

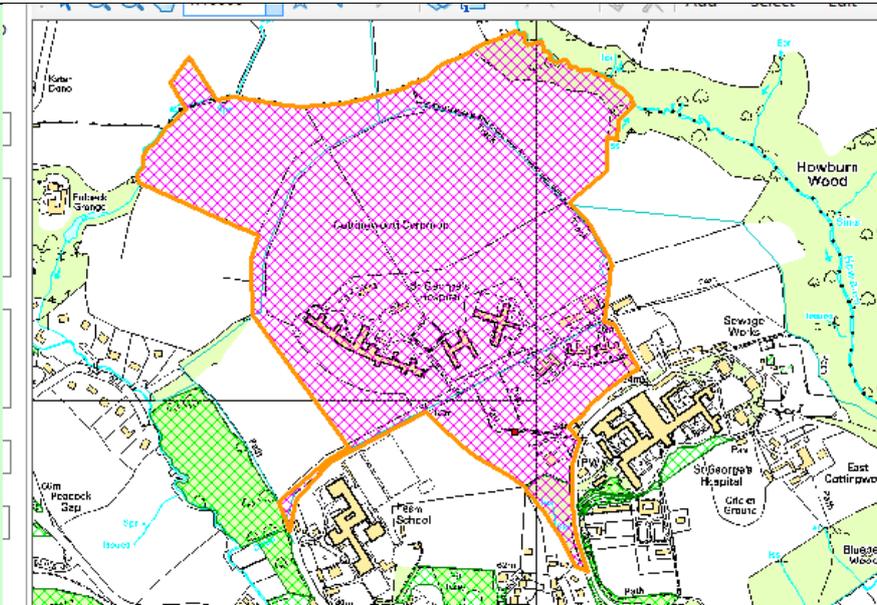


Northumberland County Council

Strategic Planning Committee 4th January 2022

Application No:	21/01619/VARYCO		
Proposal:	Variation of conditions : 3 (approved plans) pursuant to planning approval 16/00994/FULES		
Site Address	Land West Of St Georges Hospital, Morpeth, Northumberland,		
Applicant:	Homes England C/O Agent (Mr Ian Cansfield), Cundall, Partnership House, Cundall Regent Farm Road Gosforth Newcastle Upon Tyne NE3 3AF	Agent:	Mr Ian Cansfield Partnership House, , Cundall , Regent Farm Road, Gosforth Newcastle Upon Tyne NE3 3AF
Ward	Morpeth North	Parish	Morpeth
Valid Date:	20 April 2021	Expiry Date:	20 July 2021
Case Officer Details:	Name: Mrs Tamsin Wood Job Title: Senior Planning Officer Tel No: 01670 625545 Email: tamsin.wood@northumberland.gov.uk		

Recommendation: That this application be GRANTED permission



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1. Introduction

1.1 This application is to be determined at Strategic Planning Committee given the proposal is for over 100 dwellings.

2. Background

2.1 A 'Hybrid planning application, under reference 16/00994/FULES which comprised a detailed application for the construction of a link road and junction to connect to Morpeth Northern Bypass and outline application for development of up to 875no. dwellings (C3), local centre (A1, A2, A3, A4, A5, D1, D2, B1), restaurant/public house (A3, A4) and associated open space, with all matters reserved except for site access,' was approved on the 4/5/18. This was subject to conditions and a section 106 agreement. Condition 1 of the planning consent requires that the submission of the first reserved matters application be made before the expiration of 3 years of the date permission was granted. As the consent was granted on 4th May 2018, this requires a reserved matters application to be submitted by 4th May 2021. The first reserved matters application has been submitted prior to this date and as such the original permission is extant.

2.2 The applicant, Homes England, have submitted a suite of planning applications relating to the extant consent (16/00994/FULES), of which this application forms one of. Homes England is the Government's national housing agency with the aim of unlocking land for development, accelerating delivery and promoting better design and higher quality homes.

2.3 The planning statement sets out that 'with a renewed focus on place making and design quality, the agency has undertaken a review of the planning permission granted under 16/00994/FULES. This concluded that there are opportunities to increase the quality of design and create a stronger sense of place drawing upon the local character of Northumberland's towns and villages.' The statement goes on to further state that the 'Applicant has a growing focus on place-making and design quality and, since planning permission was granted for the abovementioned scheme, a review of the masterplan and delivery strategy for the site has been undertaken to ensure that design quality and opportunities for the acceleration of delivery are maximised from the outset. This review concluded that although the approved scheme remains an acceptable form of development in planning terms, the masterplan for Cottingwood does not fully meet the applicant's aspirations for the site. As such, a revised masterplan for the site is required to create a stronger sense of place rooted in the site's distinct landscape setting and drawing upon the local character of the Northumberland towns and villages.'

2.4 The main change in emphasis is that rather than infrastructure being delivered in phases by residential developers as previously planned, Homes England will now seek to drive both the pace of delivery and design quality by forward funding and delivering the spine road along with its associated landscaping and SuDS infrastructure. As a result, a significant proportion of onsite infrastructure will now be designed under the direct control of the applicant, rather than being delegated to third parties. In particular, the design of the site's highways infrastructure has been revisited giving greater priority to pedestrians

and cyclists along with the integration of sustainable drainage and public open spaces creating green streets and shared spaces. Advantage has been taken of the existing public right of way along the former racecourse to create a recreational route linking the neighbourhood and connecting it to the surrounding area.

2.5 Therefore for Homes England to achieve its joint aim of maximising the quality of development in Morpeth, and bringing the existing Masterplan proposals into line with its renewed focus on place making and design quality, various planning applications are required, which can be summarised as follows:

- a) A Section 73 application to replace a number of approved plans and documents to ensure they align with the revised delivery strategy and development aspirations for the site and update the proposals for the original spine road (primary road) that was approved in detail within the original consent- 21/01619/varyco.
- b) A further Section 73 Application to vary a number of condition wordings from the original consent to ensure they align with the revised approach to scheme delivery and reflect the correct phasing or to simply update the documents to which they refer.- 21/01623/varyco
- c) A reserved matters application to 16/0994/fules, as amended by this application, covering site wide infrastructure, including primary and secondary roads as an integrated infrastructure phase – 21/01625/rem
- d) Full application for link from spine road to Morpeth Bypass- 21/01769/ful

2.6 These applications do not change the number of dwellings proposed or the type of development.

3. Description of the Proposals

3.1 This particular application is that set out under a) above. It seeks an amendment to the approved plans and as such condition 3. The purpose of the application is to replace a number of approved plans and documents in order to reflect the revised design approach and to facilitate the applicant's revised delivery strategy. They align with the revised delivery strategy and development aspirations for the site and update the proposals for the original spine road (primary road) that was approved in detail within the original consent.

3.2 To achieve this, a range of approved plans are required to be replaced, including the Illustrative Masterplan and Masterplan framework document (which replaces the previous Design and Access Statement). A full list of the approved plans, drawings and documents to be replaced is at table 3 in the submitted planning statement.

3.3 The approved Hybrid consent includes an illustrative masterplan which offers an acceptable form of development, however the applicants states the revised scheme proposes an improved quality of design which better meets the needs of both prospective residents and housing developers whilst also being well integrated with its surrounding environment.

3.4 This application therefore includes revisions to and it provides more detailed plans which include:

- A number of cross sections of the spine road
- Engineering layout- showing roads and suds

- Long sections of the spine road
- character area plan
- Land use plans
- Movement and access strategy
- Phasing plan
- Tree protection plan
- Street sections
- A revised master plan
- Suds pond plans and profiles
- scheme and zonal layout
- Existing and proposed water catchments
- temporary bowling club access
- Proposed drainage, engineering, grading and vehicle tracking plans for zones 1-4.
- a number of reports including a new Masterplan Framework Document. This sets out the design principles of the site.

3.5 Since initial submission in April 2021, several improvements have been made to the masterplan to enhance the overall quality of the scheme following feedback from, local residents, consultees and Northumberland County Council. Key improvements include: • Introduction of a 15m Buffer to Area of Ancient Woodland to the northern edge of the site and removal of private gardens. • Improved connectivity across the site. • Improved basin shapes for better amenity space and a greater sense of place. • Improved design to the southern ponds to reduce the impact on higher quality trees. Also, the addition of approximately 900 replacement trees across the site from initial submission. An updated Tree Survey report is included as a part of the application. • Addition of a tunnel for Badger crossing. Updated ecology report is included in the application supporting the change. • A revised Drainage Strategy and Flood Risk Assessment which removes the need to connect into the existing drainage connection within the Cottingburn. Revised plans have also been submitted showing a realignment of the spine road embankment to avoid a hedge.

3.6 The application site is located to the north of Morpeth town centre, in the administrative boundary of Northumberland County Council. The site is bounded to the north by open countryside consisting of agricultural fields and the Morpeth Bypass, to the east by the new St George's hospital, to the south east by the old hospital site .and to the south by the King Edward VI school and wider low-density residential development. The site is bounded to the west by further open countryside beyond and then housing. Cotting Wood runs along the west of KEVI playing fields and Howburn Woods run around the east of St George's Hospital and bounding the site to the north east. Both are Semi Natural Ancient Woodlands. Cotting Burn and How Burn run through these woodlands feeding into the River Wansbeck. Morpeth town centre lies to the south with the bus station and local amenities. Morpeth train station is location towards the south of the town, 1.6m south of the Cottingwood site. The northern half of the site is currently used as farmland with the majority of the southern half being formerly part of the St George's Hospital site. KEVI is located to the south west with its playing fields abutting the red line boundary. The route of the former racecourse is evident within the landscape with the exception of where it crosses the playing fields. The site is elevated above Morpeth town centre with steep hills up Cottingwood Lane and St George's Lane from Dark Lane. The site falls from a high point in the north to the south east and west steepening at the woodlands to the east and west. A small valley falls away the south adjacent KEVI School boundary.

4. Planning History

Reference Number: 15/01620/DEMGDO

Description: Prior notification of demolition for 12 remaining buildings currently located within the Site (Phase 2)

Status: PANR

Reference Number: 15/02673/SCREEN

Description: Screening request for approximately 650 dwellings

Status: PCO

Reference Number: 16/00994/FULES

Description: Hybrid planning application comprising: Detailed application for construction of link road and junction to connect to Morpeth Northern Bypass. Outline application for development of up to 875no. dwellings (C3), local centre (A1, A2, A3, A4, A5, D1, D2, B1), restaurant/public house (A3, A4) and associated open space, with all matters reserved except for site access.

Status: PER

Reference Number: 21/00087/NONMAT

Description: Non-material amendment to allow re-wording of Condition 15 (reserved matters) on approved planning application 16/00994/FULES in order to deliver a revised masterplan and delivery strategy

Status: PER

Reference Number: 21/01618/DISCON

Description: Discharge of Condition 13(phasing plan) on approved application 16/00994/FULES.

Status: PDE

Reference Number: 21/01623/VARYCO

Description: Variation of conditions 7,24 (FRA/Drainage), 13 (plan), 18 (Materials), 19, 41 (landscaping), 32 (Scheme of works), 33, 34, 35, 36,(noise) 37 (odour), 38 (strategy), on approved planning application 16/00994/FULES in order to ensure the key infrastructure required is in place to accelerate the delivery of residential development.

Status: PCO

Reference Number: 21/01625/REM

Description: Reserved Matters application for site wide infrastructure only, for approval of access, appearance, landscaping, layout and scale on approved application 16/00994/FULES as amended by as amended by application 21/01619/varyco.

Status: PCO

Reference Number: 21/01767/FUL

Description: A minor Full (Detailed) Planning Application to facilitate a drainage connection to Cottingburn. Proposing to replace the existing pipework leading to the outfall over a total length of approximately 275 m. Also proposing a new headwall at the outlet.

Status: INV

Reference Number: 21/01768/FUL

Description: Works to facilitate a number of utilities connections in the South East of the site boundary of the Hybrid Planning Consent (ref: 16/00994/FULES)

Status: INV

Reference Number: 21/01769/Ful

Proposal to facilitate access between the existing Morpeth Northern Bypass and the Primary Vehicular Route proposed as part of the Hybrid Planning Consent (ref: 16/00994/FULES)

Status: PCO

Reference Number: 21/01769/Ful

Proposal to facilitate access between the existing Morpeth Northern Bypass and the Primary Vehicular Route proposed as part of the Hybrid Planning Consent (ref: 16/00994/FULES)

Status: PCO

5. Consultee Responses

County Ecologist	1) The plans as submitted do not show a clear 15m buffer to ancient woodland habitats (not including gardens) and the Land Use Plan implies a garden boundary will immediately abut the ancient woodland to the west of the site. This must be amended so that it is clear from the start of the phased works how ancient woodland will be protected both during construction and occupation. The overall landscaping is acceptable at high level with more detail required by condition. 2) No objections subject to conditions.
Highways	Scheme is acceptable although need further information for technical approval. .
Public Protection	Does not object to the proposal providing that the measures detailed in the application documents are implemented as stated.
Affordable Housing	No response received.
Education - Schools	Subject to there being no variation to the terms of the S106 agreement relating to the Education contribution, the Education and Skills group has no comments or objections in relation to this requested variation.
North Trees And Woodland Officer	No response received.
Environment Agency	No response received.
Historic England	We do not wish to offer any comments.
Lead Local Flood Authority (LLFA)	No objection subject to conditions.
Morpeth Town Council	Comments from Morpeth Town Council (MTC) These planning applications (with, we understand more to follow) relate to a significant urban extension to Morpeth providing the first long-awaited detail on the 2016 outline consent for 875

houses. The town council notes that the original consent was in line with the Morpeth Neighbourhood Plan (MNP) and that the site is designated in the Plan.

So, this series of applications impacts both on the new community being built and on the town as a whole and needs thorough review and comment from MTC, as the statutory consultees drawing on local knowledge.

We therefore regret that the timing of these very important applications coincide with a predictable once-in-four-years election period which has meant town councillors were unavailable to take advantage of offered pre-app discussion. We also deeply regret NCCs position that a planning delivery agreement with Homes England means there is no time for them to come to MTC planning committee for discussion.

MTC welcomes Homes Englands plan to install main site infrastructure before handing over to private sector developers and the production of a masterplan to provide a framework for the private sector developers to work to. However, we have a number of concerns that we would like to see addressed before these applications are approved:

i) Road network:

We note that the access point from the Linden Homes development to the south was designated as a bus gate with no car access, but that the new masterplan states that access to the south (Dark Lane) may be possible. MTC feels that having two road access points to a development of this size is safer, but that access to Dark Lane should be secondary. We also feel strongly that a condition should be placed that no houses should be occupied until the planned roundabout at the St George Lane/Dark Lane junction is constructed.

We would like to see bus operators consulted on the road layout through the development to ensure that is suitable for bus routes, which depend both on access and critical mass of population. This would then enable layout of the pedestrian routes across the site to link up with the notional positioning of bus stops.

The site pedestrian route and cycle route layouts should ideally also facilitate link up with existing or potential town-wide pedestrian and cycle routes, enabling amongst other things, safe car-free routes to the various town schools. It would also be useful if the on-site pedestrian and cycle route networks allowed potential for future access to the two employment sites at Northgate, designated in the Neighbourhood Plan.

We would like to see an analysis of the impact of the development on traffic flows down Pottery Bank into Morpeth, taking into account the developments already under construction at Fulbeck and Northgate. This should also take note of the proposed roundabout or traffic lights at Fulbeck/Lancaster Park.

We note that the road layout facilitates access to parcels of land adjacent to the site which are safeguarded in the draft Local Plan. While we can appreciate the forethought in this, we are concerned that their existence may encourage premature or unnecessary development on these sites, since the premise of safeguarding land does not presume eventual development. We would prefer to see merely the line of access protected rather than actually road construction.

We welcome early installation of the road network giving northern access to King Edward VI School (KEVI) enabling the school to expand alongside the development.

ii) Community Facilities:

This urban extension is, in fact, very likely to become a free-standing settlement apart from Morpeth, given access direct onto the A1 and east and south-east Northumberland, and the likely congested access into Morpeth on Pottery Bank. There is therefore a real need for full community facilities including shops, pub (as in original masterplan), play areas, community centre - which will probably need to serve the Linden Homes estate to the south and the recently built housing estates around Northgate and Fulbeck. The popularity of the Co-op shop on Collingwood Manor estate with residents from the surrounding area is evidence for this sort of need. However, we would not wish to see anything resembling an out of town shopping centre in competition with Morpeth town centre which would be contrary to MNP. We welcome the retention of the St George Bowling Club greens.

It is important that Homes England talk to MTC about the provision of community facilities if the town council is expected or wanted to take these on. This is an assets matter relating to ongoing usage and maintenance costs rather than a planning matter.

iii) Education Provision:

MTC is aware that there is an S106 agreement linked to the outline planning permission for a contribution towards education provision in the town. At the time of that consent, NCC were not clear whether this would fund a new First School on the site or fund the expansion of existing

schools in the town. There was an indicative site for a First School in the Arup Masterplan, but not in the new Ryder Masterplan. Since school capacity is a key issue both for the town council and local residents alike, could NCC confirm their plans for spending this funding and that they align with what is proposed in the current (and ongoing series of) applications.

iv) Infrastructure
MTC notes that the sewage infrastructure will feed into the Northern Connector running along the line of the Northern Bypass, and that this currently feeds, along a temporary pipe along Dark Lane, into the town centre mixed effluent system at Staithes Lane. We strongly recommend a threshold condition to restrict development until a direct pipeline across the river to the sewage treatment works at Parish Haugh is in place. We understand that there is enough land available to extend the sewage treatment works to meet expected increased demand. MTC argues that the site infrastructure should include fibre optic broadband

v) Surface Water Drainage
We welcome the plans and modelling for swales and SuDS and trust that (unlike Newcastle Great Park), the Masterplan will survive development sufficiently intact to retain these measures. However, we note that these surface water drainage measures will strengthen existing and activate the intermittent springs on the northern slopes above the town centre. We wish to be reassured that increased flow in the Cotting Burn below the newly installed dam, increased flow in the How Burn and increased surface run-off from other springs along the bank below the site will not overwhelm the recently installed surface water anti-flooding measures in the town centre.

vi) How Burn Woods, Cotting Woods, and Cotting Burn buffer zone
The Arup Masterplan allowed wide buffer zones to protect the How Burn woods, the Cotting Woods and the Cotting Burn. The Ryder Masterplan does not but allows housing much closer to the ancient woodlands, local wildlife sites and the wildlife corridors and incorporates some of the remaining buffer zone into private gardens. The How Burn woods are not only ancient woodland but a Local Wildlife Site (MNP Policy Env5). They require significant buffer zones not only to protect them from obvious damage, but also to protect them from contamination from non-native or invasive species. Therefore, private gardens

cannot be included as part of the buffer zone, as there is no control over what might be planted in them.

The Cotting Woods are also ancient woodland while the Cotting Burn is designated wildlife corridor.

The whole site is currently open to wildlife including deer, badgers and foxes as well as numerous smaller animals and it is also a significant feeding habitat for a wide range of birds. We accept that this character will be lost as the site is developed but we look to Homes England to plan for greater protection of wildlife and nature than is indicated in the Ryder Masterplan, in line with their Strategic Plan 2018/19-2022/23 Key Performance Indicators.

MTC recommends that no houses at all are permitted east of the roads bordering the How Burn wood or north west of the roads bordering the Cotting Wood, and that the wide buffer zones are planted up as a wildflower meadow with suitable native species.

vii) Greenways:

MTC notes that existing routes and rights of way across the site, especially along the Racecourse are extremely popular with walkers and dog exercisers, We welcome the proposals to retain extensive greenways and groups of trees throughout the site. We ask that pedestrian access to these greenways from outside the site is retained, and that the greenways are more than grassed roads.

We would wish to see these pedestrian routes also allowing access off-site to town-wide pedestrian networks giving routes to schools, employment locations and town centre facilities.

They should also harmonise with the layout of likely bus routes through

viii) Landscape

The green infrastructure needs to be of a scale that provides informal wildlife corridors and refuges:

The tree belt along the northern edge of the site is a welcome landscape feature which complies with the Neighbourhood Plan aim to ensure that Morpeth should appear to sit within a wooded area, but it is narrow and insubstantial and would be ineffective as a wildlife refuge.

The retention of hedges is welcome but these need to be wide enough to be effective wildlife corridors and joined up to create a continuous corridor across the site from How Burn Woods to Cotting Wood.

	<p>The avenues of trees along the new main distributor road and the principal loop roads could be more than street trees and, together with creative interpretation of the grass verges, could be more effective as green infrastructure.</p> <p>ix) Housing Design and Infrastructure Although current national planning policy or building regs do not specify measures to promote carbon neutral housing, both the County Councils commitment to reducing carbon emissions and the likely changes in national policy over the expected build timescale strongly suggest that such measures should be encouraged on this site. Home England have an opportunity through the Masterplan for this site to make the development a carbon neutral exemplar.</p> <p>x) Affordable Housing Provision There will be a need for a proportion of affordable and also social (rent from housing association of council) on the site. This is indicated in the outline planning permission, but division of the site into many small parcels may make delivery difficult if separate planning permissions are submitted for each parcel or even character zone. It would be helpful if the Masterplan specified the proportion and mix of affordable and social housing expected.</p> <p>xi) Ongoing Construction MTC notes that the division of the site into small parcels permitting relatively piecemeal development within the Masterplan, and we are reminded on Newcastle Great Park. The experience there was that various developers were granted multiple small-scale variations on the original permissions resulting in fragmentation of the Masterplan, loss of the community identity of the development and loss of much of the surface water management systems. We note that early installation of site infrastructure will help resist this, but we wish to know what measures can be put in place to safeguard an adopted Masterplan. Current experience of multiple developments around Morpeth not to mention the experience of the Great Park suggest that the duration of development on this site will be extended, likely lasting more than a decade. We therefore suggest that stringent construction management measures are put in place which will be valid for all development across the site that will protect not only the integrity of green spaces and wildlife but also residents over the whole duration of construction.</p>
Highways England	No objection.

Northumbrian Water Ltd	No comments to make.
The Coal Authority	No objections to this planning application, on the proviso that that Condition 3 is duplicated on any reissued consent, with the specific reference being made to the Environmental Statement (Arup, April 2016).
Natural England	No comment to make on the variation of condition 3.
Countryside/ Rights Of Way	No objection to the variation of condition 3(approved plans) providing the Public Footpaths are protected throughout. No action should be taken to disturb the path surface, without prior consent from ourselves as Highway Authority, obstruct the path or in any way prevent or deter public use without the necessary temporary closure or Diversion Order having been made, confirmed and an acceptable alternative route provided.
Architectural Liaison Officer - Police	No response received.
Fire & Rescue Service	No response received.
Northumbria Ambulance Service	No response received.
County Archaeologist	There are no objections on archaeological grounds to the proposed development. No archaeological mitigation has been recommended in association with proposed development. It is recommended that consideration is given to minor amendments to the site layout and landscaping design to strengthen the visual and historic association between the site and its historical use as Morpeth Racecourse

6. Public Responses

Neighbour Notification

Number of Neighbours Notified	95
Number of Objections	6
Number of Support	0
Number of General Comments	2

Notices

Site notice - departure from Local Plan, 30/4/21

Morpeth Herald 29th April 2021

Summary of Responses:

6 letters of objections, have been received.

3 have been received from the same household which in summary set out the following concerns:

-The Environmental Impact Assessment for the Morpeth Northern bypass carried out in 2007 highlighted that "the Cotting Wood is a SNCI (site of nature conservation importance) as is the Howburn Wood". "The Cotting Wood is recorded as an ancient, semi natural woodland with a good field layer" and "Cotting Burn is a wildlife corridor

in the Castle Morpeth Plan. A number of policies are listed which seek to protect biodiversity and ecological networks.

- A comparison of the original Arup master plan and the new proposed Ryder master plan leads to concerns-- The proposed Ryder plan shows a much narrower band of woodland and fails to respect the SNCI to the northwest boundary linking the woods and biodiversity area to the west along the northern tributary of the Cotting Burn to the land to the north and to the Howe Dene to the east.

-Similarly the Arup plan commits to a "green infrastructure circuit" across the northern boundary which would help connect the Howe Dene and Cotting Burn woodland areas from an ecological perspective. Critically the Arup plan shows this green edge in public open space on the opposite side of the roadway to the dwellings. The Ryder plan shows a much reduced band of woodland again with the drawing misleadingly indicating planting beyond the red line on third party land. It also has sections where the landscaping is contained within rear gardens which may well be removed by residents and ecological connectivity will be lost

-In the southern boundary, a key area of woodland is to be lost to SUDS ponds on the Ryder and Cundall proposals. Numerous houses are also to be built in an area that is recognised on the DEFRA plan as being of biodiversity importance.

-The Ryder proposal should not be showing a worsening of the environmental damage already approved on the Arup proposals.

-The Cundall Environmental Statement Addendum Revision C attached to the 21/01625 fails to recognise that since the Arup Environment Statement was produced in 2016, new developments have been completed in Fulbeck - notably Fulbeck Grange and Oaklands Park which now add further noise and dust sensitive uses close to the western boundary of the site.

-Paragraph 3.5.2 of the Cundall report notes that the Arup ES report recognised that "during construction dust and vehicle emissions may be a concern". Worryingly the Cundall Addendum report makes no attempt whatsoever to reassess the potential for noise and vibration impact on the changing context since 2016. No assessment of the impact on the new housing to the west has been undertaken and no assessment on other changes in traffic in the general area has been considered. -----There is no Construction Method Statement. Recommend that conditions are applied to any consent to control noise, vibration and dust mitigation measures and that construction hours are restricted to 8am-6pm Monday to Friday and no working on weekends or Bank Holidays to protect wildlife movement and residential amenity.

-There is also no recognition of the growing importance of health and well being within all planning policy.

-That conditions are attached-1)requiring the north western and northern landscape areas to be fenced off and planted prior to any works being commenced. 2) Requiring a regular inspection of the fencing to the wildlife corridor to ensure that it is adequately maintained during the course of the construction of the whole site. 3) That before any works are commenced, appropriate noise mitigation fences are erected along the western and southern edges of the site to offer protection to neighbouring residents. 4) That the route of the proposed access road into the site from the northern bypass follows the natural dip in the landscape as indicated on the original Arup master plan so that noise from traffic accessing the site for the many years to come, is contained and does not unduly impact on the surrounding residential and landscaped areas.

These above comments have been added to by the same neighbour by the below, following the submission of revised plans.

- Further to my objections delighted to see that the latest proposals show a wider landscaping corridor to the northern boundary of the site to secure a route for wildlife to continue to travel from the Howe Dene across into the woods around Fulbeck
- To ensure that the aim of the landscaping corridor is achieved attach conditions- requiring the north western and northern landscape areas to be fenced off and planted prior to any construction works are commenced,
- a condition requiring a regular inspection of the fencing to the wildlife corridor to ensure that it is adequately maintained during the course of the construction of the whole site,
- a condition requiring that before any works are commenced, appropriate noise mitigation fences are erected along the western and southern edges of the site to offer protection to neighbouring residents. If appropriately designed these fences could also help to mitigate the impact on local wildlife.

In addition to the above objections the remaining 3 letters, in summary also raise the additional concerns:

- A number of recent housing developments has provided a large deal of noise and dust to the local area, and further developments will only add to this disruption.
- A wildlife corridor must be established prior to any construction works being undertaken.
- Impact on wildlife.
- Impact on air pollution
- Link roads are included as part of the proposal. Z1 Road 1 and Z1 Road 2 which are clearly designed to give access to fields to the east and west of the Homes England site. To construct these roads is premature at best, as the Northumberland Local Plan prohibits the development of these sites until the next plan review (at the earliest).
- If however these links are to be created at this premature stage, it would be more appropriate if the Z1 Road 1 serving the land to the east of the SUDS pond came in from a route south of the SUDS pond or along the western edge of the pond so that the wide belt of landscaping on the north western edge of the overall site proposed in the Arup Master Plan can be retained. Homes England can readily afford to adapt their plans a little for the sake of wildlife and biodiversity. They could pay more respect to the green infrastructure proposals that were contained in the original Arup master plan.
- The Z1 Road 1, if it is to proceed, ought to be re-aligned to remain as far as possible from the wide belt of landscaping on the north western edge of the overall site as proposed in the Arup Master Plan.

1 letter with general comments has been submitted which raises comments regarding construction traffic and if the following can be taken into account:

- Construction of the road and housing commences at the Northern Bypass end of the site and all heavy wagons and workers vehicles access the site via this entrance and not via St Georges Drive.
- Construction hours should be not earlier than 8.00 am and not after 5.00 pm Monday to Friday with no weekend or evening working. This should include wagons delivering to the site. No delivery wagons should arrive or depart outside working hours.

- All adjacent residents should be issued with working hours details and also a Council Contact number so that breaches of delivery/working hours can be reported.
- The site should be hosed regularly in dry weather to minimise dust and dirt travelling to neighbouring properties.
- The depots for this site should be away from existing properties and sited near the northern bypass.

1 further letter with general comments has been received which in summary states:

The King Edward VI School (KEVI) is located on the southern boundary of this development; the main access route for vehicles to the school is currently through the middle of Morpeth via narrow, busy streets that are often overloaded with young people walking to and from school. The school has requested that the council and developers take this opportunity to link the transport connection for the housing estate to the rear of the school. This would remove traffic congestion and road safety risks from the town and create a safer alternate entrance to the school. This improves safety and congestion within the town also making it a more attractive place to live.

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=QRTJCXQSFUS00>

6. Planning Policy

6.1 Development Plan Policy

Morpeth Neighbourhood Plan (May 2016)

- Policy Sus1 Sustainable Development Principles
- Policy Des1 Design Principles
- Policy Set1 Settlement Boundaries
- Policy Env1 Landscape and Wildlife Corridors
- Policy Her1 Safeguarding Heritage Assets
- Policy Emp 1 Morpeth Town Centre Strategy
- Policy Emp2 Development within Morpeth Town Centre
- Policy Hou1 Housing Development
- Policy Hou2 St. George's Hospital , Morpeth
- Policy Hou3 Housing Mix
- Policy Hou4 Delivering Affordable Housing
- Policy Hou5 Infrastructure Serving Housing Developments
- Policy Tra2 Traffic Congestion
- Policy Tra3 Transport Requirement for New Developments
- Policy Tra4 Development of Footpath and Cycleway Networks
- Policy Tra5 Public Transport
- Policy Inf1 Flooding and Sustainable Drainage
- Policy Edu1 Expansion of Schools

Castle Morpeth District Local Plan (2003)

- C1 Settlement boundaries
- C11 Protected Species
- C15 Trees in the countryside and urban areas
- H1 Housing land supply

H2 Phasing
H15 New housing developments
RE5 Surface water run-off and flood defences
RE6 Service infrastructure
RE8 Contaminated Land
MC1 Settlement boundary
MH1 Housing: land supply
MT1 A1/South East Northumberland Link Road

Northumberland County and National Park Joint Structure Plan First Alteration
(February 2005)
Policy S5 Green Belt

6.2 National Planning Policy

National Planning Policy Framework 2021
National Planning Policy Guidance (updated 2014)
National Design Guide

6.3 Emerging Policy

Northumberland Local Plan Publication Draft Plan (Regulation 19)

Policy STP 1 Spatial strategy (Strategic Policy)
Policy STP 2 Presumption in favour of sustainable development (Strategic Policy)
Policy STP 3 Principles of sustainable development (Strategic Policy)
Policy STP 6 Green Infrastructure
Policy STP 7 Strategic approach to the Green Belt (Strategic Policy)
Policy STP 8 Development in the Green Belt (Strategic Policy)
Policy HOU 1 Making the best use of existing buildings (Strategic Policy)
Policy HOU 2 Provision of new residential development (Strategic Policy)
Policy HOU 3 Housing requirements for neighbourhood plan areas (Strategic Policy)
Policy HOU4 Housing development site allocations
Policy HOU 5 Housing types and mix
Policy HOU 6 Affordable Housing provision
Policy HOU 8 Residential Development in the open countryside
Policy HOU 9 Residential development management
Policy QOP 1 Design principles (Strategic Policy)
Policy QOP 2 Good design and amenity
Policy QOP 4 Landscaping and trees
Policy QOP 5 Sustainable design and construction
Policy QOP 6 Delivering well-designed places
Policy TRA 1 Promoting sustainable connections (Strategic Policy)
Policy TRA 2 The effects of development on the transport network
Policy TRA 4 Parking provision in new development
Policy ICT 2 New developments and infrastructure alignment
Policy ENV 1 Approaches to assessing the impact of development on the natural, historic and built environment (Strategic Policy)
Policy ENV 2 Biodiversity and geodiversity
Policy ENV 3 Landscape
Policy WAT 1 Water quality
Policy WAT 2 Water supply and sewerage

Policy WAT 3 Flooding
Policy WAT 4 Sustainable Drainage Systems
Policy POL 1 Unstable and contaminated land
Policy POL 2 Pollution and air, soil and water quality
Policy INF1 Delivering development related infrastructure (Strategic Policy)
Policy INF6 Planning Obligations

7. Appraisal

7.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning applications should be determined in accordance with the development plan, unless material considerations indicate otherwise. In this case the development comprises policies in the [neighbourhood plan, core strategy, Local Plan, Structure Plan S5] as identified above. The National Planning Policy Framework (NPPF) (February 2019) and Planning Practice Guidance (PPG) are material considerations in determining this application.

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

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

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

Principle of the development and other considerations

Design and layout

Impact on landscape and trees

Impact on Ecology

Highways

Drainage and Flooding

Archaeology

Residential Amenity

Other

Principle of the development and other considerations

7.5 A 'Hybrid planning application comprising: Detailed application for construction of link road and junction to connect to Morpeth Northern Bypass. Outline application for

development of up to 875no. dwellings (C3), local centre (A1, A2, A3, A4, A5, D1, D2, B1), restaurant/public house (A3, A4) and associated open space, with all matters reserved except for site access,' (16/00994/fules) was approved on the 4/5/18. This was subject to conditions and a section 106 agreement. Condition 1 of the planning consent requires that the submission of the first reserved matters application be made before the expiration of 3 years of the date permission was granted. As the consent was granted on 4th May 2018, this requires a reserved matters application to be submitted by 4th May 2021. The reserved matters application has been submitted prior to this date and as such the original permission is extant. Section 73 of the Town and Country Planning Act 1990 'determination of applications to develop land without conditions previously attached' permits applications to remove planning conditions or to vary planning conditions following the grant of planning permission. This application relates to the amendment of plans only and as such condition 2 of the original permission. There are no changes to the number of dwellings proposed or type of development. The principle of this application therefore does not need to be re-examined, only those matters which relate to any of the changes proposed on the plans. In addition the Section 106 agreement tied to the original consent has a clause which allows it to remain in full force should an application be made under Section 73 of the TCPAct. The contributions therefore required towards Affordable Housing, Education and Public Transport will still be sought under this new permission. In addition since the original application was approved the Morpeth Neighbourhood Plan confirms the site is an allocated housing site (Proposals Map ref HOU1, AM1).

Design and layout

7.6 This section 73 application contains a number of revised plans and further detailed plans of the new spine road. It includes a new master plan and alongside this a masterplan framework document has been submitted. Comparing the approved and proposed master plan, whilst broadly similar in terms of areas of where the housing and local centre will be located, it does show some differences. The new master plan includes an amendment to the road layout around the site and spine road so that there are less junctions off the spine road and no roundabout other than at the northwestern end with the bypass. The applicant has stated the original spine road was over engineered and would resemble a major road through the site rather than a local road. This will now be 6.75m wide and have a 30mph speed limit with a bus route. A 3m wide shared cycle and pedestrian path will also be provided to both sides. It does show the bowling green to be retained still but does show a few SUDS ponds in some different locations. It now includes new SUDS ponds in the woodland area to the southern side of the site rather than within the site. The plan does still show areas of open space within the site though and whilst the pedestrian / cycle routes aren't marked on the new masterplan as they are on the original masterplan, a separate movement and access strategy plan has been submitted which still shows pedestrian/ cycle routes around the site linking to Kevi and primary, secondary and tertiary routes. The secondary road will be 4.8m wide, have a 20mph speed limit and will have access off this to private drives and tertiary streets. A swale / rain garden will run along one side of this street capturing rainwater run off from the roads and they will incorporate naturalistic play areas. Adjacent to this will be a wide shared cycle / footpath and separate wide footpath. The tertiary routes will serve small groups of housing. These will meander informally and be a minimum 4.1m wide. In particular, the design of the site's highways infrastructure has been revisited giving greater priority to pedestrians and cyclists

along with the integration of sustainable drainage and public open spaces creating green streets and shared spaces.

7.7 Advantage has also been taken of the existing public right of way along the former racecourse to create a recreational route linking the neighbourhood and connecting it to the surrounding area. The new master plan also now does not show an option for a new school as previously shown, although the applicant has stated this could still be provided on site if required. In addition the family pub/ restaurant is now not shown to the north of the site but to the south where it will form part of the local centre where there will be retail and offices too with associated parking.

7.8 The master plan framework also sets out the design principles to be adopted across the whole site. This document has examined the characteristics of Northumberland farms, hamlets, villages and towns and has identified four different and distinct character types; rural farm developments, wide green arrival streets, urban town streets and village greens. The applicants aim is not to create pastiche copies of these but to identify the key design principles to allow a contemporary design response that reflects the character types. From these studies the applicant has created its own design principles to be adopted for certain areas on the site of which the aim is to create a transition from the denser urban form associated with the town of Morpeth to looser rural form on the edge of the new Cottingwood neighbourhood. These character areas which are shown on a submitted plan include the:

- Rural character area (features include • Grass verges from road to houses / garden Boundary • Stone walls, railings and hedges to boundaries. This will be the area where you arrive at the site from the North)

- Green gateway character area (features include • Homes set back from the road by 20m • Wide grass verge with tree planting between homes and road • Small front gardens of 2-5m depth • Gardens bounded with low stone walls or railings)

- Front street character area (features include • Homes fronting the street on one side and facing a green on the other • Slight variation in building line / set back • Small front gardens of 2-4m depth • Gardens bounded with stone walls and / or railings to create a defensible space • Homes will vary in height from two to three storeys

- Village green character area (features include • Linear village green measuring 15-30m wide • Homes to front the green on one side • Road to run along the opposite side of the green with homes fronting this with small front Gardens • Single lane vehicle access to front of properties • Painted white posts to the green edge to deter vehicles from parking on the green • Shops and pub to front the green at one end • Homes will vary in height from two to three storeys • Village green positioned along one side of the street- parking to rear in mews

7.9 The materiality, scale, layout and house types will be agreed in subsequent reserved matters applications for the development plots. The character areas will provide an attractive and interesting journey and create a strong sense of place with local identity. The rural character area will be the first you would enter into from the North. Then as you travel along the spine road you would approach the Green Gateway area followed by the front street area and then village green character area where the density of development would be higher ie mews. Other character areas

include the Racecourse character area, Howburn Character Area, Cottingwood Character Area and St Georges Lane Character area. The applicant has provided indicative cross sections across streets in the different character areas and details of materials to be used across the site on surfaces of the roads/ paths.

7.10 Other matters the master plan framework sets out is that the landscape context of the site provides an attractive setting for the new Cottingwood neighbourhood and the revised masterplan aims to connect people with place, both visually and physically ie, it has been designed so views of landscape features such as the water tower and ancient woodlands are evident through out and how streets will be aligned with mature parkland trees to bring their character into the streetscape and create a sense of place. A key principle of the development is for every home to be within 100m of green space. A network of greenways will be provided and the racecourse loop will be retained as a 10-20m wide informal grassland meadow greenway for leisure and recreation, offering an attractive fitness and dog walking route that connects to the woodland walks and routes into Morpeth Town Centre. The drainage infrastructure has been designed as part of this using rain gardens, swales, attenuation basins and ponds to create an attractive landscape that provides the functional rainwater attenuation capacities on site. There will also be a strong emphasis on native tree, hedge, and shrub planting, ecology, and creative play through out the whole landscape, using natural elements to encourage creativity, exploration and fun, all around the site.

7.11 The masterplan for the new Cottingwood neighbourhood has been developed through a design led approach responding to context and character to create a place with strong identify and sense of place. The design code will follow through in future reserved matters applications. The form of Cottingwood would however respond to the qualities of the site and its immediate surroundings, reflects the fact that the development is an urban extension to Morpeth which has its own particular form and identity and it seeks to apply identified townscape characteristics of Northumberland's historic villages. The applicant states the architecture and material palette of houses is likely to represent a contemporary response to the local character of Morpeth and Northumberland's villages.

7.12 The phasing of the development has also been considered. Previously the over all site was to be developed in different phases including the infrastructure around the site, so by different developers potentially. Now the applicant will provide all the infrastructure, including the road and swales which will help provide a more cohesive development. Whilst these details have been submitted under a current reserved matters application, this application also includes full details of the spine road which would be developed. The advanced primary infrastructure will provide the spine road to enable access to the main development plots. This will include the Duck Pond and arrival landscape at the north, the new Cotting Green attenuation basin landscape, and St George's Dene with it's attenuation basin to the south. The phase one and phase three developers will provide the secondary infrastructure.

7.13 Overall it is considered that these design principles will create a much more visually attractive development than previously approved, with the Village Green providing a green heart to Cottingwood with the neighbourhood centre fronting onto it. It will ensure that developers have a design code to follow when designing layouts which will help towards achieving a more cohesive development and retain the higher quality development the applicant is aiming to achieve. In terms of design therefore whilst the reserved matters applications will provide the details, the design

principles set out in this application which will be within the approved documents are considered to be acceptable and in accordance with the Morpeth Neighbourhood Plan (MNP) Policy Des 1 and the NPPF. It will also accord with the National Design Code and whilst little weight can be given to these also emerging plan policies QOP1 and QOP2.

Impact on landscape and trees

7.14 The proposal site is located within an Area of High Landscape Value, as identified in the Castle Morpeth District Local Plan. Saved Policy MC2: Area of High Landscape Value states: "The council has identified areas of high landscape value and will not permit development which will have a detrimental effect on such areas." Howburn Wood, Cottingwood and Cottingwood Common are also identified as areas of high landscape value in saved policy MC2.

7.15 The impact on landscape and trees was considered as part of the original 16/00994/fules application. Within this original submission the Landscape Strategy within the submitted Design and Access Statement established a framework of open spaces and green corridors, which supported the legibility of the development as well as linking with the surrounding landscape features. One of the key aspects was the formation of a new landscape settlement edge, which was to help integrate the development in views from the wider countryside to the north.

The key objectives of the landscape strategy were:

- Visually integrate the development into the wider landscape context, in particular in views from the wider countryside to the north;
- Establish a new landscaped settlement edge;
- Respect views towards the site from St George's hospital and other new residential development;
- Protect existing woodland and landscape features such as features of the former racecourse;
- Establish a hierarchy of multifunctional, safe, accessible, imaginatively designed and attractive open spaces;
- Create a high quality, safe, legible and durable public and private realm;
- Integrate children's play areas;
- Aid legibility of the development through designed character areas
- Incorporate tree planting to provide structure, visual interest, frame views and enhance microclimate;
- Enhance biodiversity; and
- Consider long-term maintenance and management.

7.16 In terms of the landscape strategy now proposed the masterplan for the new Cottingwood neighbourhood has been developed through a design led approach responding to context and character to create a place with strong identify and sense of place. Overall it will have similar green infrastructure aspects as before in that there will be landscaped areas to the edge of the settlement such as the rural arrival landscape with the duck pond. The Racecourse will continue to be protected to be used as a leisure circuit connecting the surrounding landscape with Cottingwood and linking the green spaces of Cotting Green and Howburn Green. There will be areas of open space around the site and including the Village Green. A key principle for the housing layouts will be to create active frontages facing onto the green spaces and public realm. As before the master plan will continue to enhance biodiversity and integrate childrens play areas. The green and blue infrastructure has been designed together as part of a new multifunctioning landscape allowing the

drainage aspects to be part of the natural landscape. The network of greenways and green spaces will create wildlife corridors and a series of safe off road pedestrian and cycle routes with integrated play and fitness opportunities. The Racecourse route will provide a green network of trees, hedgerows and meadow grasses to create a wildlife corridor that interconnects to the surrounding green network. Adjacent to some of this is a shared use cycle and footpath which will connect to the shared use tertiary roads to provide a surface leisure route around the 2km long circuit. The drainage infrastructure has also been designed as part of this using rain gardens, swales, attenuation basins and ponds to create an attractive landscape that provides the functional rainwater attenuation capacities on site.

7.17 In terms of trees on the site, areas of wood land will continue to be protected. There are a number of grade A trees and high quality hedgerows on the Cottingwood site that are to be retained and form an important component of the site masterplan. These will be protected in line with BS 5837: 2012 Trees in relation to construction. Revisions have also been made to the road embankment in order to avoid a mature hedgerow to the western side of the site and based on feedback from local residents and consultees further work has been undertaken on the masterplan in terms of refinements to the landscape, ecology and connectivity including a buffer to the ancient woodland. The main difference however between this application and that approved is that now the master plan and the AIA include some tree removal for the SUDS ponds to the south east of the site. The County Ecologist has confirmed however that this area is not a habitat of principal importance and there are no objections to this removal. The AIA also sets out that tree loss will be mitigated against through out the site, by the planting of approximately 2,000 trees. Planting is also proposed in this SUDS area and further tree planting and other landscape enhancing will be dealt with via the landscaping and biodiversity enhancement plans, under each reserved matter.

7.18 The Landscape and Visual Impact Assessment (LVIA) submitted with the Environmental Statement as part of the original application considered the landscape and visual effects associated with the full life-cycle of the proposed development, through construction and operation. Mitigation measures, residual effects and any cumulative effects were considered. The landscape assessment considered the effects of the proposed development on landscape designations and the landscape character of the site and surrounding area. The impact on landscape was considered acceptable under the original application.

7.19 Overall, it is considered that the impact on the landscape and on trees when compared to the original approval, is still considered to be acceptable. It is considered that with mitigation, the proposal does not have an adverse local landscape impact. The proposal is therefore considered to be in line with the advice contained within NPPF which advises on the need to recognise the intrinsic character and beauty of the countryside and advises on the need to protect and enhance valued landscapes. Whilst this application gives full consent for the spine road, the remainder of the proposed development would be designed, through reserved matters, to achieve the objectives of paragraph 174 of the NPPF. It would also comply with saved policy MC2 of the Castle Morpeth District Local Plan Policy C15, Policy Env1 of the Morpeth Neighbourhood Plan and whilst emerging plan policies STP6 (can be given little weight) and QOP4 (can be given significant weight), ENV1 (little weight can be given) and ENV 3 (significant weight can be given).

Impact on Ecology

7.20 The County Ecologist has been consulted given the potential for any variations to impact further on biodiversity. She has commented that 'a key design element in the original application 16/00994/FULES, which is shown in the high level landscape masterplan, is to maintain the continuing ecological functionality of the site with linkages maintained along watercourses, through hedge lines and between blocks of woodland including ancient woodland.' This was an important consideration for the County Ecologist in assessing that application. In terms of this current application whilst the County Ecologist originally objected to the proposal as the amendments proposed potentially impacted further on the Howburn Woods and a main hedge line, the master plan has since been revised to now clearly show a buffer to ancient woodland and a network of interlinked greenspace within the landscape masterplan. Revisions have also been made to the embankment layout next to the spine road close to the northern entrance from the by pass which demonstrates that the impact on the high quality habitat in the form of the main hedgerow have been reduced significantly. In addition, mammal tunnels and fencing have been added to the design to facilitate unimpeded mammal access under the road and into existing and new habitat features.

7.21 The Ecologist comments 'there needs to be commitment to reducing the risk of severing commuting and foraging corridors for animals, protective measures for the habitats that are already there, measures to reduce the temporary disturbance impacts during the construction period, new landscaping and aftercare. The requirements for protective measures for retained trees and hedgerows are clearly annotated on the plan Northern Arrival (COTT-RYD_00_XX-DR-L-2129 revision P1) and adequate mitigation measures are described in the Ecological Impact Assessment Report. For part of the site the report St George's Hospital (Former Boilerhouse Area) Morpeth Arboricultural Impact Assessment July 2021 (The Environment Partnership, October 2021) provides detailed measures to protect trees. The E3 report updates those submitted in 2016 namely Environmental Statement Biodiversity Appendix 6 , Ornithology Environmental Statement Addendum (ref: HCA/Rep/ES/Add Issue, September 2016, Arup), St Georges Hospital Morpeth Bat Activity Report 2016 – ES Addendum HCS_St.G_Bats 2016, Arup). Mitigation measures detailed in those reports are relevant to the whole site and must be included where they are not superseded by the E3 report. A Tree Protection Plan which may be presented via a CEMP is required by condition.' As such the County Ecologist is now satisfied with the proposals and now raises no objection to the proposal subject to conditions that secure mitigation and enhance the development for biodiversity. The proposal is therefore still considered to be in accordance with Local Plan Policy C15, the NPPF and emerging policy ENV2 (little weight can be given).

Highways

7.22 The main amendment to the proposal in terms of highways impact is the amendment to the main north west/ south easterly spine road which roughly runs through the middle of the site. Full detailed planning permission was granted for this under the original 16/00994/Fules application. However, after a review of the application by the applicant changes are now proposed to this spine road. The new master plan includes an amendment to the spine road so that there are less junctions off it and no roundabout, other than at the north western end with the

bypass. The applicant has stated the original spine road was over engineered and would resemble a major road through the site rather than a local road. This will now be 6.75m wide and have a 30mph speed limit with a bus route. A 3m wide shared cycle and pedestrian path will also be provided to both sides. This application therefore still seeks full permission for the spine road only, whilst a concurrent reserved matters application (21/01769/REM) deals with the full details of the spine road and secondary roads leading from this and other main infrastructure, including SUDS ponds and landscaping around these parts of the site.

7.23 The Highway Authority have assessed the application and state that 'When assessing a variation of condition application, the Highway Authority checks that any proposed variation does not have an adverse impact on the safety of all users of the highway or on the wider local highway network. The information submitted has been checked against the context outlined above. The proposed movement and access strategy intends to provide a primary route through the site from the A198 down to the private road serving St Georges Hospital. However, it would not be appropriate to terminate the facility in this way and nor should through traffic be occurring except for consideration of public transport. The applicant will need to produce plans that demonstrate how the movement strategy addresses this issue. Notably, the applicant will be able to address this with a spatial signing strategy that achieves the outcome of providing users with the appropriate information for the highway network. However, the proposals still need to be submitted formally for technical approval outside of planning. Should the technical approval require amendments to these proposals they will need to be re-submitted prior to the granting of any technical approval.' After discussion with Highways, they have not therefore raised any objection to this proposal but are stating that they would be requiring further information for the technical approval to ensure that cars can not get access from this spine road to Dark Lane which could create capacity issues at the junction from Dark Lane to the A167. Given these comments it is therefore considered that the proposal would be acceptable in highways terms, in accordance with MNP Policies Tra 2,3,4,5, the NPPF and emerging plan policies Tra 1 (limited weight can be given), 2 (little weight can be given), 4 (limited weight can be given).

Drainage and Flood Risk

7.24 The impact on surface water run off and flood risk was assessed under the original application 16/00994/fules where after the submission of additional information the LLFA raised no objections subject to conditions. This current application just deals with the full details of drainage impact from the new spine road and overall drainage principles for the site. The main infrastructure including the SUDS ponds is being dealt with under the concurrent reserved matters application (21/01625/rem). The LLFA have therefore been consulted as part of this application and after the submission of further information, now raise no objections to this current application subject to 2 drainage documents listed in the approved plans being replaced with up to date drainage documents. As such the proposal continues to be in acceptable in terms of surface water and flood risk, in accordance with MNP Policy Inf 1, Local Plan Policy RE5, the NPPF and emerging plan policies Wat 3 (limited weight) and Wat 4 (significant weight).

Heritage assets and Archaeology

7.25 In addition the impact on heritage assets was assessed under the original application. The changes proposed to the master plan and spine road as part of this application would have no further impact on any listed buildings or Morpeth Conservation Area. The County Archaeologist has also been reconsulted where they have confirmed 'the site lies within a landscape which retains potential for significant unrecorded archaeological remains spanning the prehistoric to modern periods. The site was subject to a phased programme of archaeological assessment in support of the original application comprising desk-based assessment, geophysical survey and intrusive evaluation trenching. Other than the remains of medieval and post-medieval agricultural activity, no significant archaeological remains were identified. A pillbox of WWII date is located just beyond the northern edge of the development site (close to the boundary between the 2a and 4b development phases. The pillbox should be regarded as a 'non-designated heritage asset' in the context of NPPF policy. Impact assessment. No significant unrecorded archaeological remains were identified via the programme of archaeological assessment. The risk of the proposed development impacting significant unrecorded archaeological remains is therefore low. No archaeological mitigation has been recommended in association with proposed development.' Given these comments there are no objections on archaeological grounds to the proposed development. As such the proposal continues to be in accordance with the NPPF in this respect and with MNP Policy HER1 and emerging plan policy ENV1 (little weight can be given). No archaeological mitigation has been recommended in association with proposed development. The applicant has been made aware however of the County Archaeologists advice to consider minor amendments to the site layout and landscaping design to strengthen the visual and historic association between the site and its historical use as Morpeth Racecourse.

Impact on residential amenity

7.26 The original application was assessed as having an acceptable impact on residential amenity subject to conditions to help limit noise impact. Whilst the final layout of buildings would continue to be dealt with under the reserved matters application that still need to be submitted, it is still however considered that the indicative layout demonstrates that the final design of the proposed development would safeguard both the amenity of existing adjacent residential dwellings, and the amenity of the proposed dwellings on the site through appropriate separation distances and boundary treatment. Throughout the site dwellings can be orientated to ensure privacy between properties, and habitable rooms and their windows will be positioned to avoid overlooking. It is also proposed to provide both private and public amenity space for residents to enjoy.

7.27 In terms of impact on existing neighbouring residents too whilst some concern has been raised with regard to impact from noise and dust which would mainly be from the construction period this was considered at the time of the original application and appropriate conditions were attached then. The proposed development is therefore considered to still be in accordance with the NPPF, Policy H15 of the Castle Morpeth Local Plan, Policy Sus1 of the Morpeth Neighbourhood Plan and emerging plan policy Pol 2 (significant weight can be given) in this regard.

Environmental Statement

7.28 A supporting Environmental Statement Addendum has been submitted. This introduces the existing planning permission and Environmental Statement, then sets

out and assesses relevant changes relating to this current planning application package and assesses the cumulative impacts from recent developments/ approvals since 2016. Its main purpose is to report any new or different likely significant environmental impacts arising from the changes since the Environmental Statement was written.

7.29 Since the date of the 2016 ES, the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('the 2017 Regulations') (updated by the Planning and Infrastructure (Environmental Impact Assessment) (Amendment) Regulations 2018) have come in to force to supersede the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. The addendum is in adherence with the 2017 regulations

7.30 Having considered the content of the addendum, that the extent of the site and its scale is unchanged and taking into account cumulative impacts and the changing context since 2016 and mitigation, it is considered that overall there are no new or different significant environmental impacts arising from the changes to the proposed development.

Other

7.31 Whilst a number of comments do not directly relate to this application, as the same comments have been duplicated by some objectors for all the applications submitted, the comments from neighbours have all nonetheless still been taken into consideration in the determination of this application and the others, and where agreed necessary the plans have been revised. This includes a revision to include further tree planting and to the north of the site and further green infrastructure links. In addition comments refer to the addition of conditions that have already been attached to the outline permission and will not therefore need to be repeated on this permission which include the requirement for a construction method statement to be submitted that deals with dust control. A condition was also attached to the original consent and will be reattached to the 21/01619/varyco permission, which restricts working hours and so noise. Other conditions were considered, however, were not considered to pass the five tests of a condition which include being necessary to make the application acceptable. Under the 21/01619/varyco application conditions are also proposed to be attached which ask for details of screening along the western and southern boundary, in order to help reduce impact on residents to this side of the development. The impact on wildlife and their habitats was also considered under the original application and again as part of this application.

7.32 In terms of the comments about Link Roads Z1 Road 1 and Z1 Road 2, the revisions to the Master Plan do not now show these potential links and only access to dwellings on the site. With regard to comments regarding vehicular access to the High School, this has deliberately not been considered so to promote Green / sustainable modes of transport such as walking and cycling to the school. This would also encourage car use and create highway capacity issues, on Cottingwood Lane, especially if people use the spine road to cut through into Morpeth Town Centre. In addition further to Morpeth Town Councils comments the plans show that there will be a bus gate entrance from the eastern end of the spine road to Dark lane which will prevent cars using this access. Details of this will be agreed through the Highways technical drawings application stage. As such there is then no requirement for a condition which prevents houses from being occupied until a roundabout is

constructed (signalised junction instead). In addition at the technical approval stage carriage ways are checked to ensure that they are suitable for buses and as such bus operators do not need to be consulted. There are design standards for carriageway widths and published guidance from bus operators that Highways would adhere to. Plans also show there will be green links to the school and pedestrian / cycle access and coming out of the site to the north which will be addressed within the delivery of the proposals. As the principle has already been established and housing figures have not changed from the original permission which is extant there is no need to carry out an analysis of traffic too. Regarding the road network giving northern access to King Edward VI School (KEVI) enabling the school to expand alongside the development whilst the comments are noted, they fall outside the scope of this application.

7.33 The comments regarding community facilities by the Town Council, are noted, however full details of facilities will be submitted under the reserved matters application. In terms of Education contributions, the section 106 contribution is to be used towards the provision of primary and secondary school education in the parish of Morpeth. Whilst the Master Plan doesn't show an indicative site for a first school now as it did previously, the applicant has stated given the way the site has been parcelled, there are a number of zones around the centre of the site that could accommodate a school if this is required, so the revised masterplan does not preclude the development of a school on the site.

7.34 Regarding the Town Councils request for a condition to restrict development until a direct pipeline across the river to the sewage treatment works at Parish Haugh is in place, this would not pass the tests of a condition as it's not required to make the application acceptable and is not requested by the LLFA who have considered flood risk. The applicants agent expects fibre optic broadband will also be installed. In response to the Town Councils comments on surface water, the LLFA have commented that 'proposals for surface water drainage seek to mimic existing natural surface water catchments. The catchment which currently flows to the Cotting Burn, will remain. As such, no additional areas post-development will flow into this catchment. Within this catchment, the existing greenfield runoff rate has been calculated and post-development this rate will be discharged back into the Cotting Burn and its tributaries. On site attenuation and sustainable drainage systems (SuDS) will ensure that this occurs. We are aware of the recent flood alleviation schemes within Morpeth and the proposed measures will ensure that the risk of flooding to these areas does not increase as a result of development.'

7.35 Regarding How Burn Woods, Cotting Woods, and Cotting Burn buffer zone the County Ecologist has also been consulted under this application and revisions have been made to provide wider buffer zones to protect Howburn Woods and further tree planting around the site. The County Ecologist is now satisfied with these works proposed. Private gardens will also not be included as part of the buffer zone. Final details of layout will also be submitted under the reserved matters applications, although from the Master Plan it does not appear that houses are proposed east of the roads bordering the How Burn wood or northwest of the roads bordering the Cotting Wood. The Town Council will also have the opportunity to comment on the reserved matters application. Pedestrian access will also be maintained to the greenways from outside the site. The applicant also proposes paths and cycle ways through or next to greenways. Detailed design of the racecourse area will also be submitted as part of later reserved matters, the majority of the racecourse area that falls within the boundary will be kept as a green space allowing the feel of the

racecourse to be maintained and the presence of a cycle / pedestrian route through part of it helps to retain the understanding of this as a feature on the site. The reserved matters applications will seek to balance need for pedestrian / cycle access and some homezones.

7.36 In terms of the Town Councils commitment to reducing carbon emissions, the NPPF refers the reader to the National Design Code which outlines and illustrates the Government's priorities for well-designed places in the form of ten characteristics. This includes reference to the three tier energy hierarchy under Resources, which developers should follow to help towards the reduction in carbon emissions. It would be reasonable to add an informative to remind the applicant to follow this guidance in the preparation of reserved matters plans. This will be added to the 21/01619/varyco permission.

7.37 In terms of Affordable Housing the section 106 drawn up under the original application remains in force for this application, as the number of dwellings has not changed. The phase plan attached to the section 106 is different to the phase plan submitted. The applicant has been made aware of this although currently does not wish to change this but expects they may do in future through a deed of variation on the s106 so that the correct phasing plan is tied into that.

7.38 In terms of ongoing construction the Council cannot prevent developers submitting variations to applications but if they wanted to do anything contrary to the master plan then they would need to submit a variation to change this. This current application gives developers more stringent guidelines to follow which help give it more identity than before. The applicants agent has also confirmed that land sales will be managed by Homes England who will be looking at a combination of financial return, compliance with the master plan framework and the design code which will be put forward for approval before any residential reserved matters in line with the conditions. The Council will also have the Masterplan framework and the design code to assess applications upon and will be able to use this for any that are not considered to satisfy the requirements to negotiate improvements or if needs be refuse the approval of reserved matters.

7.38 In addition to the amendment of condition 3, Condition 15 has been updated to reflect the amendment approved under application 21/00087/NONMAT. Other conditions have also been revised so they refer to the updated drainage strategy, master plan and phasing plan submitted under this application, including conditions 6,7, 3,24, 32, 33, 34,35, 36, 37 and 38. Some other conditions have been slightly amended so the timing of their requirements has changed, so they are up to date with the Councils approach, including conditions 18, 19 and 41. They have not changed the requirement for the information to be submitted. Some other conditions have also been added in line with consultee responses.

Equality Duty

The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers have had due regard to Sec 149(1) (a) and (b) of the Equality Act 2010 and considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact

on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

Crime and Disorder Act Implications

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

Human Rights Act Implications

The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

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

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

8.. Recommendation

That this application be GRANTED permission subject to the following:

Conditions/Reason

01. Application for the approval of the first reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission. The development of that first reserved matters approval shall be begun before the expiration of 3 years from the date of this permission or 2 years from the date of the first reserved matter approval, whichever is the later.

Reason: To ensure that the development is commenced within a reasonable period of time from the date of this permission in accordance with Section 92 of the Town & Country Planning Act 1990.

02. Application for the approval of the final reserved matters shall be made to the Local Planning Authority before the expiration of 8 years from the date of this permission. The development consented under that reserved matters approval shall be begun before the expiration of 10 years from the date of this permission or 3 years from the date of this final reserved matters approval, whichever is the later.

Reason: To ensure that the development is commenced within a reasonable period of time from the date of this permission in accordance with Section 92 of the Town & Country Planning Act 1990.

03. The development hereby permitted shall not be carried out other than in complete accordance with the following approved plans and documents:

- Location Plan Figure 1 Arup, March 2016
 - Environmental Statement April 2016
 - Vol 1: Non-Technical Summary
 - Vol 2: Main Environmental Statement Text
 - Vol 3: Appendices Arup, April 2016
 - Ornithology Environmental Statement Addendum Within Environmental Statement Arup, September 2016
 - Statement of Community Engagement Arup, April 2016
 - Transport Assessment and Travel Plan Within Environmental Statement Arup, April 2016
 - Archaeological Trial Trenching Assessment Within Environmental Statement December 2016, CFA Archaeology
 - Geo-environmental Interpretive Report - Phase 1 Ground Investigation Within Environmental Statement Arup, October 2016
-
- Design Log COT-CDL-Z0-00-DC-C-0001 P01
 - Scheme and Zonal Layout COT-CDL-Z0-00-DR-C-0001 P05
 - Location Plan COT-CDL-Z0-00-DR-C-0002 P05
 - Typical Highway Sections COT-CDL-Z0-00-DR-C-0003 P01
 - Typical Highway Sections COT-CDL-Z0-00-DR-C-0004 P01
 - Engineering Layout GA COT-CDL-Z0-00-DR-C-0006 P07
 - Cross-Sections Plan COT-CDL-Z0-01-DR-C-0103 P01
 - Cross-Sections Sheet 1 of 37 COT-CDL-Z0-01-DR-C-0104 P01
 - Cross-Sections Sheet 2 of 37 COT-CDL-Z0-01-DR-C-0105 P01
 - Cross-Sections Sheet 3 of 37 COT-CDL-Z0-01-DR-C-0106 P01
 - Cross-Sections Sheet 4 of 37 COT-CDL-Z0-01-DR-C-0107 P01
 - Cross-Sections Sheet 5 of 37 COT-CDL-Z0-01-DR-C-0108 P01
 - Cross-Sections Sheet 6 of 37 COT-CDL-Z0-01-DR-C-0109 P01
 - Cross-Sections Sheet 7 of 37 COT-CDL-Z0-01-DR-C-0110 P01
 - Cross-Sections Sheet 8 of 37 COT-CDL-Z0-01-DR-C-0111 P01
 - Cross-Sections Sheet 9 of 37 COT-CDL-Z0-01-DR-C-0112 P01
 - Cross-Sections Sheet 10 of 37 COT-CDL-Z0-01-DR-C-0113 P01
 - Cross-Sections Sheet 11 of 37 COT-CDL-Z0-01-DR-C-0114 P01
 - Cross-Sections Sheet 12 of 37 COT-CDL-Z0-01-DR-C-0115 P01
 - Cross-Sections Sheet 13 of 37 COT-CDL-Z0-01-DR-C-0116 P01

- Cross-Sections Sheet 14 of 37 COT-CDL-Z0-01-DR-C-0117 P01
- Cross-Sections Sheet 15 of 37 COT-CDL-Z0-01-DR-C-0118 P01
- Cross-Sections Sheet 16 of 37 COT-CDL-Z0-01-DR-C-0119 P01
- Cross-Sections Sheet 17 of 37 COT-CDL-Z0-01-DR-C-0120 P01
- Cross-Sections Sheet 18 of 37 COT-CDL-Z0-01-DR-C-0121 P01
- Cross-Sections Sheet 19 of 37 COT-CDL-Z0-01-DR-C-0122 P01
- Cross-Sections Sheet 20 of 37 COT-CDL-Z0-01-DR-C-0123 P01
- Cross-Sections Sheet 21 of 37 COT-CDL-Z0-01-DR-C-0124 P01
- Cross-Sections Sheet 22 of 37 COT-CDL-Z0-01-DR-C-0125 P01
- Cross-Sections Sheet 23 of 37 COT-CDL-Z0-01-DR-C-0126 P01
- Cross-Sections Sheet 24 of 37 COT-CDL-Z0-01-DR-C-0127 P01
- Cross-Sections Sheet 25 of 37 COT-CDL-Z0-01-DR-C-0128 P01
- Cross-Sections Sheet 26 of 37 COT-CDL-Z0-01-DR-C-0129 P01
- Cross-Sections Sheet 27 of 37 COT-CDL-Z0-01-DR-C-0130 P01
- Cross-Sections Sheet 28 of 37 COT-CDL-Z0-01-DR-C-0131 P01
- Cross-Sections Sheet 29 of 37 COT-CDL-Z0-01-DR-C-0132 P01
- Cross-Sections Sheet 30 of 37 COT-CDL-Z0-01-DR-C-0133 P01
- Cross-Sections Sheet 31 of 37 COT-CDL-Z0-01-DR-C-0134 P01
- Cross-Sections Sheet 32 of 37 COT-CDL-Z0-01-DR-C-0135 P01
- Cross-Sections Sheet 33 of 37 COT-CDL-Z0-01-DR-C-0136 P01
- Cross-Sections Sheet 34 of 37 COT-CDL-Z0-01-DR-C-0137 P01
- Cross-Sections Sheet 35 of 37 COT-CDL-Z0-01-DR-C-0138 P01
- Cross-Sections Sheet 36 of 37 COT-CDL-Z0-01-DR-C-0139 P01
- Cross-Sections Sheet 37 of 37 COT-CDL-Z0-01-DR-C-0140 P01
- Longsections Sheet 1 COT-CDL-Z0-01-DR-C-0141 P01
- Longsections Sheet 2 COT-CDL-Z0-01-DR-C-0142 P01
- Longsections Sheet 3 COT-CDL-Z0-01-DR-C-0143 P02
- Longsections Sheet 4 COT-CDL-Z0-01-DR-C-0144 P01
- Longsections Sheet 5 COT-CDL-Z0-01-DR-C-0145 P01
- Longsections Sheet 6 COT-CDL-Z0-01-DR-C-0146 P01
- Foul Strategy COT-CDL-Z0-05-DR-C-0530 P02
- Flood Risk Assessment COT-CDL-Z0-05-RT-C-0502 P02
- Drainage Strategy COT-CDL-Z0-05-RT-C-0503 P04
- Z1 Engineering Layout Sheet 1 of 2 COT-CDL-Z1-00-DR-C-0001 P04
- Z1 Engineering Layout Sheet 2 of 2 COT-CDL-Z1-00-DR-C-0002 P03
- Z1 Vehicle Tracking Sheet 1 COT-CDL-Z1-00-DR-C-0005 P02
- Z1 Grading Sheet 1 of 2 COT-CDL-Z1-01-DR-C-0101 P03
- Z1 Grading Sheet 2 of 2 COT-CDL-Z1-01-DR-C-0102 P03
- Z1 Proposed Drainage Sheet 1 of 2 COT-CDL-Z1-05-DR-C-0501 P04
- Z1 Proposed Drainage Sheet 2 of 2 COT-CDL-Z1-05-DR-C-0502 P03
- Zone 1 & 3 Combined Microdrainage Model COT-CDL-Z13-05-MD-C-0501 P02
- Z2 Engineering Layout Sheet 1 of 2 COT-CDL-Z2-00-DR-C-0001 P04

- Z2 Engineering Layout Sheet 2 of 2 P01 COT-CDL-Z2-00-DR-C-0002
- Z2 Vehicle Tracking Sheet 1 COT-CDL-Z2-00-DR-C-0005 P01
- Z2 Grading Sheet 1 of 2 COT-CDL-Z2-01-DR-C-0101 P04
- Z2 Grading Sheet 2 of 2 COT-CDL-Z2-01-DR-C-0102 P01
- Z2 Proposed Drainage Sheet 1 of 2 COT-CDL-Z2-05-DR-C-0501 P04
- Z2 Proposed Drainage Sheet 2 of 2 COT-CDL-Z2-05-DR-C-0502 P03
- Zone 2 MicroDrainage Model COT-CDL-Z2-05-MD-C-0501 P01
- Z3 Engineering Layout Sheet 1 of 2 COT-CDL-Z3-00-DR-C-0001 P03
- Z3 Engineering Layout Sheet 2 of 2 COT-CDL-Z3-00-DR-C-0002 P01
- Z3 Vehicle Tracking Sheet 1 of 2 COT-CDL-Z3-00-DR-C-0005 P01
- Z3 Vehicle Tracking Sheet 2 of 2 COT-CDL-Z3-00-DR-C-0006 P01
- Z3 Grading Sheet 1 of 2 COT-CDL-Z3-01-DR-C-0101 P03
- Z3 Grading Sheet 2 of 2 COT-CDL-Z3-01-DR-C-0102 P01
- Temporary Bowling Club Access COT-CDL-Z3-01-DR-C-0110 P01
- Z3 Proposed Drainage Sheet 1 of 2 P04 COT-CDL-Z3-05-DR-C-0501
- Z3 Proposed Drainage Sheet 2 of 2 P03 COT-CDL-Z3-05-DR-C-0502
- Z4 Engineering Layout Sheet 1 of 2 P04 COT-CDL-Z4-00-DR-C-0001
- Z4 Engineering Layout Sheet 2 of 2 P01 COT-CDL-Z4-00-DR-C-0002
- Z4 Vehicle Tracking Sheet 1 of 2 COT-CDL-Z4-00-DR-C-0005 P01
- Z4 Vehicle Tracking Sheet 2 of 2 COT-CDL-Z4-00-DR-C-0006 P01
- Z4 Grading Sheet 1 of 2 COT-CDL-Z4-01-DR-C-0101 P03
- Z4 Grading Sheet 2 of 2 COT-CDL-Z4-01-DR-C-0102 P01
- Z4 Proposed Drainage Sheet 1 of 2 COT-CDL-Z4-05-DR-C-0501 P03
- Z4 Proposed Drainage Sheet 2 of 2 COT-CDL-Z4-05-DR-C-0502 P03
- Zone 4 Micro Drainage Model COT-CDL-Z4-05-MD-C-0501 P01
- Land Use Plan COTT-RYD-00-XX-DR-L-1100-S2 P3
- Character Area Plan COTT-RYD-00-XX-DR-L-1101-S2 P3
- Movement and Access Strategy Plan COTT-RYD-00-XX-DR-L-1102-S2 P3
- Phasing Plan COTT-RYD-00-XX-DR-L-1103-S2 P3
- Site_Masterplan COTT-RYD-00-XX-DR-L-2100-S2 P11
- Arrival Landscape Layout Plan1 COTT-RYD-00-XX-DR-L-2110-S2 P1
- Arrival Landscape Layout Plan2 COTT-RYD-00-XX-DR-L-2111-S2 P1
- Village Green Layout Plan COTT-RYD-00-XX-DR-L-2113-S2 P1
- How Green Layout Plan1 COTT-RYD-00-XX-DR-L-2115-S2 P1
- How Green Layout Plan2 COTT-RYD-00-XX-DR-L-2116-S2 P2
- Cotting Green Layout Plan COTT-RYD-00-XX-DR-L-2117-S2 P1
- Southern Green Layout COTT-RYD-00-XX-DR-L-2118-S2 P4
- Tree Protection Plan COTT-RYD-00-XX-DR-L-2900-S2 P1
- Masterplan_Framework_Document COTT-RYD-00-XX-RP-A-0002-S2 P10

- Ecological Impact Assessment 6594 Ecol R03
 - Environmental Impact Assessment (Addendum) 1025963-PG01-RPT-ES Addendum Rev D, 29 September 2021
 - Planning Statement 1025963-PG01-RPT-Planning statement Rev E
 - Arboricultural Impact Assessment 7500.Arb.StG.002 Version 1.0
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- COT-CDL-Z0-05-DR-C-0501-P02 - EXISTING & PROPOSED SW CATCHMENTS
 - COT-CDL-Z1-05-DR-C-0501-P04 - Z1 PROPOSED DRAINAGE
 - COT-CDL-Z1-05-DR-C-0502-P03 - Z1 PROPOSED DRAINAGE
 - COT-CDL-Z0-05-DR-C-0541-P02-POND PLAN AND PROFILES Z1 CAT 1
 - COT-CDL-Z0-05-DR-C-0542-P03-POND PLAN AND PROFILES Z2 CAT 3 1OF2
 - COT-CDL-Z0-05-DR-C-0543-P03-POND PLAN AND PROFILES Z2 CAT 3 2OF2
 - COT-CDL-Z2-05-DR-C-0501-P04-Z2 PROPOSED DRAINAGE SHEET 1 OF 2
 - COT-CDL-Z2-05-DR-C-0502-P03-Z2 PROPOSED DRAINAGE 2OF2
 - COT-CDL-Z0-05-DR-C-0544-P03-POND PLAN AND PROFILES Z3 CAT 2
 - COT-CDL-Z3-05-DR-C-0501-P04-Z3 PROPOSED DRAINAGE 1OF2
 - COT-CDL-Z3-05-DR-C-0502-P03-Z3 PROPOSED DRAINAGE 2OF2
 - COT-CDL-Z0-05-DR-C-0545-P03-POND PLAN AND PROFILES Z4 CAT 4 1OF2
 - COT-CDL-Z0-05-DR-C-0546-P03-POND PLAN AND PROFILES Z4 CAT 4 2OF2
 - COT-CDL-Z4-05-DR-C-0501-P03-Z4 PROPOSED DRAINAGE 1OF2
 - COT-CDL-Z4-05-DR-C-0502-P03-Z4 PROPOSED DRAINAGE 2OF2
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- A. ROAD DESIGN TO MINIMISE HEDGE LOSS
 - ZONE 1 PROPOSED CULVERT AND MAMMAL TUNNEL LOCATIONS COT-CDL-Z0-00-SK-C-0005
 - Northern Arrival (COTT-RYD_00_XX-DRL-2129 revision P1
 - All Zones Engineering Layout GA (COT-CDL-Z0-00-DR-C-0006) P07
 - Zone 1 Engineering Layout (COT-CDL-z1-00-DR-C-001) rev P04
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- COT-CDL-Z0-00-DR-C-0018- Extent of original detailed application – showing extent of full part of 1619 varyco
 - Proposed culvert- COT-CDL-Z0-05-DR-C-0540 P01

Reason: For the avoidance of doubt and in the interests of proper planning, and in order to achieve a satisfactory form of development in accordance with the National Planning Policy Framework.

04. The total development hereby permitted shall not exceed 875 dwellings (excluding flats over A1/A2/A3/A4/A5/D1/D2/B1 units in the local centre), 600 square metres gross restaurant/public house (Use Class A3/A4), 835 square metres gross of ancillary local centre uses (Use Classes A1/A2/A3/A4/A5/D1/D2/B1) and a maximum 2 form entry primary school (Use Class D1).

Reason: To ensure that the traffic flows associated with the development are not exceeded, in the interests of amenity and highway safety and to ensure that retailing is of a scale to meet local needs only whilst safeguarding the vitality and viability of nearby defined shopping centres having regard to the Policy RE6 of the Castle Morpeth District Local Plan and Policies Sus1 and Hou5 of the Morpeth Neighbourhood Plan.

05. No more than 500 of the dwellings hereby approved shall be occupied unless and until a Local Centre of 835 square metres gross of local centre uses (Use Classes A1/A2/A3/A4/A5/D1/D2/B1) has been constructed.

Reason: In the interests of achieving a satisfactory form of development and creating a sustainable community in accordance with Policy RE6 of the Castle Morpeth District Local Plan and Policies Sus1 and Hou5 of the Morpeth Neighbourhood Plan.

06. No more than 300 of the dwellings hereby approved shall be occupied unless and until a Link Road has been constructed between points A and B as shown on the approved Phasing Plan Phasing Plan COTT-RYD-00-XX-DR-L-1103-S2 P3 to assist in the establishment of a key-route for use by public transport, pedestrians and cyclists.

Reason: In the interests of achieving a satisfactory form of development and creating a sustainable community in accordance with Policies RE6 and MT1 of the Castle Morpeth District Local Plan and Policies Sus, Tra2, Tra3, Tra5 and Hou5 of the Morpeth Neighbourhood Plan.

07. The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) from Cundall dated 4 October 2021 and the following mitigation measures detailed within the FRA:

- o No development within Flood Zones 2 or 3
- o Building should be no closer to any watercourse than is shown on the illustrative 2 Masterplan document COTT-RYD-00-XX-RP-A-0002-S2 P10_MASTERPLAN_FRAMEWORK_DOCUMENT

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangement embodied within the scheme, or within any other period as may subsequently be approved, in writing, by the Local Planning Authority.

Reason: In the interests of health and safety to future residents/occupiers in accordance with the National Planning Policy Framework.

08. Construction work or deliveries associated with the development hereby approved shall only take place between the hours of 0800 to 1800 hours Monday to Friday and 0800 to 1300 Saturday, with no activity on Sundays or Bank Holidays.

Reason: In the interests of amenity of nearby and new residents having regard to Policy H15 of the Castle Morpeth District Local Plan and Policy Des1 of the Morpeth Neighbourhood Plan.

09. The proposed roads, including footpaths and turning spaces where applicable, shall be constructed in such a manner as to ensure that each dwelling before it is occupied can be served by a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

Reason: In the interests of highway safety and to ensure that development is served by an adequate means of access in accordance with the National Planning Policy Framework.

10. No dwelling shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved plans.

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

11. The development, hereby approved, shall be carried out in accordance with the mitigation measures as set out in the Environmental Statement, dated April 2016, and its supplementary documents and strategies.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement in accordance with the National Planning Policy Framework.

12. The development, hereby approved, shall be carried out in accordance with the mitigation detailed in the Environmental Statement protected species report and the Bat Activity Report 2016 - ES Addendum (September 2016) including:

safeguard all trees with bat roost potential;

temporary and permanent lighting is positioned or designed to avoid direct illumination of areas of high bat activity during construction and operation;

retention/replacement of green boundary elements, in the current masterplan this is achieved through the inclusion of the central green corridor
creation of dark corridors.

Reason: To maintain the favourable conservation status of a European Protected Species and to conserve and protect species and their habitat having regard to Policy C11 of the Castle Morpeth District Local Plan, and Policy Env1 of the Morpeth Neighbourhood Plan.

13. The phasing of development shall be carried out in accordance with the Phasing Plan COTT-RYD-00-XX-DR-L-1103-S2 P3, in order to ensure that the development adheres to the design principles provided within the Masterplan Framework Document (Ryder, September 2021).

Reason: In the interests of proper programming of the development in accordance with Policy H15 of the Castle Morpeth District Local Plan and Sus1 of the Morpeth Neighbourhood Plan.

14. Prior to the commencement of development in any phase approval of the details of the layout, scale, appearance and landscaping (hereinafter called the

'reserved matters'), for that phase, shall be obtained from the Local Planning Authority in writing before the development within that phase is commenced. The development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory development in accordance with Section 92 of the Town & Country Planning Act 1990.

15. Prior to the submission of any reserved matters application for a residential or ancillary commercial phase of development, full details of the design code to be adopted for the development of that phase shall be submitted to and approved in writing by the Local Planning Authority in order to ensure that the development adheres to the design principles provided within the submitted Design and Access Statement (Arup, April 2016). For the avoidance of doubt, the design code should include mandatory and nonmandatory elements and provide a clear set of requirements for the design of that phase. The design code should include (but not be limited to) the following supported by regulatory plans in order to provide robust parameters for the phase.

General:

- o Suitable external materials and facing finishes for roofing and walls including opportunities for using locally sourced and recycled construction materials;
- o Accessibility to buildings and public spaces for the disabled;
- o Environmental impact mitigation measures identified by the Environmental Statement;
- o Sustainable design and construction, in order to maximise passive solar gains, natural ventilation and water efficiency measures.
- o On site measures which show how energy efficiency is being addressed.

Land-Uses:

- o Mix of dwelling sizes and density;
- o Location of affordable housing;
- o Sound attenuation measures to mitigate against noise from roads;
- o Design of shopfronts and frontages to business premises;
- o Layout, massing, scale, orientation, floorspace area and height of residential and commercial development, including provision and location of landmark buildings;
- o Outdoor storage areas for business and retail premises;
- o Location and design of commercial and residential refuse areas;
- o Location and design of visible or audible plant, machinery or structures required for ventilation or filtration purposes;

Landscaping and Ecology:

- o Hard and soft landscaping including the protection of important trees and hedgerows;
- o Minor artefacts and structures (including street lighting, floodlighting and boundary treatments for commercial premises, street furniture and play equipment);
- o Design of the public realm, including layout and design of squares, areas of Public Open Space and areas for play.
- o Open space needs and timing of such provisions;
- o Conservation of flora and fauna interests;

Highways and Transport:

- o Alignment, width, gradient and type of construction proposed for all footways, cycleways, bridleways, roads and vehicular accesses to and within the site (where relevant) and individual properties;
- o On street and off-street residential and commercial vehicular parking and / or loading areas;
- o Cycle parking and storage;
- o Means to ensure casual parking is discouraged and occurs in designated spaces.

Statutory Services

- o Integration of strategic utility requirements, landscaping and highway design.

Any reserved matters applications for that phase will need to demonstrate full compliance with the Design Code.

Reason: To ensure a high quality form of development and to accord with paragraph 59 of the National Planning Policy Framework.

16. Prior to the commencement of development in any phase approval of the details of the existing and proposed levels including finished floor levels of any buildings and associated structures, compared to existing levels on the site for that phase will have been submitted to and approved in writing by the Local Planning Authority. 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 Part 11 of the National Planning Policy Framework.

17. The Local Planning Authority shall be provided with no less than 28 days prior written notice of the commencement of development within any phase.

Reason: In order to ensure development is carried out in an appropriate manner in accordance with the National Planning Policy Framework.

18. Prior to the construction of any external elevations on any phase, a schedule and samples of materials to be used on the external elevations of the dwellings in that phase hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details thereafter.

Reason: In the interest of visual amenity in line with the National Planning Policy Framework.

19. No landscape works shall commence of any phase until a detailed landscaping scheme for that phase, showing both hard and soft landscaping proposals for that phase (the detailed landscape planting plan must include the planting of locally native trees and shrubs) has been submitted to and approved in writing by the Local Planning Authority. This shall include, where required, the planting of trees and shrubs including a fully detailed planting schedule setting out species, numbers, densities and locations, the provision of screen walls or fences, the mounding of earth, the creation of an area of hardstanding, pathways etc., areas to be seeded with grass and other works or proposals for improving the appearance

of the development. The phase shall be carried out in accordance with the approved drawings not later than the expiry of the next planting season following commencement of the development, or within such other time as may be approved in writing by the Local Planning Authority..

Reason: To ensure an appropriate landscaping scheme is implemented and maintained in accordance with Policy H15 of the Castle Morpeth District Local Plan and Policy Env1 of the Morpeth Neighbourhood Plan.

20. No development of any phase shall commence until a Construction Traffic Management Plan and a Construction Method Statement for that phase has been submitted to and approved in writing by the Local Planning Authority. This shall include details of:

- o wheel wash facilities;
- o provision of a road sweeper and road cleaning schedule to ensure that the roads around the construction site are kept clear of mud and debris;
- o compound provision for the storage of materials and temporary parking for site operatives and visitors, and the siting of construction access (es) where applicable;
- o the number of vehicle movements and measures to be put in place to minimise the possibility of congestion;
- o parking for site operators and visitors;
- o storage for plant materials and all elements required for the construction of the development;
- o hoardings, decorative displays and areas of public access (sales area);
- o measures to control emissions and dust during construction;
- o routing of heavy construction vehicles and deliveries;
- o site access and any turning facilities required for construction vehicles;
- o the approximate phasing of construction works;
- o arrangements for the disposal of surface water.

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

Reason: To ensure from the outset that the development would be undertaken in the interests of amenity and highway safety, in accordance with Policy Tra2 and Tra 3 of the Morpeth Neighbourhood Plan and Parts 4 and 11 of the National Planning Policy Framework.

21. No development of any phase shall commence until details of the provision of refuse and recycling storage for the development of that phase and a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development in that phase shall be carried out in accordance with the approved details. The refuse/recycling area should have a direct and level access from the street to the storage areas/dwellings and be capable of accommodating the appropriate refuse/recycling bins.

Reason: In the interests of amenity of the surrounding area and highway safety, in accordance with Part 4 of the National Planning Policy Framework.

22. No development shall commence in any phase unless and until a report detailing the protective measures to be provided within that phase of the development 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), has 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 in respect of any 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). Thereafter, the approved protective measures shall be provided for each dwelling prior to its occupation.

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 having regard to Part 11 of the National Planning Policy Framework.

23. Prior to the commencement of development in any phase a detailed ground contamination remediation scheme for that phase, which shall have been informed by a detailed site investigation, to bring the land within that phase to a condition suitable for the intended use shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, timetables of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future of users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors having regard to Policy RE8 of the Castle Morpeth Local Plan.

24. No development shall commence in any phase of the development until a Flood Risk Assessment and Drainage Strategy for that phase of the development has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall:

- o Restrict discharge from the development to the discharge rates established in the approved Surface Water Drainage Strategy (ref: COT-CDL-Z0-05-RT-C-0503-P04, from Cundall, dated 4 October 2021) for all rainfall events up to and including the 1 in 100 year event, unless otherwise approved in writing by the Local Lead Flood Authority in conjunction with the Local Planning Authority.
- o Adhere to the wider surface water drainage principles as set out in the drainage strategy from Cundall, reference COT-CDL-Z0-05-RT-C-0503-P04.
- o Provide attenuation on site for the 1 in 100 year plus climate change event, including an allowance for urban creep.
- o Incorporate source control and site control sustainable drainage techniques throughout the development wherever possible and practicable.
- o Provide health and safety details for all surface water features that are to be installed throughout the site.

The approved Strategy shall be implemented in accordance with the approved details before the development is occupied and thereafter maintained in accordance with the approved details.

Reason: To ensure the effective disposal of surface water from the development so as not to increase the risk of flooding, having regard to Policy RE5 of the Castle Morpeth District Local Plan and Policy Inf1 of the Morpeth Neighbourhood Plan

25. Prior to the commencement of development in any phase a scheme for the management and disposal of foul sewerage for that phase shall be submitted to and approved in writing by the local authority. Thereafter no dwelling in that phase shall be occupied unless and until arrangements for the disposal of foul sewerage from that dwelling have been provided in full accordance with the approved details.

Reason: To safeguard the water environment and reduce the risk of flooding having regard to Policy RE5 of the Castle Morpeth District Local Plan and Policy Inf1 of the Morpeth Neighbourhood Plan.

26. The Reserved Matters to be submitted under Condition 1 above in respect of any phase of the development hereby permitted, shall include details regarding the location of on or off site bus stops to serve that phase and the timescales for their provision and where such bus stops are to be provided within a phase of the development details shall also be provided regarding their design. Thereafter bus stops shall be provided to serve that phase in full accordance with the approved details.

Reason: In the interests of achieving a satisfactory form of development and creating a sustainable community in accordance with Policies RE6 and MT1 of the Castle Morpeth District Local Plan and Policies Sus, Tra2, Tra3, Tra5 and Hou5 of the Morpeth Neighbourhood Plan.

27. No development in any phase shall commence until full engineering, drainage, street lighting and constructional details of the proposed highway works for that phase 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.

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 the National Planning Policy Framework.

28. No development shall commence in each phase until an Estate Street Phasing and Completion Plan for that phase 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 strategy, 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 Part 4 of the National Planning Policy Framework.

29. No development shall commence in any phase of the development until details of car and cycle parking for that phase of the development have been submitted to and approved in writing by the Local Planning Authority. The approved car and cycle parking shall be implemented before the development is occupied. Thereafter, the car and cycle parking shall be retained in accordance with the approved details and shall be kept available at all times.

Reason: In the interests of highway safety and sustainable development, in accordance with Part 4 of the National Planning Policy Framework.

30. No development shall commence in any phase of the development until a scheme to deal with any contamination of land or pollution of controlled waters in that phase has been submitted to and approved in writing by the Local Planning Authority and until the measures approved in that scheme have been implemented. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement in writing:

a) If identified as being required following the completion of the desk-top, a site investigation shall be carried out to fully and effectively characterise the nature and extent of any land contamination and/ or pollution of controlled waters. It shall specifically include a risk assessment that adopts the Source-Pathway-Receptor principle, in order that any potential risks are adequately assessed taking into account the sites existing status and proposed new use. Two full copies of the site investigation and findings shall be forwarded to the Local Planning Authority without delay upon completion.

b) Thereafter, a written Method Statement (or Remediation Strategy) detailing the remediation requirements for the land contamination and/or pollution of controlled waters affecting the site shall be submitted and approved by the Local Planning Authority, and all requirements shall be implemented and completed to the satisfaction of the Local Planning Authority. No deviation shall be made from this scheme without express written agreement of the Local Planning Authority.

c) Two full copies of a full closure (Verification Report) report shall be submitted to and approved by the Local Planning Authority. The report shall provide verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement(s). Post remediation sampling and monitoring results shall be included in the closure report to demonstrate that the required remediation has been fully met.

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 having regard to Policy RE8 of the Castle Morpeth Local Plan.

31. No development shall commence in any phase until a Biodiversity Enhancement Plan for that phase has been submitted to, and approved in writing by, the Local Planning Authority, to include detailed:

- landscaping proposals including 15m buffer to ancient woodland, planting of locally native trees and shrubs/ornamental planting to encourage pollinators
- inbuilt provision for bats and birds in the new dwellings including swift and bat bricks; connecting green corridors and dark corridors around the site;

The development shall then be carried out in accordance with these approved details.

Reason: To maintain the biodiversity value of the site to protected species and habitats including bats and ancient woodland in accordance with Policy C11 of the Castle Morpeth District Local Plan.

32. "Prior to the commencement of construction of any dwellings within phases 1b, 2b and 2c, as identified on the approved Phasing Plan-(Ref COTT-RYD-00-XX-DR-L-1103-S2-P3-Phasing Plan), a detailed scheme of works to provide a pedestrian and cycle paths within that parcel, including between points C and D and a timetable for the implementation of such works shall be submitted to and approved in writing by the local authority. Thereafter these works shall be implemented in full accordance with the approved details and timetable.

Reason: In the interests of highway safety and sustainable development, in accordance with Part 4 of the National Planning Policy Framework.

33. Prior the development of phases 2a and 2c as shown on the approved Phasing Plan (ref: : COTT-RYD-00-XX-DR-L-1103-S2-P3-Phasing Plan), an updated report shall be submitted demonstrating that noise from the Morpeth Northern Bypass does not exceed the following values at the nearest point.

- o LAeq 07:00 - 23:00 55 dB
- o LAeq 23:00 - 07:00 45 dB
- o LAm_{ax} 23:00 - 07:00 60 dB

This report shall be approved in writing with any mitigation scheme being implemented in full thereafter.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy H15 of the Castle Morpeth District Local Plan and Policy Des1 of the Morpeth Neighbourhood Plan.

34. Prior to the commencement of the development phases 2b, 3a and 3b, the applicant shall assess noise impacting on phases 2b, 3a and 3b of the development as shown on the approved Phasing Plan (ref: COTT-RYD-00-XX-DR-L-1103-S2-P3-Phasing Plan).. The methodology for the assessment shall be approved in writing with the Local Planning Authority prior to the assessment being undertaken.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy H15 of the Castle Morpeth District Local Plan and Policy Des1 of the Morpeth Neighbourhood Plan.

35. "Prior to the commencement of the development of the local/commercial centre (Parcel 3a) as shown on the approved Phasing Plan (ref: : COTT-RYD-00-XX-DR-L-1103-S2-P3-Phasing Plan) the applicant shall assess the noise from the commercial operations on the nearest noise sensitive receptors using BS4142:2014. The cumulative noise rating level from all commercial activities shall not exceed a value of 5 dB above the identified background level. The report shall be submitted to the Local Planning Authority for written approval with the approved scheme implemented in full thereafter.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy H15 of the Castle Morpeth District Local Plan and Policy Des1 of the Morpeth Neighbourhood Plan.

36. Prior to the commencement of the development of the local/commercial centre (Parcel 3a) the applicant shall assess noise impacting on *parcels 2b, 3a and 3b* of the development as shown on the approved Phasing Plan (ref: COTT-RYD-00-XX-DR-L-1103-S2-P3-Phasing Plan). The methodology for the assessment shall be approved in writing with the Local Planning Authority prior to the assessment being undertaken.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy H15 of the Castle Morpeth District Local Plan and Policy Des1 of the Morpeth Neighbourhood Plan.

37. Prior to the commencement of the development of the local/commercial centre (Parcel 3a) as shown on the approved Phasing Plan (ref: COTT-RYD-00-XX-DR-L-1103-S2-P3-Phasing Plan), the applicant shall provide full details of all odour treatment systems for any proposed food business within the local centre. As a minimum the odour treatment systems shall be capable of providing a very high level of control, as defined in the EMAQ document Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems. The details shall be submitted to the Local Planning Authority for its written approval with the approved scheme implemented in full thereafter.

Reason: To protect residential amenity and provide a commensurate level of protection against odour in accordance with Policy H15 of the Castle Morpeth District Local Plan and Policy Des1 of the Morpeth Neighbourhood Plan.

38. Prior to the commencement of the development of the local/commercial centre (Parcel 3a) as shown on the approved Phasing Plan (ref: COTT-RYD-00-XX-DR-L-1103-S2-P3-Phasing Plan) a Local Centre Strategy for 835 square metres gross of local centre uses (Use Classes A1/A2/A3/A4/A5/D1/D2/B1) shall be submitted to and approved in writing by the Local Planning Authority. The units within the Local Centre shall be provided and available for use in accordance with the approved strategy, unless formally agreed in writing by the Local Planning Authority.

Reason: To ensure that the delivery of the Local Centre occurs in a manner that ensures an appropriate balance of retail, leisure and business development and residential development in accordance with the provisions of the National Planning Policy Framework.

39. 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 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 order to safeguard the character and appearance of the area having regard to Policy H15 of the Castle Morpeth District Local Plan.

40. Prior to occupation of any dwelling within any phase of the development hereby approved a detailed Open Space and Landscape Management and

Maintenance Scheme for the maintenance and management of all areas of open space within that phase shall be 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 in that phase (or as may otherwise be approved in writing by the Local Planning Authority). Details to be submitted shall include;

- i) Details of landscape management and maintenance plans;
- ii) Inspection, repair and maintenance of all hard landscaping and structures;
- iii) Management, monitoring and operational restrictions including details regarding timescales for transfer of open space areas to a management company or companies and details regarding public access arrangements to those areas;
- iv) Establish a procedure that would be implemented in the event of any tree (or other 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 having regard to Policy Policy H15 of the Castle Morpeth District Local Plan and Env1 of the Morpeth Neighbourhood Plan.

41. Any landscaping approved under condition 1 above in respect of any phase shall be completed in all respects within the next appropriate planting season following the substantial completion of development in that phase.

Reason: In the interest of amenity, ensuring a satisfactory form of development having regard to Policy H15 of the Castle Morpeth District Local Plan and Policy Env1 of the Morpeth Neighbourhood Plan.

42. Prior to first occupation within each phase details of the adoption and maintenance of all SuDS features shall be submitted to and approved in writing 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 lifetime of the development in accordance with Policy RE5 of the Castle Morpeth District Local Plan.

43. All roadworks and associated works within each phase shall be to a standard eligible for adoption in accordance with the Northumberland County Council Manuals or as agreed in consultation with the Local Planning Authority in consultation with the Highways Authority.

Reason: To achieve a satisfactory form of development in the interests of highway safety and in accordance with Policy Tra3 of the Morpeth Neighbourhood Plan and the provisions of the National Planning Policy Framework.

44. Six months after first occupation of any phase of the development details of a Full Travel Plan for that phase of the development shall be submitted to and approved in writing by the Local Planning Authority. At all times thereafter the approved Full Travel Plan shall be implemented in accordance with the approved details. This Full Travel Plan must include:

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

Reason: In the interests of Sustainable Development, and in accordance with Policy Tra3 of the Morpeth Neighbourhood Plan and the provisions of the National Planning Policy Framework.

Additional conditions:

45) Prior to the commencement of development or before any other works are carried out on site Phase 2c as identified on Phasing Plan (ref: (Ref COTT-RYD-00-XX-DR-L-1103-S2-P3-Phasing Plan) details of screening to be located along the western and northern boundary of that phase shall be submitted to and approved in writing with the Local Planning Authority. The screening shall then be erected in accordance with these approved details during any time any works are being carried out in that phase and the screening shall be constructed in full accordance with the approved detail.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy H15 of the Castle Morpeth District Local Plan and Policy Des1 of the Morpeth Neighbourhood Plan

46) Prior to the commencement of development or before any other works are carried out on site Phase 2b as identified on Phasing Plan (ref: (Ref COTT-RYD-00-XX-DR-L-1103-S2-P3-Phasing Plan) details of screening to be located along the western and southern boundary of that phase shall be submitted to and approved in writing with the Local Planning Authority. The screening shall then be erected in accordance with these approved details during any time any works are being carried out in that phase and the screening shall be constructed in full accordance with the approved detail.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy H15 of the Castle Morpeth District Local Plan and Policy Des1 of the Morpeth Neighbourhood Plan

47) Prior to the commencement of development or before any other works are carried out on Phase 1b as identified on Phasing Plan (ref: (Ref COTT-RYD-00-XX-DR-L-1103-S2-P3-Phasing Plan) details of screening to be located along the western boundary of that phase shall be submitted to and approved in writing with the Local Planning Authority. The screening shall then be erected in accordance with these approved details during any time any works are being carried out in that phase and the screening shall be constructed in full accordance with the approved detail.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy H15 of the Castle Morpeth District Local Plan and Policy Des1 of the Morpeth Neighbourhood Plan

48) There shall be no car access onto Dark Lane from the new spine road at any time.

Reason: In the interests of highway safety and to ensure there is no impact on the capacity of the highways infrastructure along Dark Lane, in accordance with the National Planning Policy Framework.

49) No development shall take place in any phase (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) for that phase has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall provide the means by which the mitigation detailed in the reports Environmental Statement Biodiversity Appendix 6 , Ornithology Environmental Statement Addendum (ref: HCA/Rep/ES/Add Issue, September 2016, Arup), St Georges Hospital Morpeth Bat Activity Report 2016 – ES Addendum HCS_St.G_Bats 2016, Arup); and Ecological Impact Assessment Cottingwood Morpeth (E3 Ecology, September 2021), and protective measures for retained hedgelines, and mammal tunnels as show on the plan Northern Arrival (COTTRYD_00_XX-DR-L-2129 revision P1) and in the report St George's Hospital (Former Boilerhouse Area) Morpeth Arboricultural Impact Assessment July 2021 (The Environment Partnership, October 2021) are implemented during construction. The CEMP (Biodiversity) shall include the following a) Risk assessment of potentially damaging construction activities. b) Identification of “biodiversity protection zones”. c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements). d) The location and timing of sensitive works to avoid harm to biodiversity features. e) The times during construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication. g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To maintain the biodiversity value of the site to protected species and habitats in accordance with Policy C11 of the Castle Morpeth District Local Plan, Policy ENV2 of the Northumberland Local Plan and the NPPF.

50). A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include the following, and demonstrate the means of delivery of the Landscape Masterplan (COTT-RYD-00-XX-L-2100 rev. P11). a) Description and evaluation of features to be managed (referring to mitigation detailed in the reports Environmental Statement Biodiversity Appendix 6, Ornithology Environmental Statement Addendum (ref: HCA/Rep/ES/Add Issue, September 2016, Arup), St Georges Hospital Morpeth Bat Activity Report 2016 – ES Addendum HCS_St.G_Bats 2016, Arup); and Ecological Impact Assessment Cottingwood Morpeth (E3 Ecology, September 2021), and the plan Northern Arrival (COTT-RYD_00_XX-DR-L-2129 revision P1). b) Ecological trends and constraints on site that might influence management. c) Aims and

objectives of management. d) Appropriate management options for achieving aims and objectives. e) Prescriptions for management actions. f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period). g) Details of the body or organization responsible for implementation of the plan. h) Ongoing monitoring and remedial measures. The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The approved plan will be implemented in accordance with the approved details.

Reason: To maintain the biodiversity value of the site to protected species and habitats in accordance with Policy C11 of the Castle Morpeth District Local Plan, Policy ENV2 of the Northumberland Local Plan and the NPPF.

51) The Reserved Matters to be submitted under Condition 1 above in respect of any phase of the development hereby permitted, shall include a full arboricultural impact assessment, to cover the full area of that phase of development.

Reason: In the interests of protecting biodiversity in the form of trees and hedgerows on site, in accordance with Local Plan Policies C11 and C15 and the NPPF.

52) No development in any phase shall commence until full details of any tree protection, for all remaining trees/ hedges in that phase, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed in accordance with the approved details.

Reason: In the interests of protecting biodiversity and visual amenity, in accordance with the National Planning Policy Framework.

53) Prior to the first occupation or use of the development of each phase, a verification report carried out by a qualified drainage engineer or a suitably qualified professional must be submitted to and approved by the Local Planning Authority, to demonstrate that all sustainable drainage systems have been constructed as per the agreed scheme. This verification report shall include: * As built drawings for all SuDS components - including dimensions (base levels, inlet/outlet elevations, areas, depths, lengths, diameters, gradients etc); * Construction details (component drawings, materials, vegetation); * Health and Safety file; and * Details of ownership organisation/adoption details.

Reason: To ensure that all sustainable drainage systems are designed to the DEFRA non technical standards. In accordance with the NPPF.

54) Details of each outfall to a watercourse including any associated scour protection measures shall be submitted to and agreed with the local planning authority and shall thereafter be carried out in accordance with the agreed details.

Reason: To prevent localised scour and erosion to the receiving watercourses. In accordance with the NPPF.

55) Details of the disposal of surface water from the development through the construction phase, for each phase of development, shall be submitted to and agreed with the Local Planning Authority.

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 the NPPF.

Informatives

1. There is a possibility that bats or their roosts may be found in these buildings. All species of bats and their roost sites are protected under the Habitats Regulations, 1994. Any chemical timber treatments used in the course of these works must be of a type known to be harmless to bats, and access for bats should be maintained to all roof voids that will not form part of the living space of the new dwellings. Contact Natural England's bat advice line on 0345 130 0228 for further information or assistance.
2. Any areas within the front garden of the development shall be constructed of a permeable surface so flood risk is not increased elsewhere. There are three main types of solution to create a permeable driveway: Using gravel or a mainly green, vegetated area; Directing water from an impermeable surface to a border rain garden or soakaway; Using permeable block paving, porous asphalt or concrete. Further information can be found here: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf In addition the development should explore looking at and installing rain water harvesting units and water butts.
3. The applicant 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 HWD12; of this permission. You can contact the Local Highway Authority on 01670 620295
4. You are advised to contact the Council's Highway Development Management on 01670 620295 concerning the need for a Section 38 Agreement of the Highway Act 1980 relating to the adoption of new highways.
5. You are advised that access works to the Morpeth Northern Bypass 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 01670 620295 to progress this matter.
6. You are advised to contact the Council's Lighting Section on HighwaysStreetLighting@northumberland.gov.uk or 01670 620295 before and during the construction period with respect of street lighting to ensure sufficient illumination levels of the public highway.
7. You should note that Road Safety Audits are required to be undertaken. Northumberland County Council offer this service. You should contact 01670 620295
County Hall □ Morpeth □ Northumberland □ NE61 2EF □ Web: www.northumberland.gov.uk
8. The applicant should take into account the National Design Code in preparation of reserved matters plans, in particular the three tier energy hierarchy under Resources, which developers should follow to help towards the reduction in carbon emissions.
9. Public Footpaths shall be protected throughout. No action should be taken to disturb the path surface, without prior consent from ourselves as Highway Authority, obstruct the path or in any way prevent or deter public use without the necessary temporary closure or Diversion Order having been made, confirmed and an acceptable alternative route provided.

Date of Report:

Authorised by:

Date:

Background Papers: Planning application file(s) 21/01619/VARYCO