

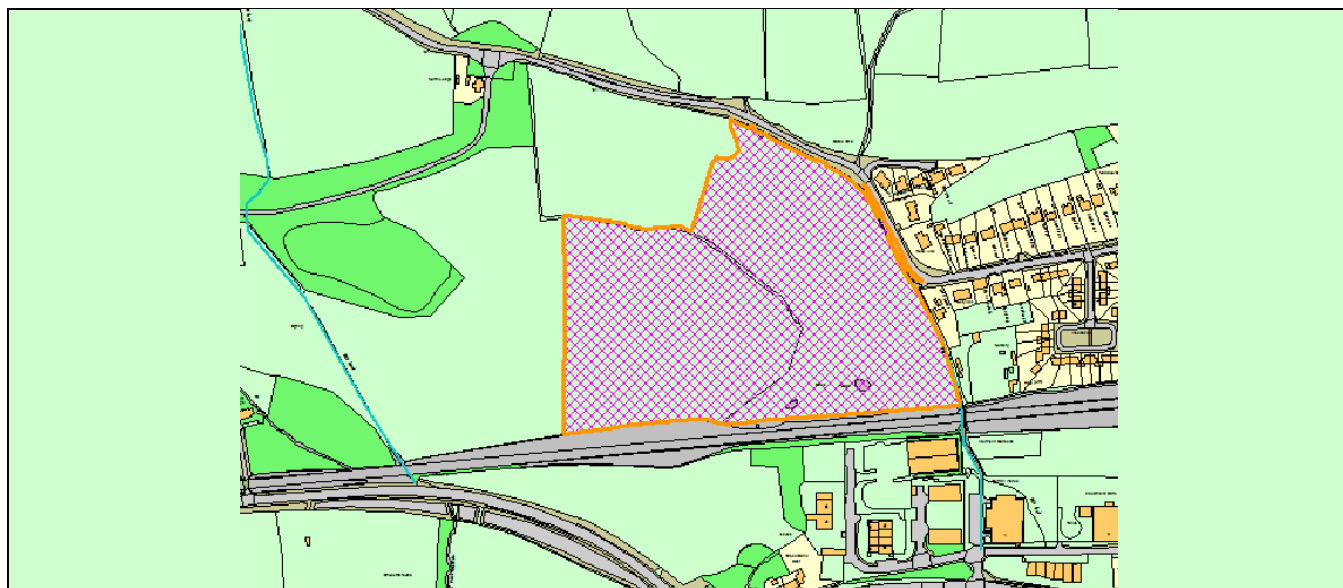


Northumberland County Council

Strategic Planning Committee 7 September 2021

Application No:	19/01489/FUL		
Proposal:	Hybrid planning application: seeking detailed permission for residential development (Use Class C3, 68no dwellings), access, associated highways infrastructure, landscaping, public open space and sustainable urban drainage features and outline permission for residential development (Use Class C3, up to 126no dwellings, 4.77ha) with all matters reserved (as amended)		
Site Address	Land to West of Park Road, Park Road, Haltwhistle, Northumberland		
Applicant:	Mr Glenn Macfarlane, The Beam Team, 1A Ladas Drive, Belfast, BT6 9FQ	Agent:	Mr Craig Van Bedaf, Pod Architects, Toffee Factory, Lower Steenberg's Yard, Newcastle Upon Tyne, NE1 2DF
Ward	Haltwhistle	Parish	Haltwhistle
Valid Date:	29 May 2019	Expiry Date:	30 September 2021
Case Officer Details:	Name: Mr Neil Armstrong Job Title: Principal Planning Officer Tel No: 01670 622697 Email: neil.armstrong@northumberland.gov.uk		

Recommendation: That this application be GRANTED subject to a Section 106 Agreement



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1. Introduction

1.1 This application is brought to the Strategic Planning Committee for determination given its scale and the strategic nature of the proposals for Haltwhistle, as well as due to the representations received in objection to the development.

2. Description of the Proposals

2.1 A hybrid application has been submitted in relation to the proposed residential development of land for housing located to the west of Park Road, Haltwhistle. The application seeks full planning permission for 68 dwellings, along with associated access, landscaping, public open space and sustainable drainage features, on a 3-hectare area of land to the eastern part of the larger overall application site area. Outline planning permission is also sought for up to 126 dwellings on the remaining approximately 4.8 hectares of the site to the western side of that area where full permission is sought.

2.2 The overall 7.8-hectare application site comprises open and undulating agricultural land located to the western edge of Haltwhistle, which also includes a pond and watercourses running through. Vehicular access to the development is proposed at two points directly from Park Road, which forms the eastern boundary of the site and then heads north-west becoming the C302 highway forming part of the site's northern boundary. The southern half of the site's eastern boundary is formed by a public right of way that leads to allotments and Haltwhistle Industrial Estate, with Tyne View Road beyond.

2.3 There are existing residential properties located to the east side of Park Road and the public right of way. The southern boundary is formed by the Carlisle – Newcastle railway line, beyond which lies the Haltwhistle Industrial Estate to the eastern half and open land to the western half, with the A69 highway further south. Open agricultural land lies to the west of the site.

2.4 During the course of the application an additional area of land to the north-west of the main application site, which lies to the north side of the C302 highway and north-west of North Lodge, has been included within the overall red line application site area. This area is to be used as SuDS basin outside of the main site area to be developed.

2.5 The submitted plans show that for the full application element of the scheme, the 68 dwellings would comprise of the following housing mix, which includes 12 affordable dwellings:

- 6 x two-bedroom houses (all affordable units)
- 49 x three-bedroom houses (including 6 affordable units)
- 13 x four-bedroom houses

2.6 An indicative layout has been provided for the remainder of the site that seeks outline planning permission for up to 126 dwellings, and all matters are reserved for that part of the development to be considered under a separate reserved matters application should outline permission be granted.

3. Planning History

Reference Number: T/20060899

Description: Construction of 83 dwellings including new internal roads and external works, and construction of new access to highway

Status: Refused

Reference Number: T/20050628

Description: Creation of drainage storage pond and associated works

Status: Permitted

Reference Number: T/20050492

Description: Construction of 79 dwellings including new internal roads and construction of new access to highway and associated external works (as amended)

Status: Refused

Reference Number: T/20041116

Description: Construction of 89 dwellings including new internal roads and associated external works

Status: Refused

4. Consultee Responses

<p>Haltwhistle Town Council</p>	<p>Haltwhistle Town Council does not object in principle to this development of 194 dwellings, which it anticipates will have a beneficial effect on the towns economy. The Council also recognises that outline planning permission has been given for the first 68 dwellings. However, the Council does object to the current plans for a further 126 houses which, in the Councils view, will result in unacceptable levels of traffic along Park Road towards its junction with Westgate.</p> <p>This stretch of road, approximately 850 metres, is currently essentially a residential street which continues as a minor road out of the town to the north west. There is parking along either side of the road (30 vehicles would be typical in the day time), a traffic-calming chicane and about 20 side turnings, most of which lead to housing developments with on-street and garaged parking. At night the parking means that the road has to be used effectively as a single-track road with irregular and variable passing places. The side turnings include the sole access to the fire and police stations and to a play area, and the main access to Haltwhistle Primary Academy.</p> <p>Drivers and pedestrians who use the road on a regular basis would consider this section to be one with a considerable number of hazards and potential for delay. This is at odds with the developers transport assessment, based on one hours evening observations, presumably by stationary observers, which concluded that No particular highway safety concerns were evident that would be materially affected by the proposed development. NCC Highways response to the proposal seems to accept the developers assessment at face value, concluding that any impact will not be material.</p> <p>Data taken from figures 14 to 17 of the Transport Assessment predict that the level of traffic on this stretch will have trebled by</p>
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	the time the full development has been completed in 2029. Given the current experience of users there is a strong possibility that, particularly at peak times, this three-fold increase will exceed a threshold value at which delays escalate, annoyance to residents becomes a cause for complaint, and safety concerns increase markedly. The Councils view is that the effects could well be material and that the issue can easily be resolved using one of the many traffic-simulation products now available. The Council urge the planning authority, before giving consent, to require the developer to carry out much more detailed analysis of this issue and to propose effective mitigation measures for all problems which are identified.
Highways	No objection subject to conditions.
County Ecologist	No objection subject to conditions.
Lead Local Flood Authority	No objection subject to conditions.
Public Protection	No objection subject to conditions.
Countryside / Rights of Way	No objection subject to condition.
Archaeology	No objection and no further archaeological work required.
Education	Request a contribution of £198,000 (£99,000 full application and £99,000 outline application) with regard to education infrastructure.
Environment Agency	No response received.
Natural England	No objection – consider the development will not have significant adverse impacts on statutorily protected nature conservation sites.
Northumbrian Water Ltd	No objection subject to condition.
Network Rail	No objection subject to conditions and informatives.
Highways England	No objection.
Northumberland Wildlife Trust	No objection subject to adherence to the planning conditions recommended by the County Ecologist.
The Coal Authority	No objection – refers to standing advice.
Northumberland Clinical Commissioning Group	Request a contribution of £130,800 with regard to expansion of healthcare infrastructure.
Northumbria Police	No response received.
Fire & Rescue Service	No response received.
Northumberland National Park Authority	No objection.

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	80
Number of Objections	26
Number of Support	0
Number of General Comments	0

Notices

Site notice – affecting listed building and public right of way: 25 July 2019

Press Notice – affecting listed building and public right of way: 20 June 2019

Summary of Responses:

26 objections have been received during the course of the application that raise the following main areas of concern:

- additional vehicles and traffic will put a strain on the existing road network and impacts on road, pedestrian, children and cyclists' safety as well as emergency services
- access should be as proposed within the Local Plan via a bridge over the railway line
- increased air pollution noise and disturbance for residents due to increased traffic
- flood risk and drainage, including capacity of existing infrastructure
- infrastructure on Park Road is at capacity and concerns over impacts on existing services (i.e. GP surgery, dentist, schools)
- development of a greenfield site in the open countryside – concerns over size, appearance and density and effects on the character and appearance of the area
- design and use of materials for new dwellings
- ground conditions due to old mine workings
- safety concerns in relation to open water within the site
- water vole exist in the existing streams and other effects on wildlife and habitats
- whether affordable housing will be affordable
- disruption and impacts during construction
- Whether there is a need for this amount and type of housing, too many new houses in relation to the scale of Haltwhistle and limited employment opportunities
- wrong scheme in the wrong location, development of a greenfield site and other brownfield sites exist
- previous refusal of permission for housing on the site
- existing allocation on basis of access from the industrial estate
- limited play areas within the development
- concerns over publicity and notification of the application

The above is a summary of the comments. The full written text is available on our website at: <http://publicaccess.northumberland.gov.uk/online-applications//applicationDetails.doactiveTab=summary&keyVal=PR8SMUQSFZ300>

6. Planning Policy

6.1 National Planning Policy

National Planning Policy Framework (NPPF) (2019)
National Planning Practice Guidance (NPPG) (2018, as updated)

6.2 Development Plan Policy

Tynedale District Local Plan (2000)

GD2 Design criteria for new development
GD3 Provision of suitable access for people with impaired mobility
GD4 Range of transport provision
GD7 Car parking standards
NE27 Protected Species
NE33 Tree protection
NE34 Tree felling
NE37 Landscaping in developments
BE22 Setting of listed buildings
BE28 Archaeological assessment
H13 Rural Area housing site allocations
H16 Community facilities and infrastructure requirements associated with housing development
H31 Public open space within housing areas
H32 Residential design criteria
ED1 Land allocated for employment development
ED3 Requirement of a railway bridge for site ED1.18 Haltwhistle (West End Link Road)
ED7 Uses not permitted in existing employment areas or on sites allocated for employment use
LR11 Outdoor sports facilities for new residential development
LR14 Location and design of play areas
LR15 Play areas in new residential development (standards and design criteria)
LR19 Safeguard existing and promotion of new public rights of way
TP4 Haltwhistle West-End Link Road
TP26 Protection and enhancement of rights of way network
TP 27 Development affecting public rights of way
CS19 Location of development either causing or adjacent to pollution sources
CS21 Location of noise sensitive uses
CS22 Location of noise generating uses
CS23 Development on contaminated land
CS27 Sewerage

Tynedale Core Strategy (2007)

GD1 Location of development
GD2 Prioritising sites for development
GD4 Transport and accessibility
GD5 Minimising flood risk
GD6 Planning obligations
BE1 Built environment
H1 Principles for housing
H3 Location of new housing
H5 Housing density
H7 Meeting affordable housing needs
H8 Affordable housing on market housing sites

EDT1 Principles for economic development and tourism
EDT2 Employment land provision
CS1 Principles for community services and facilities
EN1 Principles for energy
EN3 Energy conservation and production in new major developments

6.3 Emerging Planning Policy

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

STP 1 Spatial strategy
STP 2 Presumption in favour of sustainable development
STP 3 Principles of sustainable development
STP 4 Climate change mitigation and adaptation
STP 5 Health and wellbeing
ECN 1 Planning strategy for the economy
HOU 2 Provision of new residential development
HOU 4 Housing development site allocations
HOU 5 Housing types and mix
HOU 6 Affordable housing provision
HOU 9 Residential development management
QOP 1 Design principles
QOP 2 Good design and amenity
QOP 3 Public realm design principles
QOP 4 Landscaping and trees
QOP 5 Sustainable design and construction
QOP 6 Delivering well-designed places
TRA 1 Promoting sustainable connections
TRA 2 The effects of development on the road network
TRA 4 Parking provision in new development
TRA 5 Rail transport and safeguarding facilities
ENV 1 Approaches to assessing the impact of development on the natural, historic and built environment
ENV 2 Biodiversity and geodiversity
ENV 3 Landscape
ENV 4 Tranquility, dark skies and a sense of rurality
ENV 7 Historic environment and heritage assets
WAT 2 Water supply and sewerage
WAT 3 Flooding
WAT 4 Sustainable drainage systems
POL 1 Unstable and contaminated land
POL 2 Pollution and air, soil and water quality
INF 1 Delivering development related infrastructure
INF 2 Community services and facilities
INF 5 Open space and facilities for sport and recreation
INF 6 Planning obligations

6.4 Other Documents / Strategies

- National Design Guide (2021)
- National Model Design Code (2021)

- Supplementary Planning Document - New Housing: Planning Obligations for Sport and Play Facilities (March 2006)
- Tynedale Open Space, Sport and Recreation Strategy – Facilities for Children’s Play, Informal Open Space and Sports Facilities (updated January 2007)
- Strategic Housing Land Availability Assessment (SHLAA) including Five-Year Housing Land Supply of Deliverable Sites (December 2018), as amended by the ‘March 2019 Update’ statement
- Housing Site Allocations Selection and Appraisal Technical Paper (December 2018)
- Housing distribution Technical Paper (December 2018)
- Strategic Housing Market Assessment (SHMA, 2018)
- Employment Land Review (2011)
- Employment Land and Premises Demand Study (2015) and its partial update (2019)
- Northumberland Local Plan Highway Improvement Lines Saved Policy Review (May 2019)

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 (TCS) and the saved policies of the Tynedale Local Plan (TLP) 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 Having regard to the assessment of the site, its constraints and the application proposals, as well as the responses received during the consultation period, the main issues for consideration as part of this enquiry are considered to include:

- principle of development
- housing mix and affordable housing
- design, landscape and visual impact
- residential amenity
- transport matters and highway safety
- flood risk and drainage

- Ecology
- Archaeology
- ground conditions
- planning obligations

Principle of Development

Development Plan

7.5 The Tynedale Local Development Framework Proposals Map consolidates the spatial data from policies in the TCS and the remaining saved policies from the TLP. The Proposals Map identifies the site, where detailed permission is sought, as being allocated for housing as per saved Policy H13 of the TLP. Part of the outline application area is allocated for employment purposes under saved Policy ED1 of the TLP and the remainder of the site is unallocated. The principle of developing the area allocated for housing would therefore be consistent with the status of the site in the development plan, however the remainder of the site will require further consideration.

7.6 The emerging NLP, which can be given some weight, identifies the entire site as a housing allocation under Policy HOU 4 with an indicative 120 – 150 dwellings, adding support to the proposal. There have been some objections to the site allocation, the reasoning of which is related to viability, highways access, concerns around land stability, flooding and sewage, a lack of employment opportunities in the settlement and the possibility of developing brownfield sites. The technical and viability issues may be resolved through the planning application process. Any unresolved issues would reduce the weight given to the emerging allocation in accordance with paragraph 48 of the NPPF.

Spatial Strategy

7.7 Policies GD1 and GD2 of the TCS set out the general development principles for managing development. In accordance with Policy GD1, Haltwhistle is identified as a Main Town and a focus for development, where any large-scale individual developments, such as the one proposed, should be located. Within the spatial hierarchy set out in Policy GD2, brownfield sites and sites within the built-up area of a settlement are prioritised. The site would fall within an area of lower priority, as it is greenfield and adjoins the built-up area of a settlement. However, it is noted that the NPPF does not make provision for a sequential based assessment for housing sites.

7.8 The Strategic Housing Land Availability Assessment (SHLAA - 2018) identifies limited housing sites within the built-up area of Haltwhistle, both in terms of brownfield and greenfield sites, and the Housing Site Allocations Selection and Appraisal Technical Paper (December 2018) identifies deliverability concerns over some of the sites. As part of the application site is allocated for development (albeit that some is for employment) and given that there is limited housing land supply identified within the built-up area of Haltwhistle, it is considered that a site adjacent to the settlement would satisfy the sequential test of Policy GD2 in terms of the general location for development.

7.9 Settlement limits were not defined in the TLP or TCS. However, in the emerging NLP, a settlement boundary is defined to manage the location of development. The proposed development is situated inside the draft settlement boundary for Haltwhistle, as per Policy STP 1, and as such would be supported by the spatial strategy in the

emerging plan. As there are some objections to Policy STP 1, including to the Haltwhistle settlement boundary, this policy should be given limited weight at this stage.

7.10 There are not considered to be any conflicts with the NPPF in relation to the location of the proposal and Policy GD1 of the TCS is also broadly consistent with the NPPF. However, the weight afforded to Policy GD2 should be adjusted as it is not entirely consistent with the NPPF, in the respect that it sets out a sequential approach to decision-making in which previously developed land must be prioritised. Development of the site is supported in terms of the spatial strategy. Whether the site is acceptable for residential development is considered further in the following section.

Housing

East part of the site where detailed permission is sought

7.11 As set out above, the site where detailed permission is sought is allocated for housing in accordance with saved Policy H13 of the TLP. This site is also part of a proposed housing allocation in Policy HOU 4 of the emerging NLP, with the remainder of the allocation matching the outline application area. The principle, of the east part of the site (reflecting the detailed application) is therefore supported. There are not considered to be any conflicts with the NPPF in relation to the principle of developing the site for housing or the relevant parts of saved Policy H13.

West part of the site where outline permission is sought

7.12 In terms of the outline application area to the west of the site, the proposed development is in line with Policy H3 of the TCS, which permits new-build housing in Haltwhistle. However, there is some conflict with Policy H4 of the TCS, which seeks to restrict development on undeveloped sites to rural exception sites and allocations to be identified in an allocations document. Since the adoption of the TCS, there has been a change to national policy regarding the approach to previously developed land. The NPPF at paragraph 119 sets out that policies should make “*as much use as possible of previously-developed or ‘brownfield’ land*”, but does not set out that previously developed land should be prioritised over undeveloped land as previous national policy had done. Given the inconsistencies with the national policy position, in addition to the fact that an allocations document was never adopted to identify sufficient brownfield land to meet development needs, it is considered that Policy H4 of the TCS should be given little weight. This is further supported by the position that there is a limited supply of developable brownfield sites in Haltwhistle identified within the SHLAA.

7.13 The main conflict of the proposal with the development plan is the partial allocation of the site for employment purposes in accordance with saved Policy ED1 of the TLP and protected by Policy EDT1(c) of the TCS. Further, saved Policy ED7 of the TLP states that development of the site other than for B-class uses (or unspecified use classes similar to B-class uses) will not be permitted. Development of the site for housing would conflict with Policies ED1, ED7 and EDT1 of the development plan.

7.14 Paragraph 122 of the NPPF states that decisions need to reflect changes in the demand for land. It further states that where it is considered that there is “*no reasonable prospect of an application coming forward for the use allocated in a plan [...] applications for alternative uses on the land should be supported, where the*

proposed use would contribute to meeting an unmet need for development in the area". The Employment Land Review (2011) and the Employment Land and Premises Demand Study (2015) highlight a surplus supply of employment land in Haltwhistle and the Demand Study notes that the substantial up-front infrastructure and site preparation costs required would *"prevent this site ever coming forward for employment use"*. The evidence would suggest that there has been a change in the demand for employment land in Haltwhistle and that there is no reasonable prospect of the site coming forward for employment uses. In line with this, the emerging NLP does not propose to carry this employment allocation forward, accepting that there is sufficient employment land elsewhere in the town.

7.15 In terms of whether the site would contribute towards meeting unmet housing need, the Council's housing evidence base provides some relevant information. The SHLAA, Housing Site Allocations Selection and Appraisal Technical Paper and Housing Distribution Technical Paper, collectively identify limited housing delivery in Haltwhistle. The current SHLAA position identifies a total of 58 dwellings, comprising those completed since 2016 and those permitted as of March 2019. An update to Appendix 1 of the Housing Distribution Technical Paper (examination document EX/NCC/115) provides a more up-to-date position of housing delivery against a base date of March 2020. It indicates that there are 63 total completions and housing commitments in Haltwhistle, excluding proposed allocations. The distribution and allocation selection papers also indicate that limited developable housing land supply can be identified in Haltwhistle due to topography and highways constraints.

7.16 The housing distribution paper demonstrates that, against even the baseline Local Housing Need (calculated using the national standardised methodology set out in Planning Practice Guidance), applying a proportionate housing distribution, 172 dwellings would represent the minimum indicative housing requirement in Haltwhistle. The draft indicative housing requirement for Haltwhistle set out in the emerging NLP is 230 dwellings, reflecting a higher overall housing requirement for Northumberland than the minimum Local Housing Need figure. The emerging NLP therefore allocates the application site for housing in order to meet the identified housing needs. The limited housing delivery and capacity of the settlement is also reflected in the indicative housing requirement for Haltwhistle.

7.17 In summary, although the use of the site for housing conflicts with the allocation of the site for employment uses in the development plan, it is considered that the site is supported in accordance with paragraph 122 of the NPPF. This position is strengthened by the housing evidence base and the identification of the site as a housing allocation in the emerging Local Plan.

Five year housing land supply

7.18 In accordance with the NPPF, the Council is required to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement. The five-year housing land supply position, as well as the Housing Delivery Test, is pertinent to proposals for housing in that paragraph 11(d) and corresponding footnote 7 of the NPPF indicates that the presumption in favour of sustainable development applies where a Local Planning Authority cannot demonstrate a five-year supply of deliverable housing sites or where recent housing delivery is below a 75% threshold. This situation is the principal means (albeit not the only way) by which existing policies relevant to housing can be deemed out-of-date¹.

7.19 As identified in the SHLAA, the Council can demonstrate a plentiful five-year housing land supply from 'deliverable' sites against the county's minimum Local Housing Need figure. The forecast 'deliverable' five-year supply for 2020-2025 (as updated for the Local Plan examination in Spring 2020) would equate to a 10.9 years housing land supply against the updated April 2020 Local Housing Need figure.

7.20 The latest Housing Delivery Test result records that Northumberland achieved 257% delivery against its minimum housing need for the past three monitoring years 2017-20.

7.21 Therefore, in the context of paragraph 11(d) and Footnote 7 of the NPPF, the presumption in favour of sustainable development does not apply.

Summary

7.22 The principle of developing the site for housing can be supported having regard to the development plan, the NPPF and other material considerations. The area where detailed permission is sought is allocated for housing in the development plan and is a draft housing allocation in the emerging NLP. Although the outline part of the application includes land currently allocated for employment purposes, the available evidence shows that there is no reasonable prospect of the site coming forward for employment uses.

7.23 It is considered that the site would contribute to meeting an unmet need for housing development in Haltwhistle, a position which is strengthened by the housing evidence base and the identification of the site as a housing allocation in the emerging NLP. Further consideration is required in relation to whether the density of the site is appropriate, as it is higher than the indicative figure identified as part of the site allocation. Consideration will also need to be given to the proposed housing mix as well as other matters of layout, scale, design, access etc. In order to ensure that a suitable form of development can be achieved.

Housing Mix and Affordable Housing

7.24 With regard to the eastern part of the site where detailed permission is sought, saved Policy H13 of the TLP allocates the site for 50 dwellings, however it is considered that this is an indicative figure. Whether the proposed 68 dwellings are appropriate will depend upon the design of the scheme, which will be assessed further in this report. In this regard, consideration should be given to paragraph 124 of the NPPF which emphasises a need to achieve appropriate densities.

7.25 Policy H5 of the TCS requires housing development to have a minimum site density of 30 dwellings to the hectare, unless such development would adversely affect the character of an existing area of low density housing. The full application element of the site results in a density of 23 dwellings/hectare and the outline element (based on up to 126 dwellings) would result in 26 dwellings/hectare. This would result in an overall density of 25 dwellings per hectare based on a total of up to 194 dwellings across the larger site area.

7.26 Policy H1 (part g) of the TCS seeks to "*ensure that new housing development contributes appropriately to the local community in terms of meeting identified local housing needs.*" The SHMA is the key evidence base to indicate the mix of size, type

and tenure needed locally in line with Policy H1. The mix proposed for the full application element consists of 68 terrace, semi-detached and detached dwellings, ranging from two to four bedrooms, whilst 17.6% (12 dwellings) of which are affordable. The affordable units comprise 6 no. two-bedroom properties and 6 no. 3-bedroom properties, which would comprise a mix of shared ownership (SO) and discount market value properties (DMV). The market housing consists of 43 no. three-bedroom properties and 13 no. four-bedroom properties. The outline element of the overall scheme would be subject to further assessment at reserved matters stage.

7.27 The SHMA indicates that there is a need over the plan period to deliver in the 'A68 and A69 Tyne Corridor Outer West' housing market sub-area, where the site is located, an overall mix of 35.5% one/two-bed, 42.4% three-bed and 22.1% four+-bed properties. In terms of housing type, there is a need over the plan period in this area to deliver 75.8% houses, 18.3% bungalows, 5.1% flats and 0.7% other housing types (including specialist and self-build). It should be understood that this is the overall requirement and that the exact mix would not need to be achieved on every site in order to deliver this.

7.28 Based on the submitted plans it is noted that there is a limited number of one and two-bedroom properties and no bungalows are currently being proposed as part of the full application. There is the potential for some rebalancing of the mix over the wider site area as part of the reserved matters element in order to better serve housing needs in this area. The applicant's agent has confirmed that the outline phase of the development will incorporate a dwelling mix that provides for the above housing types, and officers would also encourage further discussions with the developer on this aspect.

7.29 Policies H7 and H8 of the TCS set out the development plan position in relation to affordable housing provision on new developments. Policy H7 sets out that the affordable housing need will be met in main towns, local centres and smaller villages, including through seeking an appropriate element on market housing sites. Policy H8 states that provision will be sought on developments of 15 or more dwellings or 0.5ha or more in the main towns (including Haltwhistle), and depending on the assessment of need in the local area, the proportion of affordable houses sought will be between 30% and 50% of the total dwellings on the site.

7.30 Policies HOU 5 and HOU 6 of the emerging NLP require that development proposals should be assessed in terms of how well they meet the housing needs and aspirations identified in the most up-to date SHMA or local housing needs assessment. The NLP notes at paragraph 7.35 that the latest SHMA Update identifies a countywide net affordable housing need shortfall of 151 dwellings per annum over the period 2017-2022, which equates to a residual 17% affordable housing need in terms of the draft Plan's overall average annual housing requirement for the plan period 2016-2036. However, it should be noted that, due to the ongoing NLP examination, the draft Policy HOU 6 approach to breaking down this affordable housing needs requirement according to viability value areas only has little weight at this stage and is therefore not currently being applied for decision-making purposes. Therefore, pending adoption of the NLP, the minimum affordable housing requirement being applied countywide is currently 17%.

7.31 As regards the tenure split of the affordable housing to be provided, as noted at paragraph 7.38 of the draft Local Plan, the SHMA Update recommends a 50:50 split between affordable/social rented and affordable home ownership products. This takes

into consideration the Government's drive towards enabling home ownership. However, given the NPPF paragraph 65 requirement for at least 10% of the total number of dwellings on major development sites to be for affordable home ownership (subject to certain exceptions), a 50:50 split of the current 17% affordable housing ask is not possible, unless a scheme proposes 20% or more of the total dwellings to be affordable. The guideline tenure breakdown in draft Policy HOU 6 seeks to address this, but due to the little weight able to be given to the viability value area provisions at this stage it is not currently being applied, so for the time-being the tenure split should be negotiated as appropriate taking the NPPF requirement into consideration.

7.32 The application has been subject to consultation and discussions with the Council's Housing Enabling Officers (HEO), who have reviewed the latest proposed mix of affordable units. This proposes 6 no. two-bed properties (3 x DMV and 3 x SO) and 6 no. three-bed properties (3 x DMV and 3 x SO). The HEO considers that the proposed housing mix and tenure breakdown is broadly in line with the county's identified needs and local and national policy requirements.

7.33 The HEO had raised concerns that the applicant had not made adequate provision for the affordable units to be 'pepper potted' within the site rather than concentrated in one area as originally proposed. However, the applicant has now addressed this point and the HEO is satisfied with the proposed layout.

7.34 In light of the above, the proposed amount, type and tenure of affordable housing on the site is considered to be acceptable. Whilst there are some concerns in relation to the wider housing mix across the site, it is considered that the outline element of the scheme can also look to rebalance the mix across the proposed development as a whole.

Design, Landscape and Visual Impact

7.35 In addition to Policy GD1 of the Core Strategy, which requires the scale and nature of development to respect the character of the town or village concerned, Policies GD2 and H32 of the Tynedale Local Plan seek to ensure that development is appropriate for its location in terms of matters such as layout, scale, design and impact upon the amenity of residents. Policy BE1 of the Core Strategy seeks to conserve and enhance Tynedale's built environment. Policy NE1 of the Core Strategy sets out principles for the natural environment, including protecting and enhancing the character and quality of the landscape and avoiding the urbanisation of the countryside.

7.36 In terms of emerging planning policies, Policies QOP 1, QOP 2, QOP 3, QOP 4, QOP 5 and QOP 6 of the NLP are relevant in relation to achieving high quality design and well designed places in accordance with the NPPF. Policies ENV 1 and ENV 4 are also relevant in respect of development affecting the built and historic environment as well as landscape.

7.37 The NPPF at paragraph 126 states that *"the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve"*, and recognises that *"good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities"*. Officers note the added emphasis to design in the revised version of the NPPF published in July 2021, and that this is a key aspect of achieving sustainable development. In effect, design has been given

greater weight in the decision making process and the National Design Guide and National Model Design Code are material considerations.

7.38. Furthermore, the revised NPPF sets out at paragraph 131 that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change, and looks to ensure that new streets are tree-lined unless there are clear, justifiable and compelling reasons why this would be inappropriate.

7.39 Paragraph 134 of the NPPF states that “*development that is not well-designed should be refused, especially where it fails to reflect local design policies and government guidance on design*” and references the National Design Guide and National Model Design Code in this respect. Conversely, significant weight should be given to design that reflects local design policies and government guidance on design and/or outstanding or innovative designs that promote high levels of sustainability, or help raise the standard of design more generally in an areas, so long as they fit in with the overall form and layout of their surroundings.

7.40 The 10 characteristics in the National Design Guide that can be used to appraise a development are:

1. *Context – enhances the surroundings.*
2. *Identity – attractive and distinctive.*
3. *Built form – a coherent pattern of development.*
4. *Movement – accessible and easy to move around.*
5. *Nature – enhanced and optimised.*
6. *Public spaces – safe, social and inclusive.*
7. *Uses – mixed and integrated.*
8. *Homes and buildings – functional, healthy and sustainable.*
9. *Resources – efficient and resilient.*
10. *Lifespan – made to last.*

7.41 The proposed development of the site would undoubtedly change its overall character and appearance from its current open and agricultural rural setting. The proposals would result in the introduction of a relatively substantial amount of new built development into this rural location. However, whilst there would be a clear change to the character of the area, a significant material consideration is the longstanding allocation for housing and employment development on the site with the types of buildings that could be expected from such uses, as well as the proposed allocation for housing in the emerging NLP. These allocations, and their extent in terms of area, therefore, accept that there will be relatively large amount of development in this location.

7.42 Notwithstanding the above, it is still necessary to ensure that development of the site is appropriate for its location having regard in particular to matters of the amount of development, layout, scale, appearance and landscaping. The Housing Site Allocations Selection and Appraisal Technical Paper (December 2018) used to inform the allocation within the emerging NLP identifies this as a suitable site for housing development, but at a scale that recognises local character and setting.

7.43 As set out within the applicant’s Design and Access Statement, an existing landscape feature of great importance is the existing watercourse that runs through the centre of the site. The proposals have therefore sought to protect and use this as

a landscape feature as part of the overall layout and design, but distinguish between accessible and inaccessible areas for the public. The intention is to increase landscaping on the site with additional tree planting along the northern, western and eastern boundaries, open spaces and SuDS basins to encourage wildlife and biodiversity, whilst creating new green spaces. Full details for new landscaping, including the creation of tree-lined streets where possible as set out within the revised NPPF, can be secured through condition, whilst landscaping is a reserved matter for the outline application area.

7.44 The proposed layout features a main access to the east off Park Road that would serve the overall site, as well as a smaller access to the north serving a smaller group of properties on the full application, creating a gap in the existing dry-stone wall, which is a key boundary feature to the north and east of the site. However, this will be retained along its length other than where new pedestrian connections are proposed. The layout of the dwellings looks to create a frontage to Park Road along the north and eastern boundaries, which is welcomed and creates a more attractive form of development. The submitted plans propose a new stone boundary wall with ornate stone pillars at the main access point. However, officers have raised concerns with this in terms of its scale and design and do not consider it entirely appropriate for this location, and in the context of the existing dry-stone wall. A condition can be attached that would secure further details of a more sympathetic feature.

7.45 The layout, scale, appearance and landscaping of the outline part of the site will be subject to further consideration under reserved matters if approved. The dwellings for the full application element propose a mix of detached and semi-detached two-storey properties ranging from two to four-bedroom dwellings and associated garage buildings. Dwellings in the immediate locality comprise a mix of different scales and design, including the use of stone, brick and render and predominantly slate and grey tiled roofs with some red/brown tiled roofs further east. The proposed dwellings would be constructed with a mix of red and buff brick, although stone frontages are proposed in some areas. The designs also feature detailing such as chimneys, watertables as well as artstone detailing, whilst the roofs are proposed to use slate effects tiles. Again, further details of the materials can be secured by condition to ensure these are appropriate for the character of the area.

7.46 The Design and Access Statement also sets out a sustainability strategy for the development. This states that the design addresses the most cost-effective method of improving energy efficiency, reducing energy demand and reducing the long-term carbon emissions of a new development through the optimisation of dwelling orientation and passive solar and thermal design. A key sustainable principle that has been adopted in the delivery of sustainable housing is the use of a 'fabric first' approach. This places more emphasis on the thermal performance of the building envelope and is less reliant on applied renewable technologies. The statement proposes that all building materials will achieve a 'Green Guide' rating of A-C. It should also be noted that development will be expected to comply with the latest Building Regulation specifications under that regulatory process.

7.47 Another aspect that officers have raised with the applicant is the provision of open space/play space within the overall development. Policies LR14 and LR15 look to secure appropriate levels of play space within new housing developments, whilst the Tynedale area uses a Supplementary Planning Document (SPD) 'Planning Obligations for Sports and Play Facilities' to secure appropriate contributions on developments. The proposed layout for the full application element does not refer to a

specific area for play provision, although there are areas of open space around the site. This element also achieves a density of 23 dwellings per hectare, which is felt to be appropriate having regard to Policy H5 of the TCS and the wider character of the area.

7.48 It is acknowledged that one of the constraints of the site in terms of the layout is the watercourse that runs through the centre, which requires protection for ecological reasons that will be discussed later in this report. Whilst this creates a key feature for landscaping and green space, and is an attractive feature of the design, it would limit the area of open space that could be used as public open space/play space. An infiltration basis is also proposed to the southern part of the site for flood risk and drainage purposes.

7.49 Given the hybrid nature of the application, officers have discussed with the applicant's agent the requirement for the layout of the outline element of the scheme to incorporate suitable play space to serve the overall development, and there is agreement in principle to this approach. A financial contribution to sport and play provision would still be sought and is to be agreed having regard to the SPD. A condition can be attached to the outline part of the site if approved that requires the reserved matters to include details regarding the location and specification of an on-site play area, a timetable for its provision and subsequent maintenance.

7.50 Having assessed matters of the layout, scale and the overall design of the development, it is officer opinion that an acceptable form of development can be achieved on the overall site area in this instance. As referred to earlier, there will be a clear change in the character of the area, although this has been considered in the context of the existing and proposed allocations on the site and the suitability of the site for new development. The proposed layout and scale of the dwellings, including the proposed use of materials and detailing, on the full application element are considered to be acceptable in this location. Furthermore, it incorporates the existing watercourse as a key landscape feature, whilst further details of landscaping to improve and enhance the appearance of the development can be secured by condition. The outline part of the site will be subject to further consideration at the reserved matters stage.

7.51 The proposals are therefore considered to be acceptable in terms of design, landscape and visual impact having regard to the development plan and the NPPF.

Residential Amenity

7.52 As well as looking to achieve a good quality of design in new residential development, Policies GD2 and H32 of the TLP set out the requirements for developments to ensure there would be no adverse effects upon residential amenity, and future occupants would also achieve acceptable standards of amenity. Policies CS19 and CS22 of the TLP will also be relevant in relation to potential impacts arising from noise. Paragraphs 130 and 185 of the NPPF are also material when considering the effects on amenity, both in terms of impacts on existing residents as well as future occupiers of development.

7.53 In this instance the impacts on amenity that have been considered include potential effects on the amenity and living conditions of existing residents in the vicinity of the site as a result of the layout and scale of development, as well as matters such as increased traffic and associated activity through residential use of the site.

Furthermore, consideration has been given to achieving an acceptable level of amenity for future occupiers of the new development in terms of the layout of development, as well as impacts from the adjacent railway line and industrial uses to the southern boundary of the site.

7.54 In terms of the effects upon the amenity of existing residents, the development would be accessed through Haltwhistle and along Park Road, with associated increases in traffic in this area. The development of the site itself for housing on the scale proposed will also clearly alter the overall character of the site and surrounding area from its open rural setting. In assessing the application, officers are mindful of the fact that the site has an existing development plan allocation for residential and employment development, which therefore acknowledges that the resultant development into a more open and rural setting adjoining the town would be appropriate. This allocation is also taken forward into the emerging NLP.

7.55 It should be noted that the policies for the existing housing and employment land allocations in the TLP do refer to the creation of a new access to the site from the industrial estate to the south with a new bridge over the railway line as part of the construction of a new link road from the old A69 to Park Road. This will be considered in more detail in the following section regarding transport and highway safety, although the proposed route is not proposed to be taken forward into the emerging NLP.

7.56 Whilst there would be additional traffic and activity along Park Road and the wider road network as a result of the proposals, this in itself is not considered to result in significant impacts or harm to residential amenity that would prevent development of the site. Park Road is a C-class highway that already serves existing development and is a route in and out of Haltwhistle where there is already some degree of impact upon existing properties.

7.57 The proposed new access to the site from Park Road is located to the eastern boundary and would be opposite the existing two-storey dwelling at Mandalay. To the north and south of that dwelling are single-storey properties at Carvoran and Rose Villa. To the south of Park Road, and immediately to the east of the site beyond the public right of way is a further two-storey property at Holly House. Whilst there are other properties to the east of these on Park Road, these four dwellings are the most directly affected by the proposals given their proximity and with an outlook facing towards the site as well.

7.58 Mandalay is set back from Park Road by around 17 metres, whilst its western boundary with the highway features relatively substantial hedgerow and landscaping, which would assist in mitigating the visual and other impacts of use of the new access point. In terms of separation distances from the proposed dwellings to those properties that lie immediately to the east of the site these are as follows:

Carvoran – between 33 – 34.5 metres to front elevation

Mandalay – 34.5 metres to front elevation

Rose Villa – 30.4 metres to front elevation

Holly House – 22.5 metres to side elevation

7.59 Having regard to the requirements set out within Policy H32 of the TLP, these separation distances are considered to achieve an acceptable layout between the existing and proposed properties that would not result in significant or adverse impacts on amenity in terms of loss of privacy, light or overbearing visual impacts. The

properties would also be separated by Park Road and the public right of way, which results in intervening land and use between the dwellings. Whilst the proposed layout is considered to be acceptable in this respect, given the undulating nature of the levels across the application site it is considered necessary to secure further details of the finished ground and floor levels of the proposed new dwellings to ensure an acceptable form of development is achieved.

7.60 The proposed layout is also considered to result in an acceptable form of development for occupiers of the new dwelling in relation to the full application element. Further consideration will need to be given to the outline element as part of any future reserved matters application.

7.61 As a result of the proximity of the development to the railway line that forms the southern boundary, consultation has taken place with the Council's Public Health Protection Team (PHP) in relation to potential effects of noise. A noise assessment has been provided by the applicant and PHP had previously objected raising concerns on the grounds that the layout and design would not appear to have been informed by the noise assessment.

7.62 Following revisions to the layout PHP comment that there are 13 units along the southern boundary affected by noise, although measures have been taken to limit the number of units and en-suite bedrooms affected. PHP comment that this appears to be informed by the noise assessment, and although the proposal is not fully compliant with relevant guidance, it is considered to be the best layout that can be achieved for the site. PHP advise that a condition can secure details of an acoustic fence as necessary to further mitigate effects on the properties. On this basis the proposal is considered to be acceptable in relation to Policies GD2 and CS19 of the TLP and the NPPF.

7.63 In light of the above, whilst there will be impacts on the amenity of existing residents as a result of the development, as well as a change in the overall character and visual amenity of the area, it is not felt that there would be significant or adverse impacts that would justify a refusal of the application. An acceptable layout and scale of development can be achieved that would not result in significant or harmful impacts in terms of loss of privacy and light or that would result in unacceptable impacts in relation to visual impact. Furthermore, an acceptable level of amenity can be achieved for occupiers of the new dwellings. The proposal would therefore be acceptable having regard to Policies GD2 and H32 of the TLP and the NPPF.

Transport Matters and Highway Safety

7.64 New development will need to deliver an appropriate form of development in terms of highway safety and infrastructure having regard to Policies GD4 and GD7 of the TLP, Policy GD4 of the TCS and the NPPF. It is noted from comments received from the Town Council and residents that matters of increased traffic on Park Road and the wider road network as a result of the development are key areas of concern.

7.65 Paragraph 110 of the NPPF requires appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; the design of streets etc. Reflect current national guidance; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be mitigated. Paragraph 111 of the NPPF

states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

7.66 As referred to earlier the site has been allocated within the TLP for housing and employment development under Policies H13.1 and ED1.18 respectively. Policy TP4 of the TLP states that the construction of a new link road in Haltwhistle from the old A69 to Park Road, including the provision of a new vehicular bridge over the railway line will be sought, and development that would prejudice its implementation will not be allowed.

7.67 With regard to the housing allocation, Policy H16 of the TLP sets out that developers will be expected to provide or contribute towards facilities, which in this case includes a contribution towards the provision of a new vehicular bridge over the railway line, thereby linking the site and the industrial estate. Policy ED3 of the TLP states that development on the allocated employment site will only be permitted when satisfactory arrangements have been made to address the need for a new bridge over the railway, as part of the West End Link Road.

7.68 It is understood from discussions with Highways Development Management (HDM) that the above route and requirement for a bridge over the railway is not proposed to be taken forward in the emerging NLP. The Transport Assessment (TA) submitted as part of the NLP, which includes this proposed allocated site, demonstrated that the link was not needed as there was capacity within the village centre. With regard to Policy TP4 of the TLP the "Northumberland Local Plan - Highway Improvement Lines Saved Policy Review" document states that *"the link road was safeguarded to provide access to a residential allocation near Park Road. The Countywide Transport Assessment demonstrates that the current allocation will not materially impact upon the operation of the existing highway network and therefore there will be no Planning justification for the link road associated with the allocation"*.

7.69 HDM have advised that the TA submitted for the current planning application also confirmed this using site-specific data and therefore in capacity terms it is not required. However, consideration has been given to this route for non-motorised access to the site with improvements to the public right of way for walking trips towards the Industrial Estate and to provide better access to the bus stops on Tyne View Road, which are closer than those in the village centre.

7.70 Following initial comments made by HDM on the application the applicant has provided amended plans and additional information in an attempt to address matters raised in relation to the submission of an appropriate TA and Travel Plan (TP), the proposed layout as well as deliverability of sustainable transport improvements to bus stops on Tyne View Road. As a result, HDM have advised that there are no highway objections to the proposals subject to conditions.

7.71 A revised TA has been provided that addresses the concerns of HDM in respect of the distribution of traffic from the development site. This indicates that the proposed development will not have a material impact upon the assessed junctions within Haltwhistle and on the A69. The TA considers the impact of the development on Park Road taking into account parked vehicles and carriageway restrictions. The assessment indicates that the network currently operates safely with drivers taking into account the layout of Park Road and the presence of parked vehicles.

7.72 HDM comment that whilst the development will add vehicular movements to this link, the level of additional trips, coupled with the fact that on-street parking will not increase as a result of the development, are such that any impact will not be material and would not cause a cumulative severe impact that would be sufficient for refusal under the NPPF.

7.73 HDM state that the improvement scheme for access to and the provision of bus stop enhancements on Tyne View Road are acceptable in principle. These will be developed through detailed design with the applicant required to enter into a Section 278 Agreement to complete these and other works within the highway, and a condition can secure these sustainable access improvements. HDM advise that the proposals provide good pedestrian access to the development with proposed connections to Park Road and the public right of way on the eastern boundary.

7.74 In terms of road safety, HDM advise that previous concerns have been addressed with amended plans being acceptable in terms of layout, boundary treatments, visibility splays and surface treatments. Furthermore, the proposed car and cycle parking provision, as well as refuse arrangements, are considered to be acceptable. Conditions are recommended in relation to these matters as appropriate.

7.75 Whilst there are clear concerns and objections in relation to the impact of development and increased traffic upon Park Road and the wider highway network, these are matters that have been considered in detail by HDM and no objections are raised. In addition, Highways England have raised no objection to the development in respect of potential impacts upon the A69 strategic road network. Subject to conditions, the proposal is therefore considered to result in an acceptable and sustainable form of development, in accordance with Policy GD4 of the TCS, Policies GD2, GD4 and GD7 of the TLP and the NPPF.

Flood Risk and Drainage

7.76 Policy GD5 of the TCS states that the potential implications for flood risk will be taken into account when meeting development needs, which Policy CS27 of the TLP relates to foul sewerage. Policies WAT 1 – 4 of the emerging NLP are relevant in respect of matters of drainage, flood risk and the use of SuDS along with the technical evidence informing site allocations; Housing Site Allocations Selection and Appraisal Technical Paper December 2018. Paragraph 161 of the NPPF states that all plans should apply a sequential, risk based approach to the location of the development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid where possible flood risk to people and property. As part of the evidence base that has informed site allocation in the emerging NLP the technical paper draws together the flood risk assessment elements of the individual SHLAA site assessments for all of the proposed housing site allocations. The sequential assessment considers the potential risk of flooding of the site allocations in accordance with the Sequential Test and Exception Test steps outlined in the NPPF and PPG, to ensure that sites at little or no risk of flooding are allocated and developed in preference to sites at a higher risk of flooding wherever possible. It has been informed by the Northumberland Strategic Flood Risk Assessment (SFRA) Level 1 and Level 2 evidence base studies, together with the latest Environment Agency flood risk mapping data. This Technical paper concludes that this site passes the sequential test. Paragraph 167 of the NPPF states that when determining planning applications LPAs should ensure that flood risk is not increased elsewhere. Paragraph 169 states that major developments should incorporate sustainable drainage systems unless

there is clear evidence that this would be inappropriate, and should take account of advice from the Lead Local Flood Authority.

7.77 The application site falls within Flood Zone 1 and consultation has taken place with Northumbrian Water (NWL) and the LLFA on the proposals in relation to matters of foul and surface water drainage. The application has been submitted with a Flood Risk Assessment and Drainage Statement (FRA), which has been subject to extensive discussions and amendments with the LLFA in order to ensure that sufficient information has been provided to assess the effects of drainage and flood risk and proposed SuDS measures. It should also be noted that proposals for drainage works have also resulted in the requirement to consider related effects on ecological matters that have involved discussions with the applicants and the Council's ecologists.

7.78 The FRA sets out that it is proposed to provide areas for surface water flood storage within the development footprint and other land, and the proposals will intercept and manage runoff from third party land for medium and low risk events. Basin 1 is located off-site to the north-west of the main area for housing development on land to the north-west of North Lodge, and Basin 2 is located centrally within the overall site in the area of the outline planning permission, and both will assist with flood risk mitigation. The basins are linked to the existing ditch by means of culverts. The proposed works to create Basin 1 off-site are not considered to result in wider harm to the character of the area or the visual amenity of residents in the vicinity.

7.79 NWL has raised no objection to the proposals subject to a condition that the development is implemented in line with the most recent FRA and setting requirements for the discharge of foul and surface water flows.

7.80 Following discussions and the submission of further information, the LLFA is now satisfied with the proposals and the submitted FRA, subject to conditions. Recommended conditions include details of the adoption and maintenance of SuDS features; a verification report that sustainable drainage systems have been constructed as approved; disposal of surface water during construction; details of the SuDS basins; and infiltration testing.

7.81 Having regard to the above considerations, and subject to appropriate conditions, the proposal is acceptable in respect of matters of flood risk and drainage, in accordance with Policy GD5 of the TCS, Policy CS27 of the TLP and the NPPF.

Ecology

7.82 The TLP, TCS and NPPF highlight the importance of considering potential effects upon the biodiversity and geodiversity of an area, including watercourses and impacts upon trees and hedgerows. Policies NE27, NE28, NE33, NE34 and NE37 of the Local Plan and Policy NE1 of the Core Strategy are therefore relevant. Section 15 of the NPPF relates specifically to the conservation and enhancement of the natural environment, including impacts on habitats and biodiversity. The NPPF makes it clear that aside from purely mitigating against the harm that a development may cause to biodiversity, the definition of sustainable development includes biodiversity enhancement.

7.83 The application has been subject to consultation with Natural England (NE), Northumberland Wildlife Trust (NWT) and the Council's Ecologists (CE). The CE highlight that the site is a greenfield site on the edge of Haltwhistle with a pond and

watercourses. A Habitat of Principal Importance woodland is present to the west of the site. The site is within the Impact Risk Zone for a number of Sites of Special Scientific Interest (SSSI), some of which underpin the international designations for the River Eden Special Area of Conservation (SAC) and the North Pennine Moors SAC/Special Protection Area (SPA).

7.84 Based on the submitted plans, NE raise no objection and consider that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites. Generic advice is provided by NE on other natural environment issues.

7.85 Following initial comments and objection to the proposals by the CE in respect of a lack of information to be able to fully assess the ecological impact of the proposals, the applicant has provided further ecological impact assessment reports, including in relation to water vole and wider assessment of the area for the off-site SuDS basin, as well as necessary mitigation measures. An objection had also been received from the NWT in relation to potential impacts on water vole, which are uncommon and declining in Northumberland.

7.86 As referred to earlier there have also been concerns raised by the CE in respect of a disparity between flood risk mitigation and protected species mitigation, resulting in efforts to ensure that there has been a coordinated approach to these issues between drainage and ecological consultants.

7.87 Following submission of the additional survey work and supporting information the CE has advised that this makes significant progress towards providing an assessment of the impacts of the development. It is limited by the time of commissioning in terms of ecology survey but functions as a measure to fill in the known gaps in the previously submitted ecological reports. Site survey has been limited to a walkover survey to assess the suitability of the site for water vole and this survey was carried out outside of the optimum survey period. However, the CE state that on balance, as the significant habitats on the site are to be protected by a watercourse buffer this is not considered a significant constraint. In particular an area of good quality inundation vegetation on part of the watercourse has not been mapped or considered in the site notes. However, the buffer zone proposed would protect those habitats and this is not considered to be a significant issue.

7.88 The CE state that the off-site SuDS basin design details now show that the watercourse will be maintained through the proposed SUDS basin. Additional details are required by condition on enhancement of this feature to provide an off-site refuge for water vole. A Construction Environment Management Plan (CEMP) submitted provides clarification on crossing points and construction level impacts. The submitted reports also make significant progress regarding water vole on the site, with the precautionary principle applied and the importance of any remnant water vole population's importance being made clear. The CEMP provides the detail required on water vole protection during construction.

7.89 The application has been considered in light of the assessment requirements of Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) by the Council, which is the competent authority responsible for authorising the project and any assessment of it required by the Regulations. The following European Sites are within the zone of influence of the development site.

- Tyne and Allen River Gravels Special Area of Conservation (SAC)
- North Pennine Moors Special Protection Area (SPA) and
- Special Area of Conservation (SAC)

7.90 Having considered the nature, scale, timing, duration and location of the project it was concluded that it is eliminated from further assessment because it could not have any conceivable effect on a European site. Furthermore, as referred to earlier, NE have been consulted on the application and responded with no objection.

7.91 Following extensive consideration of the ecological impacts of the development, and in light of the additional supporting information, the CE have raised no objection to the proposals, subject to conditions that would secure the necessary mitigation and enhancement measures. In addition, NWT is satisfied that the scheme does not pose a significant risk to a protected species on the basis of the further assessment and mitigation proposals, and raise no objection subject to conditions as recommended by the CE. On this basis the proposals would be acceptable having regard to the identified policies of the development plan and the NPPF.

Archaeology

7.92 Policy BE28 of the TLP requires appropriate archaeological assessment of sites where this may be a material consideration in its development. Paragraph 194 of the NPPF also requires an assessment and, where necessary, field evaluation where sites include, or have the potential to include, heritage assets with archaeological interest.

7.93 The applicant has undertaken evaluation trenches on the site and the results have been submitted to the Assistant County Archaeologist. Based on the lack of archaeology in the contingency trenches and the trench expansion around the single pit, they have since confirmed that no further trenching is required. Following consideration, they have also concluded that as only a single undated pit has been revealed with no associated remains in the surrounding area, this is unlikely to represent a significant archaeological site and as a result no further archaeological work is required on this site.

Ground Conditions

7.94 The application site falls within the lower risk Coal Authority standing advice area and therefore there is no requirement for a coal mining risk assessment, as confirmed by the Coal Authority in its consultation response. The application has been submitted with environmental risk assessment reports and consultation has taken place with PHP.

7.95 PHP concur with the findings of the submitted reports and no further intrusive works are required, although a condition is recommended to cover the possibility of any unidentified contamination. Conditions are also recommended by PHP in relation to gas protection measures in order to mitigate potential impacts in this respect. On this basis the proposal would be in accordance with Policy CS23 of the TLP and the NPPF.

Planning Obligations

7.96 Policy GD6 of the TCS sets out that planning obligations will be sought where necessary to prescribe the nature of development; or secure compensation from the

developer for loss or damage caused by the development; or mitigate the impact of a development.

7.97 Paragraph 57 of the NPPF states that planning obligations must only be sought where they meet all of the following tests:

- a. necessary to make the development acceptable in planning terms;
- b. directly related to the development; and
- c. fairly and reasonably related in scale and kind to the development.

7.98 Policies INF 1 and INF 6 of the emerging NLP also set out the requirements for providing supporting infrastructure, including through the use of planning obligations.

7.99 In this case it is considered that should planning permission be granted then planning obligations will need to be secured through a Section 106 agreement in respect of affordable housing, education, healthcare and sport/play provision.

Affordable Housing

7.100 As referred to earlier, 17% on-site affordable housing would need to be secured across the overall site. 12 units are proposed in relation to the full application element, with a mix of SO and DMV two and three-bed units. The outline application element would also need to be subject to 17% provision, although further consideration would be given to this depending upon the layout submitted at reserved matters stage.

Education

7.101 Following consultation with the Education team, a contribution of £198,000 (£99,000 full application / £99,000 outline application) is sought based on Special Educational Needs (SEN) provision. Education advise that the pupil numbers on roll at Haltwhistle Primary Academy and Haydon Bridge High School do not meet the criteria for a calculation of development contribution to be undertaken in accordance with the Council's Education Infrastructure Contribution Policy and therefore no request for a contribution is sought in relation to this application. However, the number of pupils yielded from these developments indicate there would be an educational impact on SEND provision in the county as a result of the proposed applications and therefore it meets the criteria for a calculation of development contribution to be undertaken.

Healthcare

7.102 Consultation has also taken place with Northumberland Clinical Commissioning Group (CCG) in relation to potential impacts on healthcare infrastructure. The CCG has considered if there is likely to be a need for a contribution and have contacted the GPs serving Haltwhistle. They have confirmed a scheme of this size will require investment in infrastructure to increase capacity to serve the new residents. The CCG has applied a formula adopted throughout Northumberland, and request that a single payment of £130,500 is required from the developer. This should be on completion of the first dwelling to ensure the expansion of the healthcare infrastructure can be completed in a timely manner to serve the new residents. Further details of this contribution, including the triggers for payments and how this may be applied for the outline element of the scheme once dwelling numbers are known for that aspect, can be agreed with the applicant as part of the S106.

Sport and Play

7.103 At present there is a deficiency in the amount of children's play provision and outdoor sports facilities in Tynedale. The former Tynedale Council adopted its Supplementary Planning Document (SPD) *Planning Obligations for Sports and Play Facilities* on 7 March 2006, which seeks financial contributions for sport and play facilities, and provision of outdoor sport from all new housing development. The contribution required will be based upon the number of dwellings and bedrooms being created. In this case, a contribution would be required in respect of outdoor sport, whilst an appropriate level of on-site play provision would normally be required having regard to Policies H31, LR11, LR14 and LR15 of the TLP and the SPD.

7.104 As discussed earlier in this report, the full application element of the scheme does not indicate an area for on-site play provision, although it is expected that this will be secured for the overall site as part of the layout for the outline application, with a condition to secure this provision. Appropriate financial contributions will also be sought in relation to sport and play provision for both elements of the site, which will need to be agreed with the applicant through the S106 agreement.

Other Matters

Equality Duty

7.105 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

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

Human Rights Act Implications

7.107 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.

7.108 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.

7.109 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 principle of new housing development on the overall site is considered to be acceptable having regard to the development plan, NPPF and other material considerations. The area where full detailed permission is sought is allocated for housing in the current adopted development plan and is a draft allocation in the emerging NLP. Although the outline part of the application includes land currently allocated for employment purposes, the available evidence shows that there is no reasonable prospect of the site coming forward for employment uses, whilst the allocation is not proposed to be taken forward as part of the emerging NLP. It is considered that the site would contribute to meeting an unmet need for housing development in Haltwhistle, a position which is strengthened by the housing evidence base and the identification of the site as a housing allocation in the emerging NLP.

8.2 The proposed housing mix for the full application element is considered to be broadly acceptable, although it will be expected that the reserved matters for the outline application should look to address issues raised during the course of the application to ensure that the overall housing mix on the wider site is in line with identified needs. The scheme will deliver the required 17% affordable housing in an appropriate mix and location for the full application, whilst a Section 106 agreement can also secure provision across the outline element. A Section 106 agreement will also be required to secure identified planning obligations in relation to education, healthcare and sport and play provision.

8.3 The development of the site will have an impact on the character and appearance of the site and surrounding area. However, having regard to the existing and proposed site allocations, the development of the site on the scale proposed for housing is considered to be acceptable. The layout, scale and appearance of the full application element is appropriate in this location and further details of materials and landscaping can be secured by condition to ensure a high quality design is achieved. Further consideration will be given to the outline element at the reserved matters stage.

8.4 The highways implications of the proposals, in terms of both the site and wider road network have been considered in detail, and the proposals are considered to be acceptable, subject to conditions as recommended by HDM. Furthermore, earlier concerns in respect of ecological impacts and flood risk/drainage have been resolved.

8.5 The proposal is therefore considered to result in an acceptable and sustainable form of development having regard to the development plan and NLLF, as well as other material considerations.

9. Recommendation

That this application be GRANTED subject to a Section 106 agreement to secure planning obligations in respect of affordable housing, education, healthcare and sport and play and the following:

Conditions

Full Planning Permission Conditions

01. The development hereby permitted in respect 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 for this development are:-

1160-BEA SD-00.01 B – Location Plan
1160-BEA SD-10.02 J – Proposed Site Plan
1160-BEA SD-10.03 P – Detailed Planning Extract
1160-BEA SD-10.05 H – Surface Treatment Plan
1160-BEA SD-10.06 H – Boundary Treatment Plan
1160-BEA SD-10.10 - Mitigation Plan

1160-BEA 20.02 - Proposed Floor Plans – 2B-630
1160-BEA 30.07 - Proposed Elevations – 2B-630
1160-BEA 20.09 - Proposed Floor Plans – 3B-779
1160-BEA 20.10 - Proposed Floor Plans – 3B-779
1160-BEA 30.08 - Proposed Elevations – 3B-779
1160-BEA 20.02 - Proposed Ground Floor Plan – 3B-S-1087
1160-BEA 20.03 - Proposed First Floor Plan – 3B-S-1087
1160-BEA 30.02 A - Proposed Elevations – 3B-S-1087
1160-BEA 20.15 - Proposed Floor Plans – 3B-1143
1160-BEA 30.14 - Proposed Elevations – 3B-1143
1160-BEA 20.12 - Proposed Ground Floor Plan – 3B-S-1229
1160-BEA 20.12.1 - Proposed Ground Floor Plan – 3B-S-1229 Alternative
1160-BEA 20.13 - Proposed First Floor Plan – 3B-S-1229
1160-BEA 20.13.1 - Proposed FF Plan – 3B-S-1229 Alternative
1160-BEA 30.12 - Proposed Elevations – 3B-S-1229
1160-BEA 30.12.1 - Proposed Elevations – 3B-S-1229 Alternative
1160-BEA 20.14 - Proposed Floor Plans – 3B-S-1315
1160-BEA 20.14.1 - Proposed Floor Plans – 3B-D-1315 Alternative
1160-BEA 30.13 - Proposed Elevations – 3B-D-1315
1160-BEA 30.13.1 - Proposed Elevations – 3B-D-1315 Alternative
1160-BEA 20.01 - Proposed Floor Plans - 3B-C-1171
1160-BEA 20.01.1 - Proposed Floor Plans - 3B-C-1171 Alternative
1160-BEA 30.01 A – Proposed Floor Elevations – 3B-C-1171
1160-BEA 30.01.1 - Proposed Floor Elevations – 3B-C-1171 Alternative
1160-BEA 20.16 - Proposed Floor Plans – 4B-1354
1160-BEA 30.15 - Proposed Elevations – 4B-1354

1160-BEA 20.17 - Proposed Ground Floor Plan – 4B-1508
1160-BEA 20.18 - Proposed First Floor Plan – 4B-1508
1160-BEA 20.17.1 - Proposed GF Plan – 4B-1508 Alternative
1160-BEA 20.18.1 - Proposed FF Plan – 4B-1508 Alternative
1160-BEA 30.16 - Proposed Elevations – 4B-1508
1160-BEA 30.16.1 - Proposed Elevations – 4B-1508 Alternative
1160-BEA 20.19 - Proposed Garage Plans & Elevations

JN1690B-Dwg-0003C – Proposed Bus Stop Connectivity Improvements

850 – 03 F - Water Vole Mitigation & Enhancement Plan (AJT Environmental Consultants / Chartered Landscape Architects)
850 – 04 - Water Vole Mitigation & Enhancement Sections (AJT Environmental Consultants / Chartered Landscape Architects)
Land off Park Road, Haltwhistle - Draft Construction Environmental, Management Plan (CEMP): Biodiversity (The Ecology Consultancy - Version 0.1 - 06/4/2021)
Land off Park Road, Haltwhistle - Ecological Impact Assessment (The Ecology Consultancy - Version 1.0 - 4/3/21)
Tree Survey at Site 1A Park Road, Haltwhistle, Northumberland (Elliot Environmental Surveyors - EES18-076 Version no. v1 30 November 2018)

Flood Risk Assessment and Drainage Statement - Land at Park Road, Haltwhistle (Coast Consulting Engineers - Ref: 19030-01 Rev N - 15 June 2021)
OPTION A ENGINEERING LAYOUT - Ref: 19030 11 Issue P9 (Coast Consulting – 15/06/21)
OPTION A ENGINEERING LAYOUT SHEET 1 - Ref: 19030 01 Issue P8 (Coast Consulting – 15/06/21)
OPTION A ENGINEERING LAYOUT SHEET 2 – Ref: 19030 02 Issue P10 (Coast Consulting – 15/06/21)
PROPOSED SUDS DETAILS - Ref: 19030 121 Issue P7 (Coast Consulting – 06/04/21)

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

03. Notwithstanding the details shown on the submitted plans, prior to the commencement of development of the dwellings, full details showing the proposed finished ground and floor levels of the hereby approved development and dwellings and the existing ground levels, including cross sections, 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, the character and appearance of the site and surrounding environment and residential amenity, in accordance with the provisions of Policies GD2 and H32 of the Tynedale Local Plan, Policies NE1 and BE1 of the Tynedale Core Strategy and the National Planning Policy Framework.

04. Notwithstanding any description of the materials in the application, no construction of the dwellings above damp proof course level shall be undertaken until precise details, to include samples, of the materials to be used in the construction of the external walls and roofs of the dwellings and garages have been submitted to, and approved in writing by, the Local Planning Authority. All roofing and external facing

materials used in the construction of the development shall conform to the materials thereby approved.

Reason: In the interests of the satisfactory appearance of the development upon completion and the character and appearance of the site and surrounding environment, in accordance with the provisions of Policies GD2 and H32 of the Tynedale Local Plan, Policies NE1 and BE1 of the Tynedale Core Strategy and the National Planning Policy Framework.

05. Notwithstanding the details submitted with the application, a detailed landscaping scheme, showing both hard and soft landscaping proposals, shall be submitted to, and approved in writing by, the Local Planning Authority. This shall include the planting of locally native trees, shrubs and wildflowers of local provenance including a planting schedule setting out species, numbers, densities and locations, the provision of screen walls or fences, the mounding of earth, the creation of areas of hardstanding, pathways, etc., areas to be seeded with grass, and other works or proposals for improving the appearance of the development.

The scheme shall be carried out in accordance with the approved scheme not later than the expiry of the next planting season (November – March inclusive) following commencement of the development in that phase, or within such other time as may be approved with the Local Planning Authority.

Reason: In the interests of visual amenity and the satisfactory appearance of the development upon completion, in accordance with the provisions of Policies GD2, NE37 and H32 of the Tynedale Local Plan, Policy NE1 of the Tynedale Core Strategy and the National Planning Policy Framework.

06. Prior to the commencement of the landscaping works to be approved, a detailed landscape management plan and details of management for the provision and subsequent maintenance of the areas of open space (excluding private gardens) shall be submitted to, and approved in writing by, the Local Planning Authority. The landscaped areas shall be subsequently maintained to ensure establishment and management of the approved scheme in accordance with the approved details.

Reason: In the interests of visual amenity and the satisfactory appearance of the development upon completion, in accordance with the provisions of Policies GD2, NE37 and H32 of the Tynedale Local Plan, Policy NE1 of the Tynedale Core Strategy and the National Planning Policy Framework.

07. Notwithstanding the details shown on the submitted plans, prior to their construction precise details for the elevations of the boundary treatments hereby approved 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, in accordance with the provisions of Policies GD2 and H32 of the Tynedale Local Plan, Policies NE1 and BE1 of the Tynedale Core Strategy and the National Planning Policy Framework.

08. Notwithstanding the details shown on the submitted plans, prior to the construction of the proposed entrance gate/boundary treatment, precise details of an alternative

design more appropriate to the rural character of the site and surrounding area, including materials, 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, in accordance with the provisions of Policies GD2 and H32 of the Tynedale Local Plan, Policies NE1 and BE1 of the Tynedale Core Strategy and the National Planning Policy Framework.

09. Prior to the installation of any external lighting in association with the development hereby permitted, details of the external lighting shall be submitted to and agreed in writing by the Local Planning Authority. Details shall include:

- the specific location of all external lighting units;
- design of all lighting units;
- details of beam orientation and lux levels; and
- any proposed measures such as motion sensors and timers that will be used on lighting units

The approved lighting scheme for shall be installed in accordance with the approved details and shall be maintained as such thereafter, unless removed entirely.

Reason: In the interests of the satisfactory appearance of the development upon completion and the character and appearance of the site and surrounding environment, in accordance with the provisions of Policies GD2 and H32 of the Tynedale Local Plan, Policies BE1 and NE1 of the Tynedale Core Strategy and the National Planning Policy Framework.

10. Prior to their construction, details of the location, scale and appearance of any new retaining walls/structures, including details of materials, shall be submitted to the Local Planning Authority for approval. The development shall thereafter be undertaken in 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, in accordance with the provisions of Policies GD2 and H32 of the Tynedale Local Plan, Policies NE1 and BE1 of the Tynedale Core Strategy and the National Planning Policy Framework.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended (or any order revoking and re-enacting that Order with or without modification), there shall be no further openings or alternations to the dry stone wall forming the north and eastern boundaries of the site, other than those shown on the plans hereby approved, without the prior grant of planning permission from the Local Planning Authority.

Reason: In the interests of the satisfactory appearance of the development upon completion and the character and appearance of the site and surrounding environment, in accordance with the provisions of Policies GD2 and H32 of the Tynedale Local Plan, Policies NE1 and BE1 of the Tynedale Core Strategy and the National Planning Policy Framework.

12. No dwelling with full planning permission shall be occupied until the car parking area indicated on the approved plans for that dwelling 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 that dwelling.

Reason: In the interests of highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policies GD4 and GD7 of the Tynedale Local Plan and the National Planning Policy Framework.

13. Plots 1 to 6 shall not be occupied until details of the vehicular access to Park Road 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 Core Strategy, Policy GD4 of the Tynedale Local Plan and the National Planning Policy Framework.

14. No dwelling shall be occupied until the highways works indicatively shown in the approved plans have been submitted to and approved in writing by the Local Planning Authority. The highways works shall comprise:

- Provision of new vehicular site access junction to Park Road,
- Localised widening to Park Road to 5.5m along site frontage;
- Provision of footway on the southern and western side of Park Road from Holly House to beyond the vehicular access to Plots 1-6;
- Provision of dropped kerb crossing to Park Road north of the main site access;
- Minor relocation of 30mph speed limit change and gateway feature to the west of Plot 1;
- Upgrading of Public Right of Way 518/039 along its full length from Park Road to Tyne View Road to full footway specification including provision of street lighting and dropped kerb crossings
- Footway connections to Public Right of Way 518/039 at Plots 47, 63 and 68;
- Bus Stop improvements to the eastbound and westbound bus stops on Tyne View Road opposite the cemetery including level access kerbs, clearway markings and shelters
- Realignment of kerb line to Tyne View Road to facilitate bus stop improvements and provision of footway connection to eastbound bus stop
- All other associated works

The development shall not be occupied until the highways works have been constructed in accordance with the approved plans.

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

15. Prior to the first occupation of the development, an Estate Street Phasing and Completion Plan for the development with Full Planning Permission shall be submitted to and approved in writing by the Local Planning Authority. The Estate Street Phasing and Completion Plan shall set out the development phases, completion sequence and

construction standards that estate streets serving each phase of the development with Full Planning Permission will be completed. The development with Full Planning Permission shall then be carried out in accordance with the approved Estate Street Phasing and Completion Plan.

Reason: To ensure estate streets serving the development are completed in the interests of residential amenity and highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policy GD4 of the Tynedale Local Plan and the National Planning Policy Framework.

16. Prior to the first occupation of the development, details of proposed arrangements for future management and maintenance of the proposed streets within the site with Full Planning Permission shall be submitted to and approved in writing by the Local Planning Authority. Following occupation of the first dwelling on the site, the streets shall be maintained in accordance with the approved management and maintenance details.

Reasons: To ensure estate streets serving the development are completed in the interests of residential amenity and highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policy GD4 of the Tynedale Local Plan and the National Planning Policy Framework.

17. Prior to the first occupation of the development, full engineering, drainage, street lighting and constructional details of the streets and highway structures proposed for adoption shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the amenities of the locality and users of the highway, in accordance with Policy GD4 of the Tynedale Core Strategy, Policy GD4 of the Tynedale Local Plan and the National Planning Policy Framework.

18. No dwelling with Full Planning Permission shall 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 Policy GD4 of the Tynedale Core Strategy, Policy GD4 of the Tynedale Local Plan and the National Planning Policy Framework.

19. Prior to occupation of Plots 1 to 6, details of surface water drainage to manage run off from the private shared drive shall be submitted to and approved by the Local Planning Authority. The approved surface water drainage scheme shall be implemented in accordance with the approved details before Plots 1 to 6 are occupied and thereafter maintained in accordance with the approved details.

Reason: In order to prevent surface water run off in the interests of the amenity of the area and to ensure suitable drainage has been investigated for the development and implemented, in accordance with Policy GD5 of the Tynedale Core Strategy and the National Planning Policy Framework.

20. No development shall 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 of the development with Full Planning Permission. 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
- vi. highway dilapidation survey

Reason: To prevent nuisance in the interests of residential amenity and highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policies GD4, CS19 and CS22 of the Tynedale Local Plan and the National Planning Policy Framework.

21. No development shall commence on the development with Full Planning Permission until a method statement detailing the proposed method of construction, risk assessment and to cover any excavations in relation to the adjacent railway infrastructure has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in accordance with the approved details.

Reason: To achieve a satisfactory form of development in relation to existing railway infrastructure, in accordance with the National Planning Policy Framework.

22. Prior to commencement of construction works, infiltration testing shall be undertaken in accordance with best practice in the location of plots 16-19. In the first instance discharge should be via soakaway infiltration. Confirmation that there is 1 metre clearance between the ground water level and soakaway base shall be provided in writing to the Local Planning Authority for approval. In the event that infiltration is not feasible for these plots an alternative method of draining shall be provided, and the discharge from the plots shall not exceed QBAR.

Any updated details of how surface water is to be drained from these plots shall be submitted to and approved by the local planning authority. The development shall thereafter be undertaken and implemented in full accordance with the approved details will be implemented in full.

Reason: To ensure the effective disposal of surface water from plots 16-19, in accordance with Policy GD5 of the Tynedale Core Strategy and the National Planning Policy Framework.

23. Prior to the commencement of development, a method statement detailing the proposed method of construction, risk assessment and to cover any excavations in relation to the adjacent railway infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in accordance with the approved details.

Reason: To achieve a satisfactory form of development in relation to existing railway infrastructure, in accordance with the National Planning Policy Framework.

24. Notwithstanding the submitted details, prior to first occupation of the development, full details of the proposed boundary treatment to the southern boundary with the railway line, as well as the provision of Armco safety barriers within the development, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in accordance with the approved details prior to first occupation of the development and retained as approved.

Reason: To achieve a satisfactory form of development in relation to existing railway infrastructure and visual amenity, in accordance with Policy GD2 of the Tynedale Local Plan and the National Planning Policy Framework.

25. Prior to the installation of any acoustic barriers to the southern boundary with the railway line, the applicant/developer shall provide full details of the acoustic barriers as outlined in the noise assessment (Noise Assessment produced by NJD Environmental Associates, Report reference: NJD19-0041-001R (FINAL) dated July 2019), including location, specification, design, performance and timescales for installation to the Local Planning Authority for written approval. The approved scheme shall be implemented in full and retained for the lifetime of the development.

Reason: To protect residential amenity and provide a commensurate level of protection against noise, in accordance with Policy CS19 of the Tynedale Local Plan and the National Planning Policy Framework.

Outline Planning Permission Conditions

26. Approval of the details of the layout, scale, appearance of the building(s), access and landscaping of the site relating to the outline element of the scheme, hereinafter called the reserved matters, shall be obtained from the Local Planning Authority.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

27. Applications for the approval of the reserved matters for the outline element of the site shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

28. The development of the outline element of the site hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

29. 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 for this development are:-

1160-BEA SD-00.01 B – Location Plan
1160-BEA SD-10.10 - Mitigation Plan

850 – 03 F - Water Vole Mitigation & Enhancement Plan (AJT Environmental Consultants / Chartered Landscape Architects)
850 – 04 - Water Vole Mitigation & Enhancement Sections (AJT Environmental Consultants / Chartered Landscape Architects)
Land off Park Road, Haltwhistle - Draft Construction Environmental, Management Plan (CEMP): Biodiversity (The Ecology Consultancy - Version 0.1 - 06/4/2021)
Land off Park Road, Haltwhistle - Ecological Impact Assessment (The Ecology Consultancy - Version 1.0 - 4/3/21)
Tree Survey at Site 1A Park Road, Haltwhistle, Northumberland (Elliot Environmental Surveyors - EES18-076 Version no. v1 30 November 2018)

Flood Risk Assessment and Drainage Statement - Land at Park Road, Haltwhistle (Coast Consulting Engineers - Ref: 19030-01 Rev N - 15 June 2021)
OPTION A ENGINEERING LAYOUT - Ref: 19030 11 Issue P9 (Coast Consulting – 15/06/21)
OPTION A ENGINEERING LAYOUT SHEET 1 - Ref: 19030 01 Issue P8 (Coast Consulting – 15/06/21)
OPTION A ENGINEERING LAYOUT SHEET 2 – Ref: 19030 02 Issue P10 (Coast Consulting – 15/06/21)
PROPOSED SUDS DETAILS - Ref: 19030 121 Issue P7 (Coast Consulting – 06/04/21)

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

30. The reserved matters to be submitted under condition 26 shall include details regarding the location and specification of an on-site play area, a timetable for its provision and subsequent maintenance. Thereafter the play area shall be implemented and maintained in full accordance with the approved details and timetable.

Reason: To achieve a satisfactory form of development and to secure appropriate provision for on-site play provision in accordance Policies LR14 and LR15 of the Tynedale Local Plan and the National Planning Policy Framework.

31. The Reserved Matters to be submitted under Condition 26 shall include details of the proposed boundary treatments for the development. The approved details for each dwelling shall be implemented before that dwelling is occupied in accordance with the details approved by the Local Planning Authority for that dwelling.

Reason: In the interests of visual amenity and highway safety, in accordance with Policies BE1 and GD4 of the Tynedale Core Strategy, Policies GD2, GD4 and H32 of the Tynedale Local Plan and the National Planning Policy Framework.

32. The Reserved Matters to be submitted under Condition 26 shall include details of the proposed materials to be used in the construction of the external surfaces of the private shared and individual drives and hard surfaces adjacent to the intended highway. The approved details for each dwelling shall be implemented before that dwelling is occupied in accordance with the details approved by the Local Planning Authority for that dwelling.

Reason: In the interests of visual amenity, in accordance with Policies BE1 and GD4 of the Tynedale Core Strategy, Policies GD2, GD4 and H32 of the Tynedale Local Plan and the National Planning Policy Framework.

33. The Reserved Matters to be submitted under Condition 26 shall include details of the car parking area for the dwellings. The approved details for each dwelling shall be implemented before that dwelling is occupied in accordance with the details approved by the Local Planning Authority for that dwelling and thereafter, the car parking area shall be retained in accordance with the approved details.

Reason: In the interests of highway safety, Policy GD7 of the Tynedale Local Plan and the National Planning Policy Framework.

34. Means of vehicular access to the development with Outline Planning Permission shall be from main access road junction to Park Road consented under Full Planning Permission only.

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

35. Prior to the occupation of the first dwelling with Outline Planning Permission an Estate Street Phasing and Completion Plan for the development with Outline Planning Permission shall be submitted to and approved in writing by the Local Planning Authority. The Estate Street Phasing and Completion Plan shall set out the development phases, completion sequence and construction standards that estate streets serving each phase of the development with Outline Planning Permission will be completed. The development with Outline Planning Permission shall then be carried out in accordance with the approved Estate Street Phasing and Completion Plan.

Reason: To ensure estate streets serving the development are completed in the interests of residential amenity and highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policy GD4 of the Tynedale Local Plan and the National Planning Policy Framework.

36. Prior to the occupation of the first dwelling with Outline Planning Permission details of proposed arrangements for future management and maintenance of the proposed streets within the site with Outline Planning Permission shall be submitted to and approved in writing by the Local Planning Authority. Following occupation of the first dwelling with Outline Planning Permission, the streets shall be maintained in accordance with the approved management and maintenance details.

Reasons: To ensure estate streets serving the development are completed in the interests of residential amenity and highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policy GD4 of the Tynedale Local Plan and the National Planning Policy Framework.

37. Prior to the occupation of the first dwelling with Outline Planning Permission full engineering, drainage, street lighting and constructional details of the streets and highway structures proposed for adoption shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed in

accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the amenities of the locality and users of the highway, in accordance with Policy GD4 of the Tynedale Core Strategy, Policy GD4 of the Tynedale Local Plan and the National Planning Policy Framework.

38. No dwelling with Outline Planning Permission shall be occupied until details of cycle parking have been submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be implemented before each dwelling with Outline Planning Permission is occupied. Thereafter, the cycle parking shall be retained in accordance with the approved details and shall be kept available for the parking of cycles at all times.

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

39. Prior to occupation of any dwelling with Outline Planning Permission, details of surface water drainage to manage run off from private land shall be submitted to and approved by the Local Planning Authority. The approved surface water drainage scheme shall be implemented in accordance with the approved details before the development with Outline Planning Permission is occupied and thereafter maintained in accordance with the approved details.

Reason: In order to prevent surface water run off in the interests of the amenity of the area and to ensure suitable drainage has been investigated for the development and implemented, in accordance with Policy GD5 of the Tynedale Core Strategy and the National Planning Policy Framework.

40. No dwelling with Outline Planning Permission shall be occupied until details of refuse storage facilities and a refuse storage strategy for the development with Outline Planning Permission have been submitted to and approved in writing by the Local Planning Authority. The details shall include the location and design of the facilities and arrangements for the provision of the bins. The approved refuse storage facilities shall be implemented before the development with Outline Planning Permission is brought into use. Thereafter the refuse storage facilities and refuse storage plan shall operate in accordance with approved details.

Reason: To ensure sufficient and suitable facilities are provided for the storage and collection of household waste in accordance with Policy GD4 of the Tynedale Core Strategy, Policy GD4 of the Tynedale Local Plan and the National Planning Policy Framework.

41. No development shall commence on the development with Outline Planning Permission 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 of the development with Outline Planning Permission. 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
- vi. highway dilapidation survey

Reason: To prevent nuisance in the interests of residential amenity and highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policies GD4, CS19 and CS22 of the Tynedale Local Plan and the National Planning Policy Framework.

42. No development shall commence on the development with Outline Planning Permission until a method statement detailing the proposed method of construction, risk assessment and to cover any excavations in relation to the adjacent railway infrastructure has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in accordance with the approved details.

Reason: To achieve a satisfactory form of development in relation to existing railway infrastructure, in accordance with the National Planning Policy Framework.

43. Prior to commencement of development on the outline permission element of the overall site construction, a scheme to dispose of surface water from the development shall be submitted to and approved by the Local Planning Authority. This scheme shall:

I. utilise infiltration and soakaways in the first instance. Full details of the soakaways including sizing, location, permeability rates and associated calculations are to be submitted to and agreed with the Local Planning Authority. Confirmation of ground water levels following a year of ground water monitoring shall be provided.

II. if infiltration is not feasible, discharge from the development shall be restricted to QBAR for all rainfall events up to and including the 1 in 100 year event, unless otherwise agreed by the Lead Local Flood Authority and the Local Planning Authority.

III. provide attenuation on site for the 1 in 100 year plus climate change event.

IV. incorporate vegetated sustainable drainage techniques throughout the development wherever possible and practicable, justification for alternatives should be by means of a viability assessment.

V. source control SuDS such as permeable paving shall be incorporated throughout the development.

The development shall thereafter be undertaken in accordance with the approved details.

Reason: To ensure the effective disposal of surface water from the development, in accordance with Policy GD5 of the Tynedale Core Strategy and the National Planning Policy Framework.

44. An acoustic design scheme shall be submitted at the reserved matters stage of the outline proposal, to be approved in writing by the Local Planning Authority. The scheme shall include internal room layout plans to show that the main habitable rooms

shall have access to a window which can be opened on the facade facing away from the Tynedale Railway. Thereafter, the approved acoustic design scheme shall be implemented in full before the occupation of the dwelling it relates to and retained in perpetuity.

Reason: To ensure a commensurate level of protection against obtrusive noise, in accordance with Policies GD2, CS19 and CS22 of the Tynedale Local Plan and the National Planning Policy Framework.

45. Prior to the first occupation of the development and the installation of any acoustic barriers to the southern boundary with the railway line, the applicant/developer shall provide full details of the acoustic barriers as outlined in the noise assessment (Noise Assessment produced by NJD Environmental Associates, Report reference: NJD19-0041-001R (FINAL) dated July 2019), including location, specification, design, performance and timescales for installation to the Local Planning Authority for written approval. The approved scheme shall be implemented in full prior to the first occupation of the affected units and retained for the lifetime of the development.

Reason: To protect residential amenity and provide a commensurate level of protection against noise, in accordance with Policy CS19 of the Tynedale Local Plan and the National Planning Policy Framework.

Conditions Applicable to Both Full and Outline Permissions

46. Twelve months after first occupation of the development details of a Full Travel Plan for both elements of the development shall be submitted to and approved in writing by the Local Planning Authority. At all times thereafter the approved Full Travel Plan shall be implemented in accordance with the approved details on both elements of the development. This Full Travel Plan must include:

- i. details of and results from an initial travel survey;
- ii. clearly specified ongoing targets for travel mode shares;
- iii. a plan for monitoring and reviewing the effectiveness of the Full Travel Plan; and
- iv. a scheme providing for a biennial monitoring report to be submitted to the Local Planning Authority regarding the implementation of the Full Travel Plan.

Reason: In the interests of Sustainable Development, in accordance with Policy GD4 of the Tynedale Core Strategy and the National Planning Policy Framework.

47. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any other re-enacting or revoking Order with or without modification), no fence, gate, wall, or other means of enclosure other than those expressly authorised by this permission shall be erected or constructed within the curtilage of any property without planning permission being obtained from the Local Planning Authority.

Reason: In the interests of visual amenity and highway safety, in accordance with Policy GD4 of the Tynedale Core Strategy, Policies GD2, GD4 and H32 of the Tynedale Local Plan and the National Planning Policy Framework.

48. No external refuse or refuse containers shall be stored outside of the approved refuse storage area except on the day of refuse collection.

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

49. Prior to first occupation details of the adoption and maintenance of all SuDS features shall be submitted to and agreed by the Local Planning Authority. A maintenance schedule and log, which includes details for all SuDS features for the lifetime of development and a homeowner guide on private soakaway management and maintenance shall be composed within and be implemented forthwith in perpetuity.

Reason: To ensure that the scheme to dispose of surface water operates at its full potential throughout the development's lifetime, in accordance with Policy GD5 of the Tynedale Core Strategy and the National Planning Policy Framework.

50. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority, to demonstrate that all sustainable drainage systems have been constructed as per the agreed scheme. This verification report shall include:

- as built drawings for all SuDS components - including dimensions (base levels, inlet/outlet elevations, areas, depths, lengths, diameters, gradients etc);
- construction details (component drawings, materials, vegetation);
- Health and Safety file; and
- details of ownership organisation/adoption details.

Reason: To ensure that all sustainable drainage systems are designed to the DEFRA non technical standards, in accordance with Policy GD5 of the Tynedale Core Strategy and the National Planning Policy Framework.

51. Details of the disposal of surface water from the development through the construction phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in accordance with the approved details.

Reason: To ensure the risk of flooding does not increase during this phase and to limit the siltation of any on site surface water features, in accordance with Policy GD5 of the Tynedale Core Strategy and the National Planning Policy Framework.

52. Prior to first occupation of the development, an assessment into the structural integrity of the proposed SuDS basins shall be undertaken and submitted to the Local Planning Authority for approval. This assessment shall ensure the structural integrity of the drainage system and any adjacent structures or infrastructure under anticipated loading conditions over the design life of the development taking into account the requirement for reasonable levels of maintenance.

Reason: To ensure the basin is structurally secure, limiting the possibility of any breaching, in accordance with Policy GD5 of the Tynedale Core Strategy and the National Planning Policy Framework.

53. Development shall be implemented in line with the drainage scheme contained within the submitted Flood Risk Assessment and Drainage Statement - Land at Park Road, Haltwhistle (Coast Consulting Engineers - Ref: 19030-01 Rev N - 15 June

2021). The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 8801 and ensure that surface water discharges to the existing watercourses.

Reason: To prevent the increased risk of flooding from any sources in accordance with Policy GD5 of the Tynedale Core Strategy, Policy CS27 of the Tynedale Local Plan and the National Planning Policy Framework.

54. No development shall commence until an amended/updated Water Vole Mitigation Plan has been submitted to and approved in writing by the Local Planning Authority showing:

- detail of the design of SUDS basin 1 including any diversion works to the watercourse
- enhancement by planting and landscaping of SUDS basin 1
- design of culverts and crossings
- full extent of water vole mitigation shown on a site plan for the whole site and additional SUDS basin (updating submitted plans 850 – 03 F - Water Vole Mitigation & Enhancement Plan (AJT Environmental Consultants / Chartered Landscape Architects) and 850 – 04 - Water Vole Mitigation & Enhancement Sections (AJT Environmental Consultants / Chartered Landscape Architects)).

The development shall only be undertaken in full accordance with the approved details.

Reason: To retain the habitat value of the site for water vole, a priority species of county importance, in accordance with Policy NE1 of the Tynedale Core Strategy, Policy NE27 of the Tynedale Local Plan and the National Planning Policy Framework.

55. No development shall take place unless in full accordance with the mitigation measures detailed in the report “Land off Park Road, Haltwhistle - Ecological Impact Assessment (The Ecology Consultancy - Version 1.0 - 4/3/21)”, including the appointment of an Ecological Clerk of Works (ECOW).

Reason: To protect and enhance the biodiversity of the site in accordance with the aims of Policy NE1 of the Tynedale Core Strategy, Policy NE27 of the Tynedale Local Plan and the National Planning Policy Framework.

56. No development shall commence until a final Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. This shall include all of the mitigation contained in the report Land off Park Road, Haltwhistle - Draft Construction Environmental, Management Plan (CEMP): Biodiversity (The Ecology Consultancy - Version 0.1 - 06/4/2021). The development shall only be undertaken in full accordance with the approved plan.

Reason: To protect and enhance the biodiversity of the site in accordance with the aims of Policy NE1 of the Tynedale Core Strategy, Policy NE27 of the Tynedale Local Plan and the National Planning Policy Framework.

57. The applicant/developer shall, at regular intervals report the progress with ecological mitigation to the Local Planning Authority in writing. This shall include:

- pre-start report detailing the protective measures and updating ecological surveys which have taken place. This element will be required to be submitted to the Local

Planning Authority for approval in writing, with this being required prior to the rest of the site works commencing.

- regular (quarterly) reports on progress to be submitted to the Local Planning Authority in writing.
- Completion report in respect of the full planning permission element.
- Pre-start and completion report in respect of the outline planning permission element.

Reason: To protect and enhance the biodiversity of the site in accordance with the aims of Policy NE1 of the Tynedale Core Strategy, Policy NE27 of the Tynedale Local Plan and the National Planning Policy Framework.

58. Prior to the commencement of the development a scheme for the installation of any permanent and temporary lighting on the site shall be submitted to and agreed in writing with the LPA. The lighting scheme should be designed so that lighting levels are minimised in accordance with Guidance Note 08/18 Bats and artificial lighting in the UK Bats and the Built Environment series Bat Conservation Trust/Institute of Lighting Professionals 2018).

External lighting that may reduce bat use of the site will be avoided. High intensity security lights will be avoided as far as practical, and any lighting in areas identified as being important for bats, including watercourses will be low level (2m) and low lumen. Light spillage to areas used by foraging or commuting bats should be less than 2 lux. No lighting will be installed along the flyways between existing roosts (where retained) and/or any newly created roosts and adjacent trees, woodland and foraging areas. Where security lights are required, these will be of minimum practicable brightness, be set on a short timer and will be motion sensitive only to larger objects.

The approved scheme shall be implemented in full prior to the dwellings being occupied.

Reason: To protect and enhance the biodiversity of the site in accordance with the aims of Policy NE1 of the Tynedale Core Strategy, Policy NE27 of the Tynedale Local Plan and the National Planning Policy Framework.

59. Prior to the commencement of development a landscape and ecological management plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following, and correspond to the water vole mitigation plan:

- a) description and evaluation of features to be managed.
- b) ecological trends and constraints on site that might influence management.
- c) aims and objectives of management.
- d) appropriate management options for achieving aims and objectives.
- e) prescriptions for management actions.
- f) preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) details of the body or organization responsible for implementation of the plan.
- h) ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The approved plan will be implemented in accordance with the approved details.

Reason: To protect and enhance the biodiversity of the site in accordance with the aims of Policy NE1 of the Tynedale Core Strategy, Policies NE27 and NE37 of the Tynedale Local Plan and the National Planning Policy Framework.

60. Prior to the commencement of development, an Arboricultural Impact Assessment and subsequent Tree and Hedge Protection Plan in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction: Recommendations' British Standards Institution, 2012 shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter only be undertaken in full accordance with the approved details.

Reason: To protect and enhance the biodiversity of the site in accordance with the aims of Policy NE1 of the Tynedale Core Strategy, Policy NE27 of the Tynedale Local Plan and in accordance with the NPPF.

61. A scheme for the provision of bird and bat boxes integrated into the fabric of the buildings shall be submitted to, and approved in writing by, the local planning authority. The scheme shall detail the location, height, orientation, numbers and specification of bird nesting and bat roosting provision. Integrated bird nesting features at a ratio of one per dwelling shall be installed. This should include swift bricks in groups of four to the northern elevation positioned away from windows. Thereafter, the bird boxes shall be installed in accordance with the approved details during the course of construction, and retained as such in perpetuity.

Reason: To protect and enhance the biodiversity of the site in accordance with the aims of Policy NE1 of the Tynedale Core Strategy, Policy NE27 of the Tynedale Local Plan and the National Planning Policy Framework.

62. If during re-development contamination not previously considered is identified, then an additional written Method Statement regarding this material shall be submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until a method statement has been submitted to and approved in writing by the Local Planning Authority, and measures proposed to deal with the contamination have been carried out. Should no contamination be found during development then the applicant shall submit a signed statement indicating this to discharge this condition.

Reason: To ensure that risks from land contamination to the future users of the land and dwellings are minimised and to ensure that the development can be carried out safely without unacceptable risks to any future occupants, in accordance with Policy CS23 of the Tynedale Local Plan and the National Planning Policy Framework.

6. No buildings shall be constructed until a report detailing the protective measures to prevent the ingress of ground gases, including depleted Oxygen (<19%), to the CS2 standard specified in BS 8485:2015+A1:2019 (Code of Practice for the design of protective measures for Methane and Carbon Dioxide ground gases for new buildings), have been submitted to and approved in writing by the Local Planning Authority. The report shall contain full details of the validation and verification assessment to be undertaken on the installed ground gas protection, as detailed in CIRIA C735 (Good practice on the testing and verification of protection systems for buildings against hazardous ground gases).

Reason: In order to prevent any accumulation of ground gas, which may potentially be prejudicial to the amenity of the occupants of the respective properties, in accordance with Policy CS23 of the Tynedale Local Plan and the National Planning Policy Framework.

64. The development shall not be brought into use until the applicant/developer has submitted a validation and verification report to the approved methodology in Condition 63, which has been approved in writing by the Local Planning Authority.

Reason: In order to prevent any accumulation of mine gas, which may potentially be prejudicial to the amenity of the occupants of the respective properties, in accordance with Policy CS23 of the Tynedale Local Plan and the National Planning Policy Framework.

65. During the construction period, there should be no noisy activity from mobile plant, pneumatic equipment, power tools etc. audible at the site boundary, on Sundays or Bank Holidays or outside the hours: Monday to Friday - 0800 to 1800. Saturday 0800 to 1300.

Reason: To protect residential amenity and provide a commensurate level of protection against noise, in accordance with Policies CS19 and CS22 of the Tynedale Local Plan and the National Planning Policy Framework.

66. Deliveries and collections to and from the site during the construction phase of the development shall only be permitted between the hours: Monday to Friday - 08:00 to 18:00 and Saturday - 08:00 to 13:00 with no deliveries or collections on a Sunday or Bank Holiday.

Reason: To protect residential amenity and provide a commensurate level of protection against noise, in accordance with Policies CS19 and CS22 of the Tynedale Local Plan and the National Planning Policy Framework.

67. No development shall commence until a scheme to control dust has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include methods to control dust from works and site management responses to incidents and complaints about dust arising from the site. The development shall thereafter be undertaken and implemented for the duration of the site works in accordance with the approved details.

Reason: To protect residential amenity and provide a commensurate level of protection against dust, in accordance with Policy CS19 of the Tynedale Local Plan and the National Planning Policy Framework.

Informatives

01. The applicant is reminded that this permission is subject to the legal agreement under Section 106 of the Town and Country Planning Act 1990

02. The applicant/developer is advised to contact the Local Planning Authority prior to submission of reserved matters for the outline element of the site having regard to achieving an appropriate housing mix to meet the identified needs of the area and in order to make suitable provision for on-site open space and play provision as part of the layout.

03. You are advised to contact the Council's Highway Development Management team at highwaysplanning@northumberland.gov.uk concerning the need for a Section 38 Agreement of the Highway Act 1980 relating to the adoption of new highways.

04. You are advised that offsite highway works required in connection with this permission are under the control of the Council's Technical Services Division and will require an agreement under section 278 of the Highway Act 1980. These works should be carried out before first occupation of the development. All such works will be undertaken by the Council at the applicant's expense. You should contact Highway Development Management at highwaysplanning@northumberland.gov.uk to progress this matter.

05. You should note that a highway condition survey should be carried out before the commencement of demolition and construction vehicle movements from this site. To arrange a survey contact Highway Development Management at highwaysplanning@northumberland.gov.uk.

06. You are advised to contact the Council's Traffic Management Section at highwaysprogramme@northumberland.gov.uk before and during the construction period in respect of the need for temporary and permanent Traffic Regulation Orders associated with the development proposals and off-site highways works.

07. 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.

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

09. You are advised to contact the Council's Lighting Section on HighwaysStreetLighting@northumberland.gov.uk before and during the construction period with respect of street lighting to ensure sufficient illumination levels of the public highway.

10. The applicant/developer is advised to obtain the written approval of the Local Highway Authority for the details required under conditions 15 and 34, prior to the submission of such details to the Local Planning Authority in seeking to discharge the said condition. Such details, as may be submitted to the Local Highway Authority, could be subject to technical and safety assessments / audits, which may result in changes to the layouts and alignments as shown on any indicative layout(s) approved by virtue of the planning permission. The applicant is advised that the Local Planning Authority may reject details submitted to them for the discharge of the condition without evidence of technical approval from the Local Highway Authority. You can contact the Highway Development Management at highwaysplanning@northumberland.gov.uk.

11. The applicant/developer is advised that to discharge conditions 16 and 35 the Local Planning Authority requires a copy of a completed agreement between the applicant and the Local Highway Authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes. You can contact Highway Development Management at highwaysplanning@northumberland.gov.uk.

12. The applicant/developer is advised to obtain a technical approval for all estate street details from the Local Highway Authority prior to the submission of such approved details to the Local Planning Authority to discharge conditions 17 and 36 of this permission. You can contact the Highway Development Management at highwaysplanning@northumberland.gov.uk.

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

14. You should note that Road Safety Audits are required to be undertaken. Northumberland County Council offers this service. You should contact highwaysplanning@northumberland.gov.uk or 01670 622979.

15. You are advised to contact the Council's Highway Development Management team at highwaysplanning@northumberland.gov.uk concerning the Section 59 Agreement of the Highway Act 1980 relating to extraordinary expenses.

16. The culverting of any watercourse or alternations of any existing culverted watercourse will require the prior written consent of Northumberland County Council, under the Land Drainage Act (1991). Please contact the FCERM team (fcerm@northumberland.gov.uk) for further information.

17. You are advised that the Parish of Haltwhistle Public Footpath No.39 passes adjacent to the east of the application site's red line site boundary. Public Footpath No.39 shall be protected throughout, and no action should be taken to disturb the path surface, without prior consent from Northumberland County Council as Highway Authority, obstruct the path or in any way prevent or deter public use without the necessary temporary closure or Diversion Order having been made, confirmed and an acceptable alternative route provided.

18. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

19. Sub-Floor Void Ventilation Performance - The specification for a good performance is partly contained within B.6 of BS 8485:2015+A1:2019 and specifies: "The volume flow-through rate is governed by the size and number of side vents; for small to medium width buildings (up to 15 m wide), the minimum area of side ventilation should be 1500 mm²/m run of wall on at least two opposite sides". Very good performance would equate to side ventilation should be 2000 mm²/m run of wall on at least two opposite sides. Also, the void should be at least 150mm deep and internal supporting walls or sleeper walls in the sub-floor area should be adequately cross-ventilated.

20. Sealing and Verification of Service Ducts - The applicant/developer should ensure that as well as the top-hat being secured to the membrane (tape or weld) that the internal annulus of the duct holding each of the service pipes and conduits (water, gas, electric etc.) should be filled with a closed cell expanding foam such as FILOseal+ or FILOseal+HD produced by Filoform UK Ltd:

<https://www.filoform.co.uk/catalog/category/view/s/re-enterable-duct-sealingsystem/id/9/>

The applicant/developer should submit additional verification of how the annulus in the dwellings have been sealed, with what method and with photographic evidence.

21. There shall be no burning of any material associated with the construction phase on the site.

22. It would be expected that effective dust management should be employed during the demolition and construction works. Contractors and their employees should use effective dust minimisation techniques and controls which shall have regard to guidance such as: The Institute of Air Quality Management has produced very current documentation entitled "Guidance on the Assessment of Dust from Demolition and Construction" available at: <http://iaqm.co.uk/guidance/>

Additionally, the Mayor of London's office has produced robust supplementary guidance document entitled "The Control of Dust and Emissions During Construction and Demolition" which is available at: <https://www.london.gov.uk/what-we-do/planning/implementing-londonplan/supplementary-planning-guidance/control-dust-and>

The HSE also provide guidance on construction dust: <http://www.hse.gov.uk/construction/healthrisks/hazardous-substances/constructiondust.htm>

As do the CITB through the Construction Dust Partnership: <https://www.citb.co.uk/health-safety-and-other-topics/health-safety/construction-dustpartnership/>

23. 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. Developers should, therefore, fully appreciate the importance of obtaining competent professional advice. In all cases, the Council retains its rights under Section 79 of the Environment Protection Act 1990, in respect of the enforcement of Statutory Nuisance.

24. Your attention is drawn to the following comments from Network Rail, which should be taken into account and addressed in full as part of the development of the site:

Drainage

If a Network Rail-owned underline structure (such as a culvert, pipe or drain) is intended to act as a means of conveying surface water within or away from the development, then all parties must work together to ensure that the structure is fit for purpose and able to take the proposed flows without risk to the safety of the railway or the surrounding land.

Wayleaves and or easements for underline drainage assets

The position of any underline drainage asset shall not be within 5m of drainage assets, sensitive operational equipment such as switches and crossings, track joints, welds,

overhead line stanchions and line side equipment, and not within 15m of bridges, culverts, retaining walls and other structures supporting railway live loading.

Protection of existing railway drainage assets within a clearance area

There are likely to be existing railway drainage assets in the vicinity of the proposed works. Please proceed with caution. No connection of drainage shall be made to these assets without Network Rail's prior consent to detailed proposals. Any works within 5m of the assets will require prior consent. There must be no interfering with existing drainage assets/systems without Network Rail's written permission.

The developer is asked to ascertain with Network Rail the existence of any existing railway drainage assets or systems in the vicinity of the development area before work starts on site.

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0 m of overhead electrical equipment or supports.

Excavations/Earthworks

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rail's infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Armco Safety Barriers

An Armco or similar barrier should be located in positions where vehicles may be in a position to drive into or roll onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged. Given the considerable number of vehicle movements likely provision should be made at each turning area/roadway/car parking area adjacent to the railway. This is in accord with the new

guidance for road/rail vehicle incursion NR/LV/CIV/00012 following on from DfT advice issued in 2003, now updated to include risk of incursion from private land/roadways.

Fencing

Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

Method Statements/Fail Safe/Possessions

Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally, if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.

OPE

Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

Vibro-impact Machinery

Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

ENCROACHMENT

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or

adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Noise/Soundproofing

The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently, every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst-case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

Trees/Shrubs/Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Acceptable: Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrs Communis*), Fir Trees – Pines (*Pinus*), Hawthorne (*Cretaegus*), Mountain Ash – Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (*Shrubby Salix*), Thuja Plicatat "Zebrina"

Not Acceptable: Acer (*Acer pseudoplatanus*), Aspen – Poplar (*Populus*), Small-leaved Lime (*Tilia Cordata*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), Ash (*Fraxinus excelsior*), Black poplar (*Populus nigra var, betulifolia*), Lombardy Poplar (*Populus nigra var, italica*), Large-leaved lime (*Tilia platyphyllos*), Common line (*Tilia x europea*).

A comprehensive list of permitted tree species is available upon request.

Lighting

Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour

of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. Network Rail is required to recover all reasonable costs associated with facilitating these works.

The method statement will need to be agreed with: Asset Protection Project Manager, Network Rail (London North Eastern), Floor 3B George Stephenson House, Toft Green, York, YO1 6JT Email: assetprotectionlneem@networkrail.co.uk

Background Papers: Planning application file(s) 19/01489/FUL