underway, with 18 identified locations countywide set to undergo improvements during the Autumn/Winter months. Programmes of general maintenance refurbishment works to discrete lengths of the footway and cycleway networks are also progressing in line with planned activity through the area offices.
15. Phase 1 of Berwick Old Bridge is now complete, works included the installation of a waterproofing slab and repairs to the stonework accessible from the bridge deck. Preventing water from entering the bridge from above will greatly improve the durability of this historically significant landmark for the long term. Future phases will target the masonry to the underside of the bridge.
16. Works to Fens Burn bridge has been completed, removing the structure from the strengthening list with minimal disruption by keeping the U9027 road open to the public throughout the works. Concrete repairs have been carried out to the underside of the strategically important Kitty Brewster bridge on the A189 Spine Road. Works to repair the joints will follow that will prevent water from entering the bridge in the future. The waterproofing of Klondyke Underbridge on the A189 has been completed in a compressed programme during the school summer holidays to minimise traffic delays.
17. Whilst not part of the LTP programme it should also be noted that the major works to conserve the 200-year-old Union Chain Bridge are ongoing. The chains and deck have been completely taken down so that the elements can be refurbished or replaced as required. Works to create new anchorages at each end have commenced, with the north and south anchorage blocks being cast.
18. Design work for the Steel Bridge Refurbishment programme is now at an advanced stage. The civil engineering and enabling works with works expected to commence imminently on the eight steel bridges which are to be painted, with painting contracts to follow in the coming months.
19. The Landslip programme has seen the completion of Monkridge Hall repair works on the A696. Preparatory design work is complete for the B6319 East of Brokenheugh, B6352 Reedsford Retaining Wall and U7018 The Knar with the

works programmed for delivery in the next quarter. The design of Hareshaw Burn Bellingham is nearing completion for delivery later in the year.

20. The detailed geotechnical work, required for the development of a long-term solution to the cracking and movement in the road at Todstead on the B6344 Weldon Bridge to Rothbury Road is progressing well. A major ground investigation has been undertaken. A comprehensive assessment of the geological conditions is currently taking place, boreholes have been drilled to relieve pressure from artesian water and monitoring equipment installed. Detailed analysis is now taking place allowing us to consider the design options and most effective solution for implementation.
21. Road safety remains a high priority and a number of highway improvements have been implemented since April 2021 to improve safety for all road users. Examples include traffic calming and road safety measures introduced on the A1147 at Stakeford / Bomarsund and at Newbiggin Road / North Seaton Road in Ashington in response to serious accidents. In addition, road safety improvements have been completed at Ratcliffe Road in Haydon Bridge.
22. High Risk Sites road safety schemes have also been completed at the A189 Three Horse Shoes Roundabout, the A197 / B1337 Whorral Bank Roundabout and on the B1331 at Stead Lane Bedlington. In addition, two route action safety schemes have been completed on the A68 between Bellshiel Burnfoot and Bagraw, and on the A696 between Raechester and Dean House. A further six schemes have been issued for programming and work continues on the remaining High-Risk sites and Route Action Safety schemes. Seven of the Rural Road Safety schemes have been fully completed, with a further two issued for programming and a further 18 schemes in design. Two of the Urban Road Safety schemes have been fully completed, and a further 8 schemes in design. Finally, three Urgent Safety Schemes have been completed following requests from Northumbria Police.
23. Work continues to progress on many planned improvements for pedestrians and cyclists across the county, including new footways, pedestrian/toucan crossings and bus stop access improvements, with key schemes issued for construction including the new Pegasus crossing on the A190 The Avenue near Seaton Delaval and the A1167 near the Leisure Centre in Berwick.
24. 20mph limits at schools have been fully introduced at five new locations, with a further seven being issued for programming for delivery on site. A further 20 schemes are currently being developed through processes of initial design and for further discussion with Councillors or Town / Parish Council's, with a view to construction being carried out later this financial year. We are continuing to work through the programme to provide 20mph schemes at all schools where it is feasible to do so and further scheme designs will start later in this financial year.

25. School Street Schemes have been introduced at New Delaval Primary, Newsham Primary and Hareside Primary schools and on Moorhouse Lane in Ashington (Thomas Bewick Campus and St Aidan's Primary School). We are currently looking at new schemes for Central Primary Upper School in Ashington, New Hartley Primary, Seghill Primary and Seaton Sluice Middle Schools, while we anticipate more schools to express an interest in this initiative in the new school year.
26. A variety of Traffic Regulation Orders have also been introduced at over 40 various locations throughout the County to improve road safety.

Development of 2022/23 LTP Capital Programme

27. Preparations have commenced for the development of the 2022/23 capital programme. In July letters were sent to all County Councillors and Town and Parish Councils asking them to identify their top three highways and transport priority issues for their Ward or Parish area, so that they can be considered in the prioritisation process for inclusion in the LTP Programme for 2022/23. Along with these letters information was provided on requests that have been logged on our Directory of Requests in each of these areas over the last year. Feedback was also provided to those who had submitted priorities for the 2021/22 programme on the outcome regarding their submitted priorities.
28. The letters requested that priorities be submitted by 8th October. Once priorities are received, they will be logged and assessed. Once assessed the relative ranking of the priorities submitted in each area are discussed as part of the annual Member LTP workshop. The priorities received and their assessment will then be considered alongside other information regarding the condition of the highways asset, road casualty information, traffic issues and existing ongoing programmes to identify a draft programme for discussion with the Portfolio Holder. The agreed draft programme will then be shared for comment with Local Area Council's at their February 2022 meeting before approval of the final programme prior to the start of the 2022/23 financial year.
29. It should be noted that overall funding available through the DfT LTP allocation for improvement schemes (rather than maintenance schemes) is relatively limited at approximately £1.7m each year across the County. Whilst further funding is being made available specifically for walking and cycling, this tends to be for large, segregated cycle schemes. Given the funding allocation available, unfortunately not all priorities put forward are able to be included in programmes. Improvement schemes are currently assessed based on the following criteria:-
- a) Support Economic Growth
 - b) Reduce Carbon Emissions
 - c) Promote Equality of Opportunity
 - d) Contribute to Better Safety, Security and Health

e) Improve Quality of Life and a Healthy Natural Environment

North East Transport Plan

30. Since the creation of Combined Authorities, the North East Joint Transport Committee has become the Local Transport Authority for the seven North East councils with the statutory responsibilities to produce the Local Transport Plan policy documents. The North East Joint Transport Committee has recently published the North East Transport Plan 2021-2035 (<https://www.transportnortheast.gov.uk/wp-content/uploads/2021/03/AST004-Transport-Plan-A4-v53clean-Ben-v2.pdf>) and this will replace the Northumberland Local Transport Plan 2011-2026 as the overarching policy document for transport. The requirements and proposals of the new plan will be considered going forward to see if any change in the prioritisation process for the Council's Local Transport Plan capital programme are needed.

Implications

Policy	The programme is consistent with existing policies
Finance and value for money	Programme allocations are within the overall budgets available .
Legal	None
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"/>	The needs for those that are socially excluded have been taken into account when developing programmes.
Risk Assessment	Risks to the delivery of any individual scheme within the programmes are considered during scheme development. By managing the risk at scheme level risk to the delivery of the programme will be controlled.

Crime Disorder &	The implications of Section 17, Crime and Disorder Act 1998 have been considered whilst developing the programmes, there are no perceived adverse effects.
Customer Consideration	The delivery of the programmes will improve the highway and transport network in Northumberland for the benefit of the travelling public.
Carbon reduction	Consideration is provided to using products based on their sustainable performance in use and opportunities for reuse and recycling at the end of life. For example Warm Mix Asphalts are being utilised which allow manufacturing and laying of asphalt at lower temperatures, thereby using less energy and delivering meaningful carbon savings, without compromising performance.
Wards	All

Background papers:

Delegated Decision Report – Local Transport Plan Programme 2021-22 and Highway Maintenance Investment in U and C Roads And Footways Programme 2021-22

Report sign off.

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

	Full name of officer
Monitoring Officer/Legal	N/A
Executive Director of Finance & S151 Officer	N/A
Relevant Executive Director	Rick O'Farrell
Chief Executive	N/A
Portfolio Holder(s)	John Riddle

Author and Contact Details

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david.laux@northumberland.gov.uk

Summary		
Local Transport Plan Programme 2021-22		
Appendix A	Walking and Cycling	£1,525,000
	Improvements for Walking and Cycling	£710,000
	Maintenance of Footpaths, Footways and Cycleways	£815,000
Appendix B	Safety	£2,345,000
	Safety Improvement Schemes for All Users	£1,995,000
	Maintenance of Signs and Lines	£350,000
Appendix C	Roads	£16,980,000
	Improvements for Road Users	£170,000
	Major Road & Resilient Network Maintenance Schemes	£5,950,000
	Other Local Roads Maintenance Schemes	£4,500,000
	Surface Dressing Programme	£2,480,000
	Micro Surfacing Programme	£550,000
	General/Structural Refurbishment Work	£3,330,000
Appendix D	Bridges, Structures and Landslips	£4,023,000
	Bridges and Structures	£2,405,000
	Landslips	£1,618,000
	Contingency	£887,624
	LTP Programme Total	£25,760,624

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

B1523	Newcastle Road, Newsham (Phase)	£60,000	
B1331	Stead Lane, Bedlington (Phase)	£50,000	
U6109	Abbey Meadows, Morpeth (Phase)	£40,000	
U3117	Dilston Terrace, Amble	£30,000	
	Total	£300,000	
General Cycleway and Footway Refurbishment Work		£200,000	
A countywide programme of sites selected on a priority basis.			
	Cycling and Walking Total	£1,525,000	

Local Transport Plan Programme 2021-22			Appendix B
Safety	£2,345,000		
Local Safety Schemes			
Location	Issue	Potential Solution	Budget Allocation
Links Road (between Mermaid Car Park, Blyth and Seaton Sluice)	Excessive Speeds	Phase 1	£10,000
Countywide (locations to be confirmed once accident data is available)	High Risk Sites (inc route action)	Various safety measures	£350,000
Countywide, including: A192 Holywell Village, A193 Bedlington Bank	Safety issues on Urban Roads	Various safety measures	£60,000
Countywide, including: C109 between High Hauxley and Low Hauxley; C69 at Chathill; B6320 at Nunwick Hall (near Simonburn); Eglington Village; Embleton Terrace; Tranwell Village & Woods	Safety issues on Rural Roads	Various safety measures	£200,000
Countywide	Urgent Safety Issues	Various safety measures	£50,000
		Sub Total	£670,000
Traffic Calming			
Location	Issue	Potential Solution	Budget Allocation
Lucker & Warenford	Road safety concerns	Traffic Calming phase 2	£25,000
Woodhorn Road, Ashington	Road safety concerns	Traffic Calming phase 2	£50,000
Bamburgh	Road safety concerns	Chicane phase 2	£30,000
Acorn Avenue area, Bedlington	Road safety concerns	Traffic Calming phase 1	£5,000
Southend Avenue, Ogle Drive, Ford Drive, Blyth	Road safety concerns	Traffic calming phase 2	£50,000
Station Road, Cramlington	Road safety concerns	Traffic calming phase 2	£35,000
Countywide, including C254 Wylam (fox and Hounds area); Mitford Village; U5005 Otterburn.	Road safety concerns	Traffic Calming phase 1	£20,000
		Sub Total	£215,000
Traffic Management			
Location	Issue	Potential Solution	Budget Allocation
Countywide	Various traffic management issues to be addressed countywide, subject to consultation	Traffic Regulation Orders	£300,000
Countywide, including Mitford Road, Morpeth (Chantry and Newminster Schools) St Roberts First School, Morpeth Moor Road, Prudhoe (Prudhoe High School) Highfield Lane, Prudhoe (Highfield Middle and St Matthews RC Primary) James Calvert Spence College (Acklington Road, Amble)	Safety concerns outside schools	Various (inc school 20mphs)	£600,000
Countywide, including: Station Road Allendale, Kielder Village, Alnwick Town, Detchant, Bondicarr Road Hadston, Doxford Place, Cramlington Burns Park Cramlington	Traffic speeds	Speed limits (not school-related)	£100,000
Countywide, including: Allendale Road, Hexham Seaton Sluice Middle School, Dukes Secondary School, Ashington	Safer streets for schools	Various	£100,000
A1068/A197 Junction, Ashington	Traffic management issues at junction.	Improvements phase 1	£10,000
		Sub Total	£1,110,000

General Traffic Sign/Road Markings Refurbishment			£350,000
A countywide programme of sites selected on a priority basis.			
		Safety Total	£2,345,000

Local Transport Plan Programme 2021-22 Roads

£16,820,000

Improvements for Road Users

Location	Issue	Potential Solution	Budget Allocation
Cramlington Station Car Park	Insufficient Parking Capacity	Phase 1 preliminary design for additional parking	£10,000
Morpeth Northern Bypass			£160,000
Improvements for Road Users Schemes Total			£170,000

Major Road & Resilient Network Maintenance Schemes

Road No	Location	Description	Budget Estimate
A1068	Fisher Lane Roundabout, Cramlington	Carriageway Repairs	£360,000
A192	Avenue Road Roundabout, Seaton Delaval	Carriageway Repairs	£80,000
A697	Humbleton Bends, Wooler	Carriageway Repairs	£250,000
C172	Low Alwinton to Harbottle	Carriageway Repairs	£300,000
A68	Errington Red House (Bingfield)	Carriageway Repairs	£300,000
B6303	Allendale to B6295 Phase	Carriageway Repairs	£140,000
A1147	Welwyn Factory Road, Bedlington Station	Carriageway Repairs	£240,000
A68	Old Town Crossroads	Carriageway Repairs	£120,000
C199	Charlton to The Riding	Carriageway Repairs	£200,000
C357	East of Horton Grange	Carriageway Repairs	£240,000
B6341	West of Lemmington Crossroads	Carriageway Repairs	£120,000
A68	Cowden, north of Colt Crag	Carriageway Repairs	£210,000
A190	Seghill to Annitsford Phase 1	Carriageway Repairs	£400,000
A193	Renwick Road, Blyth	Carriageway Repairs	£220,000
A1167	Sunnyside, Scremerston	Carriageway Repairs	£260,000
A1172	Station Road, Cramlington	Carriageway Repairs	£140,000
A193	Bedlington Bank	Carriageway Repairs	£120,000
B1337	Morpeth 30 limits to East Mill	Carriageway Repairs	£260,000
B1331	Stead Lane, Bedlington Phase 3	Carriageway Repairs	£220,000
A696	Kirke Hall to Mirlaw House	Carriageway Repairs	£180,000
C420	Nelson Drive Roundabout, Cramlington	Carriageway Repairs	£320,000
C420	Briardene Roundabout, Ashington	Carriageway Repairs	£120,000
A189	Moor Farm to Klondyke (northbound)	Carriageway Repairs	£800,000
A192	East Hartford to West Hartford (westbound)	Carriageway Repairs	£350,000
Major Road & Resilient Network Maintenance Schemes Total			£5,950,000

Other Local Roads Maintenance Schemes

Other Local Roads Maintenance Schemes - North Northumberland

Road No	Location	Description	Budget Estimate
C60	Cragmill Road, Belford	Carriageway Repairs	£60,000
C187	Harwood Phase 2	Carriageway Repairs	£400,000
C106	Longframlington to Alnwick Fords Ph 2	Carriageway Repairs	£150,000
B1341	Bamburgh to Glororum	Carriageway Repairs	£160,000
B6345	Swarland Mill to Longframlington Phase 1	Carriageway Repairs	£170,000
C105	Guilden Road, Warkworth (south of Warkworth)	Carriageway Repairs	£170,000
C176	High Trewitt to Netherton	Carriageway Repairs	£240,000
C92	A1 Deanmoor to junct U3050	Carriageway Repairs	£60,000
B6348	Fowberry Mains	Carriageway Repairs	£180,000
Sub Total			£1,590,000

Other Local Roads Maintenance Schemes - Ashington and Blyth

Road No	Location	Description	Budget Estimate
U9518	Druridge Drive/Crescent, Newsham	Carriageway Repairs	£160,000
U6703	Hawthorn/College Road, Ashington Phase 2	Carriageway Repairs	£110,000
U6507	Swaledale Avenue, Blyth Phase 2	Carriageway Repairs	£60,000
U6519	Simonside Terrace, Newbiggin	Carriageway Repairs	£80,000
Sub Total			£410,000

Other Local Roads - Castle Morpeth

Road Number	Location	Description	Budget Allocation
C145	Netherwitton towards Longwitton	Surface Dressing	£70,000
C343	Birney Hill to The Plough Inn	Surface Dressing	£120,000
B1338	Shotton Grange to Seven Mile Bridge	Surface Dressing	£80,000
B6528	Horsley to Heddon	Surface Dressing	£60,000
Sub Total			£330,000

Other Local Roads - Tynedale

Road Number	Location	Description	Budget Allocation
B6295	Thornley Gate to Catton	Surface Dressing	£60,000
B6306	Woolley Bank to Esper Shield	Surface Dressing	£220,000
B6319	Fourstones to Haydon Bridge	Surface Dressing	£190,000
B6321	Aydon Road, Corbridge	Surface Dressing	£40,000
Sub Total			£510,000

Surface Dressing Programme Total £2,480,000

Micro Surfacing Programme

Major Road & Resilient Network - Countywide

Road Number	Location	Description	Budget Allocation
A1068	Choppington Road, Bedlington	Micro Surfacing	£80,000
sub total			£80,000

Other Local Roads - North Northumberland

Road Number	Location	Description	Budget Allocation
C74	Front Street, Embleton	Micro Surfacing	£25,000
B6349	High Street, Belford	Micro Surfacing	£50,000
sub total			£75,000

Other Local Roads - Castle Morpeth

Road Number	Location	Description	Budget Allocation
C395	Pegswood village	Micro Surfacing	£45,000
U9083	Broadway, Darras Hall	Micro Surfacing	£40,000
sub total			£85,000

Other Local Roads - Ashington and Blyth

Road Number	Location	Description	Budget Allocation
U6534	Woodhorn Lane, Ashington (A197 to Hospital)	Micro Surfacing	£45,000
U9702	Green Lane, Ashington	Micro Surfacing	£35,000
U9511	William Street, Blyth	Micro Surfacing	£30,000
sub total			£110,000

Other Local Roads - Cramlington, Bedlington and Seaton Valley

Road Number	Location	Description	Budget Allocation
U9550	Blagdon Terrace, Cramlington Phase 2	Micro Surfacing	£30,000
U9544	Cateran/Crammond Way, Cramlington	Micro Surfacing	£110,000
sub total			£140,000

Other Local Roads - Tynedale

Road Number	Location	Description	Budget Allocation
U8292	Iveson Road, Hexham	Micro Surfacing	£20,000
U8280	Biverfield Road, Prudhoe	Micro Surfacing	£40,000
sub total			£60,000

Micro Surfacing Programme Total £550,000

General Refurbishment Countywide

General Carriageway Refurbishment Work

A countywide programme of sites selected on a priority basis.

£1,400,000

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.

£300,000

General Drainage Refurbishment Work

A countywide programme of sites selected on a priority basis.

£750,000

General Vehicle Restraint Barrier Refurbishment Work

A countywide programme of sites selected on a priority basis.

£100,000

General Car Park Refurbishment Work

A countywide programme of sites selected on a priority basis.

£100,000

Traffic Signal Refurbishment

£100,000

Highway Maintenance Assessment and Advance Design

£330,000

General Refurbishment Countywide Total

£3,330,000

		APPENDIX D
Local Transport Plan Programme 2021 - 22		
Bridges, Structures and Landslips		£4,023,000
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
A189 Klondyke Phase 3 & 4	Strengthening / Refurbishment	£300,000
Berwick Old	Refurbishment - Phase 2 of 4	£450,000
Swindon Kennels	Bridge Strengthening	£300,000
Linn Well Culvert	Bridge Strengthening	£170,000
Ryal East	Bridge Strengthening	£150,000
Fens Burn	Bridge Strengthening	£150,000
Tarset Tyne	Refurbishment	£250,000
Kitty Brewster Bidge	Repairs to soffit/joint repairs	£180,000
Bridges and Structures Total		£2,405,000
Landslip Management		
Location	Description	Revised budget
Todstead	Landslip	£788,000
B6319 Brokenheugh	Edge Strengthening	£80,000
B6352 Reedsford	Earth Buttress	£200,000
Hareshaw Burn	Reinstatement of Damaged River Bed	£30,000
U7018 The Knar	Edge Strengthening and Localised Road Diversion	£150,000
B6344 Crag End	Anchor Replacement	£250,000
Various	Advanced Preparation	£120,000
Landslip Management Total		£1,618,000
TOTAL		£4,023,000

2021 - 22 Highway Maintenance Investment in U and C Roads and Footways - £5m Programme

Summary

	Category	
Appendix E	Rural Road Route Refurbishment	£2,330,000
Appendix F	Residential Road Refurbishment	£1,305,000
Appendix G	Small Works	£700,000
Appendix H	Footway Refurbishment	£665,000
	Programme Total	£5,000,000

2021 - 22 Highway Maintenance Investment in U and C Roads and Footways Rural Road Route Refurbishment

North Northumberland

Road No	Location	Description	Budget Estimate
C81	Foxton Drive, Alnmouth	Carriageway Repairs	£90,000
C136	The Lee to B6342 junct.	Carriageway Repairs	£80,000
C71	Approach to Brunton Village	Carriageway Repairs	£60,000
C43	Hepburn Junct. to Harehope Garden Cottages	Carriageway Repairs	£70,000
U3089	Rock Midstead	Carriageway Repairs	£40,000
C4	Thornton Park	Carriageway Repairs	£70,000
C31	Millfield to Flodden	Carriageway Repairs	£70,000
U1094	Fawdon Farm to The Clinch	Carriageway Repairs	£50,000
U3068	The Terrace, Eglington to West Ditchburn	Carriageway Repairs	£150,000
U1039	Lowick	Carriageway Repairs	£60,000
Sub Total			£740,000

Tynedale

Road No	Location	Treatment	Budget Estimate
C199	Falstone to Lanehead	Carriageway Repairs	£70,000
U8210	Hagg Bank, Prudhoe	Carriageway Repairs	£65,000
C268	Espershields road	Carriageway Repairs	£60,000
C265	C265 to B6306 (Lead Road), Comb Hill	Carriageway Repairs	£50,000
C287	Ridley Hall to Carts Bog	Carriageway Repairs	£60,000
C216	Chollerton to Wark Bridge	Carriageway Repairs	£70,000
C273	Broomley	Carriageway Repairs	£80,000
C322	Whitfield to Plenmellor	Carriageway Repairs	£80,000
U5010	Green Rigg	Carriageway Repairs	£50,000
U8296	Yarridge Road, Hexham	Carriageway Repairs	£75,000
Sub Total			£660,000

Castle Morpeth

Road No	Location	Treatment	Budget Estimate
C154	Dyke Neuk PH to Meldon	Carriageway Repairs	£80,000
C125	Longhirst Colliery	Carriageway Repairs	£90,000
U9098	Heddon Birks, Heddon on the Wall	Carriageway Repairs	£60,000
Sub Total			£230,000

Other Local Roads Maintenance Schemes - Total **£1,630,000**

Surface Dressing Programme

Surface Dressing Sites

C50	Burnhouse Road, Wooler	Surface Dressing	£50,000
C107	Acklington to HMP Castington	Surface Dressing	£60,000
C69	Chathill to Swinhoe	Surface Dressing	£90,000
C157	Belsay to Middleton Bank Top	Surface Dressing	£160,000
C130	Hebron Village to A1	Surface Dressing	£30,000
C160	Wallington Hall	Surface Dressing	£70,000
C129	Ulgham to Tritlington	Surface Dressing	£50,000
C302	Haltwhistle to Military Road	Surface Dressing	£80,000
C324	Eals to Knaresdale	Surface Dressing	£60,000
C324	Featherstone to Lane Head	Surface Dressing	£50,000
Surface Dressing Programme Total			£700,000

£2,330,000

Appendix F

2021-22 Highway Maintenance Investment in U and C Roads and Footways Residential Road Refurbishment

Residential Road Maintenance Schemes - North Northumberland

Road No	Location	Description	Budget Estimate
C425	Main Street, Spittal	Carriageway Repairs	£60,000
U4059	Gravelly Bank, Rothbury	Carriageway Repairs	£80,000
U3010	Station Road, Embleton	Carriageway Repairs	£60,000
U3134	Lindisfarne Road Amble	Carriageway Repairs	£60,000
		Sub Total	£260,000

Residential Road Maintenance Schemes - Ashington and Blyth

Road No	Location	Description	Budget Estimate
U6542	Queens Road, Bedlington Station	Carriageway Repairs	£100,000
C407	Laverock Hall Road, Newsham	Carriageway Repairs	£90,000
		Sub Total	£190,000

Residential Road Maintenance Schemes - Cramlington, Bedlington and Seaton Valley

Road No	Location	Description	Budget Estimate
U9551	Beaconhill Lea Main Access Road, Cramlington	Carriageway Repairs	£75,000
		Sub Total	£75,000

Residential Road Maintenance Schemes - Tynedale

Road No	Location	Treatment	Budget Estimate
C229	Cemetery Road, Haydon Bridge	Carriageway Repairs	£90,000
C278	Juniper village	Carriageway Repairs	£90,000
U8282	Edgewell Road, Prudhoe	Carriageway Repairs	£55,000
		Sub Total	£235,000

Residential Road Maintenance Schemes - Castle Morpeth

Road No	Location	Treatment	Budget Estimate
U9092	Car park access road, off Meadowfield Drive, Ponteland	Carriageway Repairs	£60,000
U9082	Fox Covert Lane, Darras Hall	Carriageway Repairs	£70,000
		Sub Total	£130,000

Other Local Roads Maintenance Schemes - Total	£890,000
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Micro Surfacing Programme

North Northumberland

Road Number	Location	Description	Budget Allocation
U3085	Bader Crescent Longhoughton	Micro Surfacing	£32,000
U3085	Portal Place, Longhoughton	Micro Surfacing	£35,000
U3085	Hilary Close, Longhoughton	Micro Surfacing	£12,000
		Sub Total	£79,000

Castle Morpeth

Road Number	Location	Description	Budget Allocation
U6084	Linhope Crescent, Hadston	Micro Surfacing	£35,000
U9139	The Glebe, Stannington	Micro Surfacing	£35,000
		Sub Total	£70,000

Ashington and Blyth

Road Number	Location	Description	Budget Allocation
U9511	Jubilee Road, Blyth	Micro Surfacing	£25,000
U6513	Bywell Road, Ashington	Micro Surfacing	£55,000
		Sub Total	£80,000

Cramlington, Bedlington and Seaton Valley

Road Number	Location	Description	Budget Allocation
U6548	Rowan Close, Bedlington	Micro Surfacing	£20,000
U6548	Cherry Tree Drive, Bedlington	Micro Surfacing	£15,000
U9548	Mirlaw/Megstone Road, Cramlington	Micro Surfacing	£80,000
		Sub Total	£115,000

Tynedale

Road Number	Location	Description	Budget Allocation
U8294	Eastwood Grange/Dotland Close, Hexham	Micro Surfacing	£43,000
U8285	Drawback, Prudhoe	Micro Surfacing	£28,000
		Sub Total	£71,000

Micro Surfacing Programme Total **£415,000**

£1,305,000

Appendix G

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

Minor Roads Maintenance Schemes - North Northumberland	£248,430
Minor Roads Maintenance Schemes - Ashington and Blyth	£51,100
Minor Local Roads Maintenance	£36,400
Minor Local Roads Maintenance Schemes - Tynedale	£222,740
Minor Local Roads Maintenance Schemes - Castle Morpeth	£141,330
Total	£700,000

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

Footway Refurbishment - North Northumberland

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

Footway Refurbishment - Ashington and Blyth

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

Footway Refurbishment - Cramlington, Bedlington and Seaton Valley

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

Footway Refurbishment - Tynedale

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

Footway Refurbishment - Castle Morpeth

Road No	Location	Treatment	Budget Estimate
U6111	Lancaster Park, Morpeth (Phase)	Footway Repairs	£55,000
B6342	adj. Cambo School	Footway Repairs	£50,000
Sub Total			£105,000

Other Local Roads Maintenance Schemes - Total	£665,000
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Northumberland County Council

Tynedale Local Area Council

Work Programme 2021 - 2022

Nichola Turnbull: 01670 622617 - Nichola.Turnbull@northumberland.gov.uk

TERMS OF REFERENCE

- (1) To enhance good governance in the area and ensure that the Council's policies take account of the needs and aspirations of local communities and do not discriminate unfairly between the different Areas.
- (2) To advise the Cabinet on budget priorities and expenditure within the Area.
- (3) To consider, develop and influence policy and strategy development of the Council, its arms-length organisations, and other relevant bodies, to ensure that they meet local requirements and facilitate efficient and transparent decision making.
- (4) To receive information, consider and comment on matters associated with service delivery including those undertaken in partnership agencies, affecting the local area to ensure that they meet local requirements, including matters relating to community safety, anti-social behaviour and environmental crime.
- (5) To consider and refer to Cabinet any issues from a local community perspective with emerging Neighbourhood Plans within their area, and consider local planning applications as per the planning delegation scheme.
- (6) To consider and recommend adjustments to budget priorities in relation to Local Transport Plan issues within their area, and to make decisions in relation to devolved capital highway maintenance allocations.
- (7) To engage, through the appropriate networks, with all key stakeholders from the public, private, voluntary and community sectors to facilitate the delivery of area priorities. This will include undertaking regular liaison with parish and town councils.
- (8) To inform, consult and engage local communities in accordance with Council policy and guidance, through the appropriate networks.
- (9) To, as appropriate, respond or refer with recommendations to local petitions and councillor calls for action.
- (10) To make certain appointments to outside bodies as agreed by Council.
- (11) To determine applications for grant aid from the Community Chest, either through Panels for individual Local Area Councils, or through the Panel of Local Area Council Chairs for countywide applications.
- (12) To refer and receive appropriate issues for consideration to or from other Council Committees, and as appropriate invite Portfolio Holders to attend a meeting if an item in their area of responsibility is to be discussed.
- (13) To exercise the following functions within their area:-
 - (a) the Council's functions in relation to the survey, definition, maintenance, diversion, stopping up and creation of public rights of way.
 - (b) the Council's functions as the Commons Registration Authority for common land and town/village greens in Northumberland.
 - (c) the Council's functions in relation to the preparation and maintenance of the Rights of Way Improvement Plan.
 - (d) the Council's functions in relation to the Northumberland National Park and County Joint Local Access Forum (Local Access Forums (England) Regulations 2007.
 - (e) the Council's role in encouraging wider access for all to the County's network of public rights of way and other recreational routes.

ISSUES TO BE SCHEDULED/CONSIDERED

Standard items updates: Planning Applications (monthly), public question time (bimonthly, not at planning only meetings), petitions (bimonthly, not at planning only meetings), members' local improvement schemes (quarterly)

To be listed: Active Northumberland, Tourism, Housing Delivery Strategy, Physical Activity Strategy, Cultural Strategy, Flood protection update by the Environment Agency, **Enhanced Services with Town and Parish Councils, Off-street Electric Vehicle Charging Points, Cycling and Walking Board, Enforcement, Leaseholder Reform**

Northumberland County Council Tynedale Local Area Council Work Programme 2021-22	
14 September 2021	<ul style="list-style-type: none"> Planning and Rights of Way Local Services Update Local Transport Plan Update Appointments to Outside Bodies Annual Police Update Hexham TRO
12 October 2021	<ul style="list-style-type: none"> Planning and Rights of Way
9 November 2021	

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14 September 2021

- Planning and Rights of Way
- Local Services Update
- Local Transport Plan Update
- Appointments to Outside Bodies
- Annual Police Update
- Hexham TRO

12 October 2021

- Planning and Rights of Way

9 November 2021

	<ul style="list-style-type: none"> • Planning and Rights of Way • Local Services Update • Wylam Petition • Members Local Improvement Schemes
14 December 2021	
	<ul style="list-style-type: none"> • Planning and Rights of Way
11 January 2022	
	<ul style="list-style-type: none"> • Planning and Rights of Way • Budget Presentation • Local Services Update
15 February 2022	
	<ul style="list-style-type: none"> • Planning and Rights of Way • Local Transport Plan
15 March 2022	
	<ul style="list-style-type: none"> • Planning and Rights of Way • Local Services Update • Members Local Improvement Schemes
12 April 2022	
	<ul style="list-style-type: none"> • Planning and Rights of Way

10 May 2022	
	<ul style="list-style-type: none">• Planning and Rights of Way• Local Services Update

Northumberland County Council
Tynedale Local Area Council Monitoring Report 2021-2022

Ref	Date	Report	Decision	Updates (if any)
1	13 July 2021	OUTSIDE BODIES	<p>RESOLVED that the following list of appointments be confirmed:</p> <p>Groundwork North East - Land of Oak and Iron Project Board – G Stewart Haltwhistle Partnership Limited - Vacancy Haltwhistle Swimming & Leisure Centre Man. Cttee - A Sharp Hexham TORCH Centre Management Committee - T Cessford Prudhoe Community Partnership - Vacancy Queens Hall Arts Trust - CR Homer Rede Tyne & Coquet Sports Centre – Vacancy Sport Tynedale – N Oliver Tyne Valley Community Rail Partnership Board - Vacancy</p>	
2	13 July 2021	MEMBERS LOCAL IMPROVEMENT SCHEMES – PROGRESS REPORT	RESOLVED that the report be noted.	

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