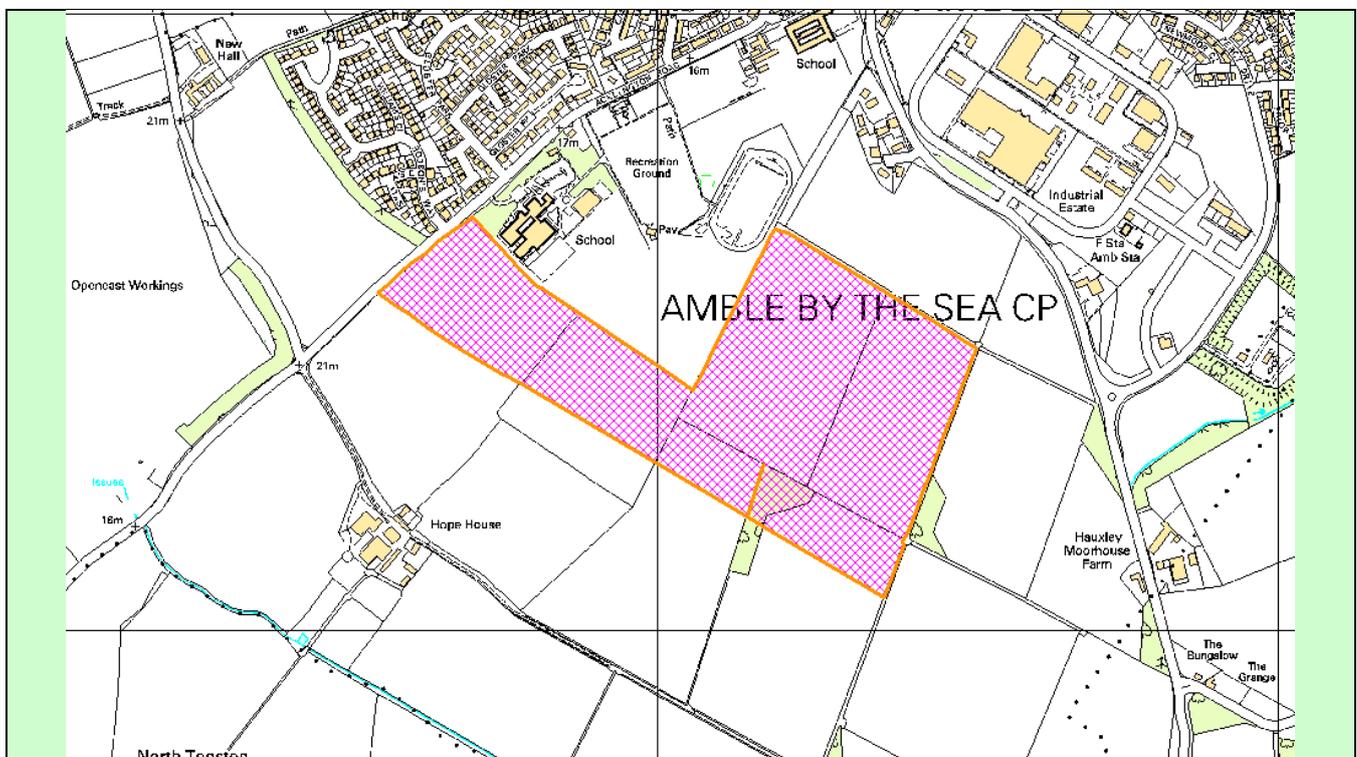


NORTHUMBERLAND

Northumberland County Council

Strategic Planning Committee – 5 September 2017

Application No:	16/04305/OUT		
Proposal:	Application for outline planning permission with some matters reserved for construction of residential development of up to 500 dwellings (including affordable homes), public open space, access to an existing highway and associated works		
Site Address	Land South And South East Of James Calvert Spence College, Acklington Road, Amble, Northumberland		
Applicant:	Mr Hindhaugh / Farmer Newton Hall, Newton on the Moor, Morpeth, NE65 9JU	Agent:	Mr Craig Van Bedaf, Pod Newcastle, Toffee Factory, Lower Steenberg's Yard, Newcastle upon Tyne, NE1 2DF
Ward	Amble West With Warkworth	Parish	Amble By The Sea
Valid Date:	5 January 2017	Expiry Date:	29 September 2017
Case Officer Details:	Name: Mr Neil Armstrong Job Title: Principal Planning Officer Tel No: 01670 622697 Email: neil.armstrong@northumberland.gov.uk		



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1. Introduction

- 1.1 This application is brought to the Strategic Planning Committee as it is a large-scale major development within Amble.
- 1.2 The application was deferred at the July meeting of the Strategic Planning Committee in order for a site visit to be undertaken to assess the impact of the development, which has been scheduled for the 5 September.

2. Description of the Proposals

- 2.1 Outline planning permission is sought with all matters reserved other than access for the development of up to 500 dwellings. The application site comprises agricultural land that extends up to 24.9 hectares in area. It is located on land to the south and south-east of the James Calvert Spence College (JCSC) on Acklington Road in Amble.
- 2.2 The vehicular access to the site is proposed to be taken from Acklington Road (B6345 highway) to the north-western boundary of the site. The school and playing fields of the JCSC form the northern boundary of the site along with a housing development being undertaken by Persimmon Homes on land adjacent to Marks Bridge and the A1068 highway. A parcel of agricultural land forms the eastern boundary of the site, which is also the subject of a recent outline planning application submitted for up to 166 dwellings on land north-west of Hauxley Moor House (17/01675/OUT). Agricultural land is also located beyond the southern boundary of the site, with a public right of way running adjacent to the boundary for a section and buildings and properties at Hope House further south/south-west. A large area of housing development is located on the north side of Acklington Road at Gloster Park and Gloster Meadows, although land to the east, south and west is open countryside.

3. Planning History

Reference Number: 77/A/347

Description: Construction of new high school and the laying out of school playing field on approx 12 ha (29 acres) at Acklington Road

Status: Approved

4. Consultee Responses

Amble Town Council	<p>Whilst not objecting to this development in principle, there are several concerns regarding the application.</p> <p>Access- Whilst the site itself is easily accessible by all methods of travel, suitable and safe, as the applicant has included a wide access point to and from the site itself, however the committee strongly disagree that once off the site there is capacity for the additional traffic on the present infrastructure or that it is suitable and safe especially for pedestrians.</p> <p>Acklington Road itself is a narrow road with a high volume of traffic and pedestrians to and from the adjacent housing estates as well as being the access for both James Calvert Spence College sites. The applicant's Transport Assessment</p>
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reports that in peak times it is forecast that a minimum of 50 % of the vehicles from the site will travel along Acklington Road towards the schools, the town centre and the A1068. It claims this is a good existing infrastructure yet a visual inspection will show the road surface is poor and the road itself is limited by the amount of parked cars along it as there is little in the way of off road parking for the residential properties. They claim little impact on the T junction of Acklington Road with Albert Street (A1068) yet their own impact survey also shows that by 2026 at the a.m. peak time this junction will show at 1.8 & 1.9 when 'RFC 1.0 or above: Junction operating above capacity, resulting in queues and delays'.

The extra volume of traffic turning north (left) at this junction will also increase the difficulty for traffic emerging from Bede Street who wish to go in the same direction but need a break in the traffic stream to do so. No account seems to have been taken of this effect nor has a survey been carried out here. There has been a substantial increase in residential developments in Amble since the figures used in the developer's traffic surveys; we would urge it is repeated with more recent data.

There are already six other roads from residential developments leading onto this road to the same junction. Whilst to date there have been few major incidents on this road, the residual cumulative impacts of this development will be severe and the incident figures could rapidly change.

The committee would urge that stronger attempts are made to try and obtain land so that a much safer vehicle access/egress can be made from the other end of the site directly onto the A1068. Perhaps this might be adjacent to the Persimmon site and that roundabout or alternatively by widening the area surrounding the present Right of Way onto the A1068 near the Hauxley junction.

If this access is allowed to remain then safer pedestrian/cycling access needs to be made for all but especially for pupils going to the JCSC sites. The applicant suggests that 'The proposed development will also provide a link to the existing Public Right of Way (PROW) on the eastern boundary of the site which provides a link to the A1068 further to the east. This route will also provide a safe and convenient pedestrian link to the town centre.' Yet this actually emerges directly onto the A1068 with the only footpath on the opposite side and is a considerable distance outside the town itself!

There is an old disused path which went from Albert Street/ Marks Bridge behind the JCSC site in South Avenue up to the running track area of the Acklington Road JCSC site and beyond. Could this be made into a safer pedestrian/cyclist route to the school and extended to the estate? This would more acceptably fulfil Policy 43 which requires that development will minimise conflict between road users; and minimise the adverse impact on communities and the environment. It would also be another closer, safer means of accessing the town centre from the estate.

Infrastructure- There is great concern throughout the present population of the effect upon the town facilities should all the applications currently passed and in the pipeline for development in Amble and Warkworth actually take place. The number far exceeds that agreed in NCC core strategies. At all meetings with the developer, members of Amble Town Council have emphasised the adverse impact of this development upon the infrastructure of the town. Whilst health facilities just about cope now, there is an extremely long waiting list to join the one dental practice in the town. The developer should carry out an urgent survey of the health facilities and their plans for coping with the extra patients all the new developments will bring to ascertain any assistance which they could give to alleviate any perceived problems. The first schools have limited capacity.

Whilst acknowledging that the development may enhance the service offer in the future, without adequate resources or assistance, the existing service offer will be strained by it. Even without the addition of these new houses, there is currently a desperate need for a large town car park so that residents can continue to support local businesses.

Northumbria Water have already stated that the present pumping station cannot take any more foul water yet no provision has been made in this application to alleviate this. Will the current source of mains water cope adequately with the addition of these and all the other approved developments?

Open Space Provision/ Landscaping- whilst the amount of open space and landscaped areas within the site are aesthetically pleasing and will encourage walking and cycling, the developer has indicated that they 'will agree a Management Plan with Northumberland County Council and Amble Town Council'. No indication of this has been given previously to Amble Town Council; indeed on each occasion that the two have met, when asked the developer agreed that an estate management plan would be put in place whereby the residents paid a fee into a private maintenance scheme.

Whilst it is admirable to encourage walking, there is a concern about provision of dog bins on the site. Who will supply, empty, replace these? The developer may supply in the beginning but it would become Amble Town Council's responsibility to replace them. Amble Town Council have already been told by Northumberland County Council that they do not have the resources or manpower to empty any more bins.

Play Provision- Similarly no discussions regarding play provision have yet taken place; indeed if they had then the developer would be aware that Amble Town Council took the decision some time ago that due to limited finances, it would not maintain estate play areas but use its resources to enhance a facility which is available to the community as a whole- Paddlers Park. Even if resources are initially allocated from the developer, when these end then the Council itself

would become responsible for maintenance.

Affordable Housing- 15% is included within the present outline. What assurances have we that this figure will remain? We would like to have seen some one bedroomed apartments in the mix for those wanting to get on the housing ladder as many of these are older single adults currently living at home due to the high starting price of property.

Second Homes: With the growth of the tourism element within the town, there is concern that more houses will become holiday or second homes and will not add to the viability and sustainability of the town. Is there any assurance that these properties will be permanent residences?

Amble Bypass: The committee are concerned that part of the site appears to impact on the previously preserved route for a future town bypass. Can we be assured that no development will be allowed in this zone?

Developer- At the meetings we were assured that Hindhaugh Homes would oversee the development of the whole site even though other housing providers would be building there. This was to ensure their standards and development ethos were upheld. This is not mentioned in any documentation.

S106 Agreement/ Community Infrastructure Levy- Amble Town Council would welcome early involvement in these discussions as there are many areas in which this could be utilised e.g. Town Centre Car Park, increased health provision, refurbishment of the running track, more recreation and leisure facilities etc.

Additional Comment

Members of Amble Town Council wish to add the following to their response to the above application.

In the previous response concerns were expressed about the number of dwellings proposed in regard to their access onto Acklington Road and progress towards the town itself. It was suggested that the safer route would be for the applicant to attempt to acquire land to enable the access to be directly onto the A1068.

In support of this, we draw the committee's attention to **Northumberland County Council Strategic Housing Land Availability Assessment 2016** for this site (0001):

'Comment on Suitability:Single access point from Acklington Road could serve a limited development. Improvements to Acklington Road may be required, pending further assessment. New roundabout and localised road widening may be required. Potential development in

	<p>conjunction with site 0022 for improved access which could serve a greater number of dwellings. Agent has confirmed that there is no intention to phase development with sites 0022...'</p> <p>Site 0022 is the field bordered by this site, the Persimmon's site, Moorhouse Farm and the A1068- thereby enabling direct access to the South roundabout of the A1068.</p> <p>'Potential Number of Dwellings: 250'</p> <p>'Comment on Delivery: Current single access point from Acklington Road restricts size of development....Yield reflects single access point from Acklington Road.'</p> <p>In view of the above recent NCC's officer's statements and recommendations, if this application is approved, Members urge either a condition to ensure the safer access route or a large reduction in the number of dwellings.</p>
NCC Highways	No objection subject to conditions to secure the details of the development.
NCC Countryside/ Rights Of Way	No objection or comments.
NCC County Archaeologist	Recommends that the applicant is required to commission a programme of archaeological evaluation (trial trenching) to inform the determination of this application, and all stages of archaeological assessment, including evaluation trenching, should be undertaken prior to the determination of this application.
NCC County Ecologist	No objection subject to appropriate mitigation being secured in respect of long-term management plan for maintenance of open space and contribution to strategic management of the Northumbria Coast SPA.
NCC Public Protection	No objection subject to conditions.
Lead Local Flood Authority (LLFA)	No objection subject to conditions.
Environment Agency	No response received.
Natural England	No objection subject to appropriate mitigation being secured in respect of long-term management plan for maintenance of open space and contribution to strategic management of the Northumbria Coast SPA.
The Coal Authority	No objection and no mitigation measures are required.
Northumbrian Water Ltd	The sewage pumping station to which this site would ultimately drain is currently unable to accommodate additional foul flows, however no objection is raised subject to a condition in respect of foul drainage and NWL will commence investment process to identify a solution to ensure foul flows can be accommodated should permission be granted.

Fire & Rescue Service	No objection in principle with some comments to be considered on layout. Welcome details of the proposed water supply scheme in order to assess fire hydrant provision.
Sport England	Objects as the application suggests that open space provision will be on site as part of the reserved matters application. No provision is however made for sport – either on site or off site.

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	706
Number of Objections	26
Number of Support	1
Number of General Comments	7

Notices

General site notice: 20th January 2017

Press Notice - Northumberland Gazette: 20th January 2017

Summary of Responses:

Following consultation on the application a total of 34 representations have been received, with 26 raising objections to the proposal. 1 representation in support has been received and 7 representations neither objecting nor supporting, although raising concerns on the proposals. The main issues raised in objection and concerns on the application include the following:

- Inadequacy of single access on to Acklington Road;
- Additional traffic and adverse impacts on wider highway network; parking and congestion within the town;
- Inadequate pedestrian links and footpath provision;
- Damage, noise and disruption from construction vehicles and during construction period;
- Lack of need for additional dwellings and concerns over overall scale;
- Lack of employment within the town and surrounding area;
- Impacts on existing infrastructure, education and healthcare provision;
- Lack of leisure facilities;
- Exceeds the housing numbers for Amble set out in emerging Core Strategy;
- Affordability of housing and securing affordable housing as part of development;
- Potential increase and impacts arising from second/holiday homes;
- Large-scale development of greenfield site;
- Adverse effects upon the character of the town;
- Development on the route of the proposed Amble bypass; and
- Impacts on wildlife, species and landscaping;

The above is a summary of the comments. The full written text is available on our website at: <http://publicaccess.northumberland.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=OH02KWQSL8600>

6. Planning Policy

6.1 Development Plan Policy

National Planning Practice Guidance (2014, as updated)

BE2 Regional and local archaeological significance - Alnwick District Wide Local Plan

BE8 Design in new residential developments and extensions (and Appendix A and B) - Alnwick District Wide Local Plan

CD18 Children's playspace - Alnwick District Wide Local Plan

CD32 Controlling development that is detrimental to the environment and residential amenity - Alnwick District Wide Local Plan

APPENDIX A Design and layout of new dwellings - Alnwick District Wide Local Plan

APPENDIX E Car parking standards for development - Alnwick District Wide Local Plan

APPENDIX F Open space standards - Alnwick District Wide Local Plan

S1 Location and scale of new development - Alnwick LDF Core Strategy

S2 The sequential approach to development - Alnwick LDF Core Strategy

S3 Sustainability criteria - Alnwick LDF Core Strategy

S4 The phased release of housing land - Alnwick LDF Core Strategy

S5 Housing density - Alnwick LDF Core Strategy

S6 Provision of affordable housing - Alnwick LDF Core Strategy

S11 Locating development to maximise accessibility and minimise impact from travel - Alnwick LDF Core Strategy

S12 Protecting and enhancing biodiversity and geodiversity - Alnwick LDF Core Strategy

S13 Landscape character - Alnwick LDF Core Strategy

S14 Development in the open countryside - Alnwick LDF Core Strategy

S16 General design principles - Alnwick LDF Core Strategy

S20 Providing for open space, sport and recreation - Alnwick LDF Core Strategy

S22 Energy efficiency - Alnwick LDF Core Strategy

S23 Planning obligations - Alnwick LDF Core Strategy

6.2 National Planning Policy

National Planning Policy Framework (2012)

National Planning Policy Guidance (2014, as amended)

6.3 Other Documents

Alnwick Landscape Character Assessment (2010)

Northumberland Landscape Character Assessment (2010)

Northumberland Key Land Use Impact Study (2010)

7. Appraisal

- 7.1 In assessing the acceptability of any proposal regard must be given to policies contained within the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material consideration and states that the starting point for determining applications remains with the development plan, which in this case contains policies from the Alnwick District Wide Local Plan (LP - 1997) and the Alnwick District LDF Core Strategy (ACS - 2007).
- 7.2 Paragraph 216 of the NPPF states that from the day of its publication, weight can be given to policies contained in emerging plans dependent upon the stage of preparation of the plan, level of unresolved objections to policies within the plan and its degree of consistency with the NPPF. Since the application was reported to the committee in July a motion to consider the withdrawal of the Northumberland Local Plan Core Strategy from independent examination was considered by Full Council at its meeting on 5 July 2017. At that meeting the Council resolved to withdraw the submitted Core Strategy from the examination process. On this basis of the above, and despite having regard to it in the previous committee report, no weight is being given to the emerging policy position in the determination of this application.
- 7.3 The main issues for consideration include:
- Principle of development
 - Housing Mix and Affordable Housing
 - Landscape and Visual Impact
 - Residential Amenity
 - Transport Matters
 - Flood Risk and Drainage
 - Ecology
 - Archaeology
 - Ground Conditions
 - Planning Obligations

Principle of Development

Sustainability

- 7.4 Policy S1 of the ACS identifies Amble as a Main Rural Service Centre with public transport links and a strong service base. It is considered that the site is well related to the existing settlement and to existing housing development, services and community facilities. The site is located outside of the settlement boundary that was formerly identified on the proposals map of the LP. However, this is not saved by any policy within the LP and therefore no weight can be given to former policies referring to this boundary and restricting development outside of this.
- 7.5 Policy S2 sets out a sequential approach to the location of new development. As the proposal is greenfield land adjacent to the built form of Amble it would fall under the second tier of this sequential approach. Although the NPPF does encourage the effective use of land by reusing previously developed sites, it does not set out a strict sequential approach to site selection such as that set out in Policy S2, thereby limiting the amount of weight that can be attached to this policy in the decision making process, given that the policy is

not considered to be wholly consistent with the NPPF. However, the site is considered to be a suitable location in relation to the settlement having regard to Policy S2.

- 7.6 Policy S3 sets out sustainability criteria for new development and any application should demonstrate that that all relevant criteria are met. These include that the development is accessible to homes, jobs, shops, services, the transport network and modes of transport other than the private car, and there is adequate existing or planned capacity in the physical and community infrastructure, or that additional capacity can be provided, as well as matters of environmental impacts. Some of the elements set out in Policy S3 will be considered further within this report, and having regard to planning obligations that may be required to make the scheme acceptable in terms of infrastructure, but in general the proposed development would be in accordance with the sustainability criteria identified within the Policy given it is well related in location and scale to a Main Rural Service Centre.
- 7.7 National planning policy in the NPPF does not specifically seek to preclude development on land outside of settlement boundaries or development on greenfield sites that have not been allocated for housing in a Development Plan. Rather, the NPPF seeks to promote sustainable development with paragraph 7 providing the starting point against which the sustainability of a development proposal should be assessed. This identifies three dimensions to sustainable development – an economic element, a social element and an environmental element.
- 7.8 Paragraph 14 of the NPPF then establishes a presumption in favour of sustainable development. For decision taking this means (unless material considerations indicate otherwise); approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in the Framework indicate development should be restricted.
- 7.9 It is acknowledged that the comments of the Town Council and objections/representations received during the application raise concerns in respect of potential impacts upon infrastructure within the town, including highways, drainage, education and healthcare. Matters in respect of highways and drainage will be considered later in this report having regard to comments from relevant consultees. Officers have also been liaising with the applicant's planning consultants, the Council's Education Team and the NHS Northumberland Clinical Commissioning Group (CCG) regarding the potential impacts of development upon education and healthcare provision. These are matters that will be considered as possible planning obligations in terms of contributions that may be secured under a Section 106 Agreement where evidenced and justified. There are on-going discussions in relation to the need for contributions on these matters, which if required will need to be agreed and secured by a S106 Agreement before any permission is granted should Members be minded to approve the application.

Housing Land Supply

- 7.10 Paragraph 47 of the NPPF requires Local Planning Authorities to boost significantly the supply of housing with paragraph 49 then advising that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
- 7.11 Given the above, officers consider that at the present time a significant supply of housing land can be demonstrated across the County as a whole with much of this supply benefitting from planning permission. In this regard, as of the 31 March 2017 there were extant planning permissions for approximately 12,400 dwellings. Furthermore, housing completions have accelerated in recent years. 1,531 new housing completions were achieved during 2016-17 with an average of 1,323 dwelling completions per annum over the last 3 years. Therefore in the context of paragraph 49 of the NPPF, the tilted balance in paragraph 14 is not engaged on the grounds of housing land supply. However given Policy S4 of the ACS for the supply of housing is out of date, NPPF paragraph 14 presumption in favour of sustainable development nevertheless applies. Due to the level of supply, officers are confident that the strong delivery that has been achieved recently will continue.
- 7.12 Whilst the development of the site would add to the existing supply of housing land, and there is a five year supply in the county, the need to ensure a 5 year housing supply is a minimum and not a maximum, and therefore additional housing can be permitted providing it is sustainable. The key consideration is whether the proposed development is considered sustainable development, in line with the ACS and the NPPF. The scale of development is considered to be acceptable in this location having regard to its role as a Main Rural Service Centre, subject to satisfying other matters as set out in this report.
- 7.13 In addition, the application site is currently in use as agricultural land. However, the land is categorised Grade 3 (Good/Moderate). The NPPF states that local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. Given its grading, the land is not considered to be of high quality, and as such the loss of this agricultural land to development is considered acceptable in principle.

Summary

- 7.14 The principle of development on the site of the proposal is supported by policies of the ACS. The scale of development proposed at this site is considered acceptable in principle. It is considered that the principle of new dwellings within Amble would be generally acceptable given its status in the ACS as a Main Rural Service Centre, and the scale of development would not undermine the ability to manage housing supply. The proposed location is considered to be a suitable location for new development at the proposed scale and it is considered that there would be no adverse effects on housing land supply should permission be granted. The principle of development on

the site is therefore considered to be acceptable and the site would be a suitable location for new housing development, subject to other elements of the development being acceptable to be discussed later in the report.

Housing Mix and Affordable Housing

- 7.15 Paragraph 50 of the NPPF advises that to deliver a wide choice of high quality homes Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. It goes on to state that Local Planning Authorities should identify the range of tenure and range of housing that is required and provide affordable housing in accordance with need.
- 7.16 Although submitted in outline with all detailed matters other than access reserved for approval, it is apparent that there is sufficient scope to provide an appropriate mix of housing as part of the proposed development. The submitted design and access statement suggests that the envisaged mix could be as follows:
- 15% or approx. 75 no. affordable 2 – 3 bedroom dwellings
 - 7.5% or approx. 40 no. 2 bedroom dwellings
 - 42.5% or approx. 210 no. 3 bed dwellings
 - 35% or approx. 180 no. 4 bed dwellings
- 7.17 Policy S5 of the ACS seeks a minimum site density of 30 dwellings per hectare, although it does go on to state that where there is a need to preserve or enhance the character of the area, particularly on settlement edges, lower densities may be considered. The proposal would result in a density of 20 dwellings per hectare. It is considered reasonable to attach a condition limiting the maximum number of dwellings to 500 in order to reflect the application as submitted and to ensure that development would be of an appropriate scale in relation to the surrounding area.
- 7.18 Policy S6 of the ACS seeks an appropriate level of affordable housing provision on all sites of 10 units or more or 0.33 hectares or more within Alnwick and Amble. The proportion of affordable housing and its type sought on each site will depend on the assessment of affordable housing need in the housing market area and in the local area. The policy refers to a target proportion of 35% based on the extent of need at the time between 2005 – 2010, however this is now clearly out of date.
- 7.19 The Northumberland Strategic Housing Market Assessment (SHMA - October 2015) includes up to date evidence of affordable housing need in Northumberland. The SHMA identifies an annual net shortfall in affordable housing across Northumberland of 191 dwellings per annum over the period 2014 to 2019. To address this, an affordable housing contribution will continue to be sought on all proposals involving residential development except in the circumstances set out in Planning Practice Guidance paragraph 031. This will be expected to be delivered on-site.
- 7.20 Following consultation with the Council's Affordable Housing team, officers have been advised that the application site is considered to be a suitable location for affordable homes and it is close to services at Amble. In this

instance on-site affordable housing delivery would be sought comprising 15% of 500 = 75 homes and the Council would normally seek a tenure split of 67% affordable rent and 33% intermediate housing (e.g. shared ownership or Discount Market Value (DMV)). In this case that would equate to 50 rented homes and 25 intermediate (shared ownership or DMV). The applicant's supporting statement acknowledges this requirement, which would need to be secured through a S106 agreement.

- 7.21 The Affordable Housing team has advised that the only caveat to providing a large number of affordable homes in Amble is that depending on the phasing and timing of the overall development (and any other contemporary development which may occur), a reassessment of the number of affordable homes required as the development progresses would be prudent. This will also be influenced by the willingness of Registered Provider's (RP) to acquire further homes based on their anticipated demand. It would therefore be appropriate to include conversion clauses in the S106 agreement to allow for the case where the rented homes could not be sold to an RP, in which case the tenure could be converted to DMV, and the Council now has a suitable suite of clauses in the S106 model.
- 7.22 In summary 50 no. rented homes and 25 no. on-site discount market value/shared ownership homes are requested for this site based on the numbers of homes proposed with conversion clauses included in the s106 to allow variation of tenure as may be appropriate at the time, which would be in accordance with the NPPF.

Landscape and Visual Impact

- 7.23 Having regard to its scale and location the proposal will have an impact upon the character and appearance of the site and wider area. New development is required to satisfy Policy BE8 / Appendix A of the Local Plan, Policies S5, S13 and S16 of the ACS, and the NPPF in relation to achieving a high quality of design that would be appropriate to the site and surrounding area.
- 7.24 The Government attaches great importance to the design of the built environment and, through Part 7 of the NPPF, recognises that good design is a key aspect of sustainable development which is indivisible from good planning and should contribute positively to making places better for people. Paragraph 57 of the NPPF stresses the importance of planning positively for the achievement of high quality and inclusive design for all development. Paragraph 64 reinforces this message by stating that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 7.25 Policy 13 of the ACS states all proposals will be considered against the need to protect and enhance the distinctive landscape character of the district, and will be assessed on their impact on the landscape. Policy S16 of the ACS advises that all development would be expected to achieve a high standard of design reflecting local character and distinctiveness and proposals should take full account of the need to protect and enhance the local environment having regard to their layout, scale, appearance, access and landscaping.

- 7.26 The Alnwick Landscape Character Supplementary Planning Document (2010) sets out opportunities for settlement expansion in Amble. The full extent of the site falls within a larger area of restored landscape character, and which identifies that positives are a flat, open site providing few layout constraints; good connections by road to the town centre, with the potential for pedestrian links to be created; access to shopping and educational facilities; potential to effect landscape improvements to an area that has few attractive features, thereby improving the setting of the town and potentially providing additional recreational resources for residents. Disadvantages of development that are identified in this area include its present characterless nature could be reinforced by poor design and could encourage urban sprawl. It does, however, identify that mitigation may be possible with careful master-planning; suitable boundary treatments; and opportunities for high quality public open spaces. The public right of way is identified as a higher sensitivity feature.
- 7.27 The Northumberland Local Plan: Core Strategy Pre-Submission Draft Plan has been withdrawn so is no longer material to the decision-making process. Some of its supporting evidence nevertheless remains as evidence on a topic basis and may be used to inform and guide the assessment of individual development proposals. In this regard of relevance to this application is the Northumberland Landscape Character Assessment.
- 7.28 The Northumberland Key Land Use Impact Study, Part A, Landscape Sensitivity at Settlement Edges (September 2010) provides an analysis of settlements around the county. This has an aim of guiding future development to the most appropriate locations, based on a review of the character of each settlement, boundaries and sensitivities within the surrounding landscape. The study identifies that areas to the south of Amble, including the application site, are considered to be of lower landscape sensitivity, and the potential exists to enhance the southern settlement edge and localised parts of the western settlement edge through careful localised development. The site falls within an area where the guidelines state the less sensitive southern settlement edges would benefit from enhancement, potentially through carefully designed new development.
- 7.29 Although the landscape sensitivity of the site is lower in this area, the layout and design of development on the sites, including landscaping, should have regard to the need to ensure that a good quality design is achieved for this location. In addition consideration needs to be given to the potential visual impact of any new development on existing residents within the vicinity of the site. These are matters that will need to be given further more detailed consideration within any application for reserved matters. However, based on the indicative masterplan and parameter plans in relation to the location, scale and density of development, as well as the design and access statement that has been submitted with the application, it is considered that the scale of development could be assimilated into the area without significant or adverse impacts upon the character and appearance of the site and wider landscape, and a suitable layout could be achieved.
- 7.30 The density of development proposed would be 20 dwellings per hectare, which is less than the 30 dwellings per hectare specified by Policy S5 of the ACS. However, the site lies at the edge of Amble adjacent to open countryside to the west and south, and therefore proposed density is

considered acceptable given the location of the site and its overall scale. In addition, the layout takes in to account the provision of areas of open space within the site, sustainable drainage mitigation, as well as the need to provide mitigation for ecological matters that will be discussed later in this report.

- 7.31 Whilst layout, scale, appearance and landscaping are reserved matters and subject to further detailed assessment, it is considered that the site could be developed without significant or unacceptable harm upon the character and appearance of the area and wider landscape. The indicative plans demonstrate that a suitable layout could be achieved, with areas of open space within the site and satisfactory distances between dwellings. On the basis of the submitted application it is officer opinion that the proposed development would not result in significant or unacceptable harmful impacts on the character and appearance of the site and surrounding area, and the proposals would therefore be in accordance with the LP, ACS and the NPPF.

Residential Amenity

- 7.32 The site is located in close proximity to existing housing development to the north on Gloster Meadows and Gloster Park, although it is separated by Acklington Road at its nearest point, as well as the buildings and playing fields of the JCSC. The site lies adjacent to the dwellings within the new Persimmon development at the north-eastern boundary of the site, which are at varying stages of construction. The nearest part of the site to the buildings and properties to the south at Hope Farm is around 260 metres.
- 7.33 A proposed development of this scale would result in some impacts on these nearest properties, as well as wider effects further afield. There would be a clear increase in the number of residents in the area and associated use, traffic and activity. In addition, development would alter the visual amenity of the area. The development would likely take place in phases over a relatively long timescale, and details of this can be secured by condition, along with a construction method statement for the site. The Council's Public Protection team has not raised any objections to the proposed development, and recommends a condition in relation to noise during construction that could be attached to any permission.
- 7.34 Matters of layout, landscaping, scale and appearance would need to be assessed as part of a future reserved matters application. However, the indicative masterplan submitted with the application is considered to show that an acceptable layout can be achieved in terms of effects on visual amenity and privacy of existing residents and that there would not be significant or harmful impacts on residential amenity. Subject to detailed design considerations, it is considered that development on this site could result in an acceptable form of development that would not result in significant or harmful impacts upon residential amenity, and that would accord with the development plan and the NPPF.

Transport Matters

- 7.35 New development will need to deliver an appropriate form of development in terms of highway safety and infrastructure having regard to Policy BE8 / Appendix A of the Local Plan, Policies S3 and S11 of the ACS and the NPPF.

Paragraph 32 of the NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

- 7.36 The application is accompanied by a Transport Assessment (TA). The document appraises the impact of the proposed development and includes an assessment of matters such as the accessibility of the development; trip generation; highway safety; and highways works necessary to facilitate the development. This has been assessed by the Council's Highways Development Management (HDM) team. Members will note that issues of the proposed scale of development, the proposed new access and wider effects on the highway network are matters that have been raised as concerns and objections from the Town Council and in other representations, and is therefore an important material consideration.
- 7.37 HDM advises that in assessing applications, the Highway Authority checks that the proposal will not result in an adverse impact on the safety of all users of the highway, the highway network or highway assets. The information submitted has been checked against the context outlined above, and HDM consider that the development will not have a severe impact on highway safety, providing suitable mitigation measures are accommodated through the imposition of appropriate planning conditions. On this basis no objections in principle are raised to the proposals.
- 7.38 HDM comment that the trip generation has been based upon the housing site opposite and is accepted to be representative and in the region of the average industry trip rates. There is sufficient capacity within the road network to accommodate any potential shortfall that may have resulted, thereby negating any need for any revised assessment. HDM advise that issues at the A1068/Acklington Road junction are perceived and not capacity related. There have been three accidents in the past five years at or close to the junction (all in 2013). The TA does not discuss the accidents in great depth, however there was only one accident at the junction in 2013. There were no common factors to the accidents to conclude that the highway network/infrastructure was to blame for the accidents.
- 7.39 The proposed development will include for a new priority junction to Acklington Road, with associated localised widening, in order to provide a protected right turn lane. Additional bus stops, shared footway/cycleway links, crossing points etc., will all form part of a Section 278 Agreement, pursuant to the Highways Act 1980. Final approval of the S278 highway improvement works will include consideration of a full technical/engineering submission, together with Stage 2, 3 and 4 Road Safety Audits (RSA) as part of that process. It is considered that any potential safety issues will be adequately addressed as part of the technical and RSA approval process.
- 7.40 The internal layout of the development is indicative only and does not form part of the outline approval. Access roads are required to be designed so as to encourage and maintain low vehicle speeds throughout the development area, with natural horizontal alignment of the estate road (short straights, tight bends) and not artificial traffic calming features. Priority should be given to cycleway and pedestrian desire lines to local facilities, including schools, recreational/community facilities, shopping areas, bus stops, etc. Should

outline permission be granted the applicant for reserved matters is advised to enter into pre-application discussions with the Planning and Highway Authority to agree broad principles of the internal layout prior to finalising any layout or the submission of a reserved matters/full planning application.

- 7.41 As the planning application is outline only, the pedestrian and cycleway routes within the development area will be considered and reviewed at subsequent reserved matters/full application stage. Again, the applicant is encouraged to enter into pre-application discussions in respect of the internal layout and pedestrian/cycleway links to the existing networks, particularly to nearby schools, recreational area, bus stops and local facilities. Primarily this will necessitate links through the northern boundary of the site to maximise sustainable travel options and routes. Off-site cycle connectivity facilities are very poor with no segregated cycleway provision in the vicinity, and reliance being made to on-carriageway cycling, which is not desirable for young/inexperienced cyclists. Further consideration will be given to improving off-site cycle facilities for which conditions can be imposed on any consent granted, or alternative S106 contributions where land restrictions exist.
- 7.42 In terms of public transport HDM advise that limited services are available on Acklington Road, and additional bus stops, lay-bys, together with bus shelters and associated infrastructure are required to be provided in the vicinity of the new site entrance to facilitate sustainable and convenient links to the new bus stops. Bus stops exist on the A1068, which will require access through adjacent land currently being developed by Persimmon Homes. A review of bus service routes in the area will promote the use of these bus stops, where previously they were not serviced.
- 7.43 In summary the following highway works have been identified by HDM, which will be subject of conditions and further approval as part of the S278 works:
- New estate road junction with Acklington Road serving the site;
 - Localised widening of Acklington Road at the new estate road junction in order to accommodate a ghost right turn lane facility. This will include for the provision of a pedestrian refuge in the central carriageway area to facilitate pedestrians crossing safely to the existing footway network and new bus stop on the opposite side of Acklington Road;
 - Provision of bus stops on Acklington Road, together with lay-bys, shelters, level access kerbing, clear markings and pole, etc;
 - Footway/cycleway connections between the estate road entrance leading toward the High School entrance;
 - Relocation of 30mph limit south westward along Acklington Road, together with gateway feature and associated works; and
 - Associated drainage, street lighting, road markings, signage works.

Additional conditions or information that should be submitted with a reserved matters application that is required to make the scheme acceptable include details of car parking; cycle provision; refuse storage; street lighting; and travel plan.

- 7.44 Whilst matters of access and highway safety have been identified as key areas of concerns during consultation on the application, on the basis of the

assessment and advice received from HDM no objection is raised subject to conditions as set out above. It is therefore considered that the proposed development is in accordance with Policy S11 of the ACS, Policies 41 and 41A of the NCS and will not have a severe impact upon highway safety having regard to the NPPF.

- 7.45 Some representations have also highlighted that the development would be built over the line of the proposed Amble bypass, which is shown on the proposals map of the LP taken from the A1068 to the south of Amble and heading northwards through the application site and to the west of the JCSC and Gloster Meadows. However, the relevant policies that would restrict development affecting the line of bypass routes across the former Alnwick District, including Amble, are not saved policies of the LP and therefore have no weight in the determination of this application. Officers have checked with relevant officers in Highways regarding future proposals, who have confirmed that the route has no status and the Core Strategy Transport Assessment identified no issues of note in Amble. This former constraint is therefore not a justifiable reason to refuse this application.

Flood Risk and Drainage

- 7.46 The site does not fall with Flood Zones 2 or 3, however given the proposed scale of development careful consideration needs to be given to ensure that the development of the site would incorporate acceptable measures for foul and surface water drainage and to ensure there would be no effects arising off-site from the proposals.
- 7.47 The NPPF advises that development should be directed towards areas at lowest risk from flooding and that Local Planning Authorities should ensure that development does not increase flood risk elsewhere.
- 7.48 The application has been submitted with a Flood Risk Assessment and Surface Water Management Strategy, which has been assessed by Northumbrian Water (NWL) and the Lead Local Flood Authority (LLFA).
- 7.49 NWL has responded to consultation stating that an enquiry was submitted to it by the applicant for allowable discharge rates and points into the public sewer for the proposed development. The NWL response to this enquiry identified that the sewage pumping station to which this site would ultimately drain is currently unable to accommodate additional foul flows. However, should the application be granted planning permission, NWL advises that it will commence its investment process to identify a solution to ensure additional foul flows can be accommodated. No objection has been raised to the application, although in order to agree a detailed drainage strategy following further investigative works regarding the sewage pumping station, NWL request that a condition is attached to any approval requiring details of the foul drainage to be submitted for approval prior to development commencing.
- 7.50 Additional information has been provided in order to address initial comments and objection from the LLFA. Following the most recent information the LLFA is satisfied with the proposed discharge rate leaving the development and has raised no objection subject to conditions.

- 7.51 Subject to conditions to be attached to secure the details of drainage infrastructure, including the use of SuDS, it is considered that the proposal would be acceptable in relation to drainage, flood risk and foul sewage, in accordance with the LP, ACS and the NPPF.

Ecology

- 7.52 Policies S3 and S12 of the ACS are relevant in relation to assessing the potential effects on protected species, ecology and biodiversity. Section 11 of the NPPF relates specifically to the conservation and enhancement of the natural environment and delivering a sustainable form of development will need to ensure that environmental considerations are fully addressed.
- 7.53 The application has involved consultation with Natural England and the Council's ecologists given the scale of development, potential impacts upon ecology on the site as well as in the wider area, including designated sites on the coastline.
- 7.54 The Council's ecologists initially responded highlighting that the habitats present on site are mostly improved grasslands of limited value, with some boundary features, such as hedgerows which are of ecological value. In addition a small woodland is present at the southeast limit of the site, and the concept design plan showing that the woodland is fully retained is welcomed. The main consideration identified is that the development has potential to impact the interest features of the Northumberland Shore Site of Special Scientific Interest (SSSI) and Northumbria Coast Special Protection Area (SPA). The birds associated with these sites feed and roost mostly on areas of rocky shore, though some of the SSSI species move inland for roosting and use sandy bays for foraging. These shore birds are susceptible to disturbance from recreational activities, particularly off-lead dog walking.
- 7.55 NCC as a competent authority will be required to undertake a habitat regulations assessment of the development, to assess if the development is likely to have a significant effect on the conservation objectives of the Northumbria Coast SPA. If the development is found to have a likely significant effect an appropriate assessment of the development is required in order to ascertain if the development adversely affects the integrity of the European site. In general the provision of 5 hectares of green space and footpaths secured by legal agreement around the site is positive. As originally shown on the indicative plans the green space was broken up into a number of small units, which make those areas less suitable for off-lead exercise than if a single large off-lead exercise area was available.
- 7.56 Given the additional number of dogs that may result from the development officers are advised that it seems very likely that the immediate dog walking facilities will be under significant pressure and given the limitations above it is likely that additional dog walking will be undertaken at the coast and therefore disturbance of birds associated with the Northumberland Shore SSSI and Northumbria Coast SPA will occur. Given this risk it is not possible to rule out that the development may have a likely significant effect on the conservation objectives of the Northumbria Coast SPA. However, in order to resolve this aspect given the concept site design and the current amount of on-site green space it is recommended that the developer contributes to funding of dog

wardening at the coast, which could be targeted at areas where disturbance is likely to occur or could provide funding to off-site green space such as at Druridge Bay Country Park. Natural England had also raised these similar issues as part of its consultation response.

- 7.57 The applicant has since provided amended plans and additional information in this respect, including wintering bird survey of the site as requested by ecologists. The indicative masterplan and related parameter plans look to respond to the guidance in terms of provision of a large single area of open space of a minimum of 6 hectares to the south-eastern part of the site. The plan also makes provision for footpaths to the periphery of the site connecting to the open space allowing for more inter-connected dog-walking routes around the site.
- 7.58 Following re-consultation Natural England has raised no objection subject to appropriate mitigation being secured, comprising a long-term management plan for the maintenance of the open space and a contribution to strategic management of the SPA. Natural England welcomes the amendments made to this proposal, which it advises address its concerns with regards to the provision of open space. It advises a long-term management plan to be put in place to ensure the open space remains well maintained and attractive to dog walkers.
- 7.59 The Council's ecologists also welcome the redesign of the green space provision and advise this will mitigate part of the impact to the Northumbria Coast SPA and Northumberland Shore SSSI, though its tenure will need to be secured under a long term management plan. With regard to potential effects on the SPA and SSSI additional mitigation for the residual impact is necessary, which could include footpath improvements or new linking footpaths to the south to ensure appropriate circular walks are available; a single financial contribution to fund coastal wardening, potentially to directly mitigate the impact of off lead dog walking at the coast.
- 7.60 In accordance with the Conservation of Species and Habitats Regulations given the proximity of the Northumberland Marine SPA, North Northumberland Dunes SAC, Coquet Island SPA and the Northumbria Coast SPA & Ramsar site the county council as a competent authority is required to undertake a habitat regulations assessment of the development, to assess if the development is likely to have a significant effect on the conservation objectives of the Northumbria Coast SPA. Given the mitigation proposed, and providing it is adequately secured, the ecologists conclude that the development is not likely to have a significant effect on the interest features of the above internationally important sites, and an appropriate assessment of the development is not required. Natural England concurs with the conclusion of the screening assessment, that if proposed mitigation is implemented, the project is unlikely to have significant effects on European designated sites alone or in combination.
- 7.61 In light of the above considerations, and subject to conditions and S106 agreement securing the necessary avoidance, mitigation and enhancement measures, there are not considered to be any unacceptable impacts on ecology and designated sites in the area. The proposal would therefore be in accordance with Policy S12 of the Alnwick Core Strategy and the NPPF.

Archaeology

- 7.62 Policy BE2 of the LP and Policy S15 of the ACS relate to matters of impacts on archaeology and the need to consider the impacts of development upon heritage assets. The application site has been subject to programmes of archaeological desk-based assessment and geophysical survey. These exercises have identified a potential for unrecorded archaeological features to occur on site. The Council's Conservation Team advise that no significant archaeological features are currently recorded within the application site. The assessment notes that the site was likely to be in agricultural use during the later medieval and post-medieval periods. The assessment identifies a potential for unrecorded archaeological remains dating from the later prehistoric (Later Bronze Age to Iron Age) and Romano-British periods. A geophysical survey was undertaken during April 2017. The survey identified a number of geophysical anomalies of potential archaeological origin. These anomalies were provisionally interpreted as being indicative of former field boundaries, ridge and furrow earthworks, and potentially enclosures of prehistoric origin. The line of a former railway trackbed was also detected. The trial trenching exercise has not yet been undertaken. The geophysical survey also clarified the extent of the former Togston surface mine.
- 7.63 In order to robustly assess the presence/absence and significance of the archaeological resource and inform the detail of a proportionate archaeological mitigation response, the Council's Conservation Team recommend that the applicant is required to commission a programme of archaeological evaluation trenching, informed by the results of the previous phases of work. In line with paragraph 128 of the NPPF, this exercise should be undertaken and the results submitted prior to the determination of the application.
- 7.64 At the time of preparing this report it is understood that the applicant has commissioned the further work that is required, which will need to be submitted to the Conservation Team for further comment. Whilst this work is on-going, should Members be minded to approve the application it is recommended that this is subject to archaeological matters being satisfactorily resolved and any conditions as recommended in order to satisfy Policy BE2 of the LP, Policy S15 of the ACS and the NPPF.

Ground Conditions

- 7.65 Policy S3 of the ACS includes a criterion requiring mitigation in respect of any physical and environmental constraints on the development of land as a result of contamination or land stability. Policy 40 of the emerging NCS also requires consideration of measures to mitigate impacts of development in relation to unstable and contaminated land.
- 7.66 The majority of the application site falls within the lower risk Coal Working Standing Advice Area, although there are parts that also fall within the higher risk Coal Working Referral Area. The applicant has provided relevant assessments and survey work in relation to ground conditions and potential contaminated land, and consultation has taken place with the Coal Authority and the Council's Public Protection team.

- 7.67 The Coal Authority has been provided with additional information on site investigation works, and based on this advises that coal mining legacy issues are not significant within the site and do not pose a risk to the proposed development. No objection is therefore raised and no specific mitigation measures are required as part of this development to address coal mining legacy issues.
- 7.68 In addition, on the basis of the submitted information Public Protection also raises no objection subject to conditions in relation to any unidentified contamination during development and securing ground gas protection measures. On this basis impacts can be appropriately mitigated and the proposal is considered to be in accordance with Policy S3 of the ACS and the NPPF.

Planning Obligations

- 7.69 Policy 23 of the ACS relates to securing planning obligations when these are necessary to make an application acceptable in planning terms. This may be in respect of contributions towards the provision or improvement of physical or social infrastructure or local environmental improvements as a result of the development, or to provide affordable housing. When considering the potential content of a legal agreement regard must be had to the tests set out in the Community Infrastructure Levy Regulations. By law, the obligations can only constitute a reason for granting planning permission if they are:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 7.70 Reference has been made earlier in this report to contributions for affordable housing and ecological mitigation. In addition to the above, contributions are also being considered in respect of off-site sport/recreation provision, education infrastructure, primary health care, and highway works.
- 7.71 As referred to earlier, given the scale of the development and concerns raised in representations, officers have also been in discussion with NHS Northumberland CCG in terms of potential impacts on healthcare infrastructure. The National Planning Practice Guidance sets out that the healthcare infrastructure implications of any relevant proposed local development can be considered in determining planning applications. The CCG has advised that 500 dwellings create a significant additional primary care workload in an area already stretched in capacity. In addition more than 200 dwellings are already being constructed in Amble, with further planned developments. There are on-going discussions with officers, the applicant and the CCG in terms of considering the effects of the development on health infrastructure in order to consider whether there is justification for such a contribution, and if so to secure an appropriate contribution through the application. These will also consider the implications of other proposed development submitted in more recent applications within the town, including 17/01675/OUT (166 dwellings – land north-west of Hauxley Moor House) and 17/01677/OUT (272 dwellings – land north-east of Amble Sewage Treatment Works). It is hoped to update Members further at the committee meeting

where possible, although this may need to be negotiated further prior to completion of the Section 106 should Members be minded to approve the application.

- 7.72 Officers are also continuing discussions with the applicant and colleagues in Education in relation to the potential effects of the development upon education provision and any contribution that may be required as a result of the proposal.
- 7.73 Although not a statutory consultee on the application, Sport England has responded to a consultation on providing advice on the basis that the proposal is for more than 300 dwellings. There is an objection from Sport England on the basis that the additional population will generate additional demand for sports facilities, which if not met may place additional pressure on existing sports facilities. The applicant's supporting statement and indicative plans suggest that open space will be provided on site, with further details submitted as part of the reserved matters, although no provision is made for sport, either on or off-site. A contribution could be made towards sports facilities within the town, and officers have sought advice from Active Northumberland in terms of evidence of current provision and any deficiencies that may exist in this respect. This would form the basis of further S106 discussions to ensure that appropriate contributions or provision were secured from the development. In addition, officers have invited Amble Town Council to advise on specific areas/projects where contributions in relation to sport/recreation/leisure are required.
- 7.74 Overall, it is considered that there is broad agreement in principle with the applicant in respect of matters to be secured as planning obligations, although the final details and sums for these are still to be determined. It is anticipated that where there is evidence of need the Section 106 Agreement would provide for provision or contributions towards affordable housing, education, healthcare, sport/recreation, ecological mitigation and off-site highway works.

Other Matters

- 7.75 The report considers the proposed development on its merits, although officers are also mindful of the existing development and permissions within Amble, including the Persimmon site, as well as the more recent housing applications that have been submitted and have just gone through the consultation process. Officers have considered the proposed development in light of the existing permissions and scale of development in relation to Amble, and having regard to consultee responses in relation to matters such as impacts upon highways and drainage. As set out officers are also considering the proposal having regard to impacts on other infrastructure such as education and healthcare, with a view to securing provision or contributions to any improvements as necessary. The Local Planning Authority will also need to consider these matters as part of the assessment of the more recent applications, whether Members are minded to approve this application or otherwise, and these applications will also need to be considered on their merits, and having regard to overall housing supply and associated impacts.

8. Conclusion

- 8.1 Subject to the recommended conditions and agreeing a Section 106 agreement, it is considered that the proposed location and scale of development would be sustainable in relation to economic and social considerations. It would deliver economic benefits through new housing and in social terms would deliver market and affordable housing in an appropriate location, which would help to sustain the existing community and associated services, as well as being able to contribute to improvements to existing services. In terms of its environmental role there would not be any significant or unacceptable harmful impacts on the site and wider area and the development could be assimilated into this location, subject to further consideration of the final layout and appearance of the dwellings.
- 8.2 The report also considers potential effects in relation to effects on heritage assets, residential amenity, highway safety, drainage and flood risk, ecology and ground conditions. There are not considered to be any harmful environmental impacts, whilst any effects can be mitigated through appropriate conditions, or will require further assessment at the reserved matters stage. It is therefore considered that sustainable development would be achieved in this case having regard to the relevant policies of the development plan and the NPPF. The identified development plan policies are considered to be consistent with the NPPF, and the scheme therefore represents sustainable development.

9. Recommendation

That Members be minded to **GRANT** permission subject to the resolution of outstanding matters in respect of archaeology, and subject to the completion of a legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990 to secure 15% affordable housing provision; education contribution; healthcare contribution; sport and play contribution; highway infrastructure contribution; provision of ecological mitigation, and subject to the following conditions and others deemed necessary and delegated to officers following further responses:

Conditions/Reason

01. Approval of the details of the layout, scale, appearance and landscaping of the site (hereinafter called the reserved matters) in each phase shall be obtained from the Local Planning Authority in writing before any development is commenced in that phase. Thereafter, development shall not be carried out other than in accordance with the approved details.

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

02. Application for the approval of the reserved matters 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).

03. The development 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).

04. Prior to the commencement of development a Phasing Programme shall be submitted to and approved in writing by the Local Planning Authority which shall identify the phasing of infrastructure, landscaping, on and off site public open space and residential areas of the development hereby approved. Thereafter the development shall be undertaken in full accordance with the approved Phasing Programme.

Reason: To ensure that the development progresses in a co-ordinated manner in accordance with the National Planning Policy Framework.

05. The development hereby approved shall be limited to no more than 500 dwellings.

Reason: In the interests of the satisfactory appearance of the development upon completion in accordance with the National Planning Policy Framework.

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

715-HIN SK-00.01 – Location Plan

Transport Assessment (SAJ Transport Consultants – Final November 2016) including JN1159-Dwg-0001 – Site Access Review

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

07. Notwithstanding further consideration of details of layout, scale, appearance and landscaping, and without giving approval at this stage to and the need for further assessment of the internal access road layout, the development shall be carried out in general accordance with the broad principles of the following:

715-HIN SK-10.01 C – Site Plan as Proposed

715-HIN SK-10.11 (05:17) – Parameter Plans – Building Scale

715-HIN SK-10.12 (05:17) – Parameter Plans – Land Use

715-HIN SK-10.13 (05:17) – Parameter Plans – Landscaping

715-HIN SK-10.14 (05:17) – Parameter Plans – Density

715-HIN SK-10.15 (05:17) – Parameter Plans – Building Platform

715-HIN SK-10.16 (05:17) – Parameter Plans – Landmarks

Reason: To achieve a satisfactory form of development in the interests of the character and appearance of the area.

08. No dwelling in a phase hereby approved shall be occupied unless and until a detailed Open Space Management and Maintenance Scheme for the maintenance

and management of all areas of open space (excluding private gardens) within that phase has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full upon the substantial completion of the landscaping works approved under Condition 1 (or as may otherwise be approved in writing by the Local Planning Authority) in respect of that phase. Details to be submitted shall include;

- i) Details of landscape management and maintenance plans
- ii) Details of planting, grass cutting, weeding and pruning
- iii) Inspection, repair and maintenance of all hard landscaping and structures
- iv) Management, monitoring and operational restrictions
- v) Maintenance and planting replacement programme for the establishment period of landscaping
- vi) Establish a procedure that would be implemented in the event of any tree (or item of soft landscaping) being removed, uprooted/ destroyed or dying which shall ensure that any soft landscaping removed, dying or becoming seriously damaged, defective or diseased within 5 years from the substantial completion of development in that phase shall be replaced within the next planting season with soft landscaping of a similar size and species to that which it is replacing.

The open space areas provided shall be retained for their intended purpose at all times thereafter unless otherwise is approved in writing by the Local Planning Authority.

Reason: To ensure appropriate maintenance and management of open space in accordance with Policy S16 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

09. Any landscaping approved under condition 1 above in respect of a phase shall be completed in all respects within 6 months of the substantial completion of plot development in that phase.

Reason: In the interest of amenity, ensuring a satisfactory form of development having regard to Policy S16 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

10. The Reserved Matters to be submitted under Condition 1 shall include details of the proposed boundary treatments for each dwelling in the phase to which those Reserved Matters relate and no dwelling shall be occupied in that phase unless and until the boundary treatments for that dwelling as approved by the local planning authority have been provided in full. All garden boundary fences or walls shall include a gap at the base measuring a minimum 13cm x 13cm to allow continued access through the site for hedgehog.

Reason: In the interests of visual amenity, highway safety and biodiversity, in accordance with Policies S11, S12 and S16 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

11. No development shall take place in a phase until a Demolition/Construction Method Statement for that phase has been submitted to and approved in writing by the Local Planning Authority. The approved Demolition/Construction Method

Statement shall be adhered to throughout the demolition/construction period. The Demolition/Construction Method Statement 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. measures to control the emission of dust and dirt;
- vii) routing of heavy construction vehicles and deliveries;
- viii) site access and any turning facilities required for construction vehicles;
- ix) the approximate phasing of construction works;
- x) vehicle movements and numbers;
- xi) measures to be put in place to safeguard during construction works the existing trees and hedgerows on and adjacent to the boundaries of the site;
- xii) details in respect of any temporary lighting, which shall be designed so that lighting levels are minimised in accordance with the document 'Bats and Lighting in the UK', Institute of Lighting Engineers and BCT, 2009; and
- xiii) arrangements to ensure that all trenches and excavations deeper than 0.3 metres left open overnight have a ramp installed at an angle of no more than 45 degrees to allow the escape of entrapped mammals;

The approved statement shall be implemented and complied with for the full duration of the construction works associated with that phase.

Reason: In order to achieve a satisfactory form of development and protect general amenity in accordance with the National Planning Policy Framework.

12. The Reserved Matters to be submitted under Condition 1 above in respect of any phase of the development hereby permitted, shall include full details of the proposed levels for that phase including finished floor levels of any buildings and associated structures, compared to existing levels on the site. Thereafter the development in that phase shall be constructed in full accordance with the approved levels unless otherwise approved in writing by the local planning authority.

Reason: In the interests of visual amenity of the area, in accordance with Policy S16 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

13. No development shall commence until details of proposed pedestrian and cycle connectivity to local facilities, including high school, sports and recreational grounds; toward and along the A1068; and to adjacent Public Rights of Way routes, have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the works shall be completed in accordance with the approved scheme to the satisfaction of the Local Planning Authority and in accordance with timescales to be agreed with the Local Planning Authority.

Reason: In the interests of encouraging sustainable modes of travel and connectivity to local facilities, in accordance with Policy S11 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

14. Notwithstanding the details provided and the plans hereby approved, no dwelling shall be occupied unless schemes to provide:

- a) a new vehicular access/junction to the site from the public highway;
- b) localised widening of the Acklington Road carriageway at the site entrance to provide a protected ghost right turn lane, together with associated works;
- c) bus stops, laybys, shelters, pedestrian links/refuge and all associated works on and adjacent to the Acklington Road in the vicinity of the new estate road junction/access;
- d) a 3 metre wide cycleway, segregated from the carriageway, together with associated street lighting, leading along the site frontage, extending north eastward to the High School site access.
- e) an extension of the 30mph limit and gateway feature south westward of the new estate road junction, together with associated works

have been completed to the satisfaction of the Local Planning Authority, in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason (a) & (b): In the interests of highway safety, amenity and encouraging sustainable modes of travel, in accordance with Policy S11 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

15. Prior to the commencement of development within each phase, samples of the materials to be used in the construction of the external surfaces of the adoptable highway elements of the estate for that estate shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details for that phase.

Reason: In the interests of visual amenity, in accordance with Policy S11 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

16. No development shall commence until an Estate Street Phasing and Completion Plan has been 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 will be completed. The development 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 S11 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

17. No development shall commence until details of proposed arrangements for future management and maintenance of the proposed streets within the site have been 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 S11 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

18. No development shall commence until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been 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 S11 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

19. The development shall not be occupied until details of refuse storage facilities and a refuse storage strategy have been submitted to and approved in writing by the Local Planning Authority. The approved refuse storage facilities shall be implemented before the development is occupied. Thereafter, the refuse storage facilities and refuse storage strategy shall operate in accordance with the approved details.

Reason: In the interests of the amenity of the surrounding area and highway safety, in accordance with Policy S11 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

20. The Reserved Matters to be submitted under Condition 1 shall include details of car and cycle parking for all dwellings in the phase to which those Reserved Matters relate and no dwelling shall be occupied in that phase unless and until the car and cycle parking for that dwelling as approved by the local planning authority has been provided in full. Thereafter, all such car and cycle parking arrangements shall remain in place at all times.

Reason: In the interests of highway safety and sustainable transport choices, in accordance with Policy S11 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

21. Prior to occupation of any dwelling in a phase, details of surface water drainage to manage run-off from private land to the adoptable highway elements of the estate in that phase, 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 for that phase before the development is occupied and thereafter maintained in accordance with the approved details for that phase.

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 Policies S3, S11 and S16 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

22. The development shall not be occupied until details of a Framework Travel Plan in respect of each of the occupiers of any building on the application site have been submitted to and approved in writing by the Local Planning Authority. At all times thereafter the approved Framework Travel Plan shall be implemented in accordance with the approved details. This Framework Travel Plan must include:

- i. the contact details of a suitably qualified Travel Plan Co-ordinator;
- ii. an implementation programme;
- iii. an on-site assessment including details of transport links to the site, on-site facilities and any transport issues and problems;
- iv. clearly defined aims and objectives in relation to travel modes; and
- v. clearly defined senior management and staff responsibilities and roles in the implementation of the Framework Travel Plan.

Reason: In the interests of Sustainable Development, in accordance with Policies S3 and S11 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

23. The reserved matters to be submitted under Condition 1 above in respect of each phase of the development hereby permitted shall include a schedule of all proposed external facing materials to be used in respect of the dwellings. The development in that phase shall be carried out in full accordance with the approved details.

Reason: In the interests of visual amenity in accordance with Policy S16 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

24. Prior to the commencement of development in a phase a scheme for the management and disposal of foul sewerage from development in that phase shall be submitted to and approved in writing by the local authority. Thereafter that approved foul sewerage infrastructure shall be provided in full prior to the first occupation of any dwelling in that phase and shall remain in place at all times thereafter and shall be managed and maintained in full accordance with the approved details.

Reason: To prevent the increased risk of flooding from any sources in accordance with Policies S3 and S16 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

25. If during the 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 a signed statement indicating this shall be submitted 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 S3 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

26. No development shall commence until a report detailing the protective measures to prevent the ingress of ground gases, to the standards required in BS8485:2015 (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 S3 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

27. The development shall not be brought into use until the applicant has submitted a validation and verification report to the approved methodology in Condition 26, which has been approved in writing by the Local Planning Authority.

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 S3 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

28. During the construction period, there should be no noisy activity from the development, i.e. audible at the site boundary, on Sundays or Bank Holidays or outside the hours: Monday to Friday - 0800 to 1800, Saturday 0800 to 1300. Any repeatedly noisy activity at any time may render the developer liable to complaints which could result in investigation as to whether a statutory nuisance is being caused.

Reason: To protect the amenity of local residents, in accordance with Policy CD32 of the Alnwick District Wide Local Plan.

29. The Reserved Matters to be submitted under Condition 1 shall include details to ensure that the dwellings in the phase to which those Reserved Matters relate are sustainable with regard to energy efficiency and/or renewable energy generation. Thereafter, the construction of those dwellings shall incorporate in full the approved energy efficiency / renewable energy generation measures.

Reason: To ensure that the development contributes to a reduction in carbon emissions in accordance with Policy S22 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

30. The reserved matters to be submitted under condition 1 in respect of any phase of the development involving the erection of dwellings shall include details regarding the location and specification of the play area provision for that phase and a timetable for its provision. Thereafter the play areas shall be implemented in full accordance with the approved timetable and thereafter such play area provision shall be maintained in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To achieve a satisfactory form of development and to secure appropriate provision for on-site play provision in accordance with Policy CD18 of the Alnwick District Wide Local Plan, Policy S20 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

31. No dwelling shall be occupied until details of refuse storage facilities and a refuse storage plan for the development 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 arrangement for the provision of the bins. The approved refuse storage facilities shall be implemented before the development 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 Policies S3 and S16 of the Alnwick District LDF Core Strategy and Chapter 7 of the National Planning policy Framework.

32. Prior to the installation of any services (i.e. water/electric/gas/telecommunication) within the development site, details for the installation of a fire hydrant(s) to serve the development shall be submitted to the Local Planning Authority, in consultation with Northumberland Fire and Rescue Service, for approval in writing. The details shall include the location and specification of the fire hydrant facilities to be installed in accordance with the requirements of BS 750:2012 "Specification for Underground Fire Hydrants and Surface Box Frames and Covers", National Guidance on the Provision of Water for Firefighting and/or to the satisfaction of the Northumberland Fire and Rescue Service. Thereafter, no dwelling shall be occupied until the approved scheme for fire hydrant provision has been implemented in full and the hydrant(s) is/are operational in accordance with the approved details.

Reason: To ensure the development is sufficiently served by equipment for the use of the emergency services in accordance with Chapter 8 of the National Planning Policy Framework.

33. Prior to the occupation of dwellings in each phase, a scheme for the provision of bird boxes and bat boxes which are tree mounted and integrated into the fabric of the buildings shall be submitted for the written approval of the Local Planning Authority. The scheme shall detail the location, height, orientation, numbers and specification of bird nesting provision. The approved scheme shall be implemented in full prior to the dwellings of that phase being occupied.

Reason: To protect and enhance the biodiversity of the site, in accordance with Policy S12 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

34. Prior to the occupation of dwellings in each phase, a scheme for the installation of any permanent and temporary external lighting on the site shall be submitted to and agreed in writing with the Local Planning Authority. The lighting scheme should be designed so that lighting levels are minimised in accordance with the document 'Bats and Lighting in the UK', Institute of Lighting Engineers and BCT, 2009. The approved scheme shall be implemented in full prior to the dwellings in that phase being occupied.

Reason: To prevent the risk of harm to protected species from the outset of the development, in accordance with Policy S12 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

35. Retained hedgerows and the woodland at the southern boundary of the application site shall be protected at all times from root compaction during the course of the development works in accordance with the guidance set out in BS5837:2012

Trees in Relation to Design, Demolition and Construction: Recommendations' British Standards Institution, 2012.

Reason: To maintain and protect the existing landscape and biodiversity value of the site, in accordance with Policy S12 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

36. i) All trenches and excavations deeper than 0.30m left open overnight should have a ramp installed at an angle of no more than 45 degrees to allow the escape of entrapped mammals.

ii) Gaps shall be created and retained in all boundary fences between dwellings to allow the passage of small mammals such as hedgehog. Gaps shall measure no less than 13cm by 13cm.

Reason: To enhance the biodiversity of the site for a UK BAP priority species, in accordance with Policy S12 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

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

Reason: To protect nesting birds, all species of which are protected by law, in accordance with Policy S12 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

38. Prior to the commencement of development a green space management plan shall be submitted for the written approval of the Local Planning Authority. The scheme shall detail all aspects of management of all green space at the site to ensure it is well maintained, including the following:

- surfacing of footpaths and footpath maintenance.
- the provision of dog foul bins and provision for emptying those bins.
- provision for mowing, cutting, pruning, weeding and litter picking of all green space areas.
- the replanting/reseeding of failed areas of grass seed, shrubs and trees.
- the management of woodland, including the retention of deadwood and replanting with native species.
- the provision and maintenance of interpretation materials, including an interpretation board and information leaflet provided to each house, to direct dog walkers to dog walking routes, green space and responsible dog walking which avoids impacting coastal birds.
- a review of the management plan every 5 years and revision of the plan only with written agreement of the LPA.

Once approved the scheme shall be implemented in strict accordance with the details of the scheme.

Reason: To prevent harm to nationally and internationally important nature conservation sites, in accordance with Policy S12 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

39. Prior to the commencement of development 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. Restrict discharge from the development to 39.6l/s 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.

ii. Adhere to the principles as set out in the drainage strategy from ID Civils dated 19 June 2017 - revision B.

iii. Provide attenuation on site for the 1 in 100 year plus climate change event (+40%) and an allowance for urban creep.

iv. Incorporate source control and site control SuDS, namely, vegetated sustainable drainage techniques throughout the development wherever possible and practicable, justification for alternatives should be by means of a viability assessment.

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 Policies S3 and S16 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

40. Prior to first occupation of any dwelling, details of the adoption and maintenance of all SuDS features shall be submitted to and agreed by the Local Planning Authority. A maintenance schedule which includes details for all SuDS features for the lifetime of development shall be comprised within and be implemented forthwith in perpetuity.

Reason: To ensure that the scheme to disposal of surface water operates at its full potential throughout the development's lifetime, in accordance with Policies S3 and S16 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

41. Prior to the commencement of development a scheme which mitigates any overland surface water flows into the development shall be undertaken and any mitigation carried out within the development. The development shall thereafter be undertaken in accordance with the approved details.

Reason: To prevent the ingress of off-site surface water entering any dwellings on site, in accordance with Policies S3 and S16 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

42. Prior to the commencement of development details of the disposal of surface water from the development through the construction phase shall be submitted to and agreed with 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 Policies S3

and S16 of the Alnwick District LDF Core Strategy and the National Planning Policy Framework.

Informatives

01. The applicant/developer is reminded that the site is subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

02. The applicant/developer is advised to enter into pre-application discussions with the Local Planning and Highway Authority in respect of the internal layout of the site in order to establish broad principles of the adoptable highway network.

03. 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 condition 16 of this permission. You can contact the Highway Development Management at highwaysplanning@northumberland.gov.uk

04. 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.

05. You are advised that off-site 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.

06. You should note that Road Safety Audits are required to be undertaken regarding the off-site highway works. Northumberland County Council offer this service. You should contact 01670 620295

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

08. 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.

09. 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 the Section 79 of the Environment Protection Act 1990, in respect of the enforcement of Statutory Nuisance.

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

11. In 2011, the Government announced that it wanted the UK to have the best broadband internet network in Europe by the end of the decade.

Northumberland County Council wants to make Northumberland a place that attracts new business, helps enterprise flourish and give everyone the opportunity to make the most of the latest technology. We all know the benefits of the internet; it provides access to a world of information, it's invaluable in terms of business, helps us keep in touch with friends and family, and provides an opportunity to unwind.

It is therefore important that new developments have superfast broadband installed from the outset and in most cases this will be possible with no additional costs to developers. If you are unsure who to contact in order to get information on installing fibre broadband then you can contact the County Council's iNorthumberland team for independent advice - email info@northumberland.org.uk or call 01670 626 001

Background Papers: Planning application file(s) 16/04305/OUT