

Northumberland Local Plan

# **Schedule of proposed Additional Changes to the Northumberland Local Plan**

**June 2021**

# Northumberland Local Plan - Schedule of Proposed Additional Changes

June 2021

## Introduction

The Council is consulting on proposed Main Modifications to the draft Northumberland Local Plan, which the Inspectors examining the plan, considers are necessary to ensure that the plan is 'sound'. These are set out in a separate schedule.

As well as the Main Modifications, the Council is proposing '**additional changes**' to the Northumberland Local Plan which do not materially affect the meaning or substance of the Plan or its overall soundness. These proposed 'additional changes' relate to points of clarification, factual updates and typographical or grammatical errors. The reasons for making the changes are set out in the schedule.

The proposed 'additional changes' have not been considered by, or agreed with the Inspectors, as they do not affect the 'soundness' of the plan. They are set out in this document for completeness and **for information only**. Representations are not invited in relation to these additional changes.

The proposed additional changes as set out in this document are expressed in the form of ~~strike through~~ for deletions and underlining for additions of text.

# Schedule of proposed additional changes

## Chapter 1: Introduction

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Foreword	<p>To be deleted and redrafted prior to adoption</p> <p><del>We are well on the way to completing a new Local Plan for Northumberland that will help to shape our County for the coming years until 2036 and as Cabinet Member for Planning, Housing and Resilience, I am pleased to have overseen its preparation.</del></p> <p><del>Last year we asked you to give us your opinions on the draft Local Plan. We are extremely grateful to everyone who has participated. The feedback has been listened to, analysed, considered and factored into the amendments to the Plan. However, we have not been able to change everything that people want us to change, as evidence and government policy has kept us to a particular path.</del></p> <p><del>It is essential that the Local Plan supports sustainable growth in the economy, sufficient affordable homes and choice in the housing market, while conserving our superb environment.</del></p> <p><del>This Publication Plan sets out the vision and objectives, detailed policies and allocations of land, which will direct new workplaces, homes, services and facilities to where they are needed and wanted. Important infrastructure will be put in place in a timely manner and speculative applications for houses on unsuitable greenfield sites are expected to become a thing of the past. The Plan will allow communities to grow and thrive in order to meet our economic ambitions, without the danger of uncharacteristic development spoiling Northumberland's unique environment.</del></p> <p><del>The Local Plan will replace a lot of dated plans prepared by the former District Councils and County Council. This will bring clarity for businesses, communities and individuals on which environmental assets we need to protect and where we need to build in the coming years.</del></p> <p><del>This Publication Plan is the plan we intend to submit to the Government for examination and is the plan that the Council would like to adopt subject to that examination. The six week publication period gives you the opportunity to make any representations on the soundness of the Plan. This</del></p>	<p>The existing foreword is out of date put it is premature to draft a final version.</p>

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	<p>is not a consultation looking for changes to the document to be considered, but rather an assessment of whether the Plan has followed guidance and evidence and is therefore 'sound'.</p> <p>The Introduction to this document explains how you can comment on whether the Local Plan is 'sound'. Our officers will be pleased to help you understand this important stage.</p> <p>The Council really values your participation.</p> <p>Councillor John Riddle</p> <p><b>Portfolio Holder for Planning, Housing and Resilience</b></p>	
Paragraph 1.2	<p>Delete paragraph:</p> <p><del>In Northumberland, the Development Plan is currently made up of numerous dated plans – adopted Core Strategies that were prepared by the old pre-2009 Northumberland Districts and even more aged Local Plans, which contain ‘saved policies’ that have never been replaced, as well as the saved policy from the Northumberland Structure Plan. More recently, in some parts of the County, the Development Plan has been renewed and refreshed through neighbourhood plans.</del></p>	Text will be out of date on adoption of the Northumberland Local Plan.
Paragraph 1.3	<p>Amend paragraph to read:</p> <p><u>All local planning authorities are required to have an up to date Local Plan.</u> The Northumberland Local Plan will be a single new Local Plan, covering the whole of Northumberland. It will replace all of the previous District and County Council Local Plan and Core Strategy documents.</p>	To reflect that the Council is committed to preparing a Gypsies, Travellers and Travelling Showpeople Local Plan which will sit alongside the Northumberland Local Plan.
Paragraph 1.4	<p>Amend paragraph to read:</p> <p><del>All local planning authorities are required to have an up to date Local Plan.</del> The Northumberland Local Plan will, when adopted:</p> <ul style="list-style-type: none"> <li>• <u>Set</u> the strategic planning policies of the Council, taking account of key factors like population trends, economic growth, climate change, resources and environmental</li> </ul>	Text moved to paragraph 1.3 to improve readability.

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	<p>character;</p> <ul style="list-style-type: none"> <li>• Sets the general scale and distribution of new development which is required to meet Northumberland's needs to 2036;</li> <li>• Provides the planning principles, including detailed 'development management' policies to guide decisions on planning applications;</li> <li>• Shows in detail where new homes, workplaces and facilities will be located through allocations of land; and</li> <li>• Shows key environmental designations and include site specific proposals for the conservation and enhancement of historic and natural assets.</li> </ul>	
Paragraph 1.5	<p>Amend paragraph to read:</p> <p>Planning law states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore, the policies within the Northumberland Local Plan, together with those in neighbourhood plans, <del>will be</del> <u>represent</u> the starting point for the assessment of all planning applications.</p>	To bring up to date upon adoption.
Paragraph 1.6	<p>Amend paragraph to read:</p> <p>The Local Plan <del>must</del> <u>reflects</u> the Government's National Planning Policy Framework (or 'NPPF') and associated Government legislation. It also sits underneath frameworks and strategies produced regionally and sub-regionally, including the Strategic Economic Plan for the North East prepared by the North East Local Economic Partnership (or 'NELEP'). Finally, the Council itself has its own strategies on the economy and community matters, to which the Plan has full regard.</p>	To bring up to date upon adoption.
Paragraph 1.8	<p>Delete paragraph and section heading:</p> <p><del><b>What exactly will the Northumberland Local Plan replace?</b></del></p> <p><del>The Northumberland Local Plan, when adopted, will supersede:</del></p>	Text not relevant once the plan is adopted.

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	<ul style="list-style-type: none"> <li>• <del>The saved Policy S5 of the Northumberland County and National Park Joint Structure Plan Alteration (February 2005);</del></li> <li>• <del>The Core Strategies of the former Local Authorities of Alnwick (2007), Blyth Valley (2007), and Tynedale (2007) and the Blyth Valley Development Control Policies DPD (2007); and</del></li> <li>• <del>The saved Local Plan policies (under the Secretary of State's Direction) of the Northumberland Minerals Local Plan (2000), Northumberland Waste Local Plan (2001), Alnwick District Wide Local Plan (1997), Berwick upon Tweed Local Plan (1999), Blyth Valley District Local Plan (1999), Castle Morpeth District Local Plan (2003), Tynedale District Local Plan (2000), and Wansbeck District Local Plan (2007).</del></li> </ul>	
Paragraph 1.12	<p>Amend paragraph to read:</p> <p>The Local Plan has a key role to play in supporting neighbourhood planning. In seeking to meet the Basic Conditions all neighbourhood plans must be in general conformity with the strategic policies in the development plan for their area. To facilitate this, in accordance with national policy and guidance, the Northumberland Local Plan will set out clearly the strategic policies for the County. Neighbourhood plans should reflect these policies and should plan positively to support them. Specifically, neighbourhood plans should not promote less development than set out in the Local Plan and must not look to undermine its strategic policies.</p>	To bring up to date upon adoption.
Paragraphs 1.13 to 1.18	<p>Delete paragraphs, section headings and footnote:</p> <p><b>What has been done so far to prepare this Local Plan?</b></p> <p><del>1.13 The Council has consulted throughout the preparation of the Plan. The Spring 2018 consultation, which took place between 28 March and 2 May 2018, asked people to show the Council where, in their opinion, development should go and to flag up key issues, which they considered the Plan should address. The results of this consultation fed into the Regulation 18 Draft Local Plan.</del></p> <p><del>1.14 Consultation on the Regulation 18 Draft Local Plan took place between 4 July 2018 and 15 August 2018, where people were invited to make comments on the proposed draft policies, which set out</del></p>	Text not relevant once the plan is adopted.

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	<p><del>the strategy for future building and environmental matters, as well as identifying in detail which sites the Council had identified as places for future economic or residential development and where Green Belt and settlement boundaries would be drawn. The Draft Plan also covered the full range of planning topics, under the general headings of economic development, housing, connectivity and movement, the environment, the water environment, contaminated and unstable land, pollution and soil quality, managing natural resources and infrastructure, implementation and delivery. The results of this consultation have fed into this revised draft Local Plan – the Publication Draft Local Plan (Regulation 19).</del></p> <p><del>1.15 The Council has also collected a substantial volume of evidence and worked with partner organisations such as statutory providers, the utilities, Town and Parish Councils and business community, to ensure that the content of the Plan is sound.</del></p> <p><b>What is the purpose and scope of this document?</b></p> <p><del>1.16 This document, the Publication Draft Local Plan (Regulation 19), represents the 'Publication' stage of the Local Plan process. It is an updated version of the Regulation 18 Draft Local Plan, taking account of comments received including advice on policy wording from statutory bodies, as well as updated national planning policy and guidance. It has also been necessary to update some aspects of the evidence base and changes have been made to policies where required.</del></p> <p><del>1.17 This is the final stage before the Local Plan is submitted to the Minister for Housing, Communities and Local Government for Independent Examination. It is a formal, statutory stage in the production of Local Plan, as set out in Regulations.<sup>(4)</sup> For this stage representations must be based around the 'Tests of Soundness' that require the Local Plan to be 'Positively Prepared', 'Justified', 'Effective' and consistent with national policy:</del></p> <ul style="list-style-type: none"> <li><del>• To be 'Positively Prepared', the Local Plan must be:</del> <ul style="list-style-type: none"> <li><del>○ Prepared based on a strategy which, as a minimum, seeks to meet the area's objectivity assessed;</del></li> <li><del>○ Is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so; and</del></li> <li><del>○ Consistent with achieving sustainable development.</del></li> </ul> </li> </ul>	

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	<ul style="list-style-type: none"> <li>● To be 'Justified', the Local Plan must be: <ul style="list-style-type: none"> <li>○ Founded on a proportionate evidence base; and</li> <li>○ An appropriate strategy, taking into account the reasonable alternatives.</li> </ul> </li> <li>○ To be 'Effective', the Local Plan must be: <ul style="list-style-type: none"> <li>○ Deliverable over the plan period; and</li> <li>○ Based on effective joint working on cross-boundary strategic matters.</li> </ul> </li> </ul> <p>1.18 Following this stage, there will be a period of collation of the representations received and consideration of the issues raised. The Council will need to identify the key issues and consider whether any modifications are required to the Plan, to accompany the submission to the Minister for Housing, Communities and Local Government for Independent Examination. An independent Planning Inspector will be appointed to undertake the Examination and to consider the soundness of the Local Plan having regard to all of the representations received. The Inspector may suggest modifications to the Local Plan that may be required, following which the Council will seek to adopt the Local Plan and it will become part of the Development Plan.</p> <p>Footnote 4 See Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012.</p>	
Paragraphs 1.18a and 1.18b	<p>Add paragraphs and sub-headings to read:</p> <p><b><u>Consultation</u></b></p> <p>1.18a <u>The Council was committed to engaging with local communities and interested parties throughout the preparation of the Local Plan, in accordance with the Statement of Community Involvement (SCI). Comments received through early engagement and in relation to the Regulation 18 Draft Local Plan, informed the preparation of the Publication Draft Local Plan (Regulation 19). Representations received on the soundness of the Local Plan at the Regulation 19 stage, and in relation to proposed Main Modifications to the Local Plan, have informed the adopted version of</u></p>	To provide some background as to how the plan has been prepared.

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	<p><u>the plan.</u></p> <p><b>Evidence</b></p> <p><u>1.18b The Local Plan has been informed by a substantial body of evidence. This includes numerous technical studies covering a range of topics, undertaken or commissioned by the Council, evidence from national sources, and a number of technical supporting papers which pull together information from different sources.</u></p>	
Paragraph 1.19	<p>Amend paragraph to read:</p> <p>The <del>Publication</del> Local Plan has been informed by <del>integral assessments; namely the a</del> Sustainability Appraisal (SA) and <del>the a</del> Habitats Regulations Assessment (HRA) <u>at each key stage in its preparation, as well as a Health Impact and an Equality Impact Assessment. These assessments ensure that policies accord with the principles of sustainable development taking into consideration reasonable alternatives, minimise the potential significant impacts upon European sites designated for their nature conservation importance, and that the impact of policies on public health, equality and diversity has been considered.</u> <del>legal compliance documents. A substantial number of evidence based studies have also been used to inform the preparation of the Local Plan. The assessments, legal compliance documents, evidence base studies as well as various technical papers are available to view on the Council's website at: <a href="http://www.northumberland.gov.uk/localplan">www.northumberland.gov.uk/localplan</a>.</del></p>	To provide some background as to how the plan has been prepared.
Paragraph 1.21	<p>Amend paragraph to read:</p> <p>The Council <del>has</del> worked closely with a number of bodies during the preparation of the Local Plan in accordance with the requirements under the Duty to Cooperate, <u>as set out in the Council's Duty to Cooperate Statement of Common Ground and Statement of Compliance.</u> <del>and has a body of evidence to support this. The collation of evidence on joint working culminating in the production of the National Planning Policy Framework (NPPF) Statement of Common Ground is ongoing, and the statement will be produced as a two stage document. The Stage 1 Duty to Cooperate Statement of Common Ground has been prepared to support the Publication Local Plan. This is available to view on the Council's website at: <a href="http://www.northumberland.gov.uk/localplan">www.northumberland.gov.uk/localplan</a>.</del> Prior to the submission of the</p>	To provide some background as to how the plan has been prepared.

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	<p><del>Local Plan for examination, the full Stage 2 Duty to Cooperate Statement of Common Ground will be prepared. However, key strategies of note are those produced through the North East Combined Authority, the emerging North of Tyne Combined Authority, the North East Local Enterprise Partnership and the emerging Borderlands Inclusive Growth Deal.</del></p>	
Paragraph 1.21a	<p>Add paragraph to read:</p> <p><u>The Local Plan's evidence base documents, and the statutory assessments including the SA and HRA reports, are available on the Council's website, together with the Council's consultation statement and Duty to Cooperate Statement.</u></p>	To signpost to key supporting documents.
Paragraph 1.22	<p>Amend section heading to read:</p> <p><b><u>How will the plan be implemented? Implementation</u></b></p>	For clarity
Paragraphs 1.32 to 1.36	<p>Delete paragraphs, section heading, and box after paragraph 1.36:</p> <p><b><u>How to get involved</u></b></p> <p><del>1.32 Representations on the Publication Draft Local Plan (Regulation 19) are invited over a six week period between 30 January 2019 and 13 March 2019.</del></p> <p><del>1.33 The Publication Draft Local Plan and the Policies Map showing the proposed land allocations and area-based designations can be viewed on our website at: <a href="http://northumberland-consult.limehouse.co.uk/portal/planning/localplan/reg19">http://northumberland-consult.limehouse.co.uk/portal/planning/localplan/reg19</a>. Hard copies of the Local Plan and Policies Map can also be viewed at libraries and at County Hall.</del></p> <p><del>1.34 During the representation period, a number of drop-in sessions have been arranged across Northumberland to allow people to find out more about the Local Plan and how to make representations. Details of the dates, times and venues for these sessions are available to view on our website at <a href="http://www.northumberland.gov.uk/localplan">www.northumberland.gov.uk/localplan</a>.</del></p>	Text not relevant once the plan is adopted.

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	<p><del>1.35 Representations on the Publication Draft Local Plan can be submitted online or by returning a response form by email or by post. The Council is encouraging people to submit their responses online but you may wish to submit responses by completing a response form, which is available from libraries and County Hall or can be downloaded from our website at <a href="http://www.northumberland.gov.uk/localplan">www.northumberland.gov.uk/localplan</a>. Details of how to respond to the Local Plan using these methods is provided below:</del></p> <ul style="list-style-type: none"> <li><del>○ Online: Representations can be submitted via the consultation website at <a href="http://northumberland-consult.limehouse.co.uk/portal/planning/localplan/reg19">http://northumberland-consult.limehouse.co.uk/portal/planning/localplan/reg19</a>;</del></li> <li><del>○ Email: <a href="mailto:planningstrategy@northumberland.gov.uk">planningstrategy@northumberland.gov.uk</a></del></li> <li><del>○ Post: Planning Policy, Northumberland County Council, County Hall, Morpeth, Northumberland, NE61 2EF.</del></li> </ul> <p><del>1.36 All representations must be received by <b>5pm on Wednesday 13 March 2019</b>.</del></p> <p><del><b>As the Publication Stage is a statutory stage, we will not be able to accept representations beyond the six week response period – i.e. no further representations after 5pm on Wednesday 13 March 2019.</b></del></p>	
Paragraph 1.37 and Table 1.1	<p>Delete paragraph and table:</p> <p>The timetable for the preparation of the Northumberland Local Plan is set out in the Local Development Scheme 2018-2021 (April 2018)<sup>(2)</sup>. The remaining key stages, informed by the Town and Country Planning (Local Planning) (England) Regulations 2012 are set out below.</p> <p>Table 1.1 Local Plan Timetable</p>	Text not relevant once the plan is adopted.

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change										
	<table border="1"> <thead> <tr> <th data-bbox="315 336 1070 421">Key Stages</th> <th data-bbox="1070 336 1332 421">Date</th> </tr> </thead> <tbody> <tr> <td data-bbox="315 421 1070 549"> <b>Regulation 19 - Publication of Local Plan</b>            Consultation on Pre-Submission Draft (limited to 'Tests of Soundness')         </td> <td data-bbox="1070 421 1332 549">January 2019</td> </tr> <tr> <td data-bbox="315 549 1070 633"> <b>Regulation 22 - Submission to Secretary of State</b> </td> <td data-bbox="1070 549 1332 633">May 2019</td> </tr> <tr> <td data-bbox="315 633 1070 716"> <b>Regulation 24 - Independent Examination Hearings</b> </td> <td data-bbox="1070 633 1332 716">September 2019</td> </tr> <tr> <td data-bbox="315 716 1070 799"> <b>Regulation 26 - Adoption of Local Plan</b> </td> <td data-bbox="1070 716 1332 799">March 2020</td> </tr> </tbody> </table>	Key Stages	Date	<b>Regulation 19 - Publication of Local Plan</b> Consultation on Pre-Submission Draft (limited to 'Tests of Soundness')	January 2019	<b>Regulation 22 - Submission to Secretary of State</b>	May 2019	<b>Regulation 24 - Independent Examination Hearings</b>	September 2019	<b>Regulation 26 - Adoption of Local Plan</b>	March 2020	
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<b>Regulation 26 - Adoption of Local Plan</b>	March 2020											

## Chapter 2: Spatial Portrait

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Paragraph 2.8	<p>Amend paragraph to read:</p> <p>There are numerous designated areas and sites, many of which are recognised internationally and nationally, for their nature conservation, geological, landscape or heritage value. Most notable are:</p> <ul style="list-style-type: none"> <li>• Northumberland National Park (a separate local planning authority area);</li> <li>• Northumberland Coast and North Pennines Areas of Outstanding Natural Beauty (AONB);</li> <li>• Historic landscapes, reflective of past forms of habitation and cultivation;</li> <li>• Areas of international biodiversity and geo-diversity importance, mostly concentrated along the coast and in more remote upland areas;</li> <li>• <u>9 National Nature Reserves, and more than 100 Sites of Special Scientific Interest;</u></li> <li>• <u>Over 200 Local Wildlife and Geological Sites, of which there are over 200 in Northumberland; and 23 Local Nature Reserves;</u></li> <li>• <u>3 Marine Conservation Zones;</u></li> <li>• Kielder Water and Forest Park;</li> <li>• Frontiers of the Roman Empire: Hadrian's Wall World Heritage Site (WHS);</li> <li>• Northumberland International Dark Sky Park;</li> <li>• Northumberlandia human landform sculpture;</li> <li>• Several Registered Historic Parks and Gardens surrounding some of the County's castles and stately homes;</li> <li>• Numerous Registered Battlefields;</li> <li>• <del>69 70</del> <u>Conservation Areas</u> marking out historic villages, town centres and other unique built environments;</li> <li>• Well over 5000 nationally Listed Buildings and Structures - approaching half of all those in the North-East - including many of great significance, including Norman castles, country houses, fortified farmhouses, and buildings associated with the County's diverse economic, social, religious and cultural legacy; and</li> <li>• Around a thousand Scheduled Monuments, (approximately half of which are within the boundary of the National Park).</li> </ul>	<p>For clarity and completeness.</p> <p>In response to a representation.</p>
Paragraph 2.28	<p>Amend paragraph to read:</p> <p>Currently there are approximately 152,000 dwellings across Northumberland. Many of these are in the</p>	<p>For clarity and completeness.</p>

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p>larger settlements in the south east, together with market towns across the County. However, there are also a significant number of dwellings in smaller villages and hamlets. While the majority of dwellings meet the Government's Decent Homes Standard, including all Council owned stock, maintaining and enhancing the quality of the existing stock remains a challenge, with much of it in private ownership. Given the rural nature of the County, some communities are not connected to the gas network, and rely on oil <u>or electricity</u> to heat their homes. Many rural homes are also more difficult to insulate, as a result of their age and type, adding to the cost of maintaining a home in these areas.</p>	<p>In response to a representation.</p>
<p>Paragraph 2.46 and 2.46a</p>	<p>Amend paragraph, and add paragraph to read:</p> <p><b>Paragraph 2.46</b>  The Green Belt extends across parts of the area to prevent coalescence with the Tyneside conurbation to the south. There are important green infrastructure links along the coast, many of which are protected by nature conservation designations. The landscape of the area was historically dominated by coal mining. While examples of this mining heritage are retained, notably at Woodhorn, the majority of mining sites in the area have now been restored and provide important ecological and recreational resources. Surface coal mining is still present and makes a valuable contribution to the local economy. There is one coal producing site at Shotton, which overlaps into the Central Delivery Area. A further site, at Ferneybeds near Widdrington Station, has been granted planning permission but has yet to commence. Potland Burn and Butterwell are currently being restored and former workings at Steadsburn and Stobswood are now largely restored.</p> <p><u>Population</u></p> <ul style="list-style-type: none"> <li>• <del>Most densely populated part of Northumberland at 737 people per square kilometre, with 163,239 people in 71,630 households;</del></li> <li>• <del>While the population is ageing, the proportion aged over 65 (17.6%) is smaller than in the other Delivery Areas and it has the largest proportion of younger residents aged up to 15 years (17.9%)<sup>(6)</sup></del></li> </ul> <p><b>Paragraph 2.46a</b></p> <p><u>Population</u></p> <p><u>The South East Delivery Area is the most densely populated part of Northumberland at 737 people per square kilometre, with 163,239 people in 71,630 households. While the population is ageing, the proportion aged over 65 (17.6%) is smaller than in the other Delivery Areas and it has the largest</u></p>	<p>For clarity and ease of paragraph referencing.</p>

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	<u>proportion of younger residents aged up to 15 years (17.9%) (6).</u>	
Paragraph 2.54 and 2.54a	<p>Amend paragraph, and add paragraph to read:</p> <p><b>Paragraph 2.54</b>  The South East of the County had experienced consistent under delivery of housing in recent years compared to the housing allocations in existing Local Plans. Some large housing sites have stalled and sites on previously developed land have proven unviable, as a result of the recession. However, since 2014/15 housing completions have increased significantly. The close proximity, and good road links, mean that the South East housing market area is closely linked with the Tyneside conurbation to the south.</p> <p><u>Transport</u></p> <ul style="list-style-type: none"> <li><del>• The A189/A19 corridor provides important sub-regional road links to Tyneside for jobs, learning, shopping and leisure;</del></li> <li><del>• There are some issues with localised traffic congestion in Blyth and at key highway junctions, such as Moor Farm roundabout, at peak times;</del></li> <li><del>• Cramlington benefits from passenger services on the East Coast Main Line;</del></li> <li><del>• There is a Northern Rail service which calls at Widdrington Station Monday to Saturday and links to stations such as Alnmouth and Chathill in North Northumberland and south and west to Newcastle and to the Metrocentre (on the Carlisle line);</del></li> <li><del>• There are opportunities from the proposed reintroduction of passenger rail services to the Northumberland Line (formerly referred to as the Ashington, Blyth and Tyne Line).</del></li> </ul> <p><b>Paragraph 2.54a</b></p> <p><u>Transport</u></p> <p><u>The key transport characteristics and attributes in the South East Delivery Area are:</u></p> <ul style="list-style-type: none"> <li>• <u>The A189/A19 corridor provides important sub-regional road links to Tyneside for jobs, learning, shopping and leisure;</u></li> <li>• <u>There are some issues with localised traffic congestion in Blyth and at key highway junctions.</u></li> </ul>	For clarity and ease of paragraph referencing.

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	<p><u>such as Moor Farm roundabout, at peak times:</u></p> <ul style="list-style-type: none"> <li>• <u>Cramlington benefits from passenger services on the East Coast Main Line;</u></li> <li>• <u>There is a Northern Rail service which calls at Widdrington Station Monday to Saturday and links to stations such as Alnmouth and Chathill in North Northumberland and south and west to Newcastle and to the Metrocentre (on the Carlisle line);</u></li> <li>• <u>There are opportunities from the proposed reintroduction of passenger rail services to the Northumberland Line (formerly referred to as the Ashington, Blyth and Tyne Line).</u></li> </ul>	
<p>Paragraph 2.59 and 2.59a</p>	<p>Amend paragraph, and add paragraph to read:</p> <p><b>Paragraph 2.59</b>  Much of the area is covered by Green Belt to protect the countryside from encroachment from the Tyne and Wear conurbation. The south west of the area includes part of the North Pennines AONB.</p> <p><u>Population</u></p> <ul style="list-style-type: none"> <li>• <del>The population density is 83 per square kilometre, with 78,976 people in 33,713 households;</del></li> <li>• <del>The proportion of the population aged over 65 is relatively high, compared to the county as a whole, at 22.1%, as is the proportion aged up to 15 years at 16.8% (7).</del></li> </ul> <p><b>Paragraph 2.59a</b></p> <p><u>Population</u></p> <p><u>The population density in the Central Delivery Area is 83 per square kilometre, with 78,976 people in 33,713 households. The proportion of the population aged over 65 is relatively high, compared to the county as a whole, at 22.1%, as is the proportion aged up to 15 years at 16.8% (7).</u></p>	<p>For clarity and ease of paragraph referencing.</p>
<p>Paragraph 2.67</p>	<p>Amend paragraph to read:</p> <p>Much of the Central area of the County is covered by Green Belt; this has sought to protect the countryside from encroachment from the Tyne and Wear conurbation and maintain the separation of</p>	<p>For clarity.</p> <p>In response to a representation.</p>

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p>settlements. This area has some of the highest levels of development pressure within Northumberland, largely due to the ease of commuting into Tyneside. House prices are high, resulting in affordability pressures across the area. Past planning policies, including the former Regional Spatial Strategy, have constrained development across the Central area, through Green Belt designations, low housing targets and policies to restrict development in the countryside. In the former Castle Morpeth area, despite Morpeth and Ponteland being identified as the focus for new housing development in the Castle Morpeth Local Plan, in accordance with regional planning policy at that time, the majority of housing development <u>prior to 2016</u> has taken place in the Morpeth hinterland and former coalfield areas and not the main settlements.</p>	
<p>Paragraph 2.69 and 2.69a</p>	<p>Amend paragraph, and add paragraph to read:</p> <p><b>Paragraph 2.69</b>  Within the Delivery Area, many jobs are in the public sector, particularly within Local Government and health services. In the Tyne Valley, at Hexham and Prudhoe wood processing industries are major employers, such as Egger and SCA. The towns of Hexham, Morpeth, Prudhoe and Ponteland contain successful industrial estates, many of which have limited land for new businesses. The area is increasingly a focus for knowledge based and creative businesses. Much of the area encompasses productive agricultural land, while tourism makes a significant contribution to the economy particularly in the west.</p> <p><del>Relationships with other areas</del></p> <ul style="list-style-type: none"> <li><del>• The close proximity of the Main Towns and Service Centres to Tyneside means they have a strong relationship with the conurbation and they provide popular locations for commuters;</del></li> <li><del>• The influence of Hexham and Morpeth extends into the West and North Northumberland Delivery Areas respectively, with the towns providing employment and services for wide hinterlands;</del></li> <li><del>• Morpeth also has a strong relationship with Cramlington and the South East Northumberland Delivery Area, which has been further strengthened following completion of the Morpeth Northern Bypass.</del></li> </ul> <p><b>Paragraph 2.69a</b></p> <p><u>Relationships with other areas</u></p>	<p>For clarity and ease of paragraph referencing.</p>

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p><u>The Central Delivery Area has strong relationships with both urban and rural parts of Northumberland:</u></p> <ul style="list-style-type: none"> <li>• <u>The close proximity of the Main Towns and Service Centres to Tyneside means they have a strong relationship with the conurbation and they provide popular locations for commuters;</u></li> <li>• <u>The influence of Hexham and Morpeth extends into the West and North Northumberland Delivery Areas respectively, with the towns providing employment and services for wide hinterlands;</u></li> <li>• <u>Morpeth also has a strong relationship with Cramlington and the South East Northumberland Delivery Area, which has been further strengthened following completion of the Morpeth Northern Bypass.</u></li> </ul>	
Paragraph 2.70 and 2.70a	<p>Amend paragraph, and add paragraph to read:</p> <p><b>Paragraph 2.70</b> The North Northumberland Delivery Area is bounded to the north by the Scottish Border, to the west by the Cheviot Hills of the Northumberland National Park and to the south by the Simonside Hills and the Coquet Valley. The coast, which is designated an Area of Outstanding Natural Beauty forms the eastern boundary. The delivery area includes:</p> <ul style="list-style-type: none"> <li>• The Main Towns of Alnwick and Berwick-upon-Tweed;</li> <li>• The Service Centres of Belford, Rothbury, Seahouses and Wooler; and</li> <li>• Numerous villages along the coastal strip including large villages such as Warkworth and Longhoughton, as well as settlements lying further inland.</li> </ul> <p>Population</p> <ul style="list-style-type: none"> <li>• <del>Much of the Area is sparsely populated, with an overall density of 26.3 people per square kilometre, and a population of 53,585 in 24,246 households;</del></li> <li>• <del>With 23.7% of its resident population aged over 65, it is the Delivery Area with the largest proportion of older residents, and its proportion of younger residents, up to 15 years (15.4% of the population), is the smallest <sup>(8)</sup>.</del></li> </ul> <p><b>Paragraph 2.70a</b> <u>Population</u></p>	For clarity and ease of paragraph referencing.

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p><u>Much of the North Delivery Area is sparsely populated, with an overall density of 26.3 people per square kilometre, and a population of 53,585 in 24,246 households. With 23.7% of its resident population aged over 65, it is the Delivery Area with the largest proportion of older residents, and its proportion of younger residents, up to 15 years (15.4% of the population), is the smallest <sup>(8)</sup>.</u></p>	
Paragraph 2.73	<p>Amend paragraph to read:</p> <p><b>Alnwick</b> is another of Northumberland's important historic market towns, providing services for a wide rural hinterland; the centre is dominated by the 11th century castle. Alnwick Castle and <u>The Alnwick Garden</u> are popular tourist attractions.</p>	<p>For clarity.</p> <p>In response to a representation.</p>
Paragraph 2.79 and 2.79a to c	<p>Amend paragraph, and add paragraph to read:</p> <p><b>Paragraph 2.79</b>  In terms of past housing delivery across the North of the County, the town of Berwick-upon-Tweed has under provided in recent years despite an abundance of housing sites with planning permission. Delivery elsewhere in the former Berwick-upon-Tweed Borough has exceeded past policy, particularly in the coastal zone. Delivery in Alnwick reflects the current planning policy but Rothbury has experienced higher levels of delivery.</p> <p>Transport</p> <ul style="list-style-type: none"> <li>● <del>The A1/East Coast road and rail corridor connects the Area with the Tyneside conurbation and Edinburgh, with the A697 providing an additional link between these locations; much of the A1 remains as single carriageway, although, in late 2014, the Government announced proposals to dual part of this (as far north as Ellingham);</del></li> <li>● <del>The A698 provides a route south west to Hawick, the A7 and, eventually, the M6 and routes west to Cairnryan and Ireland;</del></li> <li>● <del>Berwick-upon-Tweed is well served by the East Coast Main Line, while the station at Alnmouth (for Alnwick) provides more limited but important access to the strategic rail network;</del></li> <li>● <del>There are limited bus services operating outside the A1 corridor, the Northumberland coastal</del></li> </ul>	<p>For clarity and ease of paragraph referencing.</p>

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p><del>route and the axes of the A697 and A698.</del></p> <p><u>Employment</u></p> <ul style="list-style-type: none"> <li><del>• The towns of Berwick-upon-Tweed and Alnwick have large industrial estates, with smaller estates in settlements such as Wooler, Rothbury and Belford;</del></li> <li><del>• The port of Berwick-upon-Tweed is important to the wider area; it is capable of handling larger freight vessels and is considered to have an important role in increasing exports and catering to the visitor industry;</del></li> <li><del>• There are a number of small harbours in the area, at Beadnell, Craster, Holy Island and Seahouses, which primarily support the local fishing industry. Seahouses provides access by boat for visitors to the Farne Islands, and this function is important to the visitor economy;</del></li> <li><del>• Tourism is an important employment sector in coastal settlements, both year round and seasonal;</del></li> <li><del>• Further inland, there remains a reliance on the traditional rural industries but tourism is becoming increasingly important.</del></li> </ul> <p><u>Relationship with other areas</u></p> <ul style="list-style-type: none"> <li><del>• The Area is influenced by the Tyne and Wear conurbation in terms of travel to work, but not to the same extent as the Central and South East Areas;</del></li> <li><del>• The north of the Area, in particular Berwick-upon-Tweed, is influenced by the Edinburgh City-Region, which extends across the Scottish Borders and which is the focus of a strategic growth strategy. Proposals for expansion in the central Scottish Borders and the re-opening of the Waverley line could also have implications for the social and economic well-being of the north section of the Area;</del></li> <li><del>• There are strong links with the town of Amble in the South East Northumberland Delivery Area, especially from Alnwick and intervening villages such as Warkworth.</del></li> </ul> <p><b>Paragraph 2.79a</b></p> <p><u>Transport</u></p> <p><u>The key transport characteristics and attributes in the North Delivery Area are:</u></p> <ul style="list-style-type: none"> <li>• <u>The A1/East Coast road and rail corridor connects the Area with the Tyneside conurbation and</u></li> </ul>	

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p><u>Edinburgh, with the A697 providing an additional link between these locations; much of the A1 remains as single carriageway, although, in late 2014, the Government announced proposals to dual part of this (as far north as Ellingham):</u></p> <ul style="list-style-type: none"> <li>• <u>The A698 provides a route south-west to Hawick, the A7 and, eventually, the M6 and routes west to Cairnryan and Ireland;</u></li> <li>• <u>Berwick-upon-Tweed is well served by the East Coast Main Line, while the station at Alnmouth (for Alnwick) provides more limited but important access to the strategic rail network;</u></li> <li>• <u>There are limited bus services operating outside the A1 corridor, the Northumberland coastal route and the axes of the A697 and A698.</u></li> </ul> <p><b>Paragraph 2.79b</b></p> <p><u>Employment</u></p> <p><u>In the North Delivery Area, employment is characterised by a mix of sectors in the larger centres and across the wide rural area:</u></p> <ul style="list-style-type: none"> <li>• <u>The towns of Berwick-upon-Tweed and Alnwick have large industrial estates, with smaller estates in settlements such as Wooler, Rothbury and Belford;</u></li> <li>• <u>The port of Berwick-upon-Tweed is important to the wider area; it is capable of handling larger freight vessels and is considered to have an important role in increasing exports and catering to the visitor industry;</u></li> <li>• <u>There are a number of small harbours in the area, at Beadnell, Craster, Holy Island and Seahouses, which primarily support the local fishing industry. Seahouses provides access by boat for visitors to the Farne Islands, and this function is important to the visitor economy;</u></li> <li>• <u>Tourism is an important employment sector in coastal settlements, both year round and seasonal;</u></li> <li>• <u>Further inland, there remains a reliance on the traditional rural industries but tourism is becoming increasingly important.</u></li> </ul> <p><b>Paragraph 2.79c</b></p> <p><u>Relationship with other areas</u></p> <p><u>The North Delivery Area has relationships with other areas both within the County, and north of the border</u></p>	

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p><u>with Scotland:</u></p> <ul style="list-style-type: none"> <li>• <u>The Area is influenced by the Tyne and Wear conurbation in terms of travel to work, but not to the same extent as the Central and South East Areas;</u></li> <li>• <u>The north of the Area, in particular Berwick-upon-Tweed, is influenced by the Edinburgh City-Region, which extends across the Scottish Borders and which is the focus of a strategic growth strategy. Proposals for expansion in the central Scottish Borders and the re-opening of the Waverley line could also have implications for the social and economic well-being of the north section of the Area;</u></li> <li>• <u>There are strong links with the town of Amble in the South East Northumberland Delivery Area, especially from Alnwick and intervening villages such as Warkworth.</u></li> </ul>	
Paragraph 2.80 and 2.80a	<p>Amend paragraph, and add paragraph to read:</p> <p><b>Paragraph 2.80</b></p> <p>The West Northumberland Delivery Area straddles the southern part of the Northumberland National Park. It includes the Kielder area to the north-west of the National Park, the North Tyne Valley, the South Tyne Valley and parts of the Hadrian’s Wall World Heritage Site and the North Pennines AONB. The Delivery Area includes:</p> <ul style="list-style-type: none"> <li>• The Main Town of Haltwhistle; and</li> <li>• The Service Centres of Haydon Bridge, Allendale and Bellingham; and</li> <li>• Numerous small settlements, which are scattered throughout the Delivery Area.</li> </ul> <p>Population</p> <ul style="list-style-type: none"> <li>• <del>The West Northumberland Delivery Area is the most sparsely populated in the County, with 11.2 people per square kilometre; it has the lowest population of the four areas with approximately 20,228 people in 8,945 households;</del></li> <li>• <del>The proportion of population aged up to 15 years is small at 15.5%, while 21.5% are aged 65 years or older (⁹).</del></li> </ul> <p><b>Paragraph 2.80a</b></p>	For clarity and ease of paragraph referencing.

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p><u>Population</u></p> <p><u>The West Northumberland Delivery Area is the most sparsely populated in the County, with 11.2 people per square kilometre; it has the lowest population of the four areas with approximately 20,228 people in 8,945 households. The proportion of population aged up to 15 years is small at 15.5%, while 21.5% are aged 65 years or older <sup>(9)</sup>.</u></p>	
Paragraph 2.88a	<p>Amend paragraph, and add paragraph to read:</p> <p><b>Paragraph 2.88</b></p> <p>The economy of the area is dominated by agriculture, forestry and tourism. Although the area has a high percentage of people of working age (63%), the population is ageing.</p> <p><del>Relationships with other areas</del></p> <ul style="list-style-type: none"> <li><del>• There are strong social, economic and cultural relationships with Hexham in the Central Northumberland Delivery Area, with residents looking to the town for key services;</del></li> <li><del>• The eastern part of the Delivery Area is on the periphery of the main Tyneside commuter zone;</del></li> <li><del>• Links with Carlisle and Cumbria are stronger here than elsewhere in the County.</del></li> </ul> <p><b>Paragraph 2.88a</b></p> <p><u>Relationships with other areas</u></p> <p><u>The West Delivery Area has strong relationships with other areas both within Northumberland, and beyond the County boundary:</u></p> <ul style="list-style-type: none"> <li><u>• There are strong social, economic and cultural relationships with Hexham in the Central Northumberland Delivery Area, with residents looking to the town for key services;</u></li> <li><u>• The eastern part of the Delivery Area is on the periphery of the main Tyneside commuter zone;</u></li> </ul>	For clarity and ease of paragraph referencing.

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<ul style="list-style-type: none"> <li>• <u>Links with Carlisle and Cumbria are stronger here than elsewhere in the County.</u></li> </ul>	
Paragraph 2.89	<p>Amend paragraph to read:</p> <p>The spatial portrait identifies a number of key issues which the plan proposes to address. These include the need to:</p> <ul style="list-style-type: none"> <li>• Improve the quality of jobs and skills to attract new businesses in high value sectors, improve economic activity in the south of the county and improve access to jobs in rural areas;</li> <li>• Attempt to stem the decline in the age of the working age population to prevent a consequential reduction in the ability to provide a labour force to existing or potential employers who want to locate in the County, reduce the increasing strain on already stretched healthcare services, and enhance the future sustainability and resilience of Northumberland's communities;</li> <li>• Provide a mix of quality well designed housing, in the right places, to meet the diverse needs of current and future population, including homes which are affordable, and which meet the needs of an increasingly ageing population;</li> <li>• Ensure that there is good and equitable access to good health care facilities, and that new development enables people to live healthier lives;</li> <li>• Ensure that the County's many natural and <del>built</del> heritage assets are carefully protected, enhanced or managed to ensure that their vulnerability to development and human activity is minimised;</li> <li>• Ensure the County is well connected in terms of transport, broadband and telecommunications, to ensuring the mobility of knowledge, people, goods and services;</li> <li>• Ensure an adequate supply of minerals is maintained to support the county's economic ambitions, and that opportunities to minimise waste, and utilise renewable energy resources are embraced, but that these needs are balanced against landscape, heritage and local amenity considerations.</li> </ul>	<p>For clarity.</p> <p>In response to a representation from Historic England.</p>

### Chapter 3: Spatial Vision, Objectives and Outcomes

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Paragraph 3.7	<p>Amend paragraph to read:</p> <p>Key outcomes:</p> <ul style="list-style-type: none"> <li>● The focus of new housing development will have been in the Main Towns and Service Centres across Northumberland. Areas of new homes will have been planned and designed to respect local character and safeguard the significance of heritage assets;</li> <li>● In smaller settlements a level of <u>new</u> housing development that is proportionate to the size of the settlement, and appropriate to its character, will have been delivered, meeting local needs wherever possible;</li> <li>● Significant progress will have been made towards addressing the shortfall in affordable homes across Northumberland;</li> <li>● An appropriate strategy will have been adopted to manage the proportion of holiday and second homes across Northumberland;</li> <li>● Housing will have been provided by a variety of methods including, by community land trusts and through self-build;</li> <li>● A range of housing tenures, types, prices and sizes will have been provided in order to help meet local needs for different groups of the population, including meeting the needs of an ageing population;</li> <li>● Housing design and location will allow older people and vulnerable groups to live as independent lives as possible;</li> <li>● Lifetime neighbourhoods will have been developed in locations which have the greatest potential to support older people to remain independent as they age;</li> <li>● New sites will have been provided for any additional identified need for Gypsy, Roma and Traveller communities.</li> </ul>	<p>For clarity.</p> <p>In response to a representation.</p>
Paragraph 3.14	<p>Amend paragraph to read:</p> <p>Key outcomes:</p> <ul style="list-style-type: none"> <li>● A sustainable pattern of development will have been delivered, including the focusing of the provision of housing, employment, education, healthcare and retail particularly within Main Towns and Service Centres resulting in a reduction in the need to travel;</li> <li>● The supply of energy and heat from renewable and low carbon sources will have contributed towards meeting national targets and helped to address fuel poverty;</li> <li>● New development will have incorporated sustainable building practices and where possible will have contributed to improving the existing building stock;</li> <li>● High energy efficiency will have been incorporated into new development;</li> <li>● New developments will have been effectively assessed for the risk of flooding and if appropriate will have been sited elsewhere;</li> <li>● New developments will have incorporated multifunctional green infrastructure, which can assist in the mitigation_of_ and</li> </ul>	<p>For clarity</p>

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p><del>adaption</del> <u>adaptation</u> toof climate change.</p>	
Paragraph 3.15	<p>Amend paragraph to read:</p> <p>Northumberland is rich in energy <u>and other natural</u> resources. Its minerals provide the raw materials that are necessary to deliver the infrastructure, buildings, goods and energy that both society and the economy needs. There is also potential for further renewable energy development, however it is recognised that there is a limit to the scale of wind energy development that can be accommodated in Northumberland without significantly adversely affecting the special landscapes and cultural heritage of the County, or impacting on residential amenity. Alternatives to wind energy are increasing in prominence as technology advances.</p>	<p>For clarity and completeness.</p> <p>In response to a representation.</p>

## Chapter 4: Delivering the Vision for Northumberland

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Paragraph 4.14	<p>Amend paragraphs to read:</p> <p>To support the number of jobs forecast, sufficient land is required to be protected for employment purposes, to ensure there is land available for businesses wanting to either start up in Northumberland or expand. The plan proposes to allocate and reserve considerably more land for employment purposes than the forecast suggests is required. (13) The rationale for this approach is set out in more detail in the economic development chapter. However, the plan only proposes to protect land which may be needed for employment uses. While some land is protected for <del>B-class</del> <u>'main employment'</u> land uses only, the plan allows for other employment generating uses on other sites.</p>	For clarity and to reflect changes in the Use Classes Order.
Paragraph 4.15	<p>Amend paragraph to read:</p> <p>The majority of jobs however are forecast to come forward in sectors which are not <del>B-Class land</del> <u>'main employment'</u> uses such as offices, general industrial uses, storage and distribution. Many of these will be service sector jobs, such as accommodation and food services, retail, professional services, health and education. These jobs do not necessarily need allocated, dedicated employment land to support them.</p>	For clarity and to reflect changes in the Use Classes Order
Paragraph 4.19	<p>Amend footnote to read:</p> <p>Using the Standard Methodology for calculating Local Housing Need, as set out in Planning Practice Guidance, Northumberland's requirement is for <del>717 558</del> dwellings per annum <u>for the initial 10-years of the plan period from 2016 to 2026</u>. <del>MHCLG is considering changing the methodology, and until this time, is proposing the use of the 2014-based household projections, rather than the latest 2016-based projections in the calculation. On this basis Northumberland's Local Housing Need figure is for 717 dwellings per annum.</del></p>	To bring up to date and reflect paragraph 7.8 of the plan.
Paragraph 4.27	<p>Amend paragraph to read (see 4.27a below):</p> <p>The Green Belt in Northumberland, which forms part of the wider Tyne and Wear Green Belt has an important role in helping to direct development to the most sustainable locations. <u>The Local Plan consolidates the Green Belt boundaries which were adopted by former districts and boroughs and establishes the detailed boundaries of the Green Belt extension around Morpeth.</u><sup>(Footnote 15)</sup> The defined</p>	Amendments for clarity. Second part of paragraph moved to new paragraph 4.27a for clarity.

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p>Green Belt wraps around the Tyneside conurbation, and extending to the west of Hexham, while a <del>Green Belt extension extends and to the north of Morpeth.</del> <sup>(Footnote15)</sup> National policy attaches great importance to Green Belts to prevent urban sprawl by keeping land permanently open. <del>Given that Northumberland already has a significant amount of housing committed across the County, it is not considered that exceptional circumstances exist to justify the alteration of Green Belt boundaries for residential development. Therefore, while the plan aims to direct most housing to the larger settlements, and villages with a number of key services, this is done without delivering housing in the Green Belt. However, in order to support economic growth, it is proposed that limited changes in past Green Belt boundaries are required in a number of locations.</del></p>	
Paragraph 4.27a	<p>New paragraph to read:</p> <p><u>Given that Northumberland already has a significant amount of housing committed across the County, it is not considered that exceptional circumstances exist to justify the alteration of Green Belt boundaries for residential development. Therefore, while the plan aims to direct most housing to the larger settlements, and villages with a number of key services, this is done without removing land from the Green Belt. However, in order to support economic growth, some limited changes to past Green Belt boundaries have been made in the vicinity of Hexham, Prudhoe and Ponteland.</u></p>	Text moved from paragraph 4.27 and amended for clarity.
Policy STP 3	<p>Amend policy to read:</p> <p><b>Policy STP 3 Principles of sustainable development (Strategic Policy)</b></p> <p>1. In applying the presumption in favour of sustainable development in Northumberland, <u>and to deliver against economic, social and environmental objectives</u>, development proposals will be expected to <del>deliver across the range of the economic, social and environmental factors</del>, and adhere to the following principles where appropriate:</p> <ul style="list-style-type: none"> <li>a. Contribute to building a strong, responsive and competitive economy across Northumberland, support more and better jobs, protect and enhance the vitality and viability of Northumberland's town centres and other important economic sectors;</li> <li>b. Provide a type and mix of <u>homeshousing</u> to meet local housing need, <u>and increase choice in the local housing market</u>; <del>including meeting the needs of an ageing population</del></li> </ul>	For clarity, and in response to representations.

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<ul style="list-style-type: none"> <li>c. Support and provide opportunities to improve health, social and cultural wellbeing for all, and provide the infrastructure which is required to enhance the quality of life of individuals and communities;</li> <li>d. Contribute to the conservation and enhancement of Northumberland's natural, historic, water and built environment assets, and contribute to increasing the natural capital resource;</li> <li>e. Minimise their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses;</li> <li>f. Contribute to net gains for biodiversity and establish a coherent and resilient ecological network;</li> <li>g. Prevent or minimise waste and make prudent and effective use of Northumberland's available finite and renewable resources, including water, minerals, soil and buildings;</li> <li>h. Make efficient use of land including achieving higher densities in more accessible locations where appropriate, and through the re-use of brownfield sites (except where priority species have been demonstrated to rely on a brownfield site);</li> <li>i. Demonstrate high quality sustainable design which is accessible to all, and which respects and enhances the local distinctiveness of the natural, historic and built environment, helps promote a sense of place, reduces the need for energy, and facilitates flexible and adaptable buildings and environments;</li> <li>j. Be accessible by, or be able to be made accessible by public transport, walking or cycling where feasible, thereby reducing the need to travel for both people and goods, and the dependence on travel by private car;</li> <li>k. Make best use of existing facilities and infrastructure, whilst making appropriate provision for new or additional infrastructure as required;</li> <li>l. Effectively manage the impact on the highway network and utilities infrastructure;</li> <li>m. Maximise energy efficiency and the use of renewable and low carbon energy sources including, but not limited to decentralised energy supply systems;</li> <li>n. Be located in areas which are least vulnerable to climatic impacts such as risk from all sources</li> </ul>	

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p>of flooding and rising sea levels; and</p> <p>o. Anticipated impacts, including those from climate change, on the historic and natural environment, including landscape, biodiversity, ecosystems and water resources should be avoided by locating development elsewhere, adequately mitigated, or as a last resort, adequately compensated for.</p>	
Paragraph 4.63	<p>Amend paragraph to read:</p> <p>The Green Belt in Northumberland forms part of a wider area of Green Belt designation surrounding the conurbation of Tyne and Wear. Since the original designation in 1963 <sup>[Footnote 1]</sup>, the Green Belt in Northumberland has undergone a number of modifications, with areas being added to as well as removed from the Green Belt. This Plan consolidates the boundaries defined in the Local Plans and Core Strategies of the former Tynedale, <u>Castle Morpeth</u> and Wansbeck districts, and the Borough of Blyth Valley, and identifies the detailed boundaries of the Green Belt around Morpeth <sup>[Footnote 2]</sup>. The Northumberland Local Plan identifies the full extent of the revised Green Belt in Northumberland, as defined on the Policies Map.</p> <ul style="list-style-type: none"> <li>• Footnote1: Northumberland County Development Plan: Amendment No. 16 (1963) North Tyneside Green Belt</li> <li>• Footnote 2: The Green Belt Review Technical Paper (December 2018) provides a summary of the Green Belt Review process undertaken and outlines the rationale supporting changes that have been made to the Green Belt.</li> </ul>	Correction
Paragraph 4.65	<p>Amend footnote to read:</p> <p>National Planning Policy Framework, <del>July 2018</del>, <u>February 2019</u>, paragraph 134.</p>	To bring referencing up to date.

## Chapter 5: Economic Development

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Policy ECN 12	<p>Amend policy to read:</p> <p><b>Policy ECN 12</b>  <b>A strategy for rural economic growth (Strategic Policy)</b></p> <ol style="list-style-type: none"> <li>1. The growth of the rural economy will be encouraged through: <ol style="list-style-type: none"> <li>a. Fostering innovation, promoting digital technologies and enhancing the interconnectedness of rural economies; and</li> <li>b. Within constraints, facilitating the formation, growth and up-scaling of businesses in rural locations;</li> <li>c. Safeguarding the rural environment, rural communities and traditional rural businesses upon which the rural economy depends;</li> <li>d. <u>Supporting rural main towns and service centres as the most accessible and suitable hubs for rural economic growth.</u></li> </ol> </li> </ol>	<p>To reflect the roles of settlements in Policy STP1.</p> <p>In response to a representation.</p>
Paragraph 5.73	<p>Amend paragraph to read:</p> <p>Linear attractions can also contribute to this broadening of the offer. Cycling , and walking <u>and horse riding</u> holidays are an integral part of the outdoor tourism offer and an important reason for visitor loyalty. The County has an extensive <del>public footpath</del> <u>Rights of Way</u> network, <u>which includes public bridleways, restricted byways open to all traffic and footpaths</u> <del>and</del>. There are renowned long-distance walks like Hadrian's Wall Path and the Reivers' Way. There is also a lengthy network of high-quality cycle routes and 100 miles of purpose built trails. Such holidays can be cross seasonal, help to disperse the benefits of the industry across the County and can be low impact. The plan supports the development of appropriate new and expanded cycle and walking routes to add to Northumberland's network. Facilities that help to support the network of long-distance routes, where appropriate, will be strongly supported.</p>	<p>For completeness.</p> <p>In response to a representation.</p>

## Chapter 6: Town Centres and Central Services

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Paragraph 6.3	<p>Amend paragraph to read:</p> <p>Northumberland includes town centres where considerable numbers of people rely on the jobs and services that they provide - sometimes from wide rural hinterlands. They cannot simply be retail centres but must also offer a range of essential services, leisure opportunities <del>and, perhaps most importantly of all,</del> <u>jobs and businesses, and places to live.</u></p>	For clarity and in response to changes to the Use Classes Order and permitted development rights.
Paragraph 6.5	<p>Amend paragraph to read:</p> <p>The main aims of the Local Plan for town centres are:</p> <ul style="list-style-type: none"> <li>• To establish and maintain their relative roles as service centres for residents and visitors;</li> <li>• To bolster their roles as community hubs by allowing for a wide range of uses including shopping, other essential and non-essential services, leisure facilities, offices and other workplaces, as well as <u>an increasing residential presence</u>;</li> <li>• To make sure that they are not constrained in fulfilling these roles, physically or in policy terms;</li> <li>• To ensure that key uses are concentrated to the extent that the centres continue to be vibrant and vital without stifling expansion and innovation; and</li> </ul> <p>To provide scope for good transport access including space for public transport, pedestrians, cyclists, wheelchairs and sufficient car parking.</p>	For clarity and in response to changes to the Use Classes Order and permitted development rights.
Paragraph 6.17	<p>Amend paragraph to read:</p> <p>The roles of Northumberland's town centres will continue to be enhanced by continuing <u>many of</u> these approaches, <u>but also by further diversifying their provision in terms of services, jobs and homes as well as</u> <del>adapting to new developments in retailing and other service provision.</del></p>	For clarity, in response to changes to the Use Class Order, and evolving national policy on the role of town centres.

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Policy TCS 4	<p>Amend policy to read:</p> <p><b>Policy TCS 4 Proposals outside centres</b></p> <ol style="list-style-type: none"> <li>1. Where proposals for main town centre uses come forward on sites outside defined town centre boundaries, and they are of a scale that would be inappropriate in a less accessible location, they will be subject, first to proportionate and appropriate sequential testing and then, if a suitable more central site cannot be identified, to impact testing, as follows: <ol style="list-style-type: none"> <li>a. Proposals <del>that would add for</del> more than 1000 square metres gross retail floorspace, <ol style="list-style-type: none"> <li>i. In Larger Town Centres, those beyond Primary Shopping Area boundaries; or</li> <li>ii. In Smaller Town Centres, those beyond Town Centre boundaries.</li> </ol> </li> <li>b. Proposals for leisure-related buildings of 2500 square metres gross floorspace, not linked with wider open space activities, that are beyond defined Town Centre boundaries.</li> </ol> </li> <li>2. Where the above testing demonstrates that the Main Town Centre Use can only be accommodated in an edge- or out-of-centre location, priority should be given to accessible sites well connected to the town centre or (failing that) connected to other existing services, and, wherever possible, be well related to residential areas.</li> <li>3. Development of Main Town Centre Uses that are away from defined centres, below the thresholds in part 1 of this Policy, and in the built-up areas of towns and villages, will not be subject to the above testing, but should: <ol style="list-style-type: none"> <li>a. Wherever possible, contribute to the range and choice of services offered in the local area; and</li> <li>b. Be accessible and well related to existing services.</li> </ol> </li> </ol>	For clarity and in response to changes in the Use Classes Order.
Paragraph 6.31	<p>Amend paragraph to read:</p> <p>Finally there has been a tendency for takeaways to occupy <del>shop</del>-units in local parades and even in villages, which may only have a very limited retail presence of <u>essential local services</u>. Therefore, where the last <del>A1</del> <u>such</u> unit in such a parade or the final shop or public house in a village are proposed as a takeaway it is reasonable to resist this change.</p>	For clarity and in response to changes to the Use Classes Order.

## Chapter 7: Housing

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Policy HOU 2	<p>Amend policy to read:</p> <p><b>Policy HOU 2</b>  <b>Provision of new residential development (Strategic Policy)</b></p> <ol style="list-style-type: none"> <li>1. The delivery of new open market and affordable dwellings in a range of tenures, types and sizes will be supported where it is consistent with: <ol style="list-style-type: none"> <li>b. Meeting the objectively assessed housing needs and housing priorities as identified through an up-to-date assessment; <u>and</u></li> <li>d. <del>The implementation of necessary enabling transport and utilities infrastructure; and</del></li> <li>e. <del>The provision of new community facilities where needed and commensurate with the scale of the development.</del></li> </ol> </li> </ol>	Criteria 1d and 1e deleted as adequately captured in Policies INF 1 and INF 6.
Paragraph 7.20	<p>Amend paragraph to read:</p> <p>Northumberland saw 2,907 new homes created during 2016-18, the first two years of the plan period<sup>(44)</sup>. In addition, 14,287 new homes remain to be built on already permitted development sites including many sites currently under construction, while a further 6,001 units could arise from other applications currently minded to approve.<sup>(45)</sup> Analysis of delivery rates and the likelihood of permissions lapsing before implementation have informed the Council's housing land supply calculations and the housing trajectories at Appendix BC, and indicate that there is a reasonably high degree of confidence that the majority of permitted housing applications will come forward and be delivered<sup>(46)</sup></p>	To reflect the re-numbering of the appendix referenced.
Paragraph 7.22	<p>Amend paragraph to read:</p> <p>There are a number of locations where it is necessary to make housing allocations to support the spatial strategy and re-balance the County's housing market. Policy HOU 4 sets out the housing development site allocations (five or more dwellings indicative capacity) necessary to deliver the strategic housing priorities and residual needs of the County. These housing site allocations are in addition to currently</p>	<p>For clarity.</p> <p>In response to representations.</p>

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	permitted and minded to approve sites, and also provide for some flexibility in ensuring that the County's overall requirements are delivered should any permissions lapse or minded to approve applications not gain final consent. <u>They are also additional to site allocations within 'made' Neighbourhood Plans, which Neighbourhood Plan housing site allocations are set out for information in Appendix AB.</u>	
Paragraph 7.26	Amend paragraph to read:  <del>Analysis of housing completions in the County over the past five years nevertheless reveals an annual average delivery rate on sites of 1.0 hectare or less of about 320 dwellings per annum, representing about 27% of total net completions over that period.</del> Monitoring data also shows that approximately 11% of net additional dwelling completions over the past 5-10 years have come from changes of use and conversions. The strategic policy objective for bringing long-term empty homes back into use will support the supply of small and medium-sized sites.	Text is out of date and superseded by new text in proposed Main Modifications.
Paragraph 7.29	Amend paragraph to read:  <del>Interest in self-build and custom-build housing is strong in Northumberland<sup>(52)</sup>, with most developments of one or two homes likely to be such one-off customised projects,</del> particularly in and around the County's more rural settlements. The self-build sector plays an important part in enabling high standard (quality and efficiency), innovative, sustainable and environmentally-friendly housing that is aligned to individual needs and aspirations, while also sometimes being more affordable than buying new housing on the open market.  <small>52. More than <del>270-300</del> individual people or couples/households plus six community groups have registered on the Council's Self-Build and Custom-Build Register since 1 April 2016 as having an interest in self-building or commissioning the custom-building of their own homes in Northumberland and seeking serviced plots.</small>	For clarity and to reflect updated data
Paragraph 7.30	Amend paragraph to read:  <del>Permitted housing development sites currently include circa 120 over 230 plots being set-aside for potential self/custom-build housing projects, in addition to plots already developed since the start of the plan period, while numerous completions and outstanding permissions for small-scale developments of one or two homes are also likely to be one-off customised projects.</del> Independent self/custom-build plot-finder websites also reveal additional opportunities for self/custom-build, on <u>-sites</u> and plots not explicitly	For clarity and to reflect updated data

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	identified for self or custom build through the planning system.	
Paragraph 7.33	<p>Amend paragraph to read:</p> <p>Supporting the delivery of affordable homes is a priority for the Council. <u>For the purposes of Policy HOU 6 and other development plan policies, affordable housing comprises affordable homes for rent, starter homes, discounted market sales housing, and other affordable routes to home ownership. A in accordance with the full definition of affordable housing is set out in the NPPF and the glossary to this plan and in the NPPF. To ensure flexibility in response to new types of affordable housing and any revised definition in national policy, Policy HOU 6 simply refers to affordable homes to rent and affordable home ownership.</u></p>	For clarity
Paragraph 7.36	<p>Amend paragraph and insert new footnote to read:</p> <p>As well as need, the viability of delivering affordable housing is considered when setting local plan targets. Market developments in some areas of the County may not be able to viably deliver 17% affordable housing, while higher rates will <u>be</u> achievable in higher value areas. Taking into account the evidenced differences in development viability in different parts of the County, Policy HOU 6 applies a balanced value area-based approach to achieve the overall need <sup>[Footnote]</sup>. <u>Where a site falls across more than one viability value area, a proportionate level of affordable housing will be required.</u></p> <p>Footnote: <u>The policy value areas, as shown on the Policies Map, set out the affordable housing requirements for different parts of the county, to meet the identified countywide affordable housing need. They are defined by Lower Super Output Areas (LSOA) and are illustrative of the viability of delivering affordable housing. They do not, therefore, necessarily reflect the level of affordable housing need in those areas.</u></p>	<p>For clarity.</p> <p>In response to representations.</p>
Paragraph 7.38	<p>Amend paragraph to read:</p> <p>The Government's expectation (subject to certain <del>exemptions</del> <u>exceptions</u> set out in the NPPF) is that at least 10% of homes on 'major' housing developments will be available for affordable home ownership as part of the overall affordable housing contribution from the site. Given the Council's success in bringing forward discounted market value homes for sale, it is anticipated that this will continue to be the primary form of affordable home ownership in Northumberland in the coming years, particularly in lower value parts of the County. Recognising this while still meeting the need for rented affordable housing, the SHMA recommends an equal 50:50 <del>split</del> <u>split</u> between affordable homes to rent and affordable home ownership</p>	Typographical error and first sentence transposed from paragraph 7.37.

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	products. Policy HOU 6 therefore applies the value-area-based approach in seeking to achieve this balanced overall outcome while enabling the viable delivery of appropriate affordable housing products.	
Paragraph 7.40	<p>Amend paragraph to read:</p> <p>In providing affordable housing, the presumption and preference is that it is delivered on the application site itself in order to help meet local needs and promote social inclusion as part of a mixed and balanced community, unless off-site provision and/or a financial contribution is clearly justified. On larger development sites, developers will be expected to 'pepper pot' the on-site affordable housing element of the scheme throughout the development wherever possible (subject to their viable management by an approved affordable housing provider), rather than concentrating them all in a cluster. The affordable housing provision should therefore be designed to be integrated into the overall development, both in terms of their built form and external appearance, such that the affordable homes are indistinguishable from those intended for sale. Less desirable positions within a site should not be used for locating a particular tenure.</p>	Typographical error (delete extra inverted comma after 'pepper pot')
Paragraph 7.56	<p>Amend paragraph to read:</p> <p>In terms of internal space standards, analysis of planning applications since 2011 suggests that, with a few exceptions, the average dwelling sizes of new housing built in Northumberland generally satisfy the Nationally Described Space Standard (NDSS)<sup>[Footnote 4]</sup>. However, while there are deficiencies in some areas for some types of housing<sup>[Footnote 1]</sup>, the degree of deficiency is not considered to be to an extent that would justify requiring imposition of the NDSS through policy.</p> <p>Footnote: In particular, it is evident that new homes in the south east of the County have tended to be somewhat smaller, such that they would not meet the recommended standards for single-storey 1-bedroom, two-storey 2 and 3 bedroom and three-storey 3-bedroom dwellings.</p>	For clarity - in response to representations.

## Chapter 8: Quality of Place

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Paragraph 8.1	Amend footnote to read:  National Planning Policy Framework, <del>July 2018</del> , <u>February 2019</u> , paragraph 128.	To bring referencing up to date.
Paragraph 8.3	Amend paragraph to read:  Northumberland is rich in <del>natural beauty and built heritage</del> <u>and natural beauty</u> . It is important that the character of Northumberland, the essence of what makes it unique and distinctive, is not only conserved but enhanced and enriched by new development. Innovative design which reflects changing architectural styles and construction techniques can make a valuable contribution towards this objective. Appropriate consideration should be given by developers, designers and assessors to the reality that the buildings and places created now will become part of Northumberland's heritage and legacy in the future.	For clarity, in response to a representation from Historic England.

## Chapter 9: Connectivity and Movement

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Paragraph 9.5	<p>Amend paragraph to read:</p> <p>The Local Plan is one of a range of strategies and plans that address connectivity and access matters. Regional and Local Transport Bodies and Strategies include:</p> <ul style="list-style-type: none"> <li>• <b>Transport for the North</b> - A sub-national statutory body with a strategic investment framework;</li> <li>• <b>North East Local Enterprise Partnership</b> - Have produced a Strategic Economic Plan for the North East which sets out the strategic ambitions for the region;</li> <li>• <b>North of Tyne Combined Authority</b> - The emerging North of Tyne Combined Authority will report through a joint transport committee (with the North East Combined Authority (NECA)) having responsibility for strategic transport in the region and covers the local authority areas of Northumberland, Newcastle and North Tyneside. It's transport role will be critical in supporting a growing economy;</li> <li>• <b>Local Transport Plan</b> and accompanying Implementation Plan produced by Northumberland County Council sets out the priorities; and</li> <li>• <b>Northumberland Economic Strategy</b> produced by Northumberland County Council and accompanying delivery framework.</li> </ul>	Grammatical error
Paragraph 9.6	<p>Amend paragraph to read:</p> <p>The strategic context of these plans has been addressed through the development of Northumberland's Local Plan and key policies developed which address:</p> <ul style="list-style-type: none"> <li>• Sustainable connections within and beyond development;</li> <li>• Core Strategic and Local Road Network connections;</li> <li>• <u>Parking within development</u></li> <li>• Safeguarding existing and future rail infrastructure;</li> <li>• the Airport; and</li> <li>• Ports and Harbours.</li> </ul>	<p>For clarity and completeness.</p> <p>Typographical error</p>

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Paragraph 9.11	<p>Amend paragraph to read:</p> <p>Through the development of Local Cycling and Walking Infrastructure Plans (LCWIP), the Council will work with partners to create and develop the strategic cycling network across the County. Cycle hubs to support tourism and leisure use will be positively supported. Cycle parking will be required at key destinations, rail stations and at <u>new</u> developments to facilitate sustainable choices.</p>	For clarity and completeness
Paragraph 9.14	<p>Amend paragraph to read:</p> <p>Behavioural change by enabling people to make smarter choices to walk, cycle or use public transport more for journeys to work, home, school and leisure destinations, especially in the towns within the County, is a priority for the Council <del>will work towards</del>. The important link between health and wellbeing and transport should be recognised and considered from a development site to a strategic level.</p>	For clarity
Commitment box, after paragraph 9.15	<p>Amend commitment box to read:</p> <p><b>Promoting sustainable connections commitments</b></p> <p>To promote sustainable connections, the Council will work collaboratively to:</p> <ol style="list-style-type: none"> <li>1. Reduce the need to travel;</li> <li>2. Support a range of transport modes with priority given to walking, cycling and public transport; and</li> <li>3. Support a local transport system and network that is resilient and responsive to changing needs.</li> </ol> <p>The Council will support the development of car clubs and Electric Vehicle charging facilities in the County in partnership with other organisations, service providers and developers.</p> <p>The Council recognises the need to support the provision and management of appropriate levels of public car parking, particularly to serve town centres. The Council will continue to work with landowners and partners to support the best use of parking space within town centres and will work to improve and enhance those areas through development opportunities as they arise.</p>	For clarity

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<u>The Council will work collaboratively to support the delivery and upgrading of high-quality digital infrastructure, providing access to services from a range of providers.</u>	
Paragraph 9.17	<p>Amend paragraph and footnote to read:</p> <p>The Council will require Travel Plans and School Travel Plans to manage uses with significant associated trip generation <sup>(68)</sup>.</p> <p>Footnote 68 These circumstances will be <del>set out</del> <u>signposted</u> in the Council's planning application validation checklist</p>	For clarity and in response to representations
<b>Policy TRA 2</b>	<p>Amend policy to read:</p> <p><b>Policy TRA 2</b> <b>The effects of development on the transport network</b></p> <p>1. All developments affecting the transport network will be required to:</p> <p>d. Facilitate the safe use of the network, including suitable crossing points, footways and dedicated provision for cyclists <u>and equestrian users</u> where necessary;</p>	Change to Part 1d in response to representations.
Paragraph 9.20	<p>Amend paragraph to read:</p> <p>Future improvements to the Strategic Road <del>n</del>Network currently include 13 miles of upgrade to dual <del>the</del> carriageway linking Morpeth and Alnwick bypasses with the dual carriageway near Ellingham. This will create a continuous, high-quality dual carriageway from Newcastle to Ellingham enabling greater access to and from Northumberland. <u>Enhancements to the performance and safety of the A1 North of Ellingham have recently been completed with the long-term vision to upgrade the full A1 to Expressway standard. Also confirmed are proposals for enhancing the performance and safety of the A1 to the north of Ellingham, with measures including climbing lanes, enhanced junctions and improved crossing facilities for pedestrians and cyclists. The longer-term vision is to upgrade the full route to Expressway Standard.</u></p>	<p>Typographical error</p> <p>To update text to the latest position</p>
Paragraph	Amend paragraph to read:	For clarity and to update

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
9.21	<p>The Council will continue to work with Highways England on the further assessment, development and implementation of <del>these</del> <u>Strategic Road Network</u> schemes, and to determine the necessary phasing of the improvements and how these will coincide with the delivery and phasing of the Plan's developments. The work has helped to identify appropriate means and mitigation to address the impacts of development including: <del>A19/A189 Moor Farm roundabout; and A19/Dudley Lane junctions; A1/A19 Seaton Burn interchange and A19/Fisher Lane junction; A1/A19 southbound merge at Seaton Burn.</del> <u>the A19 North of Newcastle junction works.</u></p>	<p>the name of the Strategic Road Network programme – A19 north of Newcastle in line with Policy TRA 3</p>
Paragraph 9.22	<p>Amend paragraph to read:</p> <p>Highways England, through their Road Investment Strategy, will identify measures along those corridors of the <del>s</del><u>Strategic Road Network</u>. In addition to this the Council will need to explore the opportunities related to the emerging DfT and <u>Transport for the North</u> Major Road Networks which covers the road network with sub regional significance including access to the County's main ports.</p>	<p>For clarity and completeness. Grammatical error</p>
Paragraph 9.24a	<p>Add paragraph to read:</p> <p><u>It is recognised that routes for local road improvement schemes cross areas in private ownership, and may impact upon activities in these locations. In some instances, the construction of new roads may necessitate the relocation and the provision of new buildings and facilities. The future delivery and design of the routes will take into account the requirements of all road users.</u></p>	<p>For clarity, and in response to representations.</p>
Paragraph 9.33	<p>Amend paragraph to read:</p> <p>Policy TRA 4 sets out the Council's expectations for off-street car parking in new development and requires adherence to parking standards set out at Appendix <del>D</del><u>E</u>, or other standards which may be created through policies in made neighbourhood plans, unless it can be demonstrated that an alternative level of provision, or no provision, is more appropriate. In relation to non-residential development, the standards are not expressed as either a maximum or a minimum. Instead, they provide an indication of the appropriate level of parking for different uses. With regard to residential development, parking requirements are expressed as the minimum level that would normally be required.</p>	<p>To reflect the re-numbering of the appendix referenced.</p>

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Paragraph 9.39	<p>Amend paragraph to read:</p> <p>In order to maximise opportunities for the movement of goods, minerals and waste by rail there is a need to safeguard existing rail freight interchanges in Northumberland. Identified potential <u>sites</u> includes an additional rail facility near West Sleekburn for the transport of waste. Existing freight facilities at the former Rio Tinto Alcan aluminium smelter are also a valuable asset. Some rail freight facilities are privately owned and/or operated. There is a need to ensure that the infrastructure is safeguarded for future use</p>	For clarity
Paragraph 9.46	<p>Amend paragraph to read:</p> <p>Broadly, the Aerodrome Safeguarding Areas for <u>Newcastle International Airport and Carlisle Lake District Airport</u> contain two distinct areas. The inner safeguarding area, which extends approximately 13 to 15 kilometres in all directions from the runway, in which a range of development types will trigger the consultation requirement as set out in Policy TRA 7. There are also areas of high ground beyond 13 kilometres where there is the potential for navigation systems to be impacted by transient and permanent tall structures. There is an outer safeguarding area, which extends 30 kilometres in all directions from the runway centreline, in which development proposals involving the erection of one or more wind turbines trigger the requirement for consultation. The extent of the inner and outer zone of both Aerodrome Safeguarding Areas are shown on the Policies Map.</p>	For clarity
Paragraph 9.48	<p>Delete paragraph:</p> <p><del>Although ports are subject to a separate national policy statement, the Local Plan is required to take account of their role within the County. There are 11 ports, harbours and beach launches in Northumberland.</del></p>	Moved to form part of paragraph 9.49 for clarity.
Paragraph 9.49	<p>Amend paragraph to read:</p> <p><b>Ports</b>  <u>Northumberland has three ports, each of which has a significant role to play in supporting different parts of the Northumberland economy. Although ports are subject to a separate national policy statement, the Local Plan is required to take account of their role within the County.</u> The Port of Blyth is the main functioning port in Northumberland, capable of handling large freight vessels. It is significant in the context of proposals to promote strategic economic uses around the Blyth Estuary, including in respect of</p>	For clarity and to add context.

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p>renewable and offshore industries, for which the Port has already established its reputation. Handling up to 2 million tonnes of cargo per annum with particular expertise in the energy, project cargo, container, dry bulk and break bulk sectors. High quality warehousing is also available for shipping and non shipping uses. The Port of Blyth is planning for further expansion in its capacity over the coming years. Development that supports the Port including opportunities at Blyth Estuary, Ashwood Business Park and Lynefield Park will be supported as set out in the Economic Development Chapter.</p>	
Paragraph 9.51a	<p>Add paragraph to read:</p> <p><u>Northumberland's third port is at Amble, which is its most important fishing centre. In addition to the ports, Northumberland benefits from numerous harbours and beach launch facilities which support the fishing, and the leisure and tourism sectors each of which is of great importance locally and to the County as a whole.</u></p>	For clarity and to add context.
Paragraph 9.52	<p>Amend paragraph to read:</p> <p><b><u>Harbour and beach launch facilities</u></b>  <u>While the ports, harbours and beach launch facilities are important to the economy, development in these areas needs to be managed to ensure the environment and communities are not adversely affected.</u>  Much of Northumberland's coastline, estuaries and inshore waters carry international, national and local designations, acknowledging the importance of their landscapes, rivers and seas and the biodiversity which they support. <u>A number of ports and harbours are also of historic significance. Further detail is provided in the Environment chapter.</u> The development of port, harbour and beach launch facilities takes place within <u>and adjacent to</u>, and must therefore be sensitive to, <u>conserve and enhance sites of ecological importance, these and other relevant designations, .These areas including designated and non-designated heritage assets. will be conserved and enhanced with development proposals.</u></p>	For clarity and to add context.
Paragraph 9.52a	<p>Add paragraph to read:</p> <p><u>A number of coastal areas are at risk of flooding from the sea. Development proposals should not increase the risk of flooding and ensure that there is no adverse impact upon water quality during construction and the operation of facilities. The nature of operations at ports in particular can have an adverse impact upon the amenity of adjacent uses and users. Developments will need to ensure unacceptable adverse impacts are avoided or mitigated.</u></p>	For clarity and to add context.

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Paragraph 9.52b	<p>Add paragraph to read:</p> <p><u>While other policies in the plan address a number of these matters, in addition to supporting development of ports, harbours and beach launch facilities, Policy TRA 8 seeks to ensure that potential adverse impacts, specific to developments in these locations are minimised and appropriately mitigated.</u></p>	For clarity and to add context.
Policy TRA 8	<p>Amend policy to read:</p> <p><b>Policy TRA 8</b>  <b>Ports, harbours and beach launch facilities (Strategic Policy)</b></p> <p><b>Ports</b></p> <p>1. Development proposals will be supported that provide for: <u>the expansion of port facilities at Blyth, Berwick and Amble, connections to the industries they serve, and new freight movement patterns and suitable vehicular routes, to allow for the growth in sustainable sea-based freight movement.</u></p> <p style="padding-left: 40px;"><del>a. The expansion of port facilities to allow growth in sustainable sea based freight movement;</del></p> <p style="padding-left: 40px;"><del>b. The development at Ports of Blyth, Berwick, Amble;</del></p> <p style="padding-left: 40px;"><del>c. Connections to the industries they serve; and</del></p> <p style="padding-left: 40px;"><del>d. New Freight movement patterns and suitable vehicular routes.</del></p> <p><b>Harbour and beach launch facilities</b></p> <p>2. <u>Proposals for the development of harbour and beach launch facilities to maintain and sustainably grow the fishing industry will be supported.</u> <del>Development proposals will be supported that provide for:</del></p> <p style="padding-left: 40px;"><del>a. The development of harbour and beach launch facilities to maintain and sustainably grow the fishing industry; and</del></p> <p style="padding-left: 40px;"><del>b. Appropriate leisure and tourism developments, provided that they will not adversely</del></p>	To improve clarity, and to remove unnecessary duplication within the policy and with other policies.

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p style="text-align: center;"><del>impact on the functioning of commercial port and harbour activities, including the fishing industry.</del></p> <p>3. <u>Appropriate leisure and tourism developments will be supported provided that they will not adversely impact on the functioning of commercial port and harbour activities, including the fishing industry.</u></p> <p><b>Environmental considerations</b></p> <p>4. <del>3-</del> Development of port, harbour and beach launch facilities will be planned and implemented, taking full account of the interaction between communities, the local economy and the environment. <del>This will include careful consideration of:</del> <u>Proposals will be required to demonstrate that:</u></p> <ul style="list-style-type: none"> <li><del>a. The statutory purposes and sensitivity of, and potential impacts on the Northumberland Coast AONB, North Northumberland Heritage Coast, SPAs, SACs, Ramsar sites, SSSIs, National Nature Reserves, and local designations; and</del></li> <li><del>b. Where the port of harbour itself is of historic significance, the effects of the development on that significance.</del></li> <li>a. <u>The development would not result in a net loss of inter-tidal or sub-tidal habitat;</u></li> <li>b. <u>The development would not impact on bird migration, fish migration or cetaceans;</u></li> <li>c. <u>Any harm to, or loss of significance of historic ports and harbours will meet the relevant criteria in Policy ENV7; and</u></li> <li>d. <u>Any unacceptable adverse impacts of development upon the amenity of sensitive neighbouring uses are adequately mitigated.</u></li> </ul> <p><del>4. Development proposals for such facilities will be required to demonstrate that:</del></p> <ul style="list-style-type: none"> <li><del>a. The development would not result in a net loss of inter-tidal or sub-tidal habitat;</del></li> <li><del>b. The development would not impact on bird migration, fish migration or cetaceans;</del></li> <li><del>c. There will be no adverse impact on water quality during construction and during the</del></li> </ul>	

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
	<p><u>operation of such facilities;</u></p> <p>d. <u>Any harm to, or loss of significance of historic port areas will meet the relevant criteria in Policy ENV7; and</u></p> <p>b. <u>There will be no increase in flood risk.</u></p>	

## Chapter 10: Environment

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Policy ENV 8	<p>Amend policy to read:</p> <p><b>Policy ENV 8 Frontiers of the Roman Empire - Hadrian's Wall World Heritage Site</b></p> <ol style="list-style-type: none"> <li>1. The Council supports measures to protect and enhance Hadrian's Wall in accordance with the Scheduled Monument designation of much of its length and associated assets. Development that would result in substantial harm or loss of the significance of the WHS or assets within it will not be supported unless the exceptional circumstances set out in Policy ENV 7(4) apply.</li> <li>2. Development proposals, throughout the extent of the Frontiers of the Roman Empire: Hadrian's Wall World Heritage Site (WHS) <del>or its setting, or defined Buffer Zone</del>, should, where possible, seek opportunities to sustain and better reveal the significance of its Outstanding Universal Value as set out in the adopted Statement of OUV and informed by World Heritage Site Management Plan, including seeking to protect and, where appropriate, enhance:               <ol style="list-style-type: none"> <li>a. Evidence of the scale and complexity of the Wall and its associated frontier features;</li> <li>b. The group value of features, including features beyond the World Heritage Site;</li> <li>c. The setting; and</li> <li>d. Communal values including educational and recreational.</li> </ol> </li> </ol>	<p>Modification to Part 1 in response to changes to Policy ENV 7.</p> <p>Modification to Part 2 in response to a representation.</p>

## Chapter 11: Water

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Paragraph 11.27	<p>Amend paragraph to read:</p> <p>National guidance sets out a 'sequential test' to be used to steer vulnerable buildings towards areas of low risk from <u>all forms of flooding</u>.' The Strategic Flood Risk Assessment (SFRA) for Northumberland, the Northumberland Water Cycle Study and the Environment Agency Flood Maps provide a more detailed picture of areas susceptible to different types of flooding and identifies risks across the County.</p>	For clarity. In response to a recommendation from the Lead Local Flood Authority.
Paragraph 11.37	<p>Amend paragraph to read:</p> <p>The issue of whether minewater is present in the water table in the vicinity of proposed developments will be a key consideration, <u>in discussion with the Environment Agency and the Coal Authority</u>, in terms of the type of surface water drainage solution that is employed. An incorrect solution could exacerbate the minewater problem <u>and/or detrimentally affect the effectiveness of any sustainable drainage feature.</u></p>	For clarity. In response to a recommendation from the Lead Local Flood Authority.

## Chapter 12: Pollution and Land Quality

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Paragraph 12.9	<p>Amend paragraph to read:</p> <p><del>Details</del> <u>Further details of the information required to support a planning application and the circumstances when this information is required is set out in the Council's planning application validation checklist.</u> The Council will require that proposals on land which is known or suspected to be contaminated or unstable, or for uses that would be vulnerable to contamination or instability are supported by sufficient information to fully assess the contamination and instability risks. <del>Details of the information required to support a planning application and the circumstances when this information is required is set out in the Council's planning application validation checklist.</del></p>	<p>For clarity.</p> <p>In response to representations.</p>
Paragraph 12.14	<p>Amend paragraph to read:</p> <p>Noise is an important consideration for developments either for uses which are sensitive to noise or for uses which generate noise, and for any development in proximity of an existing source of noise. Noise assessments, which should set out mitigation measures, and have regard to the Noise Policy Statement for England, will be required for any application for a development that will introduce a noise source or that will create a sensitive receptor to existing noise source. Assessing noise impacts can be complex, and regard must be given to the prevailing ambient conditions, and the cumulative impacts that may arise from multiple sources. In determining the significance and acceptability of the likely impacts, good practice guidance from the World Health Organisation will be a key factor. <del>The Council's requirements are set out in the Council's planning application validation checklist.</del></p>	<p>To avoid unnecessary duplication as covered in Paragraph 12.17.</p>
Paragraph 12.17	<p>Amend paragraph to read:</p> <p><u>More detail on the</u> <del>The</del> circumstances where an air quality, lighting or noise assessment is required, and what information should be contained in such assessments is set out in the Council's planning application validation checklist.</p>	<p>For clarity.</p>

## Chapter 13: Managing Natural Resources

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Policy WAS 1	<p>Amend policy to read:</p> <p><b>Policy WAS 1</b>  <b>Principles for the location of waste re-use, recycling and recovery facilities</b></p> <ol style="list-style-type: none"> <li>1. Proposals for new or enhanced waste management facilities for re-use, recycling and recovery will be supported where: <ol style="list-style-type: none"> <li>a. They are located within or close to one of Northumberland's Main Towns or Service Centres; or</li> <li>b. They are located outside of one of Northumberland's Main Towns or Service Centres but would supplement the provision of an accessible network of local facilities and <del>has</del> <u>have</u> suitable connections to the transport network.</li> </ol> </li> <li>2. Proposals should have regard to the locational sequential order of preference below: <ol style="list-style-type: none"> <li>a. On-site management of waste where it arises;</li> <li>b. Co-location of sites with an existing waste management use and with complementary activities, including the extension of existing facilities, where it can be demonstrated by the applicant that there are no unacceptable adverse cumulative environmental effects from site operations or the transportation of waste; and</li> <li>c. Sites identified for employment uses, previously developed land, active quarries for managing inert construction and demolition waste or redundant agricultural and forestry buildings and their curtilages.</li> </ol> </li> <li>3. In respect to (2), the following locations will also be considered: <ol style="list-style-type: none"> <li>a. On-farm locations for small-scale facilities to manage agricultural wastes, including anaerobic digestion and composting, will be acceptable in principle where it is located within or is well related to an existing farm complex; and</li> <li>b. Construction/demolition sites on active quarries to manage inert construction and demolition waste will be acceptable in principle for either the life of the construction/demolition project or quarry;</li> </ol> </li> <li>4. Facilities involving the recovery of energy from waste should also give preference to sites with the potential to utilise the energy and heat produced.</li> </ol>	To correct grammar.

<p>Paragraph 13.69</p>	<p>Amend paragraph to read:</p> <p><b>13.69</b> The Local Plan will safeguard these facilities to ensure the need to maintain waste management infrastructure is considered during the determination of planning applications for development in their vicinity. Appendix <del>CG</del> provides details on the waste management facilities to be safeguarded.</p>	<p>To reflect the re-numbering of the appendix referenced.</p>
<p>Paragraph 13.72</p>	<p>Amend footnote to read:</p> <p>National Planning Policy Framework, <del>July 2018</del>, <u>February 2019</u>, paragraph 151.</p>	<p>To bring referencing up to date.</p>
<p>Paragraph 13.81</p>	<p>Amend paragraph to read:</p> <p><b>13.81</b> The NPPF sets out that when determining planning applications for wind energy development involving one or more wind turbines, except for the repowering of existing wind turbines, local planning authorities should not consider them to be acceptable unless:</p> <ol style="list-style-type: none"> <li>1. <del>It is</del> <u>They are</u> in an area identified as suitable for wind energy development in the development plan; and</li> <li>2. Following consultation, it can be demonstrated that the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing.</li> </ol>	<p>To correct grammar.</p>

## Glossary

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Glossary	<p>Amend definition of Affordable Housing to read:</p> <p><b>Affordable housing:</b> <u>(refer to the NPPF for the latest official definition)</u> Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <p>a. <b>Affordable housing for rent:</b> meets all of the following conditions:</p> <ul style="list-style-type: none"> <li>(a) the rent is set in accordance with the Government’s rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable);</li> <li>(b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and</li> <li>(c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.</li> </ul> <p>For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</p> <p>b. <b>Starter homes:</b> is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household’s eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.</p> <p>c. <b>Discounted market sales housing:</b> is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p>d. <b>Other affordable routes to home ownership:</b> is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.</p>	For clarity.

Policy / Paragraph / Figure reference	Proposed additional change	Reason for proposed additional change
Policies Map	Policy TRA 3 - Core Road Network adjusted to align more accurately with the base map  Policy TRA 5 - Northumberland Line adjusted to align more accurately with the base map	For clarity.