

# Castle Morpeth District Local Plan

1991 - 2006

Adopted February 27<sup>th</sup> 2003

Published July 2003

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## High Court Challenge into the Adoption of the Castle Morpeth Local Plan

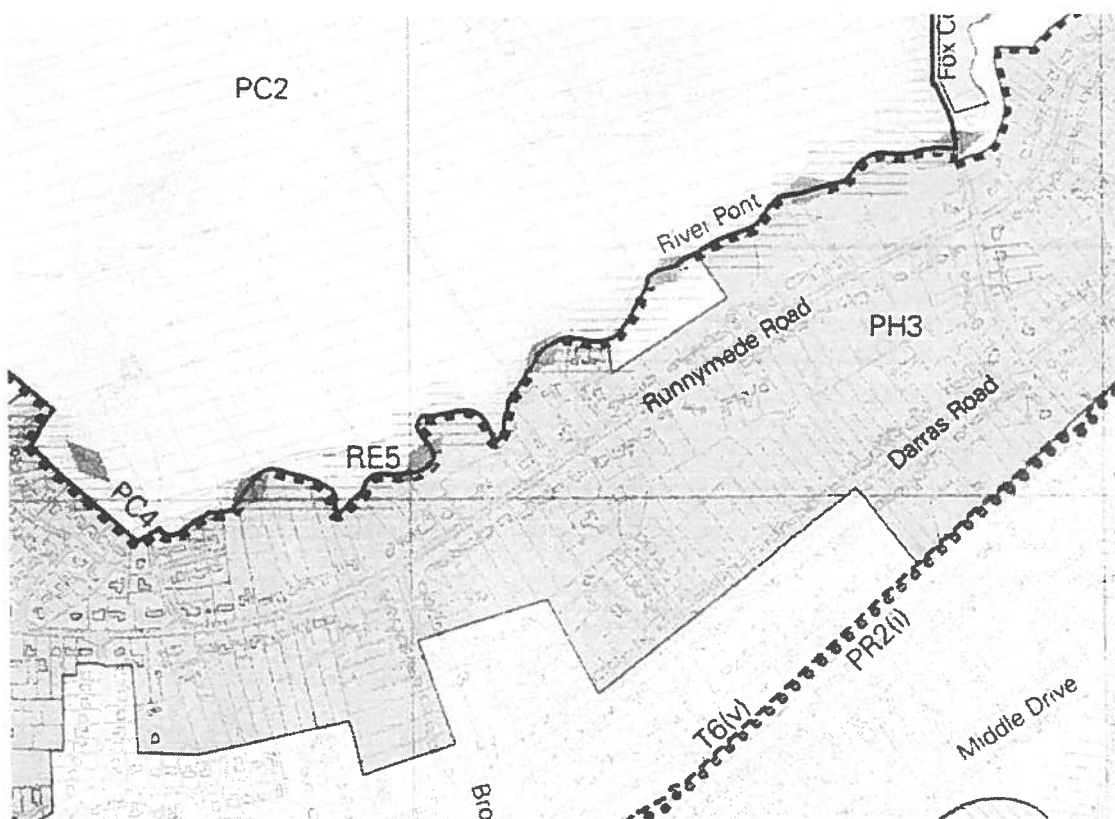
On 15 April 2003, a High Court Challenge was lodged into the Adoption of the Castle Morpeth Local Plan.

That challenge related to land at the rear of 80-100 Runnymede Road, Darras Hall Ponteland and specifically challenged the decision made at Policy Committee on 13<sup>th</sup> February 2003 and ratified at Full Council on 27<sup>th</sup> February 2003 to include that area of land within the restriction of Policy PH3. It was also claimed that Castle Morpeth Borough Council had failed to comply with certain aspects of the 1999 Development Plan Regulations, relating to failure to provide reasons for a modification and failure to make available copies of the plans relating to that particular site.

Prior to the matter being heard at the High Court, Castle Morpeth Borough Council conceded that the plan had been modified prior to adoption without full justification and that the proposals map needed to be amended accordingly.

At present it is not appropriate to apply any site specific policies to the area of land to the Rear of 80-100 Runnymede Road.

The matter will be considered at the next Council Policy Committee in September 2003.



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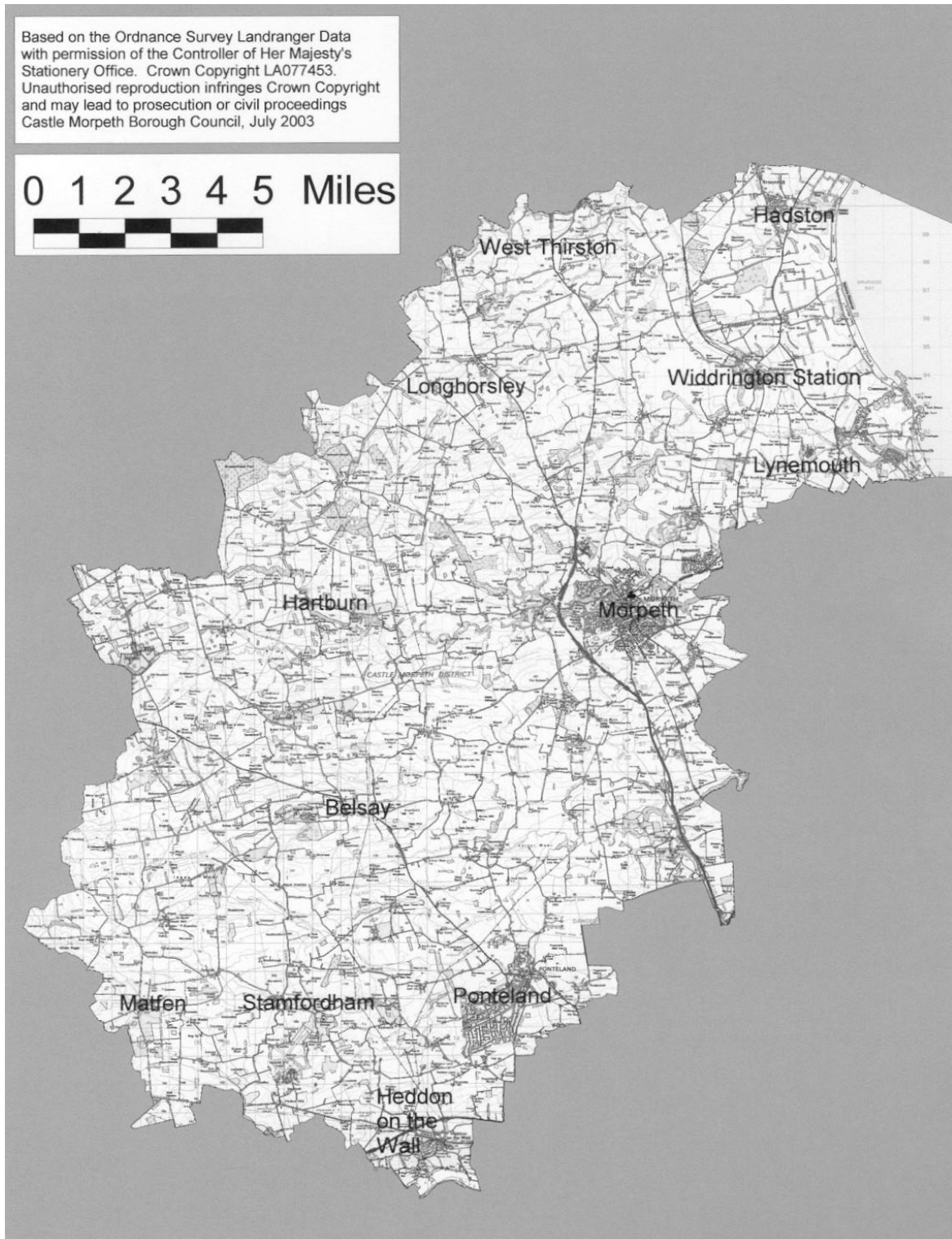
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## CASTLE MORPETH DISTRICT LOCAL PLAN

FIG. 1.1 - CASTLE MORPETH BOROUGH : LOCAL PLAN AREA.



SUMMARY OF PROPOSALS  
THE PLAN

- The District Local Plan sets out the Council's proposals for the development of land and buildings over the period up to 2006, together with its policies for the protection and enhancement of towns, villages, countryside and the coast in such a way that the needs of development, the environment and those of future generations are equitably met, thereby supporting the principal of environmentally sustainable development. The Plan is being produced in consultation with the County Council and conforms generally with strategic policies set out in the Northumberland County Council Structure Plan, which was adopted in May 1996.
- The Plan addresses issues in a series of topic chapters which set out policies Borough wide and are then considered in detail as appropriate in individual settlement chapters. The main proposals in the topic chapters are set out as follows:-

RESOURCES :-

- All forms of development and change have resources implications, in that resources of varying scarcity are often used up or diminished in the process. The Council recognises that care has to be taken to protect and husband such finite resources and seeks to encourage alternative infinitely renewable solutions that do not damage the environment in which we live.
- In moving towards a policy framework that promotes development and issues that are environmentally sustainable the Local Plan contains policies relating to energy conservation and the reduction of "greenhouse gas" emissions, the promotion of renewable energy resources such as wind power and the protection and conservation of water supplies and water quality. The Local Plan also contains policies concerning the control of pollution and the future use of contaminated land.

ENVIRONMENT AND CONSERVATION:-

- The Council recognises that the Borough's environment contains many features of natural attractiveness, ranging from moor and uplands, wooded river valleys to the coastline at Druridge Bay, and is concerned to retain and enhance its rural environment. The towns of Morpeth and Ponteland and many villages are also attractive, with historic buildings and country houses a particular feature of the Borough.
- The Plan contains a policy which identifies boundaries to all significant settlements in the Borough, allowing for development and growth during the Plan period and protecting from inappropriate development the open countryside, within which areas of particular landscape value are identified as being worthy of special protection. The Council welcomes the inclusion of the Druridge Bay area within the Northumberland Heritage Coast and proposes policies to protect, manage and enhance the Bay's natural qualities. All sites designated as having historic, scientific or nature conservation value are proposed for protection from inappropriate development and the Plan also contains policies for the identification and protection of landscape and wildlife corridors throughout the Borough.
- The southern part of the Borough lies within the North Tyneside Green Belt and the Council is conscious of the important functions of Green Belt designation in protecting the countryside and preventing the expansion and coalescing of settlements around the Tyneside conurbation and in the valley of the River Tyne. Policies in the Plan maintain and reinforce protection against inappropriate development. The Council proposes modifications to the Green Belt to rationalise boundaries around the villages of Heddon on the Wall, Stamfordham and Stannington. At Newcastle Airport the Council, in conjunction with Newcastle City Council proposes a "window" in the Green Belt to facilitate the proper development and growth of the airport complex.
- At Ponteland, the Council proposes that the 600 acres of "white land" to the west of Darras Hall be included within the Green Belt, with the exception of the settlement of Medburn, where a significant expansion of the community there is proposed. Elsewhere around Ponteland amendments to the Green Belt boundary proposed in the Ponteland Local Plan are repeated,

the most significant of which is to exclude from the Green Belt land to the east of the village, at Eland Lane and Fairney Edge where housing development has recently been undertaken and where a further modest allocation of land is proposed. The new boundary to the Green Belt will define a strong and permanent boundary to the settlement in this area.

- The Plan contains policies relating to **agriculture, farm buildings, and their conversion** for other appropriate uses.
- The Council is extremely concerned that **opencast coal mining** has seriously affected and continues to have a significant impact on the environment and landscape of the coastal plain in the northeast part of the Borough. A discussion of the issues is contained within the text of the Local Plan.
- With regard to the **built environment**, the Council proposes **investigation of new Conservation Areas** at Cresswell, Kirkheaton, Mitford and Stannington, together with the extension of the Morpeth Conservation Area. The Plan **contains policies relating to design, advertisements, street furniture, shop front security and design within Conservation Areas**, together with **the impact of modern technology**, particularly satellite dishes, telecommunication masts and wind power.

#### HOUSING:-

- The Plan allocates land for all types of housing over a fifteen year period up to 2006, and contains general proposals for the phasing of development, identifying sites which are considered appropriate for development over a period of time, or are not likely to be available until towards the end of the Plan period, ie, between 2001 and 2006.
- Land is identified for the construction of 2,500 new dwellings over the period 1991 – 2006 (See housing chapter).
- The Plan contains policies concerning local authority, special executive and social needs housing; and to control development within settlements, in the Green Belt and in the open countryside. The conversion of buildings to dwellings and the design of buildings and extensions are also the subject of policies in the Plan.
- The Council has considered the proposition of catering for housing developments in "new villages" but is satisfied that these are not appropriate during the Plan period.

#### EMPLOYMENT AND TOURISM:-

- **The existing economic situation is assessed** to provide a series of broad objectives relating to maintaining and improving the economy of the Borough. **Policies identify land for employment and office development**, mainly in and around Morpeth. Significant sites proposed are at Fairmoor, Morpeth and north of Newcastle Airport. Environmental improvements are being undertaken at Linton Lane, Linton and workshop development is proposed at the former pithead area there. **Small workshop developments are also proposed** at Longhorsley and Scots Gap.
- The Council has recently produced a portfolio of sites with **potential for office development** and these are mainly located in Morpeth, though there is also a potential office site at Pegswood. Other sites may be proposed during the Plan-making process. The **conversion of buildings for employment** development has been successfully carried out at several rural locations over the past decade. The Council has encouraged such developments and will consider further proposals for this type of employment development against general development control criteria.

- The Plan **contains policies relating to tourism** development projects, from hotels and self-catering accommodation to caravan and camp sites, although there are no site-specific policies in the plan. The current economic climate does not encourage this type of development and there are several sites in the Borough with planning permission for hotel development where work has not started.

#### SHOPPING:-

- The Plan **allocates a new site in Morpeth** for shopping development, **at Back Riggs**, as part of a comprehensive redevelopment scheme. The Council considers that improved shops and retail development at this location will complement the existing shopping facilities in the town centre and enhance the overall attractiveness, vitality and viability of Morpeth as a market town shopping centre.
- The Council considers that **major out-of-town retail developments** would be inappropriate within the Borough and supports the County Council's strategic presumption against such proposals.
- **Widdrington Station** is identified as the only significant settlement in the Borough without adequate shopping facilities and **a local shopping centre is proposed** there, in conjunction with employment, community and recreational facilities.
- The Plan contains **proposals for the enhancement of existing shopping areas**, such as Back Riggs and Sanderson's Arcade in Morpeth, Merton Way and Castle Court in Ponteland and at Hadston.
- The Council recognises that shops in small settlements and associated with diversified farming activities assist in maintaining the vitality of rural communities.

#### ROADS AND TRANSPORTATION:-

- Traffic volumes have increased substantially over the past 20 years and national forecasts are for this trend to continue. Car ownership in the Borough tends to be higher than regionally and two-car households are increasingly commonplace. However, only Morpeth experiences significant traffic congestion in its central area and accordingly the **major highway proposals are in and around Morpeth town**. Highways proposals also are important in providing access to land with potential for development and in such cases, can be substantially funded by development agencies. Proposals for new roads in the Morpeth area are:-

The A1/South East Northumberland Link Road.

- In the **town centre schemes are proposed to manage traffic, and improve access** to properties; and a **car parking strategy** will be prepared.
- **Elsewhere in the Borough bypass road schemes are proposed** to take through traffic out of smaller settlements which lie on primary traffic routes or where significant volumes of heavy goods vehicle traffic are generated locally. Bypasses are proposed for Belsay, Pegswood and Ponteland, and improvements to the minor road providing strategic link between the B6318 and A69 at Iron Sign.
- The Council supports the **A1 Safelink Campaign** including the dualling of the A1 north of Morpeth and junction improvements throughout the length of the A1 within the Borough. **Proposals for minor road improvements** which will assist in improving safety and the free-flow of traffic are also contained in the Plan.
- With regard to **public transport**, the Council's policy is to encourage the maintenance and development of good public transport services throughout the Borough.

RECREATION AND LEISURE:-

- The Council encourages the provision of land and buildings for **sport and recreation** throughout the Borough and will support proposals for greater community use of existing facilities, the provision of **local community facilities** and their upgrading where appropriate.
- The Plan contains policies relating to **proposals for golf courses, and all types of countryside activities** both organised and informal and makes provision for the **improvement of public access to and enjoyment of the countryside**.
- The Council is concerned that, in defining boundaries to settlements, there may be pressure for **development on open spaces** within those settlements and it will protect from development spaces which add to the amenity of communities.
- The Council has as an objective the maintenance and development of land in the valley of the Wansbeck to the west of Morpeth as an **informal country park**. It will pursue this objective through policies in the Plan and will also **seek to acquire woodland and wildlife habitats** both in this area and throughout the Borough so as to maintain their conservation value and **to manage public access**.

IMPLEMENTATION:-

- In seeking to implement its Local Plan policies the Council is aware that resources available to it are severely limited and that public spending is rigorously monitored by Central Government. Nevertheless it considers that those policies requiring significant financial investment can be achieved over the plan period through private sector investment and European Community Development Funding, in addition to direct local authority expenditure. **In particular, the Morpeth Partnership aims to co-ordinate proposals for the development and enhancement of the town of Morpeth.**

## CHAPTER 1 - THE STRATEGY

### INTRODUCTION

**1.1.1** The fundamental objective of the Council's planning strategy is to balance the twin aims of preserving and enhancing the very pleasant character of the Borough and promoting and guiding opportunities for development so as to improve the quality of life in the home, the workplace, travel, recreation and the community. This reflects national and international aims to reconcile economic growth with environmental concerns and to obtain sustainable development which has been identified as :-

"development which meets present needs without compromising the ability of future generations to achieve their own needs and aspirations."

*(World Commission on Environment and Development: The Brundtland Report 1987)*

**1.1.2** Central Government has made clear its intentions to work towards ensuring that development and growth are sustainable and plans must make adequate provision for this whilst at the same time take account of the need to protect the natural and built environment. In preparing the District Local Plan the Council has adopted the following as its principal aim :-

**The Council will maintain and enhance the environmental quality of the Borough whilst encouraging new development, new investment and modest growth to achieve a strong and stable economy, necessary for the economic well being of its residents.**

**1.1.3** The Council also recognises and supports the strategic objectives set out in Northumberland County Council's Structure Plan policies and the District Local Plan aims to create local policy objectives which are both complementary to the Structure Plan and provide the detailed framework within which County and Borough policies can be implemented. In particular the Council's planning strategy embraces the principle set down in the Structure Plan Policy S8, that the towns of Morpeth, and, within the constraints of the Green Belt, Ponteland will be the focus of the majority of future development and redevelopment".

**1.1.4** In setting out its objectives, the Council is aware that the quality of the environment in the Borough is generally high and it intends to maintain and enhance both the urban environment and the rural landscape. However, the environment is under pressure and threat in a variety of ways:-

- Opencast mining, sand and mineral extraction despoils the landscape during operation although there have been opportunities to tackle industrial dereliction and there is potential in some cases to obtain landscape and ecological enhancement through restoration.
- Housing in inappropriate locations can adversely affect the quality and character of settlements and poor design and layout detracts from the residential environment of both the new housing itself and the neighbourhood or settlement in which it is located.
- Inappropriately located commercial development would threaten the vitality and viability of established shopping centres.
- The need to identify land for employment development in suitable locations to expand the economy of the Borough may have an adverse effect on the landscape and wildlife habitats.
- Uncoordinated highway proposals would lead to a fragmented road network to the detriment of traffic movement and the release of land for development.

- The Council is concerned that there should be no loss or adverse effect on historic and architectural features both in Conservation Areas and throughout the Borough.
- The over intensive use of the countryside for active recreation may threaten important and fragile ecological and wildlife habitats.
- Inappropriate and over intensive development or insensitive agricultural practices will threaten important countryside features and wildlife habitats.

**1.1.5** In order to meet the challenges identified above, the Council is developing a strategic framework in respect of the main development proposals and activities which affect land and how it is used:-

#### ENVIRONMENT

**1.2.1** The Council's strategy is to protect and enhance the qualities of the environment, the open countryside, the many historic villages and larger settlements and in particular, the landscape and nature conservation value of the coast, river valleys and uplands. The Council will encourage the planting of native broadleaved woodlands and changes towards environmentally sensitive agricultural practices.

#### HOUSING

**1.3.1** In the past decade there has been little change in the extent and to the character of the housing market in the Borough. The Council proposes to continue past strategy and to direct housing development to locations that allow the main settlement of Morpeth to grow in a coherent and co-ordinated way, supporting and extending service infrastructure and to permit housing development in other settlements where growth supports existing services and community facilities without an adverse impact on settlement character. The Council makes no provision for new settlements within the Plan period.

#### EMPLOYMENT

**1.4.1** The Council's strategy is to promote, support and encourage economic and commercial development in appropriate locations throughout the District provided such developments do not detract from their environmental setting. This will be achieved through the allocation of land, the conversion of buildings and in liaison with the County Council in the implementation of its economic development strategy.

#### TRANSPORTATION

**1.5.1** The Council will pursue a strategy to provide a transport infrastructure which provides for the safe movement of traffic, reduces conflict between different groups of road users and conserves scarce energy resources. The Council will support measures to provide and maintain an integrated public transport network which is accessible to all sections of the community.

#### RECREATION AND LEISURE

**1.6.1** The Council recognises the "six acre" playing field standard as an objective and will provide and support schemes which provide improved recreational facilities. The Council also supports improved access to the countryside for informal recreation including provision for cyclists, horse riders and walkers.

#### STRATEGIES FOR SETTLEMENTS

**1.7.1** The District Local Plan carries forward the Council's strategy over the past decade of encouraging a steady, planned growth. In order to do so, boundaries are defined around all significant settlements, beyond which most forms of development are strictly controlled.



### **Morpeth**

**1.7.2** The Plan provides for the continuing growth of Morpeth, the main settlement in the Borough, through the integrated development of housing, employment, commercial and highway proposals which are all closely interrelated. Opportunities for private sector development are put forward which it is anticipated will release brownfield sites, generate employment development and contribute to the implementation of highway schemes which will be of substantial overall benefit to the town and, in particular, will obtain a significant easing of problems of traffic congestion and conflict in the town centre. The release of land for development will provide the stimulus for a partnership between public and private sectors to enable new infrastructure proposals to be realised within the Plan period.

### **Ponteland**

**1.7.3** At Ponteland, the second largest settlement in the Borough, the Plan aims to contain development within well-defined Green Belt boundaries, to maintain and enhance the historic character of the village centre by means of environmental improvement schemes, to protect its commercial viability by restricting the growth of non-shopping uses and to improve the environment by building a bypass to cater for through traffic.

### **North-East Settlements**

**1.7.4** The Plan's strategy is to improve the environment in the northeast part of the Borough through modest new housing and employment allocations in selected settlements. The Council intends to safeguard the outstanding qualities of Druridge Bay through the adoption and promotion, in association with the County Council, of the Coast Management Plan. The Council proposes to obtain landscape enhancement in the coastal plain through woodland planting, to minimise the impact of opencast mining by encouraging a strictly controlled release of sites and, through consultation, to obtain a varied and attractive landscape when opencast sites are restored. The Council will work with other agencies and the private sector to promote regeneration in the main settlements.

### **Rural Settlements**

**1.7.5** The service and social infrastructure of the majority of rural settlements in the Borough is such that there is limited scope for growth. Accordingly the Council's strategy is to maintain the character and viability of rural settlements by means of restrictive policies, to closely control development in the countryside and to ensure an attractive built environment appropriate to settlement character, through the establishment and enhancement of Conservation Areas where appropriate. Development will be encouraged of a scale and in a location to support communities and meet local housing, employment and recreational needs.

### **Open Countryside**

**1.7.6** The Council is aware that its coast and countryside is a valuable, fragile and finite resource to be protected through maintaining and managing existing, and planting new woodlands, preserving wildlife habitats and encouraging environmentally sensitive agricultural attitudes and practices. This will be implemented through education, the acquisition and management of land, the use of statutory powers to protect sensitive and important sites and the control of development. Within the Green Belt the Council will apply strictly Government policy and guidance.



## CHAPTER 2 - THE LOCAL PLAN

### INTRODUCTION

**2.1.1** The Castle Morpeth District Local Plan has been prepared by the Council in consultation with Northumberland County Council and has been the subject of a full consultation exercise with adjoining District Councils, Local Parish Councils, other statutory bodies, groups, associations and the general public. The Plan is set in the context of the Northumberland County Structure Plan which was adopted in May 1996 and which addresses planning issues for the County and the provision of land for housing to the year 2006.

**2.1.2** The District Local Plan is the most appropriate vehicle for presenting the main issues concerning the amount, location, and timescale for the release of land for housing, industrial, commercial and shopping uses throughout the Borough. Other important issues such as transport, the protection of the environment and leisure and recreation are also addressed in the Plan.

**2.1.3** The District Local Plan provides a statutory basis for the control, promotion and co-ordination of development for the period up to 1 July 2006. It has now been adopted and conforms to and complements the Northumberland County Structure Plan, Minerals and Waste Local Plans as part of the County Development Plan. It also supersedes the following statutory and non-statutory Plans.

#### **Statutory Plans:-**

- Northumberland County Development Plan, May 1958.
- Ashington and District Town Map No. 2, Amendment No. 6 (1961).
- Town Map No. 5 (Morpeth District) added by Amendment No. 12 (1962).
- Northumberland County Development Plan: Amendment No. 16 (1963) North Tyneside Green Belt. Inset Maps Nos. 7, 8 and 10.
- Morpeth Town Centre Local Plan, 26 March 1987.

#### **Non-Statutory Plans:-**

- Rural Housing Land Study, January 1988.
- Morpeth Local Plan. Draft written statement, March 1989.
- Ponteland Local Plan. Written statement, April 1990.

The following Policy statements have been incorporated into the Local Plan, modified where appropriate:-

### **Policy Statements**

- Tranwell Woods Policy. (1981)
- Non-residential Development in the Open Countryside. (1982)
- Policy for Retention of Public Open Space in Residential Estates. (1982)
- Fairmoor Development Brief/Policy. (1984)
- Shop Front and Advertisement Design. (1987)
- Farm Buildings Conversion Policy. (1989)
- Agricultural Occupancy Conditions. (1989)
- Shop Front Security. (1990)
- The Green Belt in Castle Morpeth. (1990)
- Opencast Mining and Quarrying. (1991)
- House Extension Policy. (1991)

### **EXISTING LOCAL PLANS IN CASTLE MORPETH**

**2.2.1** The Council has prepared one statutorily adopted Local Plan, the Morpeth Town Centre Local Plan, and two non-adopted plans, the Draft Morpeth Local Plan and the Ponteland Local Plan. The Town Centre Local Plan covered the period 1981 to 1991 and many of the policies contained in it have been implemented. Other policies remain relevant have been transferred and modified where appropriate, for inclusion in the District Local Plan.

**2.2.2** The Ponteland Local Plan was the subject of a public local inquiry in February and March 1988 and modified to generally accord with the recommendation of the Inspector's Report. However, the Plan was not taken through the final stage to adoption there being two policies, relating to Green Belt issues, where the Council did not agree with the Inspector's findings. Nonetheless many of the policies in the Ponteland Local Plan remain relevant and appropriate and will be included in the District Local Plan.

**2.2.3** The Draft Morpeth Local Plan was the subject of public consultation during 1989 but further progress was delayed to obtain updated information on traffic flows and highway proposals. The Council decided not to proceed further with this Plan, but to incorporate much of the information and policies into the District Local Plan.

### **FUNCTIONS OF THE DISTRICT LOCAL PLAN**

**2.3.1** In the past under the 1971 and 1990 Town and Country Planning Acts the Council was required to prepare a Local Plan for the whole or parts of its area. The Planning and Compensation Act 1991 now makes it a statutory requirement for non-metropolitan planning authorities to prepare a Local Plan covering the whole of their areas and this Local Plan complies with that requirement.

**2.3.2** Local Plans have four main functions:-

- To develop the policy and general proposals of the Structure Plan and to relate them to precise areas of land;
- To provide a detailed base for development control;
- To provide a detailed basis for co-ordinating the development and other use of land, and
- To bring local and detailed planning issues before the public.

**2.3.3** Now that the Plan has been adopted by Castle Morpeth Borough Council, the District Local Plan provides a legal basis for determining the future pattern of land use. It provides an essential framework for planning, so that everyone understands the criteria against which decisions are taken. Plans are not prescriptive but Section 54A of the Town and Country Planning Act 1990 requires that decisions must be taken in accordance with the Plan unless material considerations indicate otherwise.

**2.3.4** A high degree of certainty as to future development in the District is important for landowners, developers, statutory undertakers and the community at large, because it protects and guides investment, helps to resolve conflict between competing needs and determines the nature of the local environment.

#### THE ADOPTION OF THE LOCAL PLAN

**2.4.1** The Local Plan has now progressed through all statutory procedures and has been ststutorily adopted by Castle Morpeth Borough Council. Together with the Northumberland County Structure Plan, Minerals and Waste Local Plans, it provides the statutory development plan for the purposes of section 54a of the Town and Country Planning Act 1990.

#### FORMAT OF THE LOCAL PLAN

**2.5.1** The proposals described in this document are set out on a topic basis; Resources, Environment, Housing, Industry etc. the main planning and land use issues for the Borough are addressed, objectives are discussed and proposals put forward. Individual chapters have been prepared for villages considered to require a settlement boundary to control growth and for Newcastle International Airport. These chapters have been placed after the main topic chapters in the text and in alphabetical order.

**2.5.2** The Settlement Chapters contain policies for all topic areas that have implications for the settlement in question. Where appropriate, settlement policies are cross-referenced to the district wide policies contained in the main topic chapters.

**2.5.3** In each chapter of the Local Plan, policies are printed in capital letters and emboldened within the text and are accompanied by a reasoned justification.

**2.5.4** A District Proposals Map and Proposals Map Insets for identified settlements, reproduced from Ordnance Survey material, supports the written text and shows how all the topic area policy proposals relate to particular areas of land. Certain policies however, are not site specific but propose a course of action over the whole Local Plan area. These policies are indicated by number only on the main key to the Proposals Map.

**2.5.5** Various tables, plans, diagrams and other descriptive matter appear throughout the written text, to explain or illustrate the proposals contained within the District Local Plan.

## ENVIRONMENTAL APPRAISAL OF THE PLAN

**2.6.1** The Government has made clear in PPG 12 (Development Plans, 2000) its intention to work towards ensuring that development and growth are sustainable. To that end Local Authorities producing Development Plans are required to appraise their Plans and the policies contained within them, against a variety of criteria. This process comprises explicit, systematic and iterative review of Development plan policies and proposals to evaluate their individual and combined impacts on the environment, and allowing the evaluation of alternatives and their review over time.

**2.6.2** The Council is aware of the recent good practice guide produced by the former Department of the Environment and at the Deposit Stage assessed Local Plan objectives, and policies against a range of environmental impact criteria. This initial analysis provided a base for further evaluation during the planning process. Relevant Appraisal Matrices are contained within Appendix K of the Deposit Draft Local Plan.

**2.6.3** The above is a complex procedure which is still in its infancy and will depend greatly on the level of skills and resources that the Authority can call upon within its Plan making team. During the course of the local plan, an environmental appraisal was carried out whilst preparing the deposit version. The plan was then subject to rigorous examination at Public Inquiry and as a result, many of the proposals which were likely to have a significant adverse impact (such as the development of the Allery Banks Relief Road and Parish Haugh Housing site) have not progressed through the local plan to adoption. Similarly, the reduction in Greenfield land-take is likely to have a significant positive impact on the plan's environmental performance. A number of detailed representations from statutory and non-statutory environmental organisations have helped shape the plan and have improved its sustainability credentials. However, It is appreciated that in its current form, there are details of the local plan which could be improved in respect of sustainability considerations, but owing to the short life remaining for the plan and the advice from the Government Office to proceed towards adoption as quickly as possible, the Council has committed itself to a thorough review of the local plan as soon after formal adoption as technically possible.

## CHAPTER 3 - RESOURCES

### INTRODUCTION

**3.1.1** All forms of development and change have resource implications, in that resources of varying scarcity are often used up or diminished in the process. Some resources are finite and once consumed are gone forever, others are virtually impossible to replace while yet others, managed properly, are virtually inexhaustible or can be readily renewed.

**3.1.2** Finite resources are not only fossil fuels, such as coal, oil and natural gas, but less tangible resources, such as attractive and historic landscapes, the coastline, natural habitats and their wildlife, the heritage of an area reflected in its historic buildings and archaeological remains. These resources and many others are "fragile" and will be irreparably damaged or lost completely if they are not protected and conserved in a meaningful way.

**3.1.3** The management and protection of such resources, together with the creation of conditions to promote and encourage economic growth and to enhance the quality of life for the Boroughs' residents and its visitors is a principal aim that underlies the policies and proposals contained within the Local Plan.

**3.1.4** This chapter deals with the wide range of natural resources available to enable development to take place and to sustain existing development. Such resources include all forms of energy, whether renewable or non-renewable, the natural assets of air, of water and minerals and the inheritance of previous industrial and other activities such as contaminated land and sites authorised under the Environmental Protection Act 1990. These and other matters influencing the location, nature and scale of development need to be subject to the criteria of sustainability and environmental impact appraisal.

**3.1.5** The thrust of Central Government policy towards sustainability is exemplified in PPG 12 (para. 4.1) :- and is based on four broad objectives:

- *"maintenance of high and stable levels of economic growth and employment;*
- *social progress which recognises the needs of everyone;*
- *effective protection of the environment; and*
- *prudent use of natural resources.....*

*.... The planning system, and development plans in particular, can make a major contribution to the achievement of the Government's objectives for sustainable development."*

This policy stance is based on that set out in the Government's "A better quality of life: a strategy for sustainable development for the UK"(1999) and is gradually being incorporated into Government advice, in the form of PPG's as they are produced and reviewed. Indeed, PPG1 (Revised): General Policy and Principles (February 1997) includes a section on sustainable development.

**3.1.6** In recognising the requirements laid on Local Authorities by the UK Strategy to promote the principles of sustainable development and to meet the objectives of Local Agenda 21, the Council is resolved to assimilate sustainable development objectives into its decision making processes. The Council, along with other local authorities in Northumberland, is a member of the Northumberland Environment Forum, which aims to meet the objectives of Local Agenda 21 in a co-ordinated approach. In particular, the Council will be guided by the relevant "sustainability indicators" adopted by the Northumberland Environment Forum- as well as "SustainE" – the Sustainable Development Framework for the North-East which also recommends several targets to be set. These will be incorporated as part of the local plan review.

## ENERGY CONSERVATION

### ***POLICY RE1***

**IN CONSIDERING PROPOSALS FOR DEVELOPMENT THE COUNCIL WILL HAVE REGARD TO THE GOVERNMENT'S COMMITMENT TO THE PRINCIPLES OF SUSTAINABLE DEVELOPMENT. DEVELOPERS WILL BE REQUIRED TO DEMONSTRATE THAT PROPOSALS ARE LOCATED IN ORDER TO MINIMISE CAR USE AND PERMIT THE CHOICE OF MORE ENERGY-EFFICIENT PUBLIC TRANSPORT SO AS TO CONSERVE ENERGY, MINIMISE THE CONSUMPTION OF NON-RENEWABLE RESOURCES AND LIMIT EMISSIONS OF GREENHOUSE GASES.**

**3.2.1** Central Government has asked Local Authorities to have particular regard to the conservation of energy as a key issue in development plans, and this should contribute to a range of environmental objectives such as reducing emissions of greenhouse gases.

Reductions may be achieved through the location of land for development so as to:

- i) make full and effective use of land within existing urban areas;
- ii) make the best use of existing public transport networks;
- iii) minimise car use for journeys to work, school and local facilities;
- iv) positively encourage walking and cycling.

**3.2.2** The increased use of renewable energy sources is also important in conserving non-renewable fossil fuel supplies, but is not the only solution to limiting emissions of greenhouse gases. On the demand side energy efficiency can also make a substantial impact on the consumption of energy.

## **RENEWABLE ENERGY**

### ***POLICY RE2.***

**THE DEVELOPMENT AND USE OF POWER GENERATED BY THE FOLLOWING RENEWABLE ENERGY TECHNOLOGIES WILL BE ENCOURAGED: -**

- i) **WIND POWER;**
- ii) **ENERGY FROM CROPS AND FORESTRY;**
- iii) **HYDRO ELECTRICITY;**
- iv) **SOLAR ENERGY;**

**SUBJECT TO PROPOSALS SATISFYING ALL THE FOLLOWING CRITERIA: -**

- i **NO UNACCEPTABLE IMPACT ON SITES AND LOCATIONS WHICH ARE ESPECIALLY SENSITIVE, INCLUDING THOSE DESIGNATED AS CONSERVATION AREAS, AREAS OF HIGH LANDSCAPE VALUE AND THE COASTAL ZONE;**
- ii **NO UNACCEPTABLE IMPACT ON OTHER SITES OF NATURE CONSERVATION IMPORTANCE;**
- iii **NO UNACCEPTABLE IMPACT ON SITES OF HISTORICAL OR ARCHAEOLOGICAL IMPORTANCE;**
- iv **PROPOSALS SHOULD BE SITED IN SYMPATHY WITH LOCAL FEATURES AND RESPECT THE GRAIN AND FORM OF THE LAND AND BE LOCATED SO AS TO MINIMISE VISUAL INTRUSION;**
- v **NO LONG TERM ADVERSE IMPACT ON ESTABLISHED COMMUNITIES AND SETTLEMENTS;**
- vi **NOISE LEVELS CREATED BY EQUIPMENT AND OPERATIONAL PROCEDURES SHOULD NOT ADVERSELY AFFECT THE AMENITY AND QUALITY OF LIFE OF RESIDENTS IN THE VICINITY OF THE PROPOSED DEVELOPMENT;**
- vii **THE CUMULATIVE EFFECT OF MULTIPLE INSTALLATIONS**



- viii **THE ABILITY OF THE LOCAL HIGHWAY NETWORK TO ACCOMMODATE TRAFFIC FLOWS BOTH DURING CONSTRUCTION AND SUBSEQUENTLY AND THE IMPACT OF SUCH FLOWS ON THE PHYSICAL FABRIC OF THE HIGHWAY NETWORK;**
- ix **THE IMPACT ON ASSOCIATED AND ANCILLARY INFRASTRUCTURE;**
- x **THE IMPACT OF EQUIPMENT UPON TELEVISION, RADIO AND MICROWAVE COMMUNICATION RECEPTION.**

**THE COUNCIL CONSIDERS THAT ITS COASTLINE AND IMMEDIATE HINTERLAND IS AN INAPPROPRIATE LOCATION FOR WIND, TIDAL OR WAVE POWER GENERATION BY REASON OF ITS DESIGNATION AS SITES OF SPECIAL SCIENTIFIC INTEREST, AREA OF HIGH LANDSCAPE VALUE AND RAMSAR, SPECIAL PROTECTION AREA AND HERITAGE COAST DESIGNATIONS.**

**IN ALL CASES INVOLVING WIND TURBINES, EXCEPTING THOSE INVOLVING A SINGLE WIND TURBINE FOR AN INDIVIDUAL CONSUMER, THE COUNCIL WILL REQUIRE THAT AN ENVIRONMENTAL ASSESSMENT BE UNDERTAKEN, AND RESERVES ITS RIGHT TO REQUEST ONE FOR OTHER RENEWABLE ENERGY PROPOSALS."**

**3.3.1** "Renewable energy is the term used to cover those continuous energy flows that occur naturally and repeatedly in the environment - from the sun, the wind and the oceans, and from plants and the fall of water. It also refers to the energy available from wastes and from within the earth itself." (Department of Trade and Industry, 1993 - Renewable Energy : Planning for the Future. A Guide for Local Authorities)

The former Department of the Environment has indicated that authorities should include in their local plans policies for developing renewable energy sources and should identify broad locations or specific sites suitable for the various types of renewable energy installations.

**3.3.2** Some sources of renewable energy are site specific, particularly landfill gas, which is linked with waste disposal sites and will be considered by the Northumberland County Council in its forthcoming Waste Disposal Plan. Other sources such as waste combustion and biogas from sewage sludge and farm slurry may have source material collection thresholds which mean that installations and ancillary buildings will require individual consideration. At a local level farm digesters dealing with slurry and chicken litter and which do not export power are of a size comparable with modern farm buildings and can be dealt with through standard development control procedures.

**3.3.3** Hydro-electric plants are a traditional form of power generation in many rural areas and accordingly there may be potential for the establishment of power generating installations within the Borough, particularly where schemes can be used to provide power to existing rural farms and businesses. The greatest potential for such installations (excluding the coastal area) lies in the network of river valleys and tributaries, however such areas by their nature often fall within designated Areas of High Landscape Value, are important wildlife corridors or have special status as sites of acknowledged importance.

**3.3.4** Passive solar design (PSD) aims to make the best use of the existing benefit of free solar gains to buildings in order to offset their demand for energy for space heating, lighting and air-conditioning, whilst maintaining acceptable environmental conditions. It is achieved primarily through modifications to conventional design, rather than radical changes, and is most effectively introduced with energy-efficiency measures as part of an integrated approach to energy design in buildings. PSD currently falls between the building regulations and normal planning considerations governing the layout of buildings, however the Council will encourage developers to demonstrate that they have taken PSD into account in designing their schemes and to show what steps they have taken to maximise passive solar energy gain through design.

**3.3.5** Solar energy can also be converted to electricity by the use of photovoltaic (PV) cells. This

can be done by the use of a central generating plant, however its application in the immediate future is most likely to be in the use of PV units located on the roofs and facades of domestic and commercial buildings. The use of such has implications for the appearance of buildings and will require special consideration if implemented on listed buildings, in conservation areas and other areas of environmental sensitivity.

**3.3.6** The Council will require all proposals for wind turbines to be accompanied by assurances concerning their subsequent removal when redundant, and restoration of the site. Planning conditions will be used to ensure that these matters are dealt with at the appropriate time. Where planning permission for a turbine or turbines has been granted, the Council will safeguard their subsequent operation by the control of any developments, such as the building of tall structures, which could reduce local wind speeds.

### **WIND POWER - AREAS OF SEARCH**

#### **POLICY RE3.**

**WIND TURBINE GENERATORS WILL BE PERMITTED WITHIN AREAS OF SEARCH IDENTIFIED ON THE PROPOSALS MAPS SUBJECT TO SATISFYING THE CRITERIA IN POLICY RE2.**

**3.4.1** Climatic and topographical conditions within the Borough are such that the greatest demand for renewable energy generation is likely to be in the form of wind power. An area of search has been identified through the use of potential surface analysis including factors relating to wind speed, accessibility to the national grid and established environmental constraints.

**3.4.2** The development of wind turbine generators as a source of renewable energy is becoming increasingly important and there are now a considerable number of wind farms, groups of turbines or single turbines throughout the country. They need to be located in areas of high average wind speed and are most likely in a coastal or upland location which is often of high landscape or nature conservation value. In assessing proposals for wind turbine generators the Council will have regard to PPG22 - Renewable Energy (February 1993). With regards to applications for single wind turbines the Council will take into consideration advice contained in paragraph 59 of Annex A of PPG22, which states that:-

“....siting criteria maybe more flexible in the case of single turbines or groups of turbines supplying primarily the turbine owners themselves. Local Planning Authorities must always weigh the desirability of exploiting a clean, renewable energy resource against the visual impact on the landscape of wind turbines....”

### **WATER**

**3.5.1** Water is a resource for which there are wide-ranging implications arising from development proposals. In Castle Morpeth, however, because of geological conditions the safeguarding of ground water resources is not seen as an issue requiring formal policies, though the Council subscribes to the objective of the protection and efficient use of water supplies. The protection of the environment in river corridors and coastal margins and the recreational use of water features are dealt with in the other parts of this and the Recreation and Leisure chapters. The Council considers it appropriate to include policies on water quality, surface water run-off and flood defences and has consulted the Environment Agency, Northumbrian Water Limited and North East Water with whom it will continue to work closely, in these and other associated matters.

**3.5.2** Requirements for the maintenance of water quality has been set out by the EEC in directives 76/160/EEC "Bathing Water Directive" and 91/271/EEC "Urban Waste Water Directive". It is the responsibility of Northumbria Water to comply with these directives and to undertake appropriate works where necessary. These may include the provision of new service reservoirs, sewerage pumping stations, sewage treatment works and facilities for the disposal of sewage sludge or the improvement and enlargement of existing facilities.

**3.5.3** Water quality may be affected by emissions of water which has passed through old mine workings and been contaminated. Gaseous emissions may also be found in parts of the Borough from old or disused mine workings. Where water quality is at risk, or indeed, gaseous emissions occur, land should be assessed within the context of Policies RE4 and RE8.

#### **WATER QUALITY**

##### ***POLICY RE4.***

**THE COUNCIL WILL RESIST DEVELOPMENT WHICH IN ITS OPINION, AFTER CONSULTATION WITH THE ENVIRONMENT AGENCY, MAY ADVERSELY AFFECT THE QUALITY OF SURFACE, UNDERGROUND OR COASTAL WATER AS A RESULT OF THE NATURE OF SURFACE OR WASTE WATER DISCHARGE, OR GIVE RISE TO POLLUTION PROBLEMS RESULTING FROM THE DISTURBANCE OF CONTAMINATED LAND. THE COUNCIL WILL SUPPORT INITIATIVES WHICH LEAD TO IMPROVEMENTS IN SURFACE OR COASTAL WATER QUALITY INCLUDING THE PROVISION OF NEW OR IMPROVED WATER AND SEWAGE TREATMENT FACILITIES.**

**3.6.1** The quality of water in inland watercourses is an important area of concern and action to maintain and, when opportunity arises, to improve its quality is undertaken by the Environment Agency. Water quality is important to a wide range of uses and users, including abstraction for potable supply, industrial water supply, fisheries, livestock watering, spray irrigation, amenity, including inland navigation and conservation. It is important to maintain or enhance the water quality of rivers, lakes, ponds, coastal water and other water bodies. A deterioration in water quality can affect the supply of water for the above uses.

#### **SURFACE WATER RUN-OFF AND FLOOD DEFENCES**

##### ***POLICY RE5***

**PROPOSALS FOR NEW DEVELOPMENT SHALL NOT BE PERMITTED IN FLOOD RISK AREAS OR WHERE DEVELOPMENT MAY INCREASE THE RISK OF FLOODING ELSEWHERE UNLESS IT CAN BE DEMONSTRATED BY MEANS OF A FLOOD RISK ASSESSMENT AND SEQUENTIAL TEST THAT:**

- A) THERE IS NO ALTERNATIVE OPTION AVAILABLE AT NO OR AT A LOWER RISK OF FLOODING;**
- B) THERE WILL BE NO UNACCEPTABLE RISK OF FLOODING;**
- C) THERE WILL BE NO UNACCEPTABLE INCREASE IN RISK OF FLOODING ELSEWHERE, AS A RESULT OF THE DEVELOPMENT; AND,**
- D) APPROPRIATE MITIGATION MEASURES CAN BE PUT IN PLACE TO MINIMISE THE RISK OF FLOODING AND THESE MEASURES CAN BE CONTROLLED BY APPROPRIATE PLANNING CONDITIONS OR A SECTION 106 AGREEMENT CAN BE SECURED.**

**3.7.1** Flood risk is an increasingly important issue to the land use planning system. Seeking to manage and reduce the incidence of flooding, acting on a precautionary basis taking account of climate change, the planning system should ensure that new development does not pose an unacceptable risk of flooding or increase the risk of flooding elsewhere on a catchment wide basis.

**3.7.2** PPG25 acknowledges that the experience of recent years suggests that the incidence of problems due to river flooding may be getting worse, both in frequency and scale. This arises from changes in river hydrology due to human activity, changes in land management, variations in the intensity of rainfall and the increase in development in areas at risk.

**3.7.3** PPG25 also advocates that local planning authorities should adopt a risk-based approach to proposals for the development in or affecting flood risk areas or where the development may

increase flood risk elsewhere. Paragraph 20 of PPG25 states that those promoting particular developments are responsible for carrying out flood risk assessments (FRA) prior to designation of sites in development plans or a decision being made on individual planning applications. In line with the precautionary principle of PPG25, local planning authorities should be minded to refuse planning permission and not identify sites in development plans until a satisfactory FRA has been submitted. The level of detail required for a FRA may vary upon the size scale and location of development, however all FRA's should be in accordance with appendix F of PPG25.

**3.7.4** In addition to the risk based approach, PPG25 expects local planning authorities in the preparation of plans and their development control decisions to implement a sequential test. Accordingly in drawing up policies, local planning authorities should give priority in allocating or permitting sites for development to those areas that are not or at lower risk of flooding.

## SERVICE INFRASTRUCTURE

### **POLICY RE6.**

**THE COUNCIL WILL CONSIDER THE IMPLICATIONS OF GRANTING PLANNING PERMISSION FOR NEW DEVELOPMENTS AS THEY AFFECT LAND DRAINAGE, WATER SUPPLY AND SEWERAGE. WHERE DEVELOPMENT IS LIKELY TO REQUIRE THE IMPROVEMENT OR PROVISION OF ADDITIONAL SERVICES, CONSIDERATION WILL BE GIVEN TO THE NEED TO IMPOSE PLANNING CONDITIONS OR SEEK LEGAL AGREEMENTS AS APPROPRIATE.**

**3.8.1** New developments can put considerable strain or even overload existing off site services, unless proper provision is made, as part of the new development proposals to upgrade existing systems. The Council considers that the financial burden for such off site works is one which is normally required to be met by developers, where such works fall outside the statutory responsibilities of the relevant agencies.

## MINERALS

### Mineral Extraction

**3.9.1** Coal mining historically has been a major industry in Northumberland and has had, and is continuing to have, a considerable impact upon local community structures, the quality of life and the visual character of the local environment.

**3.9.2** The 19th century and first half of the 20th century saw the dominance of deep mining with its associated pollution of land and air. Much of southeast Northumberland's landscape has been dominated by conical waste heaps and the general dereliction of land caused by deep mining and its associated activities. The latter half of the 20th century has seen the gradual reclamation of these areas as a result of planning strategies. These set out a programme of modernisation for the North East that envisaged investment in redevelopment, and reclamation, training, education and the promotion of the region in a more vigorous manner. A considerable transformation has been achieved, including the reclamation of derelict land contributing towards the improvement of the environment, but despite this, the North East is still faced with a huge problem of image.

### Opencast Mining

**3.10.1** Opencast mining, a product of war time necessity, is, with the exception of Ellington Colliery, the principal method by which coal is won from the Northumberland coalfield. A relatively cheap form of coal extraction, this industry has had a significant impact upon the quality and character of the countryside within Castle Morpeth's coalfield areas. Controls relating to opencast mining and associated land reclamation are improving, nevertheless, it is recognised that opencasting continues to have a long term impact on the promotion of southeast Northumberland and Castle Morpeth as a location for tourism and other forms of economic regeneration.

**3.10.2** Legislative changes introduced through Circular 3/84 "Opencast Coal Mining" (now superseded by MPG3) now make the County Council responsible for deciding opencasting applications and both the County Structure Plan and the Northumberland Minerals Local Plan policies have been written to provide a detailed framework against which these can be judged. The Council's attitude towards mineral workings within the Plan areas have regard to the guidelines as set out in the Structure Plan and the Minerals Local Plan. The private sector are now the sole source of extraction.

**3.10.3** The Council recognises the positive aspects of opencasting in terms of job creation and its contribution nationally towards a cheap energy source. However, the Council is concerned that the operational characteristics of opencast mining within the Borough adversely affect the quality of life of residents and the character of the local landscape and welcomes the County Council's commitment to providing certainty to local communities by defining areas of special landscape, heritage and nature conservation interest within which planning permission will not be granted for opencast coal sites. (Northumberland County Council Minerals Local Plan, Policy C3)

**3.10.4** Advice is contained in Planning Policy Guidance Note No.1 (General Policy and Principles, 1997) concerning the Government's commitment to the plan-led system of development control which is given force by Section 54A of the 1990 Act. The requirement that an application for planning permission shall be determined in accordance with the development plan, unless material considerations indicate otherwise, applies equally to opencast mining operations. Further guidance, in Minerals Planning Guidance Note No.3 indicates that - "Minerals can only be worked where they are found and the planning system must make adequate provision for development whilst taking account of the need to protect the environment". The Council considers that this advice should be ameliorated in locations where, due to the cumulative affect of long-term opencast mining operations, there has been no respite for local communities from the negative aspects of opencast mining. However, site reclamation has created opportunities for nature conservation, landscape enhancement and the provision of infrastructure, such as new roads, to the benefit of local communities.

**3.10.5** This "cumulative" effect has been recognised and a particular problem in Durham and Northumberland is the continued opencast working on successive sites in a locality over a long period. This leads to a visually and ecologically impoverished environment and the impact is exacerbated by the long recovery period which follows the workings. South East Northumberland and part of West Durham are the areas worst affected. The continuation of these opencast activities should receive careful scrutiny as to their long term adverse impact on long term economic regeneration."

**3.10.6** Northumberland Structure Plan policies set out the criteria upon which mineral workings are to be assessed. There was a general presumption in favour of opencast mining within the coastal plain south of the River Coquet, subject to need, and a host of criteria concerning employment, impact upon agriculture, landscape, tourism, transport, architectural, historic and natural interests, together with the cumulative affect of mining upon local communities.

**3.10.7** A policy statement produced by the County Council in order to establish the coal mining requirements of the opencast coal industry over a ten year period, has further highlighted the County Council's concern that the environmental consequences of opencast mining may have a counterproductive effect upon the local economy. (The Coal Industry in Northumberland - Policy Statement, 1992). The County makes strong objection within the document to many of the working and prospecting sites now being proposed and considers that the maintenance or increase of the current overall scale and extent of opencast coal working in the county is unacceptable. This position is fully supported by this Council.

**3.10.8** Whilst the County Council is the Local Minerals Planning Authority, the Borough Council has adopted its own strong policy stance relating to mining and quarrying proposals within the Borough. It has also adopted a policy statement to guide its representations in response to proposals made to the County Council as follows:

In making representations to the County Council, the Council will adopt a general presumption against opencast mining and quarrying within the Borough subject to the following locational variations:-

- i Sites to the east of the main London to Edinburgh railway line and to the north of Pegswood will be considered on their individual merits and in the context of the Northumberland Minerals Local Plan, Policy C3. In line with the aims of that Policy, sites in the hinterland of Druridge Bay to the east of the A1068 will be strongly resisted.
- ii Development of new sites to the west of the main London to Edinburgh railway line, especially those falling in upland and river corridor areas where the landscape and environment are particularly vulnerable, will be strongly resisted.
- iii) The Council is opposed to all sites within the Green Belt and will normally recommend the County Council to refuse all applications for workings in this area.

The Council will in assessing the merits of opencast mining and quarrying proposals, take into account the following factors:-

- i) The impact of sites, individually and cumulatively, on local communities and the landscape of the Borough. The encirclement of communities by one or more sites will be strongly resisted.
- ii) The extent to which proposals have been designed to accommodate imported waste and facilitate the concurrent extraction and tipping of materials, in order to minimise the operational life of the site.
- iii) The inclusion within site operational and restoration programmes, measures for the retention and provision of woodlands, hedgerows and trees, the enhancement and reinstatement of wildlife habitats such as wetland areas, ponds and scrubland.
- iv) The inclusion within the restoration programmes, measures for recreation and increased public access to the countryside.
- v) The impact of workings upon areas of special historical, archaeological and scientific importance will be resisted.
- vi) There will be a strong presumption against the development of sites that would be detrimental to established companies undertaking environmentally sensitive manufacturing and research processes."

### Deep Mining

**3.11.1** There is one major deep mine operating in the Borough, at Ellington, where in June 1991 there was a workforce of 1,559 with a further 278 employed in coal preparation and 98 in ancillary activities, the mine, which ceased production in 1994, has since re-opened and is now operated by UK Coal with a reduced workforce. British Coal (now the coal industry) have progressively reduced the extent of their non-operational land holdings in the Ellington and Lynemouth areas, enabling the County and Borough Councils to undertake reclamation works and other environmental improvements. The Council will encourage a continuation of these trends and is negotiating the acquisition of land around Lynemouth, including Ellington and Lynemouth Denes and Chugdon Wood.

**3.11.2** There is also a privately run drift mine at Shadfen, a mile east of Morpeth, which has operated successfully for several years and has had a minimal impact on the landscape, but it has now ceased production and is on a care and maintenance regime. The Council is concerned to ensure that the working of any new or re-opened mines should not result in significant adverse environmental effects, particularly to watercourses and ground water supply.

**3.11.3** In making positive representations to the Minerals Planning Authority relating to proposals for deep mining, it will need to be clearly demonstrated that environmental disturbance would be minimal and that there would be a significant creation of employment.

**3.11.4** The traditional practice of sea-coaling is still carried out at Lynemouth Bay and when operated on a casual basis is not detrimental to the environment. In certain instances it has become a commercial business utilising modern machinery and causing damage to the fragile dune land and foreshore environment. The Council, together with the Northumberland County Council, is currently negotiating with the principal operator to obtain acceptable guidelines within which sea-coaling can be carried on.

### Reclamation

**3.12.1** The after use of mineral extraction sites is becoming an increasingly important issue. It is no longer desirable to restore sites solely for agricultural purposes, especially in a climate where agricultural land is being set aside for other purposes. The effects of deep mining and open casting on the landscape have generally been negative, though an unforeseen benefit has been the creation of wetlands and subsidence ponds resulting from mining activity. Restoration of sites now provides an opportunity to redress the negative effects of opencast mining on the landscape and ecology of the area through appropriate measures.

**3.12.2** Northumberland County Council is now so concerned at the loss of natural woodland and hedgerows within the coalfield area, that it has established a major tree planting programme and conservation bodies such as the Northumberland Wildlife Trust, Countryside Agency and District Councils are actively involved in promoting the ecological and environmental regeneration of the area.

**3.12.3** It is the Council's view that mineral extraction site restoration proposals should complement and enhance initiatives instigated by such bodies.

**3.12.4** The County Council has also undertaken over a number of years a comprehensive scheme of land reclamation which has concentrated on former colliery sites. In the Borough the Pegswood Colliery and pit heap have been reclaimed and landscaped and land around Ellington Colliery undergone similar improvements. The future major areas of reclamation work will be where opencast mining sites are to be restored to agriculture, forestry and other appropriate countryside uses. There may also be scope for restoration to sporting and recreational uses and possibly housing and industry in selected locations. The Council will work in close co-operation with the County Council to achieve sensible and varied schemes of restoration. For smaller sites where reclamation can be undertaken, the Council will liaise with the County Council and owners

to achieve a high standard of restoration and appropriate subsequent land use.

Other Minerals

**3.13.1** The scale of the winning and working of minerals other than coal is not significant in a regional economic context within the Plan Area and there are only three sites where minerals are extracted. However, these individual sites have wide-ranging implications for the well-being of the environment in the Borough.

**3.13.2** The impact of sand extraction at Druridge Bay (two sites) under planning approvals, seriously escalated in recent years, to the extent that the extraction posed an extremely serious threat to the existence of Druridge Bay and its associated dune land system in its present form. The Council has adopted a strong policy framework to conserve and protect the Bay and the eventual cessation of sand extraction there has recently been achieved.

**3.13.3** Carboniferous limestone aggregates are mined at Mootlaw Quarry in the vicinity of Matfen, Ingoe and Kirkheaton. The quarry is in one of the very few areas where a commercially workable deposit exists without overriding environmental or heritage constraints. Operations have not been significantly extended for some years and under current rates of extraction, reserves will be exhausted within ten years. The company propose to extend the site area by 74 hectares. An application is before the Minerals Planning Authority and will require extremely careful consideration.

WASTE DISPOSAL

**3.14.1** The County Council has prepared a Waste Local Plan. This concluded that disposal will be mainly by means of landfill sites and that, wherever possible, use will be made of disused quarries and mineral sites, derelict land, and low grade agricultural land, rather than good quality agricultural land, or areas of landscape and ecological sensitivity. Under the Environmental Protection Act the Plan is due for review in the near future but this may be delayed by prospective changes in the organisation and operation of waste disposal facilities. The Plan recognises that in Northumberland landfill is by far the most economic method of disposal and will continue to use such means and rationalise and reduce the number of sites it operates. The County will continue to develop a programme for the provision of a comprehensive civic amenity service within reasonable distance of all significant centres of population, provided that sites of nature conservation are protected.

**3.14.2** The Borough's domestic waste is disposed of at the Brenkley waste disposal site in Newcastle City, and 5 miles east of Ponteland, at the Sisters site just north of Widdrington Station in the northeast of the Borough, and at Ellington Road in Wansbeck District, off the A1068 north of Ashington. This latter site will continue to be used when the Sisters site closes, this being likely in 1997. Civic amenity sites in the Borough are located at Kirkley West Thorn, near Ponteland, Whorral Bank, Morpeth and adjacent to the Sisters landfill site, Widdrington Station.



**3.14.3** The tipping of colliery waste at Lynemouth Bay is programmed to cease during the Plan period and alternative landfill sites may be required in reasonable proximity to Lynemouth. A working group comprising representative of Local Authorities, British Coal and British Coal Opencast Executive, have been investigating alternatives to the disposal of colliery waste at sea. The Council supports Policy M9 of the replacement County Structure Plan and wishes to be involved throughout the process of site identification and subsequent procedures should a site or sites for waste disposal be identified within the Borough.

#### Civic Amenity Sites

**3.15.1** The County Council's Waste Disposal Plan also proposes the continued development of a civic amenity service for the disposal of bulky household waste at locations near the main centres of population. Sites have been developed close to Morpeth, Ponteland and Widdrington Station. The Council will continue to encourage the development of civic amenity sites in appropriate locations.

#### Recycling

**3.16.1** Household waste is a relatively small part of the overall waste stream, but it is important that we make significant progress towards managing it more sustainably. At present, just 9% is recycled and a further 8% has energy recovered from it (Nationally). The Government and the National Assembly have set challenging targets to increase the recycling of municipal waste:

- To recycle or compost at least 25% of household waste by 2005
- To recycle or compost at least 30% of household waste by 2010
- To recycle or compost at least 33% of household waste by 2015

*(Waste Strategy 2000, Former Department for Environment, Transport and the Regions)*

**3.16.2** It is evident that until recently recycling has been an "add-on-extra" for most local authorities, however the Government now expects it to become an integral part of each authority's waste management strategy.

**3.16.3** It is the Council's intention to reduce waste, re-use materials, and where possible, reclaim all recyclable elements including organic materials, metals, glass and plastics, through the introduction of the "Bring System" of recycling. This is where a large number of mini recycling centres are to be established throughout the Borough in the form of wheeled bins, which are to be emptied at regular intervals by the Council. Any materials which cannot be re-used or recycled will be disposed of in an environmentally beneficial manner. This policy has been operated successfully for several years.

#### DEVELOPMENT AFFECTING SITES AUTHORISED UNDER PART I OF THE ENVIRONMENTAL PROTECTION ACT, 1990.

##### **POLICY RE7.**

**THE COUNCIL WILL REFUSE PERMISSION FOR DEVELOPMENT WHICH, BY REASON OF ITS PROXIMITY TO OR ENCROACHMENT UPON FACILITIES AUTHORISED OR LICENSED UNDER POLLUTION CONTROL LEGISLATION, CANNOT CO-EXIST WITH SUCH FACILITIES, UNLESS THE PROPOSED DEVELOPMENT: -**

**WOULD NOT REQUIRE THE IMPOSITION OF HIGHER POLLUTION CONTROL MEASURES AT AN UNREASONABLE EXPENSE TO THE EXISTING FACILITY; OR  
WOULD NOT RESULT IN THE REVOCATION OR REFUSAL TO RENEW THE AUTHORIZATION OR LICENCE OF THE EXISTING FACILITY, RESULTING IN ITS CLOSURE.**

**3.17.1** The planning system controls the development and use of land in the public interest. It therefore has an important role to play in determining the location of potentially polluting development, as well as controlling other development in proximity to any sources of pollution. Its

role focuses not on the control of pollution itself, in view of the various specific pollution control regimes, but on other considerations - for example, the principle of the development itself in terms of normal planning considerations, (irrespective of the detailed nature of any process which would be subject to pollution control), its impact on amenity, the potential for risk or contamination, the prevention of nuisance and the impact on the road network of any change in traffic flows as a result of the proposed use.

**3.17.2** The possibility that proposed development could be affected by pollution or the generation of waste is an important consideration when determining such applications. Development would only be acceptable where its priority to a business authorised under pollution control legislation, does not give rise to adverse environmental conditions for the proposed development.

**3.17.3** Appendix G lists the existing businesses within Castle Morpeth that have applied for authorization under Part 1 of the Environmental Protection Act 1990.

#### CONTAMINATED LAND

##### ***POLICY RE8.***

**THE COUNCIL WILL REQUIRE PROPOSALS FOR THE DEVELOPMENT OF ALL LAND IDENTIFIED AS BEING, OR POTENTIALLY BEING CONTAMINATED BY PREVIOUS DEVELOPMENTS OR MINERAL WORKINGS, TO BE ACCOMPANIED BY A STATEMENT OF SITE INVESTIGATION OUTLINING THE TESTS UNDERTAKEN AND THE EVALUATION OF RESULTS, IN ORDER THAT THE COUNCIL MAY ASSESS ANY DIRECT THREAT TO HEALTH, SAFETY, OR THE ENVIRONMENT.**

**3.18.1** The re-use of contaminated land can contribute towards the revitalisation of urban areas and reduce the need to use new sites outside built-up areas. However, contamination, or the potential for it, is a material planning consideration which needs to be taken into account at various stages of the planning process, including the preparation of development plans and the determination of planning applications.

**3.18.2** The best way of minimising any associated risks is to ensure that sites which may be contaminated are identified at the earliest stage of planning. The history of the site or nearby sites is the principal factor that determines whether a site is likely to be contaminated or not. Knowledge of the previous uses of the site is therefore essential. The Environment Act 1995 requires the Council to keep a register of land which the Council considers to be, or to have been, contaminated. This register, once completed, will be available at the offices of the local authority for public inspection. The necessary investigations can then be carried out and the results evaluated, before the particular form of development is decided. This should enable cost-effective solutions to be devised, so reducing the need for urgent and expensive emergency action at a later date.

**3.18.3** Part of the Borough has a long history of underground and surface working for coal and other minerals. Developers are, therefore, advised to consider ground conditions very carefully and to carry out appropriate investigations where deemed necessary. Typical problems may be instability and mine gas emissions. Where such problems are identified, developers will need to incorporate precautionary measures in their proposals.

**3.18.4** Other examples of contaminated sites and the typical hazards they may pose, include:-

- old sewage works and sewerage farms, where the concentrations of metals in the soil may be high;
- land previously used for industrial purposes, where a very wide range of hazardous substances may be found;
- completed domestic and industrial landfill sites, where combustion and settlement might be readily induced and generation of leachate and emission of gases may

- occur, and;
- old coal works which produced town gas, coke, cold tar, chemicals, etc.

**3.18.5** Contamination may give rise to hazards which put at risk people working on the site, the occupiers and users of the buildings and land, the buildings themselves and services. If precautions are not taken, contaminants may escape from the site to cause air and water pollution and pollution of nearby land; the emission of landfill gas may be particularly hazardous. If these hazards are not identified and assessed properly, there may be a direct threat to health, safety or the environment. Should remedial action be needed in an emergency, there may be delays as well as additional costs and difficulties. A balance has to be struck between these risks and liabilities and the need to bring the land into beneficial use.

**3.18.6** Very few sites are so badly contaminated that they cannot be reused at all, but the choice of new use may be restricted by contamination as well as by other planning considerations and the consequent financial implications. Each site must be considered on its merits and if necessary treated with caution. Any relevant information on the site history should be taken into account. Where no site history suggests that contamination may have occurred, an investigation to assess the condition of the site and identify any particular problems or hazards will normally need to be undertaken by the prospective developer before deciding the most appropriate use for the land. The finding of the investigation should enable appropriate treatment and the selection of the most suitable use, the development should then be designed to minimise the risks. The specific precautions needed will depend on the degree of risk and the sensitivity of the specific aspects of the development, including its use, to the hazards identified.

**3.18.7** The responsibility for assessing whether or not land is suitable for a particular purpose, including whether it is contaminated, rests primarily with the developer. It is, in any case, in the developer's interests to do so since the presence and extent of any contamination will affect the value of the land and the costs of developing the site. When determining a planning application for land which it has reason to believe might be contaminated, the Council will consider whether the proposal takes proper account of contamination.

#### GROUND STABILITY

##### **POLICY RE9**

**THE COUNCIL WILL REQUIRE PROPOSALS FOR DEVELOPMENT WHICH IS ON UNSTABLE OR POTENTIALLY UNSTABLE LAND TO BE ACCOMPANIED BY A STATEMENT ON GROUND STABILITY, TOGETHER WITH DETAILS OF MEASURES PROPOSED TO DEAL WITH ANY INSTABILITY.**

**3.19.1** Ground movements occur in different circumstances for different reasons and vary in intensity and extent, however, PPG14 (1990) places the causes of instability into three broad categories:-

- the effects of underground cavities; these may be of natural origin or due to mining or to civil engineering works;
- unstable slopes; these may be natural, in both coastal and inland situations; or man-made, whether excavated, as in quarries or cuttings, or constructed, as in tips and embankments;
- ground compression; this may be of natural origin due to peat, alluvial, estuarine or marine soils; or due to human activities, e.g. made ground, landfill or restored opencast mines; and ground subject to movement due to shrinking and swelling clays".

**3.19.2** The Government advises in PPG14 "Development on Unstable Land" and its Annex on "Landslides and Planning" that the responsibility for determining whether land is suitable for a particular purpose rests primarily with the developer. The developer should therefore carry out a thorough investigation and assessment of the ground to ensure its stability or alternatively that any instability - existing or potential - can be overcome by appropriate remedial or preventative action. It is not the responsibility of the Local Authority to investigate the ground conditions of development sites. However, the Council is expected to consider ground stability in so far as it affects land use as a material consideration in determining applications.

**3.19.3** Parts of the Borough have in the past been, and are currently, subject to mining activity and developers are advised to take account of advice in MPG12 "Treatment of Disused Mine Openings and Availability of Information on Mined Ground". Within areas of coal mining activity the Council consults the Coal Authority for technical advice and comments upon planning applications for new developments."

#### NOISE SENSITIVE DEVELOPMENT AND AIRCRAFT NOISE

##### **POLICY RE10**

**WHERE NOISE SENSITIVE DEVELOPMENT IS PROPOSED, THE COUNCIL WILL REQUIRE SUITABLE NOISE ATTENUATION MEASURES TO BE PROVIDED WHERE NOISE FROM AIRCRAFT IS BETWEEN 57L<sub>Aeq</sub> DB(A) AND 72L<sub>Aeq</sub> DB(A) DURING THE HOURS OF 0700 - 2300 OR 48L<sub>Aeq</sub> DB(A) AND 66L<sub>Aeq</sub> DB(A) BETWEEN THE HOURS OF 2300 - 0700.**

**3.20.1** This policy relates to the impact of aircraft noise, and highlights the importance of ensuring land which is, or is likely to be, subject to aircraft noise disturbance is not used for noise sensitive development such as housing, hospitals or schools. New development which is proposed in areas considered by the Council as potentially at risk from aircraft noise i.e. between 57 and 72 LEQ dB(A) 0700 - 2300 and between 48 and 66 LEQ dB(A) 2300 - 0700 will need to demonstrate that by incorporating noise attenuating measures into their designs an acceptable and sustainable sound environment can be achieved. This will however not be an option for sensitive development such as family-type housing with gardens unless it can be demonstrated that gardens can be used without excessive adverse impact from noise from aircraft. This policy will apply to the conversion of existing buildings to noise sensitive uses as well as the construction of new dwellings.

**3.20.2** The Proposals Map No.2 and Inset Map No. 26 shows the areas most likely to be affected by aircraft noise. The contours have been prepared using the INM Model based on predicted air transport movements for the year 2006. The model makes assumptions, including the use of noise preferential routes, and therefore the contours are a reflection of ideal conditions. Developers will be required to take account of these measurements and may be required to submit noise assessments prior to planning applications being determined.

**3.20.3** The areas most prone to aircraft noise are immediately adjacent to the Newcastle International Airport, and under the principal arrival/departure air corridors. Aircraft movements have expanded over the last decade and the forecast is that this trend will continue, with a consequential change in the pattern of traffic movements, routes and aircraft types. This will influence the nature and location of the noise contours which will be monitored and reviewed by the Council in conjunction with the Airport from time to time.

## CHAPTER 4 - ENVIRONMENT AND CONSERVATION

### INTRODUCTION

**4.1.1** The Borough of Castle Morpeth is a large and varied area covering some 239 square miles (61,915 hectares), stretching in a crescent shape from the Tyne at Heddon-on-the-Wall to the coast at Druridge Bay. Its situation is such that it lies between the urban areas of the Tyneside southeast Northumberland conurbation and the more remote rural areas of north and west Northumberland. Almost half of the Borough's population of 50,299 (1991 Census) is concentrated into the settlements of Ponteland and Morpeth. Ponteland is an old village, which has grown considerably over recent years, and, together with the neighbouring Darras Hall Estate, is essentially a large residential community. Morpeth is the administrative centre and largest town combining the functions of market town, employment centre and residential area and is noted for its attractive setting in the Wansbeck Valley. The areas west of Morpeth and Ponteland are rural in character and extend towards the moorlands which form the foothills of the Simonside and Cheviot ranges. East and northeast of Morpeth the Borough adjoins the industrial area of southeast Northumberland with the coalfield extending from this area northwards encompassing most of the hinterland of Druridge Bay. The Borough has a wide variety of landscapes, ranging from pastoral country, open moor, wooded valleys, attractive villages and coastline to the somewhat altered and less attractive areas which have been subject in the past to the attentions of the opencast and deep mining coal industries.

**4.1.2** The chapter sets out the policy framework and context against which proposals for conservation and development contained in the Local Plan will be assessed, putting a high value on the retention and enhancement of the pleasantly diverse landscape of the Borough. It also deals with the main aims, objectives and policies relating to environmental and conservation issues that are Borough wide. Location ally specific policies that relate to villages and towns are covered within the settlement chapters.

### PLANNING CONTEXT

**4.2.1** The character of the Borough owes much to its physical setting through the quality and diversity of both the landscape and built environment. There are a wide variety of conflicting interests and demands on the environment such as between the interests of nature conservation and modern farm practices, between mineral extraction and other land uses, and between development and open countryside uses generally. The policies of this Plan aim to balance as far as possible, agricultural, mineral, conservation, landscape and development interests.

### THE COUNTRYSIDE

#### *The Green Belt*

**4.3.1** For the past 30 years the countryside in the south of the Borough has been protected from development by its designation as part of the Green Belt. Approximately a quarter of the Plan area has Green Belt status, including the Parishes of Heddon-on-the-Wall, Ponteland and parts of Stamfordham and Stannington. The Green Belt has proved to be an extremely robust piece of planning legislation and forms a major platform protecting the countryside, in that part of the Borough closest to the Tyneside conurbation, where pressures for development are strong.

**4.3.2** The Green Belt is designed:-

- i) To check the unrestricted sprawl of large built up areas.
- ii) To safeguard the surrounding countryside from further encroachment.
- iii) To prevent neighbouring towns from merging into one another.
- iv) To preserve the special character of historic towns.
- v) To assist in urban regeneration.

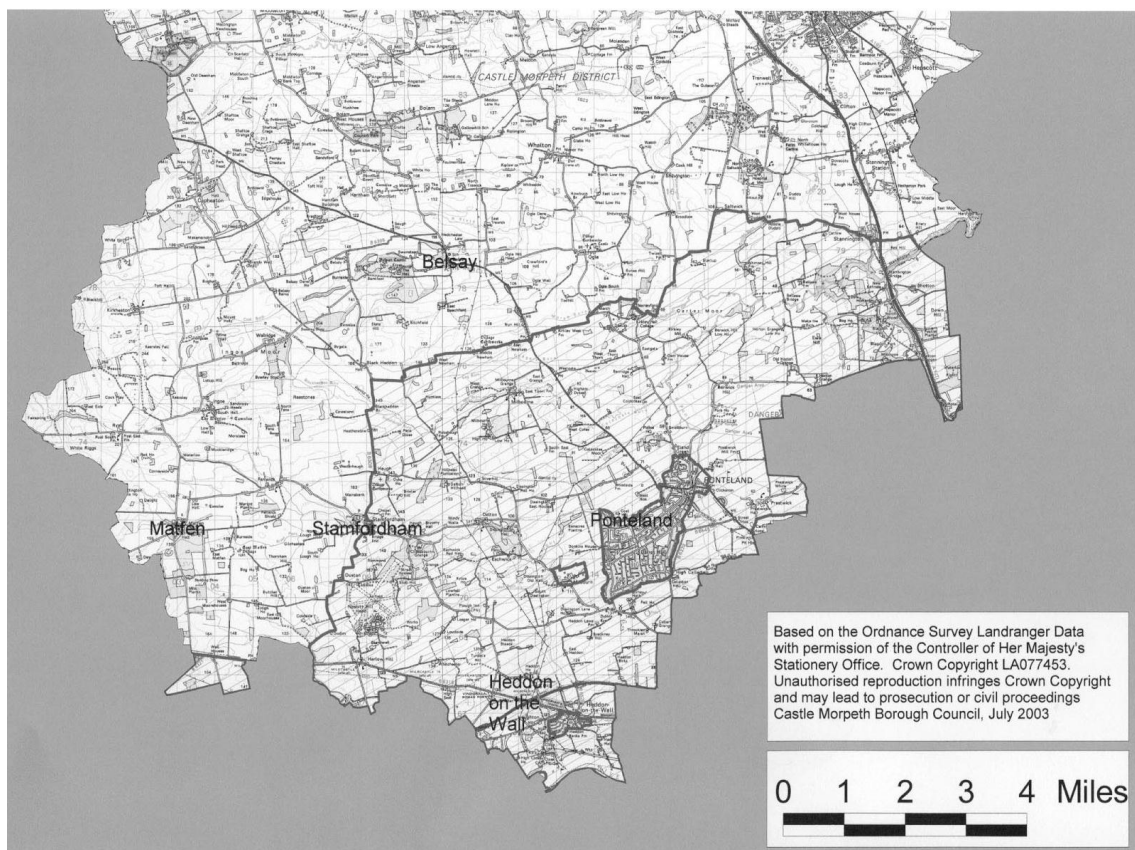
In 1989 the former Countryside Commission produced proposals on future countryside planning in "Planning for a Greener Countryside" which promoted two further purposes for Green Belts:-

- i) To enhance and improve the natural beauty of the countryside adjoining the major centres of population.
- ii) To increase opportunities for the quiet enjoyment of the countryside.

These additional purposes are endorsed by the Council and are reflected by policies designed to encourage the enhancement of the landscape and the development of facilities for the "quiet" enjoyment of the countryside.

**4.3.3** The most recent Government guidance is contained in Planning Policy Guidance Note No. 2 "Green Belts" (Jan 1995) which restates the five objectives and highlights the positive nature of Green Belts in providing access to open countryside for the urban population. It should be noted that within the Green Belt areas of Castle Morpeth the countryside is largely agricultural and access for the urban population is restricted. Recognition must also be given to the agricultural role of Green Belt land.

FIG. 4.1 - THE GREEN BELT



**4.3.4** Whilst there is a general presumption against inappropriate development within a Green Belt, planning consent for the construction of new buildings or changes of use may be given for the purposes of:-

- agriculture
- essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it
- limited extensions, alterations or replacement of existing dwellings;
- limited infilling in existing villages, and limited affordable housing for local community needs under development plan policies according with Planning Policy Guidance Note Number 3; or
- limited infilling or redevelopment of major existing developed sites identified in adopted local plans

With regards to the conversion or change of use of buildings in the Green Belt, the PPG states that "with suitable safeguards, the re-use of buildings should not prejudice the openness of Green Belts, since the buildings are already there. It can help to secure the continuing stewardship of land, especially by assisting farmers in diversifying their enterprises, and may contribute to the objectives for the use of land in Green Belts. The alternative to re-use may be a building that is left vacant and prone to vandalism and dereliction (paragraph 3.7).

In addition, "mineral extraction need not be inappropriate development: it need not conflict with the purposes of including land in Green Belts, provided that high environmental standards are maintained and that the site is well restored"(paragraph 3.11).

**4.3.5** PPG2 continues: "the essential characteristic of Green Belts is their permanence and their protection must be maintained as far as can be seen ahead". The "permanence" must be noted particularly when considering proposals for new Green Belts, the notation is a strict one and if boundaries are tightly drawn, they can inhibit and constrain development which would otherwise be welcomed.

**4.3.6** Despite the fact that the Green Belt boundary has held for 30 years and developments which have taken place have either been in accordance with Green Belt land use policy or derived from other policies of Local Planning Authorities, it is very important to carry out a reappraisal of the Green Belt boundaries in the context of the Local Plan. In this respect, the County Structure Plan states that the precise boundaries of the Green Belt around settlements should be determined in Local Plans. Accordingly consideration will be given to the land use needs of the Borough in making minor amendments to Green Belt boundaries within the Local Plan.

#### Open Countryside

**4.4.1** The Council has an important and continuing role in enhancing and protecting the countryside. Considerable progress has been made over many years by the Council, particularly by implementing schemes of woodland management for informal recreation. However, problems arise as a result of overuse or misuse of land for outdoor recreational purposes, leading to damage to footpaths. There is also a need to protect features of nature conservation and archaeological interest."

**4.4.2** The Council has investigated the possibility of extending the Green Belt northwards up to and around Morpeth in its review of Green Belt Issues (Castle Morpeth Borough Council, 1990 - The Green Belt in Castle Morpeth). The conclusion was not to pursue this proposal within the Local Plan, but to consider additional policies for the protection of open countryside throughout the rural parts of the Borough. This issue will now be considered when the Local Plan is reviewed.

**4.4.3** The Council now considers that the introduction of yet another additional designation of protection for the countryside would detract from the special planning status accorded to the Green Belt and to the sites and areas designated in subsequent sections of this Chapter as

candidate or designated Special Areas of Conservation (SAC's), potential or classified Special Protection Areas (SPA's), Ramsar Sites, Sites of Special Scientific Interest (SSSI's), Special Protection Areas (SPA's), Ramsar Sites, Local Nature Reserves (LNR's), Sites of Nature Conservation Importance (SNCI's), Regionally Important Geological Sites (RIG's) and Areas of High Landscape Value (AOHLV's). The Council's existing policies have dealt more than adequately with development pressures over a considerable period of time and it is considered to be inappropriate to introduce further measures in this respect.

#### Environmental Enhancement

**4.5.1** It is important to retain and enhance the landscape and townscape for which the Borough is justifiably renowned, whilst making improvements to those areas where the landscape has been adversely affected by industry. The coastline and Druridge Bay in particular, together with the wooded valleys of the Coquet, Lyne, Wansbeck, Blyth and Tyne and the rolling countryside to the north and west of Morpeth and Ponteland are examples of the high quality landscapes found within the Borough. These areas together with the "honey pot" sites such as country parks, nature reserves and country houses combined with the varied character of towns and villages give the Borough its distinctive appeal. The Council has a programme of works updated annually which provides a co-ordinated and ongoing work programme. This will include safeguarding the existing or potential nature conservation value and the improvement of the quality of the environment of derelict or despoiled sites such as Lynemouth Bay.

**4.5.2** In its management of land the Council has adopted working practices which promote the conservation and enhancement of geological sites and wildlife and which increase the opportunities for wild animals and plants to live in the Borough.

#### Nature Conservation

**4.6.1** Throughout the Borough there are sites which are of particular importance for nature conservation and many of these are already afforded special protection through the designations listed in paragraph 4.4.3 above. . Other conservation designations will be considered for inclusion as and when they are statutorily enacted. Policies in the Local Plan give further statutory protection to such sites and further sites which may be designated during the plan period. However, the principles of nature conservation apply throughout the Borough and in, considering proposals for development the Council will have regard to the need to protect and, where appropriate, enhance features of local or wider nature conservation importance.

#### Agriculture

**4.7.1** Agriculture is a significant though declining employer within the Borough. In June 1988 approximately 1,380 people were employed in agriculture (of which one-third were part time) working on 480 farm steadings carrying out a wide variety of activities ranging between livestock, arable and horticultural uses. (figures from former MAFF, June 1988)

**4.7.2** The industry continues to undergo major change with far-reaching implications for farm owners and workers, the character of farm holdings and the way land is farmed in the open countryside.

**4.7.3** A national debate has arisen over the future state of farming with concern expressed about agricultural production surpluses. Farmers now face a future requiring rapid adaptation to a number of factors, including production quotas and a need to diversify the use of their land and buildings. This is particularly true on settlement fringes and on poorer quality agricultural land which may be set aside in the future for alternative land uses not associated with traditional farming practices.



### Land Quality

**4.8.1** Agricultural land within the Borough is predominantly of grade 3 quality in the former Ministry of Agriculture, Fisheries and Food's Agricultural Land Classification. However, significant areas of grade 2 and grade 4 land also occur. Grade 3 land is sub-divided within the Agricultural Land Classification system into subgrades 3a and 3b. The Grades are defined as follows:-

<u>Grade 2</u>	-	very good quality land
<u>Grade 3a</u>	-	good quality land
<u>Grade 3b</u>	-	moderate quality land
<u>Grade 4</u>	-	poor quality land

Grade 2 and subgrade 3a land is included within the category of "best and most versatile land" which should whenever possible be protected from development as a long-term national resource. In addition subgrade 3b and grade 4 land may have a special importance for the rural economy particularly in hill and upland areas where such land may constitute valuable "inbye".

**4.8.2** In considering development proposals the quality of agricultural land affected should be taken into account together with the impact on farm structure and viability. These agricultural implications must be considered together with the environmental and economic aspects of the proposals. In addition it is widely acknowledged that there is a need to protect the countryside for its own sake as well as for the productive value of the land.

### Forestry

**4.9.1** Woods and forests are an important component of an attractive countryside as is new planting when appropriately located, designed and managed. They also have considerable potential for recreation and are vital for wildlife. As such, the remaining semi-natural woodland in the Borough is much appreciated by the Council.

**4.9.2** Timber is also a commercial crop that plays an important part in maintaining the vitality of the rural economy giving employment both to people living in rural communities, and to those working in timber related industries in urban areas.

**4.9.3** Forestry has had a considerable impact upon the landscape in the past 60 years. Approximately 10% of Britain is now covered by trees compared with just over 5% in 1924. There is now twice as much coniferous high forest (62%) as broadleaved high forest (27%), largely as a result of national policies since 1919 aimed at increasing timber production.

**4.9.4** The greatly changed outlook for agriculture has resulted in the Government looking to afforestation as an alternative to agriculture in some areas. In 1987 in its Farming and Rural Enterprise statement the Government announced that it:-

"proposed to continue its policy of encouraging the expansion of traditional forestry with particular emphasis on the private sector by raising the envisaged level of planting to 33,000 hectares annually. This will help sustain jobs in some rural areas and provide greater security of supply for the domestic processing industries."

**4.9.5** Tree cover in Castle Morpeth is varied in amount and type, comprising well-wooded river valleys with sporadic conifer plantations and a number of large houses in parkland settings where many estates are managed in part on a commercial basis. These commercial forestry operations vary greatly in scale and intensity and in the past have been mainly dominated by conifer planting due to past grant regimes operated by the Forestry Commission.

**4.9.6** In recent years however, the Forestry Commission has given the amenity and nature conservation of woodland a higher priority in their recommended tree planting schemes. This is reflected in the current grant aid framework of the Commission, which is allowing more mixed planting, and the increased use of broadleaf native tree species. Officers of the Council have a

good and productive working relationship with the Commission which is to be commended for its broadening view of its role in relation to commercial forestry and the amenity, landscape and nature conservation values of tree planting. The Council also supports the approach to integrating forestry and the environment contained in the discussion paper "Forests for the Future" produced by the Royal Society for the Protection of Birds in 1991.

**4.9.7** Belsay and Wallington Halls and their estates are important tourist attractions with long term management plans designed to enhance and protect the parkland setting of their grounds. There is limited public access to the wooded grounds of Blagdon Hall, although the buildings themselves are closed to the public. Within the Wansbeck, Coquet, Blyth and Tyne river valleys there are areas of ancient semi-natural woodland, mainly broadleaf, which are important for their landscape, amenity and nature conservation value.

**4.9.8** The coastal plain which runs approximately from the A1 Trunk Road to the coast is particularly devoid of tree cover, although limited planting, principally conifers, has been undertaken in places as part of opencast mining restoration works. It is in this area where tree planting on a large scale would be most beneficial to the landscape. The County Council has recognised that fact and is undertaking a major tree planting initiative in this area which the Council strongly supports.

**4.9.9** The Council has for some years operated a policy of woodland acquisition which has gradually brought significant areas of broadleaf woodland under the Council's control, principally the Borough, Scotch Gill and Davies Woods at Morpeth and Heddon Common, an area of mixed woodland abutting the western boundary of Heddon-on-the-Wall in the south of the Borough. Important wooded denes at Ellington and Lynemouth currently in the ownership of British Coal also have considerable amenity and some nature conservation value and the Council is currently in negotiation with the landowners concerning their purchase. Around Morpeth the ancient semi-natural woods of Cotting Wood, Howburn and Bluebell Woods are expected to come under the Council's control during the plan period.

**4.9.10** Tree planting on a small scale is undertaken by the Council throughout the Borough with the assistance of the Countryside Agency and the County Council and the programmes of environmental enhancement are proposed to continue. Financial assistance from the Forestry Authority's Community Woodland Supplement is also available for tree planting on Council owned land, this assistance forms part of the LEAF initiative.

#### THE BUILT ENVIRONMENT

**4.10.1** Many of the Borough's towns and villages, particularly those settlements not directly affected by or resulting from the growth of coal mining during the 19th and early 20th century, have remained unchanged for many years and retain much of their attractive historic setting and built form.

**4.10.2** The Council has consistently pursued policies aimed at protecting and enhancing its architectural heritage and will continue to do so, although pressures for development are becoming increasingly difficult to reconcile with the necessary constraints imposed when developing in historic settlements or when affecting listed buildings or ancient monuments. A number of informal design guidance statements have been prepared and adopted by the Council (Castle Morpeth Borough Council, 1990 - Street Furniture, Signage and Lighting Survey in Morpeth; Castle Morpeth Borough Council, 1990 - Shop Front Security and Advertisement Design Guide and Policy Statement.) and have proved to be important tools in the conservation and enhancement of the built environment.

**4.10.3** Central Government has recognised for many years the importance of protecting our national heritage and the quality of our towns, villages and countryside and there is a well-established statutory planning framework in place which enables the Office of the Deputy Prime Minister, associated conservation bodies and Local Planning Authorities to attain that objective.

#### Conservation Areas

**4.11.1** The Civic Amenities Act 1967 for the first time imposed a duty upon Local Planning Authorities where requested, to determine which parts of their areas were of special architectural or historic interest, the character or appearance of which it was desirable to preserve or enhance and to designate such areas as Conservation Areas. The provisions of the 1967 Act have been considerably extended over the years. The legislation now being contained within the Planning (Listed Buildings and Conservation Areas) Act 1990.

**4.11.2** Since 1967 fourteen Conservation Areas have been designated throughout the Borough, Morpeth Conservation Area being designated as Outstanding in the National Context, and this has been an important factor in preserving the built environment. It is also the duty of the Local Planning Authority to review from time to time its Conservation Areas and to assess the need for the designation of new Conservation Areas and the modification and extension of existing Conservation Areas. This has been undertaken within this Plan and proposals are to be found within the policy section of the Plan and within the relevant settlement chapters.

#### Listed Buildings

**4.12.1** Many important buildings remain within the towns of Morpeth and Ponteland, within rural villages and the open countryside. Some are of sufficient quality to be listed by the Secretary of State for the Environment. The listing of a building as either of Grade I, Grade II\* or Grade II makes it an offence to execute without first obtaining consent the demolition or alteration of a listed building in a manner that would affect its character as a building of special architectural or historic interest. (Former Department of the Environment, 1990 – Section 8 of Planning (Listed Buildings and Conservation Areas) Act 1990)

**4.12.2** There are 961 Listed Buildings and structures (gravestones, sundials and ancient artillery are also listed). The conservation and maintenance of Listed Buildings may impose increased costs upon the owner due to the requirement to use traditional materials. The replacement of window frames and rainwater goods can be a particular problem and the Council has operated for a number of years a small discretionary fund to assist in the appropriate replacement of these and other items.

**4.12.3** The Council, in association with the County Council and English Heritage, operates a Heritage Economic Regeneration Scheme funds within the Plan Period, which has replaced the former Conservation Area Partnership scheme.

#### Archaeology

**4.13.1** There are 53 scheduled Ancient Monuments, often earth works or unoccupied structures, within the Borough which are protected under the Ancient Monuments and Archaeological Areas Act 1979. Hadrian's Wall is the largest and most significant example and, together with its setting, was recognised as a World Heritage Site in 1987. Where the Wall and other Ancient Monuments lie within or close to built up areas, their protection may conflict with proposals for development. In such cases the Council will require developers to allow the excavation and recording of sites prior to development work commencing and in extreme circumstances the Council will refuse permission for development (Policy C39). Morpeth's town centre has medieval origins and, although it is not included in the schedule of monuments, the Council may, in appropriate cases, require archaeological investigation and recording to be undertaken prior to development (Policy C38B).

#### Modern Technology

**4.14.1** The traditional television aerial and antennae have become accepted elements in the townscape. Satellite dishes have a rather greater visual impact and where more than one dish is proposed on a building there is control in terms of the number of dishes on a building and their siting.

**4.14.2** In the open countryside electricity pylons have been accepted as necessary structures but

care over their routing has lessened their impact in areas of higher environmental quality.

**4.14.3** Changes in telecommunications may lead to proposals for telecommunications masts and the Council will endeavour to keep such structures to a minimum and to obtain their siting in unobtrusive locations wherever possible.

**4.14.4** The creation of energy in commercial quantities by wind turbines is now technologically feasible. The Council is aware that wind turbine farms are likely to be a significant feature in the landscape and will give careful consideration to their location (See Policy RE3).

#### THE NORTHUMBERLAND STRUCTURE PLAN

**4.15.1** Policies within the Structure Plan aim to protect the quality and character of the open countryside, its conservation and enhancement, while seeking to provide environmental improvements, particularly in areas of poorer landscape quality. The policies also aim to ensure that new development is not detrimental to the inherent character of the countryside and built environment. A list of Structure Plan policies can be found at the end of the chapter.

**4.15.2** Within the statutory framework of the Structure Plan the County Council has produced a Countryside Strategy to set out in detail the implementation of Structure Plan policies and to consider more fully principal countryside and conservation issues. The County Council considers that its coastline is of particular importance and accordingly has prepared the Northumberland Coast Management Plan, in consultation with District Councils and other bodies, to provide a co-ordinated approach to the protection, management and development of this unique resource.

## OTHER ENVIRONMENTAL BODIES

**4.16.1** English Nature (formerly the Nature Conservancy Council) and the Countryside Agency are statutory bodies that have a significant role in protecting and managing the countryside and its wildlife. Policy statements produced by these agencies play a considerable role in shaping policies contained within Structure and Local Plans. Wherever possible policies contained within this Plan have been designed to complement their objectives.

**4.16.2** The Council has also considered information from the Northumberland Wildlife Trust and wherever possible policies within this Plan complement initiatives undertaken in adjoining Districts.

## OBJECTIVES

**4.17.1** The Council intends to set an overall policy framework within which specific issues can be considered and identifies the following objectives:-

- The Council supports sustainable development, including the conservation of energy and finite natural resources and the location of new development so as to minimise infrastructure and development costs.
- To achieve a balance between the interests of agriculture and nature conservation, the economic and social interest of rural areas, the conservation of the countryside and built environment and the promotion of their enjoyment by the public.
- To minimise the impact on the countryside of all extractive industries and to encourage the sensitive reclamation and reuse of mining sites and other land.
- To obtain the disposal of waste to be carried out where it will not be detrimental to the amenity of residents or adversely affect the quality of the environment.
- To identify and protect Areas of High Landscape Value including the special quality of the Druridge Bay area.
- To protect and enhance the built environment through the designation of Conservation Areas and other initiatives where appropriate.
- To maintain and extend the Green Belt designation.
- To enhance and promote landscape, nature conservation and townscape improvements within the towns and villages of the Borough.

The following policies indicate how the above objectives are to be met.

## ENVIRONMENT AND CONSERVATION: THE POLICIES

### THE OPEN COUNTRYSIDE

#### **SETTLEMENT BOUNDARIES**

##### **POLICY C1.**

**BOUNDARIES ARE DRAWN TO IDENTIFY THE LIMITS TO SETTLEMENTS AND ARE DEFINED ON THE PROPOSALS MAP INSETS. DEVELOPMENT IN THE OPEN COUNTRYSIDE BEYOND SETTLEMENT BOUNDARIES WILL NOT BE PERMITTED UNLESS THE PROPOSALS CAN BE JUSTIFIED AS ESSENTIAL TO THE NEEDS OF AGRICULTURE OR FORESTRY OR ARE PERMITTED BY POLICIES H8, H16, E1, E4, E5, E10, E11, E12, E14, E15.**

**Note: The provisions of the following policies also need to be considered:**

**RE5, C19, H4, H6, H7, H10, H17, H18, H19, H20, H21, H22, H23, H24, E2, E6, E13, S6, S11, T1, T2, R1, R5, R6, R7, R12**

**4.18.1** Pressures for large housing and other developments in the Plan area can only be effectively resisted if the extent of future development is clearly defined in a formally adopted plan (See Policies H1 and H2). The proposals map insets define the built up areas of Morpeth and Ponteland including the new development sites. Elsewhere sites have been identified for housing development in some of the villages. Each village has been given a separate boundary to define its limits in a similar way to that for Morpeth and Ponteland. The Council will seek to protect and enhance the character and natural heritage of the open countryside outside these boundaries.

**4.18.2** Advice from Central Government regarding the policies for the open countryside is explicit (PPG7, 1997 - The Countryside - Environmental Quality and Economic and Social Development) and states:-

"The countryside can accommodate many forms of development without detriment, if the location and design of development is handled with sensitivity. New development in rural areas should be sensitively related to existing settlement patterns and to the historic, wildlife and landscape resources of the area," and

"New house building and other new development in the open countryside, away from established settlements, should be strictly controlled. The fact that a single house on a particular site would be unobtrusive is not by itself a good argument; it could be repeated too often. Isolated new houses in the countryside require special justification - for example, where they are essential to enable farm or forestry workers to live at or near their place of work."

**4.18.3** In the Local Plan, open countryside is defined as:-

"Open landscape and fields together with farms, hamlets and other small settlements and scattered groups of buildings contained within it and abutting settlement boundaries."

Open countryside is diverse in landscape character, contains historic and cultural features and provides opportunities for open-air recreation and enjoyment. It starts where the built area of towns and villages, as defined in the Local Plan, ends and includes the Green Belt (Policy C16). Certain developments in the open countryside were established before planning controls were introduced and would be unlikely to be accepted under modern planning principles. Nevertheless, these developments are still considered to form part of the open countryside and will be assessed accordingly. The general policy will be to maintain the rural character of the open countryside in accordance with the Council's objectives. Nonetheless, certain forms of development are acceptable in principle in the open countryside, in support of the rural economy or providing

opportunities for tourism, sport and recreation.

### **ENVIRONMENTAL EDUCATION**

#### **POLICY C2.**

**THE COUNCIL WILL PROMOTE AND UTILISE ITS COUNTRYSIDE THROUGH PROGRAMMES OF EDUCATION AND PUBLICITY, TO INCREASE PUBLIC APPRECIATION AND UNDERSTANDING OF THE SPECIAL QUALITIES OF THE COUNTRYSIDE AND TO ACCOMMODATE INCREASED USE BY THE GENERAL PUBLIC WITHOUT DETRIMENT TO THIS RESOURCE**

**4.19.1** Opportunities to enjoy the countryside are of little use unless people are made aware of them. The public's awareness of the range of opportunities for recreation and their confidence to use them is limited. Action to improve awareness can potentially reach a great many people and influence attitudes towards the countryside and its future. A greater understanding of the problems, conflicts and opportunities that face the countryside can help to identify solutions and develop new possibilities for enjoying this valuable resource. If the young in particular are targeted, future generations may show a greater degree of appreciation and respect for the countryside, a sense of involvement and belonging can be created which not only benefits the community but also the countryside itself.

**4.19.2** It is important for the community to have an active input into the way that the environment is used and managed. It is also vital that people have access to information explaining agricultural practices, countryside management, habitats and the opportunities available for appropriate recreation in the countryside. Consequently it is essential to invite the community to events which are aimed at raising their awareness of farming and environmental issues, such as demonstrations, displays and exhibitions, as well as inviting active participation in the care of the environment by way of voluntary wardening, conservation work, educational visits, guided walks and talks. The production of descriptive and information leaflets and guides also contribute to the knowledge and awareness of the community. The Council will continue to provide leaflets and other educational material in support of the above policy.

### **LANDSCAPE**

#### **AREAS OF HIGH LANDSCAPE VALUE**

#### **POLICY C3**

**THE COUNCIL HAS IDENTIFIED AREAS OF HIGH LANDSCAPE VALUE AND WILL NOT PERMIT DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON SUCH AREAS. THEY ARE DEFINED ON THE PROPOSALS MAP AND INSETS AND ARE AS FOLLOWS :-**

- i) **SECTIONS OF THE WANSBECK VALLEY AND ITS TRIBUTARIES WITHIN AND TO THE EAST AND WEST OF MORPETH, TOGETHER WITH HOWBURN WOOD.**
- ii) **SECTIONS OF THE RIVERS BLYTH AND PONT.**
- iii) **THOSE PARTS OF THE TYNE AND COQUET VALLEYS WHICH LIE WITHIN THE PLAN AREA.**
- iv) **THE COASTAL AREA OF DRURIDGE BAY.**
- v) **COUNTRY HOUSES WITH EXTENSIVE PARKLAND SETTINGS AT ANGERTON HALL, BELSAY HALL AND CASTLE, BLAGDON HALL, BOLAM HALL, CAPHEATON HALL, CHEESEBURN GRANGE, DISSINGTON HALL, ESHOTT HALL AND CASTLE, ESLEY HALL, HARNHAM, KIRKLEY HALL, LINDEN HALL, LONGHIRST HALL, MATFEN HALL, MELDON PARK, MILBOURNE HALL, MITFORD HALL AND CASTLE, NETHERWITTON HALL, TRITLINGTON HALL AND WALLINGTON HALL.**
- vi) **PRESTWICK CARR.**
- vii) **SHAFTOE CRAGS, BOLAM LAKE, SIR EDWARD'S LAKE, AND THEIR IMMEDIATE**

**HINTERLANDS.**

- viii) **REMOTE AREAS ON THE FRINGE OF THE MAJOR UPLAND AND HILL AREAS ADJACENT TO ALNWICK AND TYNE DALE DISTRICTS.**

**4.20.1** All of the land within the plan area, which forms "open countryside", (See para. 4.18.3) is felt to be worthy of protection. Nevertheless the Council considers that the above areas of landscape deserve special attention when planning applications are being considered. These are parts of the Borough which are important to their particular locality and to the county as a whole in terms of their special character and greater than average visual quality. It is a combination of these factors that create the special identity of each area. This identity can be harmed or destroyed by unnecessary or insensitive development. Accordingly, in the context of Structure Plan Policy L8, Areas of High Landscape Value are defined having regard to the incidence of vegetation cover (trees and other flora), water, topography, dunes and beaches, moorland, farmland and country estates as landscape elements. The Council attaches particular weight to the need to protect the natural beauty of these areas and to improve the landscape or reduce environmental impact and will support proposals of this nature.

**4.20.2** Of the country houses listed in the policy, Belsay, Blagdon, Capheaton and Wallington are included on the register of Historic Parks and Gardens, drawn up by English Heritage. Parkland associated with other country houses may be added to the register during the Plan period.

**LANDSCAPE CORRIDORS**

**POLICY C4**

**LANDSCAPE CORRIDORS HAVE BEEN IDENTIFIED ADJACENT TO CERTAIN MAIN APPROACH ROADS TO SETTLEMENTS THROUGHOUT THE BOROUGH. DEVELOPMENT PROPOSALS WITHIN THOSE CORRIDORS WILL BE ENCOURAGED TO INCLUDE A LANDSCAPED ZONE, WITH AN AVERAGE WIDTH OF NOT LESS THAN 15 METRES FROM THE EDGE OF THE HIGHWAY, FOR THE WHOLE FRONTAGE OF THE DEVELOPMENT SITE. NO BUILT DEVELOPMENT WILL BE PERMITTED WITHIN THE LANDSCAPED ZONE.**

**4.21.1** The principle of encouraging "green corridors" along the main approach roads has been applied in the past to improve the general amenity of towns and villages. This practice enhances the quality of the environment by creating and preserving open spaces and trees which help to form the character of communities. Any attempt to create continuous corridors of arbitrary width upon the main roads running into and out of settlements would be unrealistic. Therefore, it is not the Council's intention that an inflexible 'cordon sanitaire' should be created along the routes, nor that the Policy should apply to the activities of individual property owners within their own curtilages, for example, as permitted by the General Development Order. .

**4.21.2** There are areas of land however, adjoining or close by the main highway routes, that are important in landscape terms and their loss to development would have a serious and detrimental effect upon the amenity of towns and villages. Not all areas of land falling within highway corridors are of equal importance or value in such locations. The Policy is intended to draw attention to the importance which the Council attaches to maintaining and enhancing the corridors by encouraging developers to include landscaping proposals for the frontages of development sites. The Council will be looking for the imaginative definition and treatment of the landscape zones, which should not be considered simply as a grass strip of uniform width. .



## **THE COASTAL ZONE**

### **POLICY C5**

**THE COUNCIL WILL NOT GRANT PLANNING PERMISSION FOR DEVELOPMENTS WHICH WOULD ADVERSELY AFFECT THE NORTH NORTHUMBERLAND HERITAGE COAST, EXCEPT IN CIRCUMSTANCES OF OVERRIDING NATIONAL NEED, WHERE NO SUITABLE ALTERNATIVE LOCATIONS FOR DEVELOPMENT CAN BE FOUND.**

**4.22.1** Druridge Bay stretches from the rocky shores of Amble and Hauxley in the north to Cresswell in the south. The Bay is backed by extensive low-lying dunes increasing in height towards the northern end. Inland there is a low-lying agricultural plain, the landscape of which has been changed due to opencast mining. Pools formed by mining subsidence, or as a result of restoration and landscaping following opencasting, have become important wildlife habitats, including Hauxley Nature Reserve, Druridge Pool, Cresswell Ponds and the Druridge Bay Country Park Lake. Within the immediate hinterland of Druridge Bay, there are important historic features at Cresswell Tower and Chibburn Preceptory and these can appropriately be included within the proposed area for designation. East of the A1068 is the East Chevington Opencast Coal Site, which has now ceased production and is currently under restoration and aftercare. Restoration works are to include the provision of a large area of wetland habitat and substantial tree planting as well as restoration to agricultural land.

**4.22.2** Given the extensive "public" ownership of the dunes and hinterland of Druridge Bay (owners include Castle Morpeth Borough Council, Northumberland County Council, the National Trust and Northumberland Wildlife Trust) there is great scope for co-operation with a view to achieving a co-ordinated management plan for the Bay. The County Council has prepared a Northumberland Coast Management Plan (1993) within which management proposals are envisaged for the Bay area. The Council's role in such a team will be very important as almost the whole of the Bay is contained within the Borough. In October 1995, the former Countryside Commission officially included the coastline at Druridge Bay within the North Northumberland Heritage Coast, in response to a recommendation contained within the Northumberland Coast Management Plan. The Council welcomes this inclusion, however, the remainder of the North Northumberland Heritage Coast includes a significant area of hinterland, extending in some areas as far inland as the A1068, but this is not the case for Druridge Bay. Given the improvements that have occurred in the area and those that are due to commence, the Council aspires to the incorporation of the hinterland at Druridge Bay into the North Northumberland Heritage Coast which now extends at present from Berwick upon Tweed to The Scars, Cresswell. Accordingly, this will be considered as part of the review of the local plan and in consultation with the Countryside Agency, Northumberland County Council and other interested parties. Policy C3 of the Local Plan already proposes the designation of Druridge Bay as an Area of High Landscape Value.

### **POLICY C6**

**THE COUNCIL HAS DEFINED A COASTAL ZONE, ON PROPOSALS MAP NO. 1 AND INSET MAPS Nos. 5 AND 7, WITHIN WHICH DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE INTEGRITY OF SAND DUNE SYSTEMS, CLIFFS, MUD AND SAND FLATS, TIDAL AND FRESHWATER PONDS AND ASSOCIATED LOW LYING LAND WILL NOT BE PERMITTED. THE COUNCIL WILL ENCOURAGE THE INTEGRATED MANAGEMENT OF THE COASTAL ZONE FOR NATURE CONSERVATION AND RECREATION.**

**4.23.1** The coast is an important national resource and Local Planning Authorities are now required to consider how best to preserve and manage the coastline in their area and draw up appropriate policies (See PPG20, 1992, Coastal Planning). The Council considers that its coastal zone covers the same area as the proposed Heritage Coast and, in addition, extends south to the Borough boundary at the River Lyne. The coastal zone is both a valuable natural and recreational resource and a place where people live and work. Within the zone particular attention will be given to proposals for development in order to ensure that they do not disrupt sensitive coastal systems.

**4.23.2** The Council currently owns coastal properties on the Bay and land stretching south of the

Bay to Lynemouth. These areas are subject to a variety of problems and to deal with these the Council implemented its Cresswell Dunes Management Plan (1986). The Management Plan has been revised and extended to cover property between Snab Point and Lynemouth and taking account of the co-operation and proposed "corporate" image of Druridge Bay, as set out in the Northumberland Coast Management Plan.

**4.23.3** The dunes system along Druridge Bay is a valuable asset in that they provide a special but fragile habitat for a range of very specialised plants and animals. This has unfortunately been put at risk through the overgrazing on part of the dunes which has resulted in the deterioration of the dune habitat and loss of SSSI designation there. The beach, dunes and hinterland of the Bay also provide important wetland areas which are extensively used by thousands of resident and migrant birds, some of which are rare locally, nationally and internationally. These aspects are highlighted by the number of Sites of Special Scientific Interest, Sites of Nature Conservation Importance, and nature reserves associated with Druridge Bay and further emphasised by the classification of the Northumberland Shore SSSI as part of a Special Protection Area (SPA) and Ramsar Site. (See also Policy R11)

#### THE NATURAL ENVIRONMENT

**4.24.1** The Natural Environment of the Borough is varied and generally of high quality: to the extent that, even without a comprehensive survey there are some 120 sites which have been identified as being of importance for nature conservation to a greater or lesser degree. These sites and their present designations are listed in Appendix A. They vary in scale from small disused quarries of less than 0.5ha to the shore of almost all of the coastline in the Borough - a single SSSI. Whilst the Council's aim is to protect from inappropriate development all of its natural heritage, the sites identified constitute the most important features and are considered worthy of special protection.

**4.24.2** Government advice in PPG9 on Nature Conservation includes very specific advice in relation to considering proposals which may affect sites of nature conservation importance. The local plan policies on nature conservation will have regard to the relative significance of international, national, local and informal designations in considering the weight to be attached to nature conservation interests.

**4.24.3** The Council is aware that the protection of sites of importance in the rural environment may, on occasion, conflict with the management of land for agriculture, forestry or other uses appropriate to the countryside. The requirements of these interests may have a potential adverse effect on the designated sites and, where the siting of the proposed activity may be very specific, the Council will seek to negotiate a solution satisfactory to the farming or other interest which also minimises any adverse effect on the proposed site.

#### RAMSAR SITES, SPECIAL AREAS OF CONSERVATION AND SPECIAL PROTECTION AREAS

##### **POLICY C7**

**THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE INTEGRITY OF RAMSAR SITES, POTENTIAL OR DESIGNATED SPECIAL PROTECTION AREAS (SPA's) OR CANDIDATE OR DESIGNATED SPECIAL AREAS OF CONSERVATION (SAC's), EXCEPT WHERE THE DEVELOPMENT IS CONNECTED WITH OR NECESSARY TO THE MANAGEMENT OF THE SITE, OR THERE ARE IMPERATIVE REASONS OF OVERRIDING PUBLIC INTEREST AND THERE ARE NO ALTERNATIVE SOLUTIONS.**

**WHERE THE SITE CONCERNED SUPPORTS A PRIORITY NATURAL HABITAT TYPE AND/OR A PRIORITY SPECIES, DEVELOPMENT OR LAND USE CHANGE WILL NOT BE PERMITTED UNLESS THE DEVELOPER CAN SATISFY THE COUNCIL THAT IT IS NECESSARY FOR REASONS OF HUMAN HEALTH OR PUBLIC SAFETY OR FOR BENEFICIAL CONSEQUENCES OF PRIMARY IMPORTANCE FOR NATURE CONSERVATION.**

**WHERE SUCH DEVELOPMENT IS PERMITTED, THE COUNCIL WILL USE PLANNING CONDITIONS OR OBLIGATIONS TO SECURE COMPENSATORY MEASURES NECESSARY TO**

**ENSURE THE OVERALL COHERENCE OF NATURA 2000 IS PROTECTED.**

**4.25.1** The United Kingdom being committed to "taking the requisite measures to preserve, maintain or re-establish a sufficient diversity and area of habitat for all naturally occurring birds in the wild state", is also taking special measures concerning the habitat of two groups of birds. These include threatened and vulnerable species and regularly occurring migratory species. Among the measures taken is the designation of Special Protection Areas (SPA's), Special Areas for Conservation (SAC's) and Ramsar Sites. SAC's and SPA's are collectively referred to as Natura 2000 sites.

**4.25.2** The Northumberland Coast SSSI and the Cresswell and Newbiggin Shores SSSI have both been recently confirmed. The shores are important for geological and wildlife interest and require protection from inappropriate development. The coastline throughout the Borough has been designated as a wildlife corridor with particular reference to the winter movement of birds and is worthy of protection for this reason also. Additionally parts of the Northumberland Shore SSSI are included in the Northumbria Coast SPA and RAMSAR Site which was designated in February 2000. No Special Areas for Conservation have yet been designated, however, it is anticipated that a number of SAC's will be designated nationally during the life of the plan.

**4.25.3** The provisions of this policy are complementary to the requirement that any planning application, as identified in Schedules 1 and 2 of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988, which may impinge on or affect the integrity of sites of natural or international nature conservation importance is to be accompanied by an Environmental Assessment. The Council will also have regard to the provisions of PPG9 in respect of reviewing those extant planning permissions and developments benefitting from GDO which may have significant effects on Natura 2000 sites.

**SITES OF SPECIAL SCIENTIFIC INTEREST****POLICY C8**

**THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE INTEGRITY OF SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI's), EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING NATIONAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE. REGARD WILL BE HAD TO THE PARTICULAR IMPORTANCE OF NATIONAL NATURE RESERVES (NNR's), NATURE CONSERVATION REVIEW (NCR) AND GEOLOGICAL CONSERVATION REVIEW (GCR) SITES.**

**WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT ANY SUCH SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE. THE COUNCIL WILL IMPOSE CONDITIONS OR SEEK OBLIGATIONS TO SECURE THE LONG TERM MANAGEMENT OF SITES INCLUDING THE PROVISION OF FUNDS FOR NATURE CONSERVATION.**

**4.26.1** Sites of Special Scientific Interest (SSSI's) are notified by English Nature as being of special interest by reason of their flora, fauna, geological or physiographical features. In most cases these key ecological sites are small and sensitive to changes in their surrounds. The existing and proposed SSSI's in the Plan area are:-

- i) Close House Riverside.
- ii) Cresswell to Newbiggin Shores. (Geological Conservation Review (GCR) Site)
- iii) Cresswell Ponds.
- iv) Darras Hall Grassland.
- v) Hadston Links.

- vi) Longhorsley Moor.
- vii) Northumberland Shore.
- viii) Prestwick Carr.
- ix) River Coquet and River Coquet Valley Woodlands

**4.26.2** The above SSSI's include areas of heathland, water and dunes and contain a number of uncommon species of flora and fauna. In some cases they require active management so that their ecological interest is sustained. The Council is required to consult English Nature on any planning application likely to affect an SSSI. If SSSI's are to retain their value they must be protected from any development which would materially or adversely affect them.

**4.26.3** The provisions of this policy do not override the requirement that any planning application which may impinge on or affect the integrity of sites of national or international nature conservation importance to be accompanied by an Environmental Assessment.

**SITES OF NATURE CONSERVATION IMPORTANCE, LOCAL NATURE RESERVES AND REGIONALLY IMPORTANT GEOLOGICAL OR GEOMORPHOLOGICAL SITES**

**POLICY C9**

**THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF LOCAL NATURE RESERVES (LNR's), SITES OF NATURE CONSERVATION IMPORTANCE (SNCI's) OR REGIONALLY IMPORTANT GEOLOGICAL OR GEOMORPHOLOGICAL SITES (RIG'S), EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING IMPORTANCE AND NO ALTERNATIVE IS AVAILABLE.**

**WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT ANY SUCH SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE.**

**4.27.1** Certain sites within the Plan area require specific protection from all adverse development. These are places where new development would be very likely to ruin the character of the site. The Council has been notified by the Northumberland Wildlife Trust of over 40 sites of Nature Conservation Importance in the Plan area (See appendix A). They comprise a selection of sites representing a range of valuable ecological habitats in the County, where uncommon plants and animals live.

**4.27.2** Parts of the Wansbeck Valley are in public ownership and a management plan for High House Wood, Scotch Gill and Davies Wood has been prepared for the Council in consultation with the Northumberland Wildlife Trust. As a result of this study the woods have been designated by the Council as Local Nature Reserves. Other sites in the Plan area may be found to be of Nature Conservation Importance. These, too, will be protected. (See also Policy R10)

**4.27.3** Regionally Important Geological or Geomorphological Sites are sites of geological or geomorphological interest where a range of geological and landform features and exposed geological strata have been identified which are uncommon or rare within the County. At present no such sites have been identified within the Borough but it is likely that sites will be identified during the plan period.

**4.27.4** At present there are no standard agreed acronym / designation for such sites. The Local Government Conservation initiative "Natural Assets" recommends the acronym "SINCS" - Sites of Importance for Nature Conservation - as a standard name which should be adopted nationwide to reduce confusion. Whilst "SINC" is a term recognised in Government guidance in PPG9, the term "SNCI" has been adopted locally and to alter this would require the Northumberland Wildlife Trust to alter all of their designations.

## **SITES OF LOCAL CONSERVATION INTEREST**

### ***POLICY C10***

**THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF SITES OF LOCAL CONSERVATION INTEREST UNLESS IT CAN BE DEMONSTRATED THAT THE BENEFITS FROM THE PROPOSED DEVELOPMENT OUTWEIGH THE NEED TO SAFEGUARD THE INTRINSIC NATURE CONSERVATION VALUE OF THE SITE.**

**4.28.1** There are many sites within the Borough which have known nature conservation interest (See appendix A) but which fall outside the statutory designations such as SSSI's or Local Nature Reserves and which are not recorded or designated by the Northumberland Wildlife Trust as Sites of Nature Conservation Importance. Such sites include Ancient Semi-Natural Woodland and Ancient Replanted Woodland as notified by English Nature. Country parks and other nature reserves managed by responsible organisations are also included as their management necessarily includes conservation measures which will tend to retain or enhance their conservation value. Other sites which fall outside all the above designations which are known to be of nature conservation value should also be similarly protected. For example all types of woodland are important as wildlife habitats.

**4.28.2** Although many sites in the Borough have been identified as being of nature conservation value, there has not been a comprehensive survey in this respect to cover the whole of the Borough. This contrasts with neighbouring Authorities who have a much more complete record of the ecological and geological value of their environment providing comprehensive and accurate information identifying sites of importance.

**4.28.3** The most satisfactory way to accumulate information is through detailed survey work so as to be able to assess site values and the status of the Borough's habitat resource upon which sound environmental policies for the long-term future may be based. The Council places considerable value on the development of such records and, while recognising the scale of such an undertaking, will investigate the introduction of a phased programme of survey work eventually to achieve full Borough coverage relating to sites of conservation value.

## **PROTECTED SPECIES**

### ***POLICY C11***

**THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD ADVERSELY AFFECT PROTECTED SPECIES OR THEIR HABITATS UNLESS IT CAN BE DEMONSTRATED THAT THE REASONS FOR THE PROPOSED DEVELOPMENT OUTWEIGH ANY ADVERSE AFFECT ON THE SPECIES OR THEIR HABITAT.**

**4.29.1** Many species of wild birds, animals and plants are given legal protection under the Wildlife and Countryside Act, Protection of Badgers Act and the Conservation (Natural Habitats, etc.) Regulations. This places restrictions on the killing or disturbance of birds and animals or their habitats and the disturbance or uprooting of plants. These Acts could be contravened, for example, where development is proposed on a site housing such a protected species. It is therefore of great importance to ensure that protected species or their habitats are not harmed or disturbed by development proposals and that in those cases where it is appropriate to grant planning permission, amelioration measures are included to ensure that the species is safeguarded. Disturbance to protected species can be avoided and damage to habitats minimised by appropriate design and implementation of development, particularly in terms of layout and timing of operations.

## **WILDLIFE CORRIDORS**

### **POLICY C12**

**WHERE DEVELOPMENT IS PROPOSED WHICH WOULD AFFECT IDENTIFIED WILDLIFE CORRIDORS, THE COUNCIL WILL REQUIRE PROPOSALS FOR THE PROTECTION, MAINTENANCE OR ENHANCEMENT OF THE CORRIDOR THROUGH APPROPRIATE LANDSCAPING AND HABITAT CREATION OR RE-CREATION AS PART OF THE DEVELOPMENT PROPOSALS. THE COUNCIL WILL TAKE ACCOUNT OF WILDLIFE CORRIDORS IDENTIFIED BY ADJOINING AUTHORITIES.**

**4.30.1** Although sites of nature conservation value contain some of the most valuable nature conservation assets, it is important to recognise that they are not islands in an otherwise sterile environment. Much agricultural land in Britain is of quite low value from an ecological viewpoint because it lacks the variety of species found in natural systems. Modern agriculture is intensive in nature and tends to restrict the scope for native species, although "set-aside" and the conservation and creation of farm woodlands and other features continue to maintain key wildlife habitats. (See also Policy C23)

**4.30.2** Fortunately most agricultural land is broken up and interspersed by areas which are unsuitable for grazing or cultivation or by field boundaries often in the form of hedgerows. It is in these areas where the more valuable habitats for wildlife occur. More often than not these features tend to be linear in the form of field boundaries, watercourses, road, and railway lines. They often penetrate right to the heart of the urban environment, forming an invaluable network of "corridors" along which wildlife is able to flourish and migrate. The Council has identified wildlife corridors throughout the Borough, including the urban environment. It is essential that such corridors be retained both for their own intrinsic habitat value and as migration routes for wildlife. It is important that these corridors be linked to those in adjoining districts as wildlife does not recognise man made boundaries and such links will help to maximise their effectiveness.

**4.30.3** Development in identified wildlife corridors should normally be resisted but there will be occasions when some operations or developments are unavoidable or necessary and in these cases it will be important to ensure that the physical continuity of the corridor is maintained, as a general rule the Council considers a minimum of 5 metres should be provided wherever possible.

**4.30.4** The Council has identified wildlife corridors adjacent to Alnwick and Tynedale Districts who have decided that their areas are of such general wildlife interest that designation of corridors is impracticable. Accordingly wildlife corridors at the boundaries with these districts are not continued in those authorities' Local Plans, although the movement of wildlife across Local Authority boundaries is unaffected by designation.

### **POLICY C13**

**IN ADDITION TO WILDLIFE CORRIDORS PROTECTED BY POLICY C12, PROPOSALS FOR DEVELOPMENT SHOULD MAKE PROVISION FOR THE RETENTION AND PROPER MANAGEMENT OF LINEAR FEATURES WHICH HAVE ECOLOGICAL VALUE FOR THE BENEFIT OF WILDLIFE. ACCOUNT WILL BE TAKEN OF LINEAR WILDLIFE FEATURES IDENTIFIED BY ADJOINING AUTHORITIES.**

**4.31.1** There are many small-scale linear features throughout the rural and urban environments which are not formally identified as wildlife corridors but which do have habitat value and also present migration opportunities for wildlife. Such features should be retained wherever possible and managed so that their conservation values are enhanced. These will include:-

- i) Railway lines, operational and disused, and their associated verges, embankments and cuttings.
- ii) Roads and their associated verges, embankments and cuttings.
- iii) Coastal duneland and grassland.

- iv) Hedgerows and other such boundaries.
- v) Some footpaths, bridleways, byways and roads used as public paths.
- vi) Almost all watercourses.
- vii) Any other appropriate linear features, such as dry stonewalls, especially those which penetrate the urban environment.

### **TREES IN THE COUNTRYSIDE AND URBAN AREAS**

#### **POLICY C14**

**THE COUNCIL WILL MAKE CASTLE MORPETH A MORE ATTRACTIVE PLACE TO LIVE, WORK AND TAKE RECREATION BY IMPROVING THE LANDSCAPE, NATURE CONSERVATION AND VISUAL AMENITY OF THE AREA THROUGH APPROPRIATE PROGRAMMES OF AFFORESTATION, HEDGEROW PLANTING AND WOODLAND MANAGEMENT.**

#### **POLICY C15**

**DEVELOPERS WILL BE REQUIRED TO:**

- i) **PROVIDE, LANDSCAPING INCLUDING TREE PLANTING AND HEDGEROWS, PARTICULARLY INDIGENOUS BROADLEAVED SPECIES, WHEREVER APPROPRIATE, IN NEW DEVELOPMENT**
- ii) **PROTECT EXISTING TREES AND HEDGEROWS ON SITES WHERE DEVELOPMENT IS IN PROGRESS. TREE PRESERVATION ORDERS WILL BE DECLARED AS NECESSARY;**

**DEVELOPERS SHOULD PAY PARTICULAR ATTENTION TO THE LANDSCAPE OF THE BOROUGH TO THE EAST OF THE A1 AND TO SUPPORT AND, WHERE APPROPRIATE, INITIATE SUITABLE PLANTING SCHEMES BOTH DIRECTLY AND IN SUPPORT OF THE GREEN INITIATIVE.**

**4.32.1** The Council owns and manages four important woodland sites to the west of Morpeth, employing a full range of management measures, (including planting, felling, coppicing and thinning) to preserve and enhance the tree cover on these sites. Work is carried out in accordance with approved management plans and utilising grant aid from sources such as the Countryside Agency. The positive management of these woodlands is recognised as an important contribution to their nature conservation. Small-scale planting schemes are also carried out throughout the Borough on appropriate sites, using mainly native tree species, to enhance the landscape and increase woodland and hedgerow cover (See also Policy H15). Urban landscaping schemes have also been undertaken to improve townscape quality, including those on Council housing estates, utilising funds available from sources such as the Housing Investment Programme.

**4.32.2** Trees and hedgerows are a very important feature in the landscape. However, considerable losses have occurred over the years for a number of reasons. Changes have occurred in agricultural practices, for instance larger field sizes, the loss of woodland to arable use, the impact of Dutch Elm disease, opencast coal mining and natural losses. It is therefore most important to replace losses and protect the trees and hedgerows that remain. The Council will encourage the planting and subsequent management of trees particularly native broadleaved species or others suited to the locality in appropriate locations to ensure that losses due to development are replaced and to retain and enhance existing woodlands through the implementation of woodland management procedures where appropriate.

**4.32.3** Areas within the Borough, notably to the east, have been greatly affected by the activities of the coal mining industries, resulting in a landscape which is less attractive than other parts of the Borough. Consequently, special attention is to be paid to these areas and every effort will be made to increase the tree and hedgerow cover and support suitable planting schemes to improve and enhance the landscape quality.

**4.32.4** Northumberland County Council has recently launched a new initiative entitled "Landscape Enhancement and Forestry" (LEAF) which aims to increase tree cover and enhance the landscape of South-East Northumberland. The initiative is particularly targeted at those areas which have been adversely affected by coal mining and other industrial activities. LEAF will aim to maximise the effectiveness of grants available for landscaping and planting work from a variety of sources, as well as utilising resources available to the County and District Councils.

Woodland Grant Schemes

**4.32.5** The Forestry Commission, Department of the Environment, Food and Rural Arrairs (DEFRA), and the Countryside Agency provide grants in appropriate circumstances for the planting of trees. Recent changes to the Forestry Commission grant system have included the introduction of more attractive grants for broadleaf tree planting and the introduction of the Woodland Grant Scheme. This scheme and the Farm Woodland Premium Scheme aim to encourage farmers throughout the UK to plant new woodland on land currently in agricultural use. At present the County Council consults this Council on all proposals it receives to fell and replant existing sites and bareland planting for areas over 4 hectares. The Council wishes to retain the right to comment on applications for grant which fall into these two categories.

Protection of Trees

**4.32.6** Many fine trees and hedgerows within the Borough are threatened by development proposals. In order to protect them from loss or damage, the Council has the power to serve Tree Preservation Orders (TPO). Many such orders are already in force throughout the Borough and it is the Council's intention to issue further such orders as the need arises. Developers are urged to contact the Planning Officer to ascertain where orders are in force. Not all trees affected by development proposals are under such threat that they require the protection of a TPO, nevertheless the Council will require developers to take all necessary steps to safeguard trees and hedgerows during the development process.

**4.32.7** It is the aim of the Council to ensure that developers should enhance or, at the very least, not detract from the environment. To this end a high degree of importance is placed on the submission and implementation of landscaping schemes when major developments are proposed. In some instances planting within the site boundary will not be sufficient to adequately shield unsightly development. Under such circumstances developers will be expected to ensure that off-site landscaping is undertaken wherever possible.

**4.32.8** Many housing areas in the Borough, particularly Council estates, have few trees and insufficient landscaping. Efforts are being made to rectify this problem. In the Charles Street/John Street area of Pegswood and the Ena Street area of Widdrington Station, substantial planting and fencing works are now completed. Limited resources are available through the Housing Investment Programme to continue such works. However, these resources will need to be supplemented by other agencies to make a major impact.

**THE GREEN BELT**

**POLICY C16**

**A GREEN BELT IS DEFINED AS SHOWN ON THE PROPOSALS MAPS (Nos. 1 & 2) AND PROPOSALS MAP INSETS Nos. 10, 19, 26 27, 29 AND 30.**



**POLICY C17**

**DEVELOPMENT INVOLVING THE CONSTRUCTION OF NEW BUILDINGS IN THE GREEN BELT WILL NOT BE PERMITTED, OTHER THAN FOR THE FOLLOWING PURPOSES:**

- a) **AGRICULTURE AND FORESTRY;**
- b) **ESSENTIAL FACILITIES FOR OUTDOOR SPORTS AND RECREATION;**
- c) **CEMETERIES AND OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT AND DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN IT;**
- d) **LIMITED EXTENSION, ALTERATION OR REPLACEMENT OF EXISTING DWELLINGS SUBJECT TO POLICIES C18, H22, H23 AND H24 BEING SATISFIED;**
- e) **LIMITED INFILLING IN EXISTING VILLAGES INSET WITHIN THE GREEN BELT,**
- f) **LIMITED AFFORDABLE HOUSING FOR LOCAL COMMUNITY NEEDS WITHIN EXISTING SETTLEMENTS, SUBJECT TO POLICY H8 BEING SATISFIED.**

**4.33.1** The North Tyneside Green Belt was designated in 1963 by Amendment No. 16 to the County Development Plan. The Green Belt has remained largely intact for nearly 30 years and still continues to function well in relation to the original strategic aims of protecting the countryside in the Eastern Tyne Valley and to the north-west of Tyneside from isolated and sporadic development. It is also intended to check any substantial expansion of the built-up area of the Tyneside conurbation and to prevent neighbouring settlements from merging with one another, thus retaining their individual identities.

**4.33.2** The essential characteristic of Green Belt designation is its permanence and Central Government advice is that alterations should only be made in exceptional circumstances. The Council considers, however, that after 30 years it is appropriate to reassess the detail of the Green Belt boundary around settlements in order that a modified Green Belt can be established which can be protected over a further lengthy period of time. The preparation, for the first time, of a Local Plan covering the whole of the Borough is an appropriate context within to undertake this assessment.

**4.33.3** A series of amendments to the boundaries of the Green Belt were proposed in 1994 in the Deposit Local Plan and have been the subject of public consultation and representation including examination at the Local Plan Inquiry in 1998. The adopted Local Plan has incorporated the approved amendments and shows the new boundaries of the Green Belt and also at Newcastle International Airport.

**CONVERSION OF BUILDINGS IN THE GREEN BELT.**

**POLICY C18**

**SUBJECT TO POLICIES H19, H20 AND E6, PROPOSALS FOR THE RE-USE, CONVERSION OR EXTENSION OF EXISTING BUILDINGS IN THE GREEN BELT WILL BE PERMITTED WHERE THEY MEET ALL OF THE FOLLOWING CRITERIA:**

- a) **THE BUILDINGS ARE OF PERMANENT AND SUBSTANTIAL CONSTRUCTION;**
- b) **THE PROPOSED USE AND ANY ASSOCIATED USE OF LAND ARE IN KEEPING WITH THEIR SURROUNDINGS AND DO NOT HAVE A GREATER IMPACT THAN THE PRESENT USE ON THE OPENNESS OF THE GREEN BELT OR ON THE PURPOSE OF INCLUDING LAND IN IT; AND**
- c) **THE FORM, BULK AND GENERAL DESIGN OF THE BUILDINGS ARE WELL RELATED TO THE CHARACTER OF THEIR SURROUNDINGS.;**

**POLICY C19**

**AT THE FOLLOWING MAJOR DEVELOPED SITES WITHIN THE GREEN BELT:**

- POLICE HEADQUARTERS, PONTELAND
- COTTAGE AND RURAL ENTERPRISE VILLAGE, PONTELAND (CARE)
- PONTELAND HIGH AND MIDDLE SCHOOLS, PONTELAND
- PONTELAND LEISURE CENTRE, PONTELAND

**PROPOSALS FOR LIMITED INFILL DEVELOPMENT, OR PARTIAL RE-USE WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA:-**

- i) THE PROPOSAL WOULD NOT HAVE A GREATER IMPACT THAN THE PRESENT USE ON THE OPENNESS OF THE GREEN BELT AND THE PURPOSES OF INCLUDING LAND IN IT;
- ii) ANY NEW BUILDINGS SHOULD NOT EXCEED THE HEIGHT OF THE EXISTING BUILDINGS OR LEAD TO A MAJOR INCREASE IN THE DEVELOPED PROPORTION OF THE SITE.

**PROPOSALS FOR MAJOR RE-USE OR DEMOLITION AND REDEVELOPMENT WILL ALSO BE ASSESSED AGAINST THE FOLLOWING CRITERIA:-**

- i) ANY NEW BUILDINGS WOULD NOT OCCUPY A LARGER AREA OF LAND THAN, NOR EXCEED THE HEIGHT OF THE EXISTING BUILDINGS AND WOULD BE IN KEEPING WITH THEIR CHARACTER AND SETTING. NEW BUILDINGS SHOULD BE SITED SO AS TO RETAIN THE MAIN FEATURES OF THE LANDSCAPE AND TO ACHIEVE THE INTEGRATION OF THE DEVELOPMENT INTO ITS SURROUNDINGS. PROPOSALS SHOULD FORM PART OF A COMPREHENSIVE LONG TERM PLAN FOR THE SITE AS A WHOLE;
- ii) WHERE BUILDINGS ARE OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST, THEIR RETENTION MUST BE THE PRIMARY OBJECTIVE, EITHER THROUGH RE-USE OR CONVERSION. WHERE PARTIAL OR TOTAL REDEVELOPMENT OF SUCH BUILDINGS IS PROPOSED THE DEVELOPER MUST DEMONSTRATE THAT THE NEED FOR THE DEVELOPMENT OUTWEIGHS THE RETENTION OF THE BUILDING IN ITS UNALTERED FORM AND THAT RE-USE OR CONVERSION IS NOT VIABLE;
- iii) THE DEVELOPMENT WOULD NOT ADVERSELY AFFECT AREAS OF NATURE AND HERITAGE CONSERVATION IMPORTANCE
- iv) THE DEVELOPMENT WOULD NOT REQUIRE MAJOR INVESTMENT BY THE LOCAL AUTHORITIES TO PROVIDE INFRASTRUCTURE AND COMMUNITY FACILITIES
- v) THE DEVELOPMENT COULD BE ADEQUATELY LINKED TO THE STRATEGIC ROAD AND PUBLIC TRANSPORT NETWORKS, TOGETHER WITH INCORPORATING MEASURES TO REDUCE THE NEED TO TRAVEL BY PRIVATE CAR AND ENCOURAGE ALTERNATIVE MEANS OF MOBILITY.
- vi) ANY DEVELOPMENT PROPOSALS WHICH INCLUDE RESIDENTIAL USES MUST BE SUBJECT TO A SEQUENTIAL TEST\*. THEIR CONTRIBUTION TO MEETING LOCAL HOUSING NEEDS, COMPLIANCE WITH OTHER HOUSING POLICIES AND THE STRUCTURE PLAN HOUSING REQUIREMENTS WILL ALSO BE CONSIDERED. THE RELEASE OF SITES WILL BE PHASED TO ASSIST WITH THE IMPLEMENTATION OF THE LOCAL PLAN STRATEGY. APPLICANTS MUST ALSO DEMONSTRATE A CLEAR RELATIONSHIP BETWEEN THE PROPOSALS AND EXISTING USES THAT WILL REMAIN ON SITE, WITH A VIEW TO CREATING A MORE SUSTAINABLE DEVELOPMENT PATTERN.
- vii) ANY DEVELOPMENT PROPOSALS WHICH INCLUDE ALTERNATIVE EMPLOYMENT USES MUST NOT AFFECT THE IMPLEMENTATION OF OTHER EMPLOYMENT ALLOCATIONS WITHIN THE LOCAL PLAN AND MUST NOT AFFECT THE VITALITY OR VIABILITY OF EXISTING MAIN AND LOCAL SERVICE CENTRES.

**DEVELOPERS MUST, WHERE PROPOSALS ARE AT RISK OF FLOODING OR MAY INCREASE FLOODING ELSEWHERE, DEMONSTRATE BY MEANS OF A FLOOD RISK ASSESSMENT THAT THE PROPOSAL WILL NOT CAUSE AN UNACCEPTABLE RISK OF FLOODING.**

*\* For definition of Sequential Testing, please refer to the Glossary*

**4.34.1** The principles of the control of development in Green Belts are set out in PPG2 and have been restated in Policy C17. The Council recognises that there are many substantial and attractive buildings, mainly in agricultural use, within the Green Belt, which can be expected to last for many years. When they become redundant their re-use for other purposes, which encourage the diversification of the rural economy, is not inappropriate development provided it meets all of the criteria in Policy C18. Such buildings can provide suitable accommodation for small firms, tourist activities or other business purposes. Residential conversions will generally be discouraged unless every reasonable attempt has been made to secure suitable business re-use. In the open countryside, proposals for residential conversions will be treated in the same manner as new residential development.

**4.34.2** The sites identified in Policy C19 are accessible by public transport or within walking distance of service. They are all in positive use in education, leisure, institutional and public sector administration. Proposals to maintain and develop these existing uses will be determined on their merits and against Green Belt principles.

**4.34.3** In Castle Morpeth there are many institutional establishments in isolated locations in the Green Belt not directly linked to an existing settlement. Changes in circumstances are resulting in many such establishments becoming redundant. Accordingly such bodies as County Councils, Health Authorities, Government Ministries, Universities and the like are seeking alternative uses, wishing to maximise land values, often through proposals for residential development, of both institutional grounds and buildings. The Council is concerned that a proliferation of sporadic isolated residential development would be damaging to the quality of the Green Belt. The Council is aware that the redevelopment (or partial redevelopment) of major existing developed sites in the Green Belt is likely to be preferable to allowing surplus institutional buildings to become vacant and disused, since this would be a waste of resources and detrimental to the appearance of the countryside. Policy C19 has been drawn up to meet the planning requirements of these situations.

**4.34.4** The Council is concerned that proposals may come forward to introduce other forms of development in support of or to assist in funding developments that are required to maintain and enhance the existing function operating on the Site. Such proposals could conflict with guidance on sustainable development, particularly as contained in PPG3(Housing). These initiatives need to be considered in the context of the proper planning of the Borough and taking account of all material planning considerations.

**4.34.5** The Council has recently undertaken an Urban Capacity Study, as requested by PPG3 (Housing) 2000, and revised its planning housing allocation as part of the Study outcomes, so that no further sites are required for housing purposes during the Plan Period. Any subsequent decisions would be taken in the context of the review of the Local Plan and the Council's development and regeneration strategies, the availability of brownfield land at the time, the progress towards meeting Structure Plan housing targets and the sustainability of alternative sites, when measured in sequential testing.

**4.34.6** There are also major institutions in the open countryside, of which Hepscott Park, Netherton Park and Northgate Hospital are in locations accessible by public transport. They are, at present, in positive use and are unlikely to become redundant, either wholly or partially, during the Plan Period. The Council has accordingly decided that a specific policy relating to major developed sites in the open countryside is not required at this time. The status of these and other such sites will be reassessed during the Local Plan Review process.

**ENCROACHMENT OF RESIDENTIAL GARDENS INTO GREEN BELT & OPEN COUNTRYSIDE**

**POLICY C20**

**THE EXTENSION OF GARDENS INTO GREEN BELT OR OPEN COUNTRYSIDE BEYOND THE SETTLEMENT BOUNDARY WILL BE REFUSED.**

**4.35.1** The Council is concerned that the extension of residential gardens beyond settlement boundaries into Green Belt or open countryside will result in the establishment of a residential status for the land which may lead to pressures to develop such land for new houses, and will also give rise to the piecemeal erosion of green belt and open countryside. In the event of the extension of residential curtilages being permitted, erection such as garden sheds or garages which may normally not require planning permission, can cumulatively result in a significant detrimental impact upon the visual quality of the countryside either on the edge of settlements or on isolated sites. Similarly cultivated gardens can appear as alien features in an agricultural landscape. Therefore the policy is appropriate to properties both within or outside a defined settlement boundary. (See policies C1, H22).

**PROTECTED OPEN SPACE**

**POLICY C21**

**AREAS OF FORMAL AND INFORMAL OPEN SPACE WITHIN OR ADJACENT TO SETTLEMENTS WHICH CONTRIBUTE SIGNIFICANTLY TO THE AMENITY OF THE LOCALITY ARE DEFINED ON THE PROPOSALS MAP INSETS AS PROTECTED OPEN SPACE. DEVELOPMENT IN THESE AREAS WILL NOT BE PERMITTED.**

**4.36.1** Many people do not belong to formal sporting clubs or organisations, preferring to take their recreation in a casual manner, utilising attractive countryside and open green spaces within settlements such as parks, river banks, common land, woodland and similar undeveloped land. These spaces are particularly important for young children and the elderly, who require access to open space close to where they live.

**4.36.2** Government policies are aimed at securing maximum use of vacant land in urban areas in order to sustain the vitality of towns and cities, encourage urban regeneration and reduce development pressures on the countryside. It is the Council's intention to seek to achieve a reasonable balance between the need to make adequate provision for development in urban areas and the need to protect open land from development. Areas of open space which the Council considers should be particularly protected from development are shown on Proposals Map Insets.

**EXTENSION OF GARDENS INTO OPEN SPACE WITHIN SETTLEMENTS**

**POLICY C22**

**WITHIN SETTLEMENTS THE TAKING OF OPEN SPACE INTO ADJACENT GARDENS MAY BE PERMITTED WHERE THERE IS NO LOSS OF PUBLIC AMENITY AND HIGHWAY SAFETY IS UNAFFECTED. APPLICATIONS WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA:-**

- i) THE OPEN SPACE IN QUESTION MAKES LITTLE OR NO EFFECTIVE CONTRIBUTION TO THE VISUAL OR FUNCTIONAL AMENITY OF THE ESTATE.**
- ii) THERE ARE NO HIGHWAY OR TRAFFIC PROBLEMS CAUSED BY THE PROPOSAL.**
- iii) THE LAND FORMS A NATURAL EXTENSION TO AN EXISTING PRIVATE GARDEN AND CAN BE PROPERLY FENCED. ANNEXATION OF LAND IN FRONT OF THE FRONT BOUNDARY OF THE PROPERTY WILL NOT BE ACCEPTABLE.**
- iv) THE ERECTION OF A GARAGE OR THE PARKING OF A CAR ON A HARDSTANDING SHALL NOT OBSCURE VISIBILITY NEAR A JUNCTION OR ON A BEND IN A ROAD.**
- v) THE PROPOSAL SHALL NOT REQUIRE A VEHICULAR ACCESS WHERE THIS WOULD CAUSE HIGHWAY OR PEDESTRIAN SAFETY PROBLEMS OR WHERE IT WOULD NECESSITATE CROSSING AN AREA OF PUBLIC OPEN SPACE OR ANOTHER AREA OF HARDSTANDING OR CAR PARKING.**

**4.37.1** Within settlements the Council frequently receives applications to take small areas of open

space into adjacent gardens. Such areas together with associated trees and landscaping have usually been laid out as an integral part of a housing estate and to lose them would be detrimental to visual character and local amenity.

### **AGRICULTURAL LAND**

#### **POLICY C23**

**HIGH QUALITY (BEST AND MOST VERSATILE) AGRICULTURAL LAND IS REGARDED AS A LONG TERM NATIONAL RESOURCE AND WILL WHENEVER POSSIBLE BE PROTECTED. DEVELOPMENT OF SUCH LAND WILL NOT BE PERMITTED UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING REGIONAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE.**

#### **POLICY C24**

**THE COUNCIL WILL GIVE FULL CONSIDERATION TO PROPOSALS TO DIVERSIFY THE ECONOMIC BASE OF FARMING AND THE RURAL ECONOMY. PROPOSALS WILL BE EXPECTED TO MEET ALL THE FOLLOWING CRITERIA:**

- i) PROVIDE BENEFITS TO THE LOCAL ECONOMY**
- ii) VILLAGES IN THE VICINITY OF PROPOSALS ARE SAFEGUARDED FROM ANY INCREASE IN LEVELS OF ACTIVITY WHICH MAY HAVE A DETRIMENTAL EFFECT ON THEIR CHARACTER AND AMENITY.**
- iii) ADEQUATE ROAD ACCESS, INCLUDING ACCESS FOR CONSTRUCTION TRAFFIC, IS PROVIDED SO AS TO SAFEGUARD AGAINST ANY UNDESIRABLE INCREASE IN TRAFFIC ON MINOR ROADS TO THE DETRIMENT OF LOCAL AMENITY OR HIGHWAY SAFETY.**
- iv) THE RE-USE OF DERELICT LAND AND BUILDINGS WILL BE PARTICULARLY ENCOURAGED.**
- v) PROPOSALS DO NOT HAVE A MATERIAL ADVERSE IMPACT ON DESIGNATED NATURE CONSERVATION SITES, EXISTING WILDLIFE HABITATS, AREAS OF NATURE CONSERVATION OR ARCHAEOLOGICAL IMPORTANCE AND AREAS OF HIGH LANDSCAPE VALUE AND THE HERITAGE COAST.**
- vi) IN GREEN BELT LOCATIONS, THE IMPACT OF PROPOSALS ON VISUAL AMENITY BY REASON OF SITING, MATERIALS OR DESIGN**

**4.38.1** The planning and management of land and the economic health of the countryside will continue to be influenced by the need for viable agriculture. The increasing efficiency of agricultural producers and changes in agricultural policy mean that retaining as much land as possible in agricultural use no longer has the same priority. Protection of agricultural land is therefore focused more closely on higher quality (best and most versatile) land, (agricultural land classification Grades 2 and 3a in Castle Morpeth).

**4.38.2** The countryside in Castle Morpeth has been shaped by agricultural practices that are little influenced by town and country planning legislation. With the need to diversify the economic base of farming, many farmers are now encountering the statutory planning process for the first time. Farm shops, leisure facilities and holiday accommodation, together with the conversion of farm buildings for non-agricultural purposes are examples of acceptable alternative land uses subject to formal planning consent. Proposals for "soft" developments on high quality land (such as golf courses) will clearly need to demonstrate that they can, at need, be returned to farming use without loss of their present agricultural quality. Proposals which cannot demonstrate such reversibility will be assessed as "hard" development.

**4.38.3** Modern agricultural practices have resulted in the loss of many traditional features in the countryside, such as hedges, ponds, trees and broadleaved woodlands. Government policy, for many years directed at increasing farm output, now offers farmers incentives for countryside conservation and rehabilitation.

**4.38.4** Public and political concern for the protection of the environment and improved access to the countryside is now beginning to change long held agricultural policy and practice. The trend towards the "greening of public opinion" is likely to continue and is reflected in local plan policies.

**4.38.5** The Council is particularly concerned about the trend towards fragmentation of agricultural holdings into increasingly small units. The consequence of this trend is to increase the demand both for agricultural workers' dwellings and for various agricultural buildings. If allowed to proceed unchecked, this may have serious consequences for the open countryside. For this reason in particular, applications for both permanent and temporary dwellings will be assessed most carefully against the criteria set out in PPG7 in order to confirm that a general agricultural need exists and those that would impair the appearance of the countryside, either on their own or in combination with other proposals will be resisted. (See Policy H16).

**4.38.6** In all cases the Council will seek the guidance of the Department of the Environment, Food and Rural Arrairs (DEFRA), in defining the quality of agricultural land and the assessment of significant loss.

### **FARM BUILDINGS**

#### **POLICY C25**

**THE COUNCIL WILL SEEK TO ENSURE THAT SO FAR AS IS PRACTICABLE, NEW FARM BUILDINGS SHALL BE DESIGNED AND LOCATED SO AS TO MINIMISE THEIR IMPACT ON THE LANDSCAPE AND WHERE POSSIBLE ADJACENT TO EXISTING FARM BUILDINGS.**

**4.39.1** The size of farm buildings has increased substantially in recent decades and often they constitute prominent features in the landscape. The Government in their White Paper on the Environment (This Common Inheritance, 1990) have proposed that farmers should retain the right to erect most buildings, other than dwellings, without agricultural notification or planning permission, but that Local Authorities should be able to exercise control over siting, design and external appearance; similar arrangements have applied in National Parks since 1986. Although modern farm buildings may be difficult to blend with their surroundings, the choice of colour, good siting and design can go some way towards reducing their impact. The tradition of farm buildings having roofs appearing darker than walls is an important characteristic which should be followed in new buildings. Where new farm buildings require planning permission, the Council will take account of the colour combinations recommended by the Design Council, and encourage their use in agricultural development benefitting from permitted development rights.

**4.39.2** Local Planning Authorities have been given increased, but still limited, powers to control agricultural development and activities. The General Development Order (1995) has been amended to require prior notification for the erection of an agricultural building, the significant alteration or extension of an agricultural building and the formation or alteration of a private way. The term "significant" is defined as a 10% increase in the cubic content of the original buildings or an increase in its height.

### **THE BUILT ENVIRONMENT**

### **CONSERVATION AREAS**

#### **POLICY C26**

**THE COUNCIL WILL INVESTIGATE THE DESIGNATION OF ADDITIONAL CONSERVATION AREAS IN APPROPRIATE LOCATIONS THROUGHOUT THE BOROUGH. THE COUNCIL WILL CONTROL DEVELOPMENT IN APPROVED CONSERVATION AREAS THROUGH THE APPLICATION OF POLICIES C27, C28, C29, C30, C31, C32, C33 AND C34.**

**4.40.1** There are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The existing Conservation Areas in the Borough are indicated on the relevant Proposals Map Insets, except for Middleton which does not have a

settlement boundary and is shown in Appendix B.

**4.40.2** The Council intends to investigate the possibility of designating further Conservation Areas during the Plan period commencing with Kirkheaton, Cresswell, Stannington, Mitford, Heddon on the Wall and Dalton and to extend the Conservation Area of Morpeth. The designation of these Conservation Areas will be subject to the specific legal processes required. Details of proposed Conservation Areas are defined on the relevant proposals inset maps. The Council will continue to review its Conservation Areas with a view to identifying new Conservation Areas where appropriate.

***POLICY C27.***

**THE COUNCIL WILL PROMOTE THE PRESERVATION AND RENOVATION OF BUILDINGS IN CONSERVATION AREAS THROUGH DEVELOPMENT CONTROL POLICIES AND BY POSITIVE FINANCIAL ASSISTANCE AS RESOURCES PERMIT.**

**4.41.1** The designation of a Conservation Area is a commitment to the preservation and enhancement of its character. This should not imply stagnation through resistance to change but should include positive action to obtain improvement where opportunities arise. The Council, together with the County Council and English Heritage, promotes and administers the Morpeth Heritage Economic Regeneration Scheme to assist in the repair of selected buildings within the Morpeth Conservation Area. Other grants may be available for building improvement, including Home Improvement Grants and Grants under Section 10 of the Town and Country Planning Act 1974.

**4.41.2** The Council may in appropriate circumstances consider utilising its powers to carry out or enforce the carrying out of "urgently necessary" works in relation to the preservation of buildings within conservation areas, by virtue of Sections 54 and 76 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (where the Secretary of State for the Environment has made an appropriate direction in accordance with Section 76 of the 1990 Act).

**DEMOLITION OF BUILDINGS IN CONSERVATION AREAS**

***POLICY C28***

**WHERE APPLICATIONS FOR THE DEMOLITION AND REDEVELOPMENT OF EXISTING BUILDINGS WITHIN CONSERVATION AREAS ARE BEING CONSIDERED, A CONDITION MAY BE ATTACHED TO THE CONSENT TO THE EFFECT THAT THE BUILDING SHALL NOT BE DEMOLISHED BEFORE A CONTRACT FOR THE CARRYING OUT OF WORKS OF REDEVELOPMENT OF THE SITE IS MADE AND PLANNING PERMISSION IS GRANTED FOR THE REDEVELOPMENT FOR WHICH THE CONTRACT PROVIDES.**

**4.42.1** There are occasions when unlisted older buildings cannot be preserved and renovated in accordance with Policy C27. In such situations proposals for redevelopment will be considered on their merits but demolition without replacement could spoil continuous frontages, creating undesirable gap sites. In exceptional cases, i.e., where a structure is dangerous, delay between demolition and rebuilding will be unavoidable. In all other cases, however, the demolition process should only be undertaken as part of the total redevelopment of the site.

**DESIGN CONSIDERATIONS WITHIN CONSERVATION AREAS**

**POLICY C29**

**IN CONSERVATION AREAS THE DESIGN OF NEW BUILDINGS AND THE ALTERATION OF EXISTING BUILDINGS SHOULD PRESERVE OR ENHANCE THE QUALITY AND CHARACTER OF THEIR LOCATION IN APPEARANCE AND MASSING; AND USE ARCHITECTURAL FEATURES AND MATERIALS APPROPRIATE TO THEIR SETTING. THE EXTERNAL APPEARANCE OF BUILDINGS SHOULD BE RETAINED WHERE APPROPRIATE AND EXTENSIONS TO BUILDINGS DESIGNED TO MATCH OR COMPLEMENT EXISTING FEATURES. TEMPORARY BUILDINGS AND THE INAPPROPRIATE USE OF LAND WILL NOT BE PERMITTED.**

**4.43.1** Guidance relating to the alteration or extension of listed and other old buildings are set out in policy C38 and Appendix D and is also relevant for new development within Conservation Areas. Enhancement can be achieved through good design in new development and by the exercise of the Council's development control function. Each application for development, while being treated on its merits, will be considered in the context of that advice. For new development, while it is not the Council's intention to stifle good innovative architectural design, schemes should generally relate to adjoining buildings and should not be a mixture of architectural styles. It is also important that undeveloped land within Conservation Areas be protected from inappropriate uses which would be detrimental to the visual or functional amenity of the area.

**POLICY C30**

**IN ASSESSING PROPOSALS FOR NEW DEVELOPMENT IN CONSERVATION AREAS THE COUNCIL WILL, WHERE APPROPRIATE, LIAISE WITH THE HIGHWAY AUTHORITY TO OBTAIN RELAXATION OF HIGHWAY DESIGN STANDARDS AND WILL APPLY CAR PARKING STANDARDS AS SET OUT IN POLICY T10, IN ORDER THAT SUCH DEVELOPMENTS MAY BE SATISFACTORILY INTEGRATED INTO THE EXISTING TOWNSCAPE.**

**4.44.1** Normally, new developments are expected to comply with modern standards of highway design such as road widths, visibility splays, parking provision and service access requirements. In Conservation Areas the exercise of these standards often means that new developments cannot effectively be integrated with the old. Thus there is a conflict with the aim of conserving the historic character of settlements and the implementation of modern highway standards, accordingly on occasion modifications in junction visibility, road width and construction standards may be required. With regard to proposed footpaths alongside streets, it may be necessary to have narrow sections and in some cases, no footpaths at all. In the past a satisfactory and sympathetically designed development has been obtained at Copper Chare where highway design standards have been relaxed. The County Council's publication "Residential Roads and Footpaths in Northumberland" which is currently being revised, indicates that reduced standards for residential roads may be acceptable in Conservation Areas.



**ADVERTISEMENTS WITHIN CONSERVATION AREAS**

**POLICY C31**

**SUBJECT TO THE PROVISIONS OF THE TOWN AND COUNTRY PLANNING (CONTROL OF ADVERTISEMENTS) REGULATIONS 1992 THE COUNCIL WILL DETERMINE APPLICATIONS FOR THE DISPLAY OF ADVERTISEMENTS WITHIN CONSERVATION AREAS AGAINST THE FOLLOWING PUBLIC SAFETY AND AMENITY CRITERIA:-**

- i) SUITABLY DESIGNED ILLUMINATED SIGNAGE WILL BE PERMITTED WHERE SUCH SIGNS ADVERTISE GOODS OR SERVICES AVAILABLE TO THE PUBLIC OUTSIDE BUSINESS HOURS.**
- ii) THE COUNCIL WILL PERMIT THE ERECTION OF ONLY ONE PROJECTING SIGN FIXED RIGIDLY TO A BRACKET ON EACH COMMERCIAL FRONTAGE.**
- iii) FOR PROJECTING SIGNS CONSIDERED UNDER i) AND ii) ABOVE, THE COUNCIL WILL REQUIRE THE FOLLOWING:-**
  - a) THE SIGN WILL BE ERECTED AT FASCIA LEVEL.**
  - b) THE SIGN WILL NOT PROJECT MORE THAN 750mm FROM THE FACE OF THE BUILDING.**
  - c) THE SIGN WILL NOT BE MORE THAN 750mm MEASURED VERTICALLY.**
  - d) THE SIGN WILL HAVE NOT MORE THAN TWO FACES.**
  - e) THE SIGN WILL BE NO LOWER THAN 2.4 METRES ABOVE FOOTWAY LEVEL**
- iv) THE COUNCIL WILL NOT PERMIT THE LOCATION OF ADVERTISEMENTS ABOVE GROUND FLOOR SHOP FASCIA LEVEL.**
- v) THE COUNCIL WILL NOT PERMIT PANEL FASCIA SIGNS WHICH PROJECT MORE THAN 50mm FROM THE BUILDING FRONTAGE.**
- i) ON BUILDINGS WITH STONE FRONTAGES, THE COUNCIL WILL ENCOURAGE THE USE OF INDIVIDUAL LETTERS FIXED DIRECTLY TO THE MASONRY.**
- vii) ON OTHER BUILDINGS THE COUNCIL WILL ENCOURAGE THE USE OF PAINTED TIMBER FASCIA SIGNS.**
- viii) ALL SIGNAGE AND ILLUMINATION SHALL BE STATIC AND SHALL NOT INCLUDE ANY MOVING ELEMENT.**

**4.45.1** Where a shopping street is also part of a Conservation Area there is often a conflict of interests which requires careful control. Morpeth and Ponteland are characterised by narrow shop fronts, and narrow footways are also a feature in Morpeth. Therefore, signs which project significantly can cause detriment to public safety and can also be unduly obstructive in the street scene. Advertisement clutter and the proliferation of signs often detracts from the appearance of buildings and has a detrimental effect upon the visual attractiveness of the street scene.

**4.45.2** Illuminated signs can have a particularly strong impact upon the visual amenity. The Council accepts, however, that premises which are open for business or provide a public service outside normal business hours have a requirement for illuminated signage. Proposals for such signs will be assessed on their individual merits and against the Council's guidelines for the control of outdoor advertisements within Conservation Areas throughout the Borough. Unauthorised signs will be removed in line with Council policy which has been successfully pursued in the past. Signs with deemed consent may be subject to discontinuance action if they do not meet policy criteria.

### **STREET FURNITURE WITHIN CONSERVATION AREAS**

#### **POLICY C32**

**THE COUNCIL WILL PURSUE A PROGRAMME OF STREET FURNITURE IMPROVEMENTS THROUGHOUT THE BOROUGH'S CONSERVATION AREAS IN ORDER TO ENHANCE THE QUALITY OF THE LOCAL ENVIRONMENT AND WILL ENCOURAGE THE PROVISION OF STREET FURNITURE IN GENERAL COMPLIANCE OF GUIDANCE OUTLINED IN THE COUNCIL'S STREET FURNITURE AND LIGHTING SURVEY 1990.**

**4.46.1** Well designed street lighting, signposts, operational equipment, litterbins, flower tubs and seating can enhance the appearance of Conservation Areas. The quality and character of street lighting is important in enhancing visual amenity, accordingly low-pressure sodium lanterns are considered to be inappropriate in Conservation Areas, due to the strong orange light emitted. The use of standard columns does not enhance the appearance of urban streets and adds to the clutter of furniture particularly in busy shopping streets. The Council encourages the introduction of wall-mounted lighting wherever possible, together with a lantern design appropriate to a Conservation Area setting, such as have been introduced at Copper Chare, Telford Bridge, Bridge Street, Oldgate and Wansbeck Street.

**4.46.2** The Council completed a survey of central Morpeth in 1990 which assessed the condition and quality of the street furniture and has put forward a phased programme of improvement works which includes the amalgamation of signs where appropriate and the placing of operational equipment in unobtrusive locations.

### **FREE-STANDING ADVERTISEMENTS WITHIN CONSERVATION AREAS**

#### **POLICY C33**

**IN MORPETH FREE-STANDING ADVERTISEMENTS SUCH AS SANDWICH BOARDS AND DISPLAY STANDS WILL NOT BE ALLOWED ON THE PUBLIC HIGHWAY.**

**4.47.1** There has been a recent trend for businesses, particularly those without a frontage to a principal shopping street, to advertise by means of movable signs, mainly sandwich boards. Such signs, especially those placed on a footpath, can cause clutter which is detrimental to the visual appearance of a street and they may also impede pedestrian movement and be a potential safety hazard. Whilst accepting that such businesses need to advertise, the Council considers small directional advertisements fixed to walls are more appropriate and will use powers conferred by an agency agreement under the Highways Act 1980 to control such free-standing advertisements in Morpeth.

### **BUILDING SECURITY**

#### **POLICY C34**

**WHERE EXTERNAL SHUTTERS AND ROLLER BOXES TO BUILDINGS REQUIRE PLANNING PERMISSION THE COUNCIL WILL ONLY PERMIT THE INSTALLATION OF OPEN WEAVE ROLLER SHUTTERS AND ROLLER SHUTTER BOXES WHICH DO NOT PROJECT IN FRONT OF THE MAIN ELEVATIONS OF BUILDINGS.**

**IN ADDITION TO THE ABOVE THE FOLLOWING CRITERIA WILL APPLY IN CONSERVATION AREAS :-**

- i) THE COUNCIL WILL NOT PERMIT THE INSTALLATION OF EXTERNAL SHUTTERS AND ROLLER SHUTTER BOXES UNLESS THERE ARE OVERRIDING PRACTICAL CONSTRUCTIONAL DIFFICULTIES THAT NECESSITATE THEM BEING ON THE OUTSIDE OF THE BUILDING;**
- ii) WHERE ESTABLISHED NEED HAS BEEN FULLY JUSTIFIED IN i) ABOVE THE COUNCIL WILL REQUIRE THAT EXTERNAL SHUTTERS TO WINDOWS BE COLOUR TREATED AND CONSTRUCTED TO ALLOW THE WINDOW DISPLAY TO BE VISIBLE FROM OUTSIDE THE PREMISES; AND**
- iii) FOR DOORWAYS, SOLID OR SLOTTED SHUTTERS MAY BE ACCEPTABLE IF THEY ARE TREATED AS A DESIGN FEATURE INCORPORATING APPROPRIATE DECORATION OR COLOUR TREATMENT.**

**4.48.1** The need to secure properties from theft and vandalism has in recent years become an increasing problem. As a result a dilemma has been created in terms of the need to resolve the apparent conflict between the requirements for adequate and realistic security and good urban design.

**4.48.2** The Local Authority has a statutory obligation under the Planning (Listed Buildings and Conservation Areas) Act 1990) to enhance and preserve the character and appearance of its designated Conservation Areas and as such there is an increasing requirement to control strictly the growth of poorly designed, aesthetically inappropriate security measures.

**4.48.3** Unauthorised security equipment has been installed in a number of locations throughout the Borough and is currently being challenged by the Council. However, it is clear through contact with the local Chamber of Trade and local shopkeepers that such contraventions of the Planning Acts have been undertaken due to increasingly stringent requirements of insurance companies and through ignorance of more appropriate design solutions.

**4.48.4** The character of shopping streets in the main centres of Morpeth and Ponteland is one of open fronted ground floor premises of glassed shop units. Throughout the daylight hours the rich variety of the shop displays, set within predominantly well designed and at times historic shop fronts (particularly within the Conservation Areas) lend variety and interest to the street scene.

**4.48.5** The introduction of solid external shutters for either doors or windows outside shopping hours, when the streets are still popular with residents, visitors and tourists, not only closes off this visual richness and impairs the quality of the local environment, but may psychologically create in the mind of the observer an unpleasant sense of hostility and defensiveness. Similarly external roller boxes, particularly those that project in front of the building and are in visually prominent locations can add to this undesirable affect.

**4.48.6** Planning permission to install security measures is needed where the installation will materially affect the external appearance of the building. While security shutters are most frequently attached to shops and commercial properties, there is an increasing tendency for residential buildings to be protected by the use of external shutters to ground floor doors and windows. Such works can have a significant detrimental impact on the appearance of the building, particularly in conservation areas and requires careful control. Additional advice on security is included in the Council's Shop Front, Property Security and Advertisement Design Guide.

#### **SHOP FRONT DESIGN WITHIN CONSERVATION AREAS**

**4.48.7** In shopping centres, within Conservation Areas, the design of shop fronts will be assessed against the Council's Shop Front, Property Security and Advertisement Design Guide. The design of shop fronts, within Conservation Areas, is of paramount importance in enhancing and preserving their character and appearance.

### **ADVANCE WARNING SIGNS**

#### **POLICY C35.**

**SUBJECT TO THE PROVISIONS OF THE TOWN AND COUNTRY PLANNING (CONTROL OF ADVERTISEMENTS) REGULATIONS 1992 THE COUNCIL WILL DETERMINE APPLICATIONS FOR THE DISPLAY OF ADVANCE WARNING SIGNS AGAINST THE FOLLOWING PUBLIC SAFETY AND AMENITY CRITERIA:-**

- i) APPLICATIONS FOR CONSENT TO DISPLAY SIGNS WILL BE CONSIDERED ON THEIR MERITS AND WITH REFERENCE TO THE CONTROL OF ADVERTISEMENTS REGULATIONS 1992. THE COUNCIL WILL BE PARTICULARLY CONCERNED TO PROTECT THE OPEN COUNTRYSIDE (POLICY C1) AND THE MAIN APPROACHES TO SETTLEMENTS (POLICY C4) FROM LOSS OF AMENITY AND TRAFFIC HAZARDS CAUSED BY DISPLAY OR ILLUMINATION.**
- ii) WHERE SIGNS TO A NUMBER OF BUSINESSES IN ONE LOCATION ARE REQUESTED A MULTIPLE SIGN WILL BE SOUGHT. CLUSTERS OF INDIVIDUAL SIGNS WILL NOT BE PERMITTED.**
- iii) APPLICATIONS WILL BE ASSESSED AGAINST ALL THE FOLLOWING CRITERIA:-**
  - a) THE PREMISES SHALL BE SITUATED MORE THAN 100 METRES FROM A CLASSIFIED OR TRUNK ROAD OR ARE NOT CLEARLY VISIBLE FROM A TRUNK ROAD:**
  - b) NO MORE THAN TWO SIGNS SHALL BE ALLOWED IN RESPECT OF THE PREMISES AND THESE MUST CATER FOR TRAFFIC COMING FROM OPPOSING DIRECTIONS AND SHALL BE SINGLE SIDED:**
  - c) NO SIGN SHALL BE MORE THAN 1½ MILES FROM THE PRINCIPAL CUSTOMER ENTRANCE TO THE PREMISES:**
  - d) THE DESIGN AND COLOUR OF SIGNS SHALL HARMONISE WITH THEIR SETTING:**
  - e) THE SIGN SHALL NOT BE LOCATED IN A POSITION WHERE ITS DISPLAY WOULD BE DISTRACTING OR CONFUSING, THEREBY CREATING A HAZARD TO ROAD USERS.**

**4.49.1** Advertisements and advertisement clutter are not confined to urban areas. Poor and inappropriate signage in the countryside can seriously damage the scenic quality of an area and be of detriment to visual amenity generally.

**4.49.2** The location, siting and quality of signs requires close control especially alongside main roads to towns and villages. Signs designed to give advanced warning to road users of facilities which may not be readily visible from a main road will require careful consideration and will not normally be permitted other than for isolated and remote businesses some distance away from classified roads. Businesses and facilities located within towns, villages and settlements would not qualify for individual advanced signage under this policy. See also Policy T12.

**4.49.3** Signs erected on highway verges normally result in loss of amenity and may constitute a traffic hazard, and are generally unacceptable. The Council will encourage the relevant highway authority to remove unauthorised signs.

### **SECURITY AND DESIGN**

#### **POLICY C36.**

**WHERE APPROPRIATE, THE COUNCIL WILL REQUIRE DEVELOPERS TO INCORPORATE MEASURES TO LIMIT CRIME IN NEW DEVELOPMENTS. ASSESSMENT OF THOSE MEASURES WILL TAKE ACCOUNT OF ADVICE IN CIRCULAR 5/94, PLANNING OUT CRIME. CONDITIONS MAY BE IMPOSED TO ENSURE MEASURES ARE IMPLEMENTED.**

**4.50.1** An aspect of modern consumer society has been a growth in crimes against property and the person. It is becoming increasingly apparent that co-operation between the law enforcement agencies and bodies responsible for shaping the form of our environment is essential if the objective of enhancing security, both real and perceived, is to be achieved. It is the Council's aim to design out crime and to strengthen its links with the crime prevention and architectural liaison unit of Northumbria Police. See also Policy H15.

**4.50.2** Since the early 1970's the concept of crime prevention has grown to a level where police forces throughout the country are taking an active role in determining the character and shape of the local environment. The growing awareness that the "design" of settlements of all sizes, together with the more traditional focus upon "target hardening" is an important factor in determining the incidence and character of crime and has resulted in increased liaison between specialist officers and agencies responsible for the built environment.

**4.50.3** To date there is no statutory requirement for local authorities to consult the police as part of the process of development control. Nevertheless, many authorities have developed a voluntary programme of consultation with their local crime prevention and architectural liaison officers that has enabled the involvement of law enforcement agencies in the planning process at an early stage.

**4.50.4** The government has recognised that crime prevention is capable of being a material consideration when planning applications are considered and has issued advice in Circular 5/94. This clearly indicates that planning and design advice has an important role at the earliest stage of creating new housing areas or improving old ones. On the basis of the advice, failure on the part of developers to address crime prevention matters within their design proposals may result in the refusal of planning permission.

**4.50.5** While the Council considers security to be a material and important consideration within any development proposal, it is one of many factors influencing the design and development of attractive, safe living and working environments. In many suburban and rural locations new housing developments are being designed to maximise street lighting in order to improve security and reduce the perceived fear of crime and accordingly the benefits of dark sky preservation need to be balanced against the requirements for adequate standards of security and road safety in new developments. A satisfactory balance will need to be achieved to ensure that an over concern for designing out the opportunity for crime does not lead to sterile and arid living environments and result in an overall diminishment of the quality of life.

### **CANOPIES AND AWNINGS**

#### **POLICY C37**

**WHERE CANOPIES AND AWNINGS REQUIRE PLANNING PERMISSION THEY WILL BE ASSESSED AGAINST ALL THE FOLLOWING CRITERIA :-**

- i) THE GENERAL NATURE AND CHARACTER OF THE LOCALITY AND THE EFFECT OF THE PROPOSAL ON THE APPEARANCE OF THE BUILDING AND THE STREET SCENE.**
- ii) THE DESIGN FEATURES OF THE BUILDING TO WHICH THE CANOPY OR AWNING IS TO BE FIXED, ADJACENT AND NEARBY PROPERTIES AND ANY EXISTING OR ORIGINAL SHOP FRONT DETAILING, ESPECIALLY WHERE THE BUILDING IS LISTED OR FALLS WITHIN A CONSERVATION AREA.**
- iii) THE EXTENT TO WHICH THE PROPOSAL IMPACTS ON SHOP FRONT DETAILS SUCH AS PILASTERS AND FASCIAS, ESPECIALLY IN THE CASE OF RETRACTABLE CANOPIES AND AWNINGS.**
- iv) THE NATURE OF THE MATERIALS USED.**
- v) THE HEIGHT AND PROJECTION OF THE PROPOSAL, NO PART OF WHICH SHOULD BE LESS THAN 2.4 METRES HIGH NOR LESS THAN 1.0 METRES FROM ANY CURB IN THE INTERESTS OF PEDESTRIAN AND HIGHWAY SAFETY.**

**4.51.1** Canopies and awnings come in a multiplicity of sizes, styles and colours and can have a

significant impact upon the visual quality of the street scene. Such structures by their nature tend to be of a size that can dominate and radically change the appearance of buildings. Badly designed canopies that have no relationship with the architectural style or period of the building upon which they are erected should be avoided, particularly within conservation areas, as they can contribute to a cluttered street scene which is frequently detrimental to the visual amenity of the area.

**PROTECTION OF LISTED BUILDINGS AND BUILDINGS OF ARCHITECTURAL MERIT OR HISTORIC INTEREST**

**POLICY C38**

**IT WILL BE THE POLICY OF THE COUNCIL TO PROTECT LISTED BUILDINGS AND BUILDINGS OF ARCHITECTURAL MERIT OR HISTORIC INTEREST, TOGETHER WITH THEIR SETTING, AGAINST UNSUITABLE DEVELOPMENT. WHERE MODIFICATIONS OR ADDITIONS TO SUCH BUILDINGS ARE PROPOSED A HIGH STANDARD OF DESIGN AND THE USE OF APPROPRIATE MATERIALS WILL BE REQUIRED.**

**THE COUNCIL WILL TAKE STEPS TO SECURE THE LISTING OF BUILDINGS OF ARCHITECTURAL MERIT OR HISTORIC INTEREST WHERE APPROPRIATE.**

**4.52.1** Many buildings in the Local Plan Area are listed as being of architectural or historic interest. The list is periodically updated by the Department of Culture, Media and Sport, and developers are urged to contact the Planning Office to ascertain up to date information.

**4.52.2** Historic Buildings are vitally important to the environmental quality and local heritage of the area and should be protected against destruction by thoughtless action or neglect. Listed buildings are protected by the need to obtain "listed building consent" when any work is contemplated. The setting of a listed building is important and should also be protected when considering development proposals. Many other buildings although not listed, are worthy of similar attention, such buildings may be listed in the future, and it is important that they should not be spoiled by inappropriate developments, alterations and extensions. Often, the cost of repairs to listed buildings can be expensive due to the need to use traditional materials and methods of construction. To assist in meeting these costs the Council has limited funds to grant aid for essential structural repairs where appropriate. Detailed advice on design matters relating to listed buildings is given in Appendix D.

**ARCHAEOLOGICAL REMAINS**

**POLICY C39**

**THE COUNCIL WILL SEEK THE PRESERVATION AND ENHANCEMENT OF SCHEDULED ANCIENT MONUMENTS AND OTHER NATIONALLY IMPORTANT ARCHAEOLOGICAL SITES AND THEIR SETTINGS. DEVELOPMENT PROPOSALS WHICH WOULD BE DETRIMENTAL TO THOSE SITES AND THEIR SETTINGS WILL NOT BE PERMITTED.**

**4.53.1** The Borough has a rich and varied archaeological heritage which requires protection, as archaeological remains are irreplaceable. Remains are a finite and non-renewable resource, often fragile and vulnerable to damage and destruction and care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed. Where nationally important remains and their settings may be affected by proposals for development there is a strong presumption in favour of their physical preservation.

**4.53.2** There are over 50 Scheduled Ancient Monuments (SAMs) within the Borough. Scheduled Ancient Monuments are protected under the terms of the Ancient Monuments and Archaeological Areas Act 1979. Development which would affect such sites requires Scheduled Ancient Monument Consent from the Secretary of State for Culture, Media and Sport, in addition to planning permission. There are also nationally important archaeological sites which are unscheduled and these must be protected, through the planning process, from damaging development.

**POLICY C40**

**THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD BE DETRIMENTAL TO REGIONALLY OR LOCALLY IMPORTANT ARCHAEOLOGICAL SITES OR THEIR SETTINGS UNLESS THE PROPOSED DEVELOPMENT IS OF OVERRIDING REGIONAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE.**

**4.54.1** In addition to Scheduled Ancient Monuments and Nationally Important Archaeological Sites, there may be sites which are of regional or local importance. Where known, sites are recorded in the County Sites and Monuments Record but there will be sites yet to be discovered. Sites need to be protected through the planning process when assessing applications for development. The Council will seek to balance the importance of the archaeological remains against need for the development and, in such cases, will apply the principles contained in Planning Policy Guidance Note Number 16 (1990).

**4.54.2** Where the unexpected discovery of archaeological remains occurs during development, the Council will encourage developers to inform the Northumberland Sites and Monuments Record Office of such a discovery.

**POLICY C41**

**WHERE THE IMPACT OF A DEVELOPMENT PROPOSAL ON AN ARCHAEOLOGICAL SITE, OR THE RELATIVE IMPORTANCE OF SUCH A SITE IS UNCLEAR, THE COUNCIL WILL REQUIRE THE DEVELOPER TO PROVIDE FURTHER INFORMATION IN THE FORM OF AN ARCHAEOLOGICAL ASSESSMENT AND, WHERE APPROPRIATE, AN ARCHAEOLOGICAL EVALUATION. APPLICATIONS FOR PLANNING PERMISSION WILL NOT BE DETERMINED UNTIL ADEQUATE ASSESSMENT OF THE IMPACT OF PROPOSALS ON THE ARCHAEOLOGICAL SITE AND ITS SETTING HAS BEEN CARRIED OUT.**

**4.55.1** Where a development proposal could affect an archaeological site or its setting, information will be required to assess the importance of the remains and the likely impact of the development on such remains. In such cases the developer will be required, in consultation with the Borough Council and the Northumberland County Council's Archaeological Department, to undertake an evaluation or assessment of the remains prior to the determination of the application.

**4.55.2** The town of Morpeth's history dates back to Norman times and the pattern of development of the present town centre was established during the medieval period. A particular feature of the town, dating from this period are the Burgess Plots, which may well contain archaeological remains as yet undiscovered. Where development involves excavation of land formerly part of a Burgess Plot, developers will need to have particular care in order that remains are not unduly disturbed prior to an evaluation or assessment being undertaken.

**POLICY C42**

**WHERE THE COUNCIL DECIDES TO GRANT PLANNING PERMISSION FOR DEVELOPMENT WHICH WILL AFFECT SITES KNOWN TO CONTAIN ARCHAEOLOGICAL REMAINS, AND PRESERVATION IN SITU IS NOT APPROPRIATE, SUCH PERMISSION MAY BE SUBJECT TO A CONDITION OR AN AGREEMENT REQUIRING THE DEVELOPER TO MAKE PROVISION FOR THE EXCAVATION AND RECORDING OF THE REMAINS AND PUBLICATION OF THE FINDINGS.**

**4.55.3** There will be cases where the Council considers that development affecting an archaeological site is justified. Where the preservation of the archaeological remains in situ is not justified, the developers will be required to implement a programme of archaeological works in advance of, or during development, using professional archaeologists.

**HADRIAN'S WALL**

**POLICY C43**

**THE COUNCIL SUPPORTS MEASURES TO PROTECT AND ENHANCE THAT PART OF HADRIAN'S WALL WHICH IS WITHIN THE BOROUGH IN ACCORDANCE WITH ITS DESIGNATION AS A SCHEDULED ANCIENT MONUMENT AND AS A WORLD HERITAGE SITE. DEVELOPMENT ADVERSELY AFFECTING THE WALL AND ITS SETTING WILL BE REFUSED.**

**4.56.1** The line of Hadrian's Wall, part of which is contained within the southern boundary of the Borough, was scheduled as an Ancient Monument in 1979 and as a World Heritage Site in 1987, thus giving statutory protection to the Wall and its associated features from damage and inappropriate development. In 1984 the report "A Strategy for Hadrian's Wall" was published by the Hadrian's Wall Consultative Committee, setting out matters for future action. To date, a liaison officer has been appointed, work has commenced on the provision of the long distance footpath, new signposts have been erected and damaged sections of the Wall are being repaired.

**4.56.2** A working group is considering the presentation of the World Heritage Zone in terms of policies appropriate for inclusion in local plans and the definition on proposals maps of the extent of the Zone designation in order that a consistent approach be obtained throughout the various local plan areas through which the Wall runs. A cartographical definition of the UNESCO World Heritage Committee designation is awaited. A Management Plan for Hadrian's Wall World Heritage Site was prepared by English Heritage in 1996. Within this document the extent of the World Heritage Site and its setting is defined cartographically.

**4.56.3** The Council recognises the importance of maintaining the integrity of the landscape setting of the Wall in addition to the protection of a narrower archaeological corridor and has accordingly defined a broad zone of protection which may be subject to modification in the light of further specialist advice and consultation with other local authorities through whose areas the Wall runs. Although the Council's responsibility as a Local Planning Authority is confined to that part of the wall lying within the Borough, it considers the Wall to be unique and to be protected and enhanced wherever possible.



IMPACT OF MODERN TECHNOLOGY

**SATELLITE DISHES**

**POLICY C44**

**SATELLITE RECEIVING DISHES SHALL BE LOCATED WHERE THE THE VISUAL IMPACT OF THE EQUIPMENT IS MINIMISED AND THE AMENITY OF THE LOCALITY IS PROTECTED. WHERE PLANNING PERMISSION OR LISTED BUILDING CONSENT IS REQUIRED APPLICATIONS WILL BE ASSESSED AGAINST ALL THE FOLLOWING CRITERIA:-**

- i) SITING OF EQUIPMENT ON THE FRONT ELEVATION OF THE BUILDING WILL NOT BE ACCEPTABLE;**
- ii) SITING OF EQUIPMENT ON A SIDE ELEVATION WILL BE ACCEPTABLE PROVIDED THAT NO PART OF THE EQUIPMENT IS HIGHER THAN THE BUILDING OR PROJECTS BEYOND ANY PART OF THE FRONT ELEVATION AND THAT THE VISUAL AMENITY OF THE AREA IS NOT ADVERSELY AFFECTED;**
- iii) SITING OF EQUIPMENT ON THE REAR ELEVATION OF THE BUILDING OR SUPPORTING STRUCTURES WILL BE ACCEPTABLE PROVIDED THAT NO PART OF THE EQUIPMENT IS HIGHER THAN THE BUILDING AND THAT THE VISUAL AMENITY OF THE AREA IS NOT ADVERSELY AFFECTED;**
- iv) SITING OF EQUIPMENT ON THE GROUND BEHIND THE FORWARD MOST PART OF ANY WALL OF THE BUILDING, IE, THE FRONT BUILDING LINE, WILL BE ACCEPTABLE WHERE THE EQUIPMENT IS EFFECTIVELY SCREENED;**
- v) SITING OF EQUIPMENT WHICH ADVERSELY AFFECTS THE CHARACTER OF A LISTED BUILDING WILL NOT BE ACCEPTABLE, BUT MAY BE ACCEPTABLE IN A ROOF VALLEY (BUT NOT PROJECTING ABOVE THE RIDGE), ON AN EXTENSION TO THE REAR OF THE PROPERTY ON THE GROUND AT THE REAR OF THE BUILDING PROVIDED THAT NO PART OF THE EQUIPMENT IS HIGHER THAN THE MAIN BUILDING;**
- vi) WHERE NECESSARY, EQUIPMENT MAY BE REQUIRED TO BE PAINTED AN APPROPRIATE COLOUR;**

**IN VIEW OF THE RAPID PROGRESS IN TECHNOLOGY PERMISSION WILL BE GRANTED FOR A TEMPORARY PERIOD OF 5 YEARS, THUS ENCOURAGING THE REMOVAL OF REDUNDANT EQUIPMENT.**

**4.57.1** The development of satellite broadcasting will have significant planning implications through the erection of receiving dishes on both commercial and domestic property. The solid dish of the new equipment is much more visually obtrusive than the present relatively innocuous television and radio antennae. The need for an unobstructed receiving field reduces the number of potential locations within the curtilage of a property for a satellite dish. Many dishes of smaller size may be permitted development, but there are no permitted development rights for certain satellite antenna proposed in conservation areas -principally those on a chimney or on a wall or roofslope facing a highway in the case of dwellinghouses, and on other buildings over 15m in height. Nevertheless, it is essential that the Council should have guidelines for control where planning permission or listed building consent is required. These guidelines will also be useful for advising a suitable location in permitted development cases.

### **NETWORK TELECOMMUNICATIONS**

#### **POLICY C45**

**TELECOMMUNICATIONS DEVELOPMENT WILL NOT BE PERMITTED IN THE FOLLOWING AREAS UNLESS THE COUNCIL IS SATISFIED THAT NO SUITABLE ALTERNATIVE SITE IS AVAILABLE:**

**THE GREEN BELT;**

**THE HERITAGE COAST;**

**AREAS OF HIGH LANDSCAPE VALUE;**

**CONSERVATION AREAS;**

**SITES DESIGNATED AS OF NATURE CONSERVATION IMPORTANCE;**

**IN THE VICINITY OF ARCHAEOLOGICAL SITES OR SITES OR BUILDINGS OF PARTICULAR HISTORIC OR ARCHITECTURAL INTEREST.**

**ELSEWHERE TELECOMMUNICATIONS DEVELOPMENT WILL BE PERMITTED PROVIDED THAT:**

- i) EVIDENCE IS PROVIDED TO SHOW THAT THE POSSIBILITY OF ERECTING ANTENNAS ON EXISTING BUILDINGS OR OTHER STRUCTURES HAS BEEN FULLY EXPLORED;**
- ii) IN THE CASE OF MASTS, THERE IS NO REASONABLE POSSIBILITY OF MAST SHARING WITH OTHER OPERATORS;**
- iii) THE DEVELOPMENT IS SITED AND DESIGNED SO AS TO MINIMISE ITS VISUAL IMPACT, SUBJECT TO TECHNICAL AND OPERATIONAL REQUIREMENTS."**

**4.58.1** Although relatively few planning applications are received for network telecommunications equipment, they are inevitably prominent features in the landscape to the extent that not withstanding the provisions of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988, the Council may request an environmental assessment statement to be produced in support of any formal application. The Council will also have regard to the advice given in Planning Policy Guidance Note Number 8 on Telecommunications (2001). See Also Policies C2, C8, C9, C10, C12, C39, C43.

### **PUBLIC UTILITIES**

#### **POLICY C46**

**THE COUNCIL WILL REQUEST EARLY CONSULTATION ON THE SITING, DESIGN, USE OF MATERIALS AND LANDSCAPING OF THE OPERATIONAL EQUIPMENT SPECIFIED BY THE PUBLIC UTILITIES. PUBLIC UTILITIES SHOULD INCLUDE ADEQUATE LAND WITHIN THE SITE TO OBTAIN SATISFACTORY SCREEN PLANTING.**

**4.59.1** For the supply of both electricity and gas to new housing and other developments there may be a need for sub-stations, pressure reduction housings or other equipment to enable the development to be properly served (See also Policy H15). Early consultation with regard to the provision of such facilities, which can be unsightly should be undertaken to ensure that they are included in the initial layout. Proper landscaping of such equipment will be required.

## CHAPTER 5 - HOUSING

### INTRODUCTION

**5.1.1** The Housing Chapter deals with overall housing issues, aims, objectives and policies. It investigates demographic changes and establishes the total requirement for housing provision within the Borough of Castle Morpeth during the Plan period. It also deals with housing policies which apply generally throughout the Borough. Housing policies which are specific to particular towns or villages are dealt with in the settlement chapters of the document.

**5.1.2** A principal requirement of the Local Plan is to identify the location of sites where new houses may be built in the Borough during the period of the Local Plan. The number of houses to be built is decided by the County Council and forms part of the Structure Plan for the County. The Structure Plan does not indicate the detailed location of sites, but gives guidance to District Councils, in general terms, as to where the County Council considers development may be appropriate.

**5.1.3** In making the calculation that indicates the number of new sites that are required, the Council takes into consideration a variety of factors and starts its calculation from the Local Plan base date of 1 July 1991. These factors are discussed in the "Planning Context" Section of this chapter.

**5.1.4** The detailed figures relating to the numbers of houses required and the allocation of housing land is dealt with under Policies H1 and H2 of the Plan. In meeting the Structure Plan housing requirement for the Borough, the Council takes into account all housing sites which have not been completed at the base date and subtracts this figure from the Structure Plan allocation in order to identify the number of new houses that will be required in the Plan period.

### PLANNING CONTEXT

#### THE EXISTING SITUATION

##### POPULATION

**5.2.1** The regional demographic patterns over recent years have been studied by the Northumberland, Durham and former Cleveland County Councils in their advice to the former Department of the Environment on Regional Planning Guidance. They concluded:-

"The population of the North-East decreased during the 1980's by some 60,000 persons. This was mainly due to out-migration caused by structural changes to the economy which resulted in large job losses. The decrease was almost equally split between the Shire Counties and the Metropolitan County of Tyne and Wear although Northumberland gained population contrary to the general trend."

"The trend of a decrease in the region's population will continue in the 1991-2006 period but at a much lower rate than experienced during the 1980's. Most of the decrease will however, take place in the Tyne and Wear Metropolitan County area which will experience rates of change only slightly less than those that occurred in the 1980's. The Shire Counties, however, are forecast to experience a small increase in population in total with relatively small losses in Cleveland, a stable population in Durham and continued modest gains in Northumberland."

**5.2.2** The population of the Borough of Castle Morpeth increased steadily over the last 40 years. The 1951 Census recorded a population of 38,282, but the greatest increase occurred during the 1960's (1961 - 42,652, to 1971 - 47,487). Since 1981 the rate of growth has slowed and in the latter part of the decade appears to be declining (see Table 5.1).

**TABLE 5.1 - POPULATION CHANGE 1981-1991**

Year	Morpeth Borough	Annual Change	% Annual Change
1981	49,619	-	-
1982	50,200	+581	1.17% Growth
1983	49,800	-400	0.80% Decline
1984	50,300	+500	1.00% Growth
1985	50,700	+400	0.80% Growth
1986	50,700	0	0%
1987	50,500	-200	0.39% Decline
1988	50,400	-100	0.20% Decline
1989	50,200	-200	0.40% Decline
1990	50,000	-200	0.40% Decline
1991	50,299	+299	0.6% Growth

Source: OPCS Monitor, Census Reports and 1991 Census.

**5.2.3** The population of Castle Morpeth Borough was 50,299 at the 1991 Census with the majority of the population living in the main settlements of Morpeth and Ponteland. An analysis of population change indicates that the decline in population since 1986 is essentially due to deaths outnumbering births in the Borough, with no consistent in-migration compensating for this decline. The 1991 Census provides the most accurate population data and indicates that the annual estimates for the Borough may have been slightly lower than the actual population.

**TABLE 5.2 - POPULATION BY AGE 1991**

AGE	NATIONAL POPULATION (%)	BOROUGH	POPULATION (%)
0-4	6.7	2,558	5.1
5-9	6.3	2,998	6.0
10-14	6.0	3,142	6.2
15-19	6.4	3,734	7.4
20-24	7.8	2,906	5.8
25-29	8.4	2,794	5.6
30-34	7.4	3,133	6.2
35-39	6.6	3,283	6.5
40-44	7.2	4,065	8.1
45-49	6.1	3,530	7.0
50-54	5.3	3,246	6.5
55-59	5.0	3,183	6.3
60-64	5.0	3,012	6.0
65-69	4.8	2,911	5.8
70-74	3.9	2,161	4.3
75-79	3.3	1,726	3.4
80-84	2.2	1,165	2.3
85+	1.6	752	1.5
TOTAL	100.0	50,299	100.0

Source: 1991 Census.

**5.2.4** Comparison of the age structure as shown in Table 5.2 of the Borough of Castle Morpeth in 1991 with national figures indicates that the 35-60 and over 65 age groups comprise a significantly higher proportion of the total population than nationally. This is partly due to the attractiveness of the Borough for people wishing to retire and the large number of residential hospitals and retirement homes in the Borough. These factors contribute to a higher than average death rate.

**5.2.5** Conversely, there is a lower proportion than nationally of people in the 20-30 year age groups. A general shortage of suitable housing and job opportunities is a contributing factor affecting this situation.

#### HOUSEHOLD FORMATION

**5.3.1** The average size of private households in Castle Morpeth Borough has been decreasing for many years. In 1971 the average household size was 2.94, in 1981, 2.79 and in 1991, 2.48 (See Table 5.3). It is anticipated that household size will continue to decrease.

**5.3.2** The number of households has been increasing due to changes in household formation patterns, with a movement away from extended families to smaller households. There has also been a strong trend during the 1980's for people to live alone early in their working life and for elderly persons to maintain an independent home, resulting in a consistent fall in average household size for several decades. It is difficult to assess the duration of these trends but some stabilisation is anticipated within the Plan period.

TABLE 5.3 - AVERAGE HOUSEHOLD SIZE

	1971	1981	1991
Population in private households.	42,994	46,663	47,862
Number of private households.	14,608	16,701	19,092
Average household size.	2.94	2.79	2.48

Source: OPCS - Census 1971, 1981 and 1991.

#### HOUSING CONDITION

**5.5.1** The existing stock of houses in the Borough is generally in good condition, between April 1974 and April 1990 the Council has carried out substantial improvements to 1,352 houses and major repair work to 1,118 houses. All pre 1950 Council housing has been improved and all Council houses now have central heating.

**5.5.2** Nevertheless, there is a continuing requirement for maintenance, improvement and renovation to dwellings at various levels, which is principally funded through the Council's Revenue Account, proceeds from Council house sales and the Housing Investment Programme (HIP), the latter being a Central Government scarce resource which Local Authorities compete for annually. The low level of funds allocated to the Borough frequently results in the Council having to make priority choices between allocating funds to the private and Local Authority housing sectors.

#### HOUSING TENURE

**5.6.1** The tenure of housing in the Borough has undergone substantial changes in the recent 10 years. In 1981 the Council owned approximately 4,640 houses in the Borough, 27.8% of the total stock. Legislation was introduced in 1981 which gave Council tenants the right to buy their home.

Since then the number of Council owned properties has reduced to 3,414, approximately 17.9% of the current housing stock. The proportion of owner occupied stock has increased from 54.4% to just over 70.1% in the same period. Only sixteen general needs Council houses have been built since 1981.

**5.6.2** In 1981 Castle Morpeth Borough had more large houses than the existing household structure of the population warranted. One and 2 person households represented 49.9% of total households, 1 to 4 room houses comprised only 33.8% of the housing stock. The 1991 Census shows that this trend continued. The proportion of 1 and 2 person households increased to 59.0% of total households, whereas 1 to 4 room houses dropped to only 29.8% of the total housing stock (see Table 5.4).

**TABLE 5.4 - CHANGES IN HOUSEHOLD AND DWELLING SIZE (1981-1991)**

HOUSEHOLD SIZE			DWELLING SIZE		
No. of Persons Per Household	% of Total Households		No. of Rooms Per Dwelling	% of Total Dwellings	
	1981	1991		1981	1991
1	17.5	23.4	1 or 2	3.6	2.5
2	32.4	35.6	3	8.2	6.1
3	17.9	16.4	4	22.0	21.2
4	21.3	17.7	5 or 6	45.9	45.4
5	8.3	5.5	7+	20.3	24.8
6	2.2	1.1			
7+	0.4	0.3			

Source: OPCS Census 1981 and 1991.

**5.6.3** Since 1981 there have been small housing developments which are specifically for the elderly. On housing estates the Council has had some limited success in persuading developers to build smaller dwellings. Nonetheless, the vast majority of new housing has continued to be of the larger type, detached 3 and 4 bedroom houses. This may be attributed to increased living space requirements by the public, coupled with the developers' assessment of demand and their economic requirements.

## HOUSING DENSITIES

**5.7.1** The number of dwellings which can be built on any individual sites allocated in the Local Plan is influenced by various factors which include site conditions, tenure, market, demand, location, access, design and the availability of services. Each site has been assessed against these criteria and on its own particular merits, in arriving at an appropriate indicative density.

**5.7.2** Planning Policy Guidance Note 3 (Housing, March 2000) provides advice regarding making the best use of available land and requests that sites are developed at a minimum density of 30 houses per hectare. This advice has been considered and individual sites assessed as part of the Council's Urban Capacity Study. As a result, the densities of some sites have been increased, particularly where there is good public transport accessibility. The Council does not, however, consider that a blanket adherence to the minimum density of 30 houses per hectare recommended in PPG3 is achievable or, indeed, appropriate in certain specific cases, to enable a variety of housing types and sizes, including special executive housing, to be provided in accordance with Structure Plan policies. Overall, the Council expects that residential densities on new housing estate developments will average at least 30 houses per hectare.

**5.7.3** Whilst the density of development for sites identified in Policy H2 has been reassessed, it should be noted that such assessments are indicative only and are intended to demonstrate that the Structure Plan housing requirements are capable of being achieved.

## HOUSING LAND PROVISION: GOVERNMENT CIRCULARS AND PLANNING GUIDANCE NOTES

**5.8.1** In making the allocations for new housing land within the Borough up to 2006, the Council has considered advice and guidance from statutory and non-statutory sources.

**5.8.2** Government advice on the provision of housing is set out in Planning Policy Guidance Note 3 (2000). The basic principles of this advice are:

“The Government intends that everyone should have the opportunity of a decent home. They further intend that there should be greater choice of housing and that housing should not reinforce social distinctions. The housing needs of all in the community should be recognised, including those in need of affordable or special housing in both urban and rural areas. To promote more sustainable patterns of development and make better use of previously-developed land, the focus for additional housing should be existing towns and cities. New housing and residential environments should be well designed and should make a significant contribution to promoting urban renaissance and improving the quality of life.

**5.8.3** The Government places great emphasis on the provision of an adequate and continuing supply of housing land to meet the requirements of the house building industry. Local Authorities are required to ensure that at all times there is at least a five-year housing land supply. Whilst demand for housing must be taken into account, it is only one of the factors determining housing provision. A careful balance must be maintained between conservation and development to ensure economy and efficiency in the use of land. The best means of protecting the countryside around urban areas is the provision of mainly brownfield sites, well related in scale, location and character to existing development. This approach is in accordance with Government advice.

## THE NORTHUMBERLAND STRUCTURE PLAN

**5.9.1** It is a statutory requirement in the preparation of the District Local Plan for the Plan to conform generally with the policies contained within the Northumberland County Structure Plan. The principal housing policies as set out in the County Structure Plan cover the following issues:-

- To ensure the release of sufficient housing land during the Structure Plan period to provide a range of sites adequate to satisfy choice and fulfill local needs.
- To provide a 5 year supply of land for housing development.
- To achieve high standards of housing layout and design.
- To ensure that the environment of existing housing areas is of a good standard.
- To ensure land is available for 2,500 dwellings in Castle Morpeth between 1991 and 2006.

## REGIONAL GUIDANCE

**5.10.1** The replacement Structure Plan was based upon Regional Planning Guidance for the North East (issued in 1993 by the Secretary of State) prepared by Cleveland, Durham and Northumberland County Councils. It has provided a set of guidelines for the Secretary of State who has now issued formal planning guidance.

**5.10.2** That guidance provided a set of guidelines upon which local planning authorities in the north east based their individual planning policies when preparing their District Wide Local Plans.

**5.10.3** The report anticipated that the northeast between 1991-2006 will require 50,500 new dwellings, 15,500 of which should be built in Northumberland. It is upon this figure that the County Council has assessed housing land requirements for each District within the County.

### PREVIOUS LOCAL PLANS

**5.11.1** The housing land allocations in the Morpeth Town Centre Local Plan have all been implemented.

**5.11.2** In the Draft Morpeth Local Plan all the significant sites for new housing are either totally or substantially completed. The Plan designated land to the south of St. George's Hospital for housing development post 1996 and this allocation (adjusted) is included in the District Local Plan.

### RURAL HOUSING LAND STUDY

**5.12.1** In 1987 the Council assessed the smaller settlements in its area with regard to their capacity to accommodate new allocations of land for housing. An integral part of the study was to define settlement boundaries to all villages and communities. The results of the study were subject to consultation with Parish Councils and the report was adopted by the Borough and County Councils to guide and control development prior to the drawing up of a statutory planning framework.

### OBJECTIVES

**5.13.1** The general aims and objectives of the Council relating to the provision of housing in the Borough to the end of the century and beyond are:

- To provide a housing land supply to accommodate in the region of 2,500 dwellings between 1991 and 2006.
- To allocate sufficient housing land to enable modest growth in Morpeth, whilst retaining the existing character of Morpeth Town.
- To maintain the character and identity of the village of Ponteland and Darras Hall.
- To ensure that physical boundaries of built-up areas are maintained and to resist the spread of development into the open countryside.
- To allocate sites within other settlements and villages for modest housing infill, provided that the scale, location and design of development maintains village character and does not require major investment in new infrastructure.
- To resist inappropriate residential development in the Green Belt and open countryside.
- To ensure that the location and design of new housing developments takes into account nature conservation, landscape, urban fringe and other environmental considerations.
- To ensure that a broad range of housing is provided to meet the needs of single people, the aged, lower income groups and social needs.
- To provide for the development of special executive housing in appropriate locations to support economic development and inward investment to the Borough and the region.
- To maintain a high standard of design and layout in all new residential development.
- To assess the need for a new village to cater for housing and other development, which cannot be accommodated elsewhere in the Borough, without unacceptable loss of character and damage to interests of acknowledged planning importance.



HOUSING SITE CLASSIFICATION AND NUMBERING

**5.14.1** In order to give housing sites an appropriate classification within the Local Plan and to enable their identification on the Proposals Map and Insets, the following notation is used:-

Sites allocated in previous planning documents for 10 or more dwellings are given the prefix - A.

New sites for 10 or more dwellings are given the prefix - N.

- NB.
1. All housing sites reflect the position at 30<sup>th</sup> June 2002.
  2. Sites with planning permission are not shown on the proposals map and proposals map insets.

**5.14.2** Where housing sites are listed in a policy statement or shown on the proposal map insets; the site numbers will be accompanied by the relevant settlement alphabetic designation.

For example, Morpeth (M)

A/M07 St. George's Hospital, Morpeth.

The following policies indicate how the above objectives are to be met.

## HOUSING: THE POLICIES

### HOUSING LAND SUPPLY

#### **POLICY H1**

LAND IS ALLOCATED AS SHOWN ON THE PROPOSALS MAP AND INSETS TO ACCOMMODATE APPROXIMATELY 2,500 DWELLINGS IN THE BOROUGH OF CASTLE MORPETH BETWEEN 1991- 2006.

#### **PHASING**

#### **POLICY H2**

THE COUNCIL WILL ENSURE THAT AN ADEQUATE SUPPLY OF LAND FOR HOUSING IS AVAILABLE THROUGHOUT THE REMAINDER OF THE PLAN PERIOD AS FOLLOWS:-

#### 2002 –2006 - SITES FOR 424 NEW DWELLING UNITS.

<u>SITES ARISING FROM URBAN CAPACITY STUDY</u>	<u>NUMBER OF DWELLINGS</u>	<u>HECTARES</u>
SOUTHGATE WOOD (MORPETH)(PREVIOUSLY DEVELOPED ELEMENT)	28	1.1
(A/M07) ST GEORGE'S HOSPITAL SOUTH (MORPETH) (CONVERSION/REDEVELOPMENT) #	150	37.9
SHELL GARAGE, SHIELDS ROAD, MORPETH	20	0.3
BUS DEPOT, DAMSIDE, MORPETH	17	0.13
THE LAIRAGE (REAR PART OF AUCTION MART SITE), PONTELAND#	25	1.2
VICARAGE, MAIN STREET, PONTELAND	20	0.34
MORPETH TOWN CENTRE (BACK RIGGS OPPORTUNITY SITE)	30	Part of 3.0 Ha. Site
CONVERSION OF NON-RESIDENTIAL BUILDINGS	22	
WINDFALL ASSESSMENT	42	
<u>SUB-TOTAL</u>	<u>354</u>	
<u>OTHER HOUSING SITES</u>	<u>NUMBER OF DWELLINGS</u>	
A/HD01 – HADSTON SITE 2A	70	3.45
<u>OTHER SITES</u>	<u>70</u>	
<u>TOTAL</u>	<u>424</u>	

Together with sites which have planning permission, under construction or have been completed since 1st July 1991 2032 du# provides an overall total of 2456.

**Note** See Appendix E for list of housing permissions and completions between 1 July 1991 and 30 June 2002  
# Sites where an element of affordable housing will be required, in accordance with Policy H8

Housing Sites with planning permission (Position at 30.06.02)(Includes dwellings constructed)

Sites of 10 dwellings or more 1991-2006

<u>Location</u>	<u>Number of Dwellings</u>
Gallowhill Hall Whalton	22
Land North Of Hadston Road	26
Former Druridge Middle School	12
Nordstrom House North Broomhill	18
Manor House, N. Broomhill	11

Adj. Windmill Hill, Ellington	15
Woodside, Cresswell Road, Ellington	10
High Farm, Ellington	10
Hubbway Garage, Ellington	14
Rear Of Glenelg, Ellington	18
Stobhill Manor (Phase III)	114
Badgers Ford, Longhorsley	64
Linden Hall Estate	17
North Of Matfen Village, Matfen	22
Springhill, Morpeth	12
Southgate, Morpeth	13
East Of High Stobhill Farm, Morpeth	50
Cricket Club, Stobhill, Morpeth	39
Olivers Mill (Conv.), Morpeth	16
Adj. To Olivers Mill, Morpeth	14
Rear Of Town Hall, Morpeth	17
Wellway, Morpeth	18
East Of High Stobhill Farm (Phase II), Morpeth	27
Swinneys Office Site, Morpeth	49
Mains Terrace., Morpeth	19
Ymca, Rear Of 61/63 Bridge Street, Morpeth	24
Jennings Showroom, 53/55 Bridge St, Morpeth	21
North Place, Morpeth	13
North Farm, Pegswood	118
Land W Of Pegswood County First School	39
Eland Haugh, Ponteland	33
The Nursery, Darras Road, Dhe (The Drey)	14
Contract House, Bell Villas (Cecil Court), Ponteland	35
Old Station Court, Ponteland	20
Eland Mews, Ponteland	51
Rear Of 139-147 Darras Road, Dhe	10
Ponteland Hospital	24
Fagans Nursery, Dhe	16
Collingwood House, Ponteland	16
Louisville, North Road, Ponteland.(Former COGS Nursery)	22
Bridge End, Stamfordham	10
Eshott Hall Estate	31
Burgham Farm	15
Oakford, Scots Gap	14
Adj. Bircholme & Maryland, Scots Gap	10
Ferndale, Sea View, Mile Road, Widdrington Station (Chibburn Court)	27
Ferneybeds Farm, Widdrington Station	36
Grange Moor Farm, Widdrington Station	138
Land South Of Station House, W S	10
Former Stobswood School Site, Widdrington Station	13
Land N Of Margaret St Widdrington Station	29
<b>Total</b>	<b>1436</b>
Plus Sites of less than 10 dwellings	596
<b>Grand Total</b>	<b>2032</b>

**5.15.1** The Borough of Castle Morpeth has experienced development pressure for house building over a number of years. The 1981 – 1991 house building rate was in excess of those envisaged in the Structure Plan Alteration No. 1 which designated housing land to accommodate approximately 2,500 dwellings up to 1996.

**5.15.2** The Local Plan allocates sites of differing character and scale to meet the requirements of a variety of housing types, ranging from social needs housing to sites appropriate for special executive housing.

**5.15.3** The Structure Plan Alteration No.1 covering the period 1981-1996 estimated a requirement for 2,500 new dwellings throughout the Borough. The replacement Structure Plan, upon which this Local Plan is based, identifies a similar requirement covering the period 1991-2006. The Council accepts this allocation as being appropriate for its area to fulfil housing needs arising from declining household size, housing for the elderly and single persons, social needs and general market requirements throughout the range of private housing development.

**5.15.4** The Local Plan is required to allocate housing land up to 2006; this will ensure a continuing supply of housing land to meet Government requirements and to complement the Structure Plan. It is also intended to review the Plan within the plan period and make any alterations which may be appropriate.

TABLE 5.5 - HOUSING SUPPLY POSITION AT 30 JUNE 2002.

<b>HOUSING NEED</b>		
<b>Structure Plan Requirement 1991 – 2006</b>		<b>2500</b>
Dwellings Built Since July 1991		<b>1457</b>
<b>Remaining Need</b>		<b><u>1043</u></b>
<b>LAND SUPPLY</b>		
Sites with Planning Permission		<b>575</b>
<b>RESIDUAL REQUIREMENT</b>		<b><u>468</u></b>
Urban Capacity Sites		
1. Previously developed, vacant and derelict land & buildings:-		
Southgate Wood (Morpeth)(Previously developed part)	28	
St George's Hospital South (Morpeth)(Conversion / Redevelopment)	150	
Shell Garage, Shields Road (Morpeth)	20	
The Lairage, Ponteland (part of Auction Mart Site)	25	<b>223</b>
2. Land and buildings in use but likely to be available for redevelopment:-		
Bus Depot, Damside, Morpeth	17	
Part of Back Riggs Opportunity Site	30	
Vicarage, Main Street (Ponteland)	20	<b>67</b>
3. Subdivision of Existing Houses	0	
4. Redevelopment of Existing Houses	0	
5. Empty Homes	0	
6. Flats over Shops	0	
7. Redevelopment of Car Parks	0	
8. Land Allocated in Local Plan for Employment	0	
9. Conversion of Non-Residential Buildings		
Others	22	<b>22</b>
10. Development Sites in Residential Areas	0	
11. Windfall Assessment	42	<b>42</b>
<b>Total Urban Capacity Supply</b>		<b><u>354</u></b>
Other Local Plan Sites		
A/HD01 Hadston site 2A	70	<b>70</b>
<b>Total Supply (Urban Capacity Study+ Local Plan Sites)</b>		<b><u>424</u></b>
<b>Variance</b>		<b><u>-44</u></b>

**5.15.5** The existing sites completed, with planning permission or allocated in previous planning documents amount in total to 2032.

**5.15.6** Land for 424 new dwellings has been allocated using the following criteria:-

- i) Whether or not they utilise previously developed land in sustainable locations
- ii) Their contribution to the regeneration of the coastal area of the Borough
- iii) Accessibility by a variety of modes of transport
- iv) Impact on the landscape and existing urban form.
- v) Environmental impact.
- vi) Availability of services and social and commercial facilities.
- vii) Contribution to the development potential of the area.

All sites which have been previously allocated in the Plan have been evaluated, along with all those arising out of the Inspector's recommendations, the Morpeth Integrated Land Use and Transport Study and the Council's Urban Capacity Study. As a result a major shift in the sites present in the plan has taken place. This is consistent with the latest Government Guidance (Planning Policy Guidance Note 3, Housing 2000).

**5.15.7** Advice from the County Council on the allocation of land for new housing development is to identify sites for around 2,500 new dwellings between 1991 and 2006. The Council takes the view that this will allow for a degree of flexibility, enabling the Council to make adjustments both for sites allocated in the Plan and which are not taken up and to judge on their individual merits applications for sites which have not been allocated, but for which a sound and genuine planning case can be made. As the Council considers that its major site allocations are appropriate in both scale and location, such applications would normally constitute modest or minor departures from the overall thrust of its housing land allocation strategy.

#### Phasing

**5.15.8** The Local Plan runs for the period 1991-2006 but it is necessary to provide a five-year land bank towards the end of the Local Plan period, in accordance with the requirements of P.P.G.3. This will be done in the review of the Local Plan once it is adopted. The Council's Urban Capacity Study has identified developed sites which have the potential to contribute to housing supply in due course and the Study will be updated regularly to inform the review process.

**5.15.9** The Council is advised to take account of the level of housing provision which it is reasonable to expect will be found by way of "windfall" sites. In Castle Morpeth these have generally occurred on small sites within settlement boundaries and in the conversion of farm buildings for residential purposes although with the revision to PPG3 and the need to look at the development of sustainable brownfield sites prior to the release of Greenfield land, more previously developed sites are now coming forward from within the settlements. Research to identify these sites has been carried out as part of the Council's Urban Capacity Study and where specifically identified, these have been named in Policy H2.. The Council considers that approximately another 10 new dwelling units per annum could be created in this way and this will more than compensate for the small shortfall of dwelling units in the formal allocation under Policy H2. This will include sources from Government Guidance in "Tapping the Potential – A Companion Guide to PPG3" which have not been numerically identified in Policy H2 but referred to in table 5.5, above.

**INFILL**

**POLICY H3**

**THE DEVELOPMENT OF SMALL SCALE SITES FOR RESIDENTIAL PURPOSES WILL BE PERMITTED WITHIN SETTLEMENT BOUNDARIES WHERE THIS WOULD NOT HARM THE AMENITY OF ADJOINING PROPERTIES AND THE CHARACTER OF THE SETTLEMENT.**

**POLICY H4**

**WITHIN SMALL SETTLEMENTS FOR WHICH NO SETTLEMENT BOUNDARY HAS BEEN DEFINED, NEW HOUSING DEVELOPMENT MAY BE PERMITTED WHERE IT IS CONFINED TO INFILLING OF SMALL GAPS WITHIN AN OTHERWISE CONTINUOUSLY BUILT UP FRONTAGE, SUBJECT TO ALL THE FOLLOWING CRITERIA:-**

- i) THE DESIGN OF THE PROPOSED DWELLING(S) IS IN KEEPING WITH THE LOCALITY IN TERMS OF SCALE, FORM AND CHOICE OF BUILDING MATERIALS;**
- ii) THE DEVELOPMENT WOULD NOT RESULT IN LOSS OF OPEN SPACES, TREES AND OTHER FEATURES WHICH ARE IMPORTANT TO THE CHARACTER OF THE SETTLEMENT;**
- iii) THE ROAD NETWORK IS CAPABLE OF ACCOMMODATING THE DEVELOPMENT AND THAT SATISFACTORY ACCESS AND PARKING CAN BE PROVIDED;**
- iv) LANDSCAPING AND SCREENING MEASURES ARE INCORPORATED AS APPROPRIATE;**
- v) THE DEVELOPMENT HAS NO SIGNIFICANT ADVERSE IMPACTS ON NEIGHBOURING PROPERTIES AND DOES NOT DETRACT FROM THE AMENITIES WHICH PRESENT AND FUTURE RESIDENTS CAN REASONABLY EXPECT TO ENJOY.**

**5.16.1** Housing sites are allocated throughout the Local Plan area to meet Structure Plan requirements. Nevertheless it is likely that small infill or "windfall" sites will become available during the plan period. Subject to these sites being suitable for housing and not conflicting with other policies in the Local Plan they will generally be considered sympathetically for development.

**5.16.2** In October 1989 the then Secretary of State for the Environment, Chris Patten in commenting on the then draft Planning Policy Guidance Note No. 3 stressed that the Government's policy for the use of urban land :-

"is not a call to sacrifice the playing fields, allotments and private gardens which provide such valuable opportunities for recreation in our towns and suburbs. A balance has to be struck. Infilling, redevelopment and conversion can make an important contribution to the housing supply. But it will be self-defeating to allow this process to go so far that residential areas are no longer pleasant places to live in. The result could be more pressure for people to move out of the towns and into the countryside."

The Council supports this approach to maintaining and improving the quality of settlements throughout the Borough and will direct development accordingly.

## **LOCAL AUTHORITY HOUSING**

### **POLICY H5**

**IN DEVELOPING ITS HOUSING STOCK, THE COUNCIL WILL ENSURE THAT NEW AND EXISTING DEVELOPMENTS MEET ACCEPTABLE STANDARDS OF SECURITY, SAFETY, ENERGY CONSERVATION AND THE QUALITY OF THE EXTERNAL ENVIRONMENT SO AS TO OBTAIN ENHANCED LIVING CONDITIONS FOR PRESENT AND FUTURE RESIDENTS. SHOULD RESOURCES BE MADE AVAILABLE FOR NEW HOUSING DEVELOPMENT BY THE COUNCIL, LAND WILL BE IDENTIFIED WITHIN THE EXISTING ALLOCATIONS (H2) AND IN OFF-PLAN SITES IN ACCORDANCE WITH POLICY H9.**

**5.17.1** The Council has progressively improved and modernised its housing stock, so that living standards have been significantly enhanced for many tenants. The Council intends to continue its achievements and makes an annual bid for Government funding through the Housing Investment Programme (See para. 5.5.2). However, properties continually require modernisation and improvement in order eventually to bring all the Council's Housing stock up to an acceptable standard. Equivalent standards of building design and construction will also be applied to new houses constructed by the Council.

**5.17.2** The Council is also conscious of the need to increase its programme of environmental works in housing areas. Modernisation schemes in the past have tended to concentrate on improvements to the dwellings and the spaces around dwellings have been neglected. In future improvement programmes greater emphasis will be given to enhancing the external environment and improving security to Local Authority housing.

**5.17.3** In its development programme the Council has made an assessment of housing need throughout the Borough, identifying priorities and locations for development subject to resource provision. The programme can only be fully implemented through a significant increase in Central Government funding.

## **SPECIAL EXECUTIVE HOUSING**

### **POLICY H6**

**IN VERY EXCEPTIONAL CIRCUMSTANCES PROPOSALS FOR SPECIAL EXECUTIVE HOUSING WILL BE ASSESSED ON THEIR INDIVIDUAL PLANNING MERITS AND IN RELATION TO THE FOLLOWING CRITERIA:-**

- i) AN ASSESSMENT OF NEED.**
- ii) THE IMPACT OF THE PROPOSED HOUSING DEVELOPMENT UPON THE LANDSCAPE, THE GENERAL ENVIRONMENT, RURAL SERVICES AND INFRASTRUCTURE.**
- iii) QUALITY OF DESIGN AND USE OF MATERIALS WHICH MAKE A SIGNIFICANT CONTRIBUTION TO THE LOCAL BUILDING TRADITION.**
- iv) THE CONTRIBUTION OF EACH SCHEME TO THE SOCIAL, ECONOMIC AND ENVIRONMENTAL STATUS OF THE BOROUGH.**

**5.18.1** The Council is aware of the importance The Council is aware of the importance of enabling the development of housing which is suitable to meet the needs of senior executives and that as such, there are parts of the Borough that are extremely attractive to these purchasers.

**5.18.2** Two major problems the Council faces in drafting a clear and unambiguous policy statement on special executive housing are:-

- i) an adequate and robust definition as to what comprises a "special executive home" and

- ii) a numerical assessment of the need for special executive housing over time.

**5.18.3** The demand for very expensive housing is intermittent and open to the vagaries of the financial markets and interest rates. Categories of housing price, number of rooms, size of garden, variety of amenities are poor measures of a housing type, as they tend to change over time.

**5.18.4** Without an exhaustive and comprehensive definition as to what comprises a "special executive home" and without a clear numerical assessment of need, the Council considers it dangerous to adopt a policy designed to release land outside the general housing needs allocations of the Local Plan, as this may result in a proliferation of undesirable housing developments throughout the open countryside of the Borough. It is therefore not intended to make specific allocations of land for other than general needs housing within the Local Plan, but assess proposals against the criteria set out in the above policy.

**5.18.5** It is the Council's intention to monitor the construction of special executive housing with a view to identifying need within this specific housing category and allocating further sites as part of the review of the local plan.

### **TRANWELL WOODS**

#### **POLICY H7**

**DEVELOPMENT IN THE COCKHILL, COMMONGATE, GUBEON WEST AND SALTWICK PLANTATIONS WILL NOT BE PERMITTED. IN OTHER PARTS OF THE TRANWELL WOODS AREA PROPOSALS FOR NEW HOUSING DEVELOPMENT WILL BE REQUIRED TO COMPLY WITH THE ALL FOLLOWING CRITERIA:-**

- i) **NO SIGNIFICANT ADVERSE IMPACT UPON THE LANDSCAPE, THE GENERAL ENVIRONMENT, INCLUDING SITES OF ACKNOWLEDGED CONSERVATION IMPORTANCE AND THE EXISTING INFRASTRUCTURE.**
- ii) **A QUALITY OF DESIGN AND USE OF MATERIALS WHICH MAKE A SIGNIFICANT CONTRIBUTION TO THE LOCAL BUILDING TRADITION.**
- iii) **PROPOSALS FOR DEVELOPMENT WILL BE REQUIRED TO RESPECT THE CHARACTER OF EXISTING DEVELOPMENT AND OF THE WOODLANDS, AND SHALL INCLUDE A SCHEME FOR THE MANAGEMENT OF THE WOODLANDS WITHIN THE PLOT.**

**5.19.1** In the past the Council and the County Council successfully provided for and controlled the provision of executive homes in the Tranwell Woods area near Morpeth, through the Development Control Policy Statement of 1987. The sites allocated have now almost all been developed and the Council is being pressed by developers to reassess the policy and to incorporate the results into Local Plan policies.

**5.19.2** The special circumstances at the time the 1981 Policy Statement was prepared are now superseded or of much less significance. There is virtually no scope for a major extension of housing into undeveloped woodland without serious adverse environmental impact and all the woodlands are designated as Sites of Nature Conservation Importance (See Policy C9). Furthermore, Local Plan Policy H6 identifies a variety of sites appropriate for special executive housing which provide an adequate supply for the Plan Period and include a site for 35 dwellings at the former Stannington Children's Hospital, less than a mile from Tranwell Woods.

**5.19.3** The plantations comprising Tranwell Woods total some 80 hectares and there are few woodlands of this scale and character in this part of Northumberland. Their ecological importance is recognised in their designation as a Site of Nature Conservation Importance (SNCI). The Policy Statement recognised that low-density housing existed in the Wellhill Plantation and the eastern part of the Gubeon West Plantation. It provided for development to take place in the Gubeon North Plantation and on individual plots within the Gubeon West Plantation.



**5.19.4** The Saltwick and Commongate Plantations are narrow woodland belts where development would be both obtrusive and have a serious adverse effect on the integrity of these woods. The undeveloped part of the Gubeon West Plantation is also narrow and it has a high water table resulting in a more marshy habitat and is accordingly considered inappropriate for development. The Cockhill Plantation is remote from and unconnected with the existing developed area. Although parts of it are more open in character, development here would not constitute an appropriate extension to the Tranwell Woods settlement but would be a separate, isolated and sporadic new development.

**5.19.5** The council therefore considers that the Saltwick, Commongate, Gubeon West and Cockhill Plantations are inappropriate for new residential development and should be retained undisturbed. Elsewhere in the Tranwell Woods area it is considered inappropriate to positively identify new sites or increase the density of development and the policy therefore sets out criteria with which proposals for development will be required to comply.

### **AFFORDABLE HOUSING**

**5.20.1** Affordable housing is defined as low cost market housing or housing that is provided with a subsidy to enable the purchase price or rent of the property to be lower than the prevailing market price or rent in the locality, and which is subject to arrangements that will ensure its availability under these conditions for the life of the property. In financial terms the Council considers that housing is affordable where a household does not use more than 30% of its income on rent or mortgage payments.

**5.20.2** Despite efforts made during the 1970's and 1980's to encourage the provision of affordable housing, an inadequate supply of housing is available to meet the needs of first-time buyers, the elderly and lower paid workers, especially those living in rural communities. The ability of the Council to provide low cost housing is restricted by Government fiscal controls that prevent the use of receipts from Council house sales being utilised to provide new Council housing. Accordingly the Council has established close links with housing associations to ensure that a programme of affordable housing developments can be undertaken during the Plan period.

**5.20.3** Housing land in Castle Morpeth, particularly in attractive rural locations within easy commuting distance of the Newcastle Metropolitan area, is in strong demand. This demand is reflected in a high market price resulting in the construction of a greater than average proportion, country wide, of housing at the top end of the market.

**5.20.4** The Council's policy restricting housing development in the open countryside, the main thrust of which is to retain the attractive character of the rural landscape and settlements, also inhibits the supply of housing land to the extent that local people from local communities are unable to compete in the housing market. In addition the Government's "right to buy policy" (1980) combined with lack of funding for new public sector housing has over the past decade considerably diminished the housing stock owned by the Council and available for local needs.

**5.20.5** The recent Government Circular 6/98: "Planning and Affordable Housing" requires the Council to define affordable housing and to indicate the amount of such housing that is required throughout the Borough. The Borough contains a wide range of communities, including different commuter towns and villages, the market town of Morpeth, smaller rural villages and former mining settlements. The price of market housing accordingly varies greatly and a Borough-wide approach to affordable housing is not considered feasible. The Council has, through its Housing Strategy 2002 - 2007, identified priority needs for different sectors of the community in the various parts of the Borough. These needs have not been quantified to provide numbers of houses required but a new Borough-wide survey will provide information and guidance in this respect.

**POLICY H8**

**IN ACCORDANCE WITH THE PRIORITIES IDENTIFIED IN ITS HOUSING NEEDS STUDY, THE COUNCIL WILL SEEK AN ELEMENT OF AFFORDABLE HOUSING, AS PART OF THE DEVELOPMENT OF THE FOLLOWING SITES:-**

- i) SITE N/P17 - AUCTION MART, PONTELAND.**
- ii) SITE A/M07 – St. GEORGES HOSPITAL (SOUTH), MORPETH**

**5.20.6** Government advice in Planning Policy Guidance Note Number 3 indicates that Local Plan policies should not be expressed in favour of any particular form of housing tenure. The provisions of Circular 6/98 do, however, enable the Council to include a policy for seeking an element of affordable housing on suitable sites, provided that such sites are proposed for the development of at least 25 dwellings. The Council is aware that, in its smaller settlements such sites are very seldom identified and, accordingly, Policy H9 is seen as enabling the Council to obtain the development of affordable housing in these rural areas.

**5.20.7** For Morpeth and Ponteland, the Council has assessed the appropriateness for affordable housing of sites proposed for development. On the basis of its Housing Needs Study, which will be monitored and updated on a regular basis, the Council will seek to negotiate planning agreements or obligations (normally by means of a Section 106 agreement) to obtain an agreed element of local needs housing reserved initially, and on subsequent change of occupier, at a reduced price or rent.

**AFFORDABLE HOUSING IN RURAL AREAS**

**POLICY H9**

**THE COUNCIL WILL PROMOTE THE DEVELOPMENT OF AFFORDABLE HOUSING TO MEET LOCAL NEEDS, PARTICULARLY IN RURAL AREAS, ON LAND OUTSIDE THE GENERAL NEEDS ALLOCATION IDENTIFIED IN THE LOCAL PLAN (POLICY H1), SUBJECT TO ALL THE FOLLOWING CRITERIA:-**

- i) THE PROPOSAL ACCORDS WITH PRIORITIES IDENTIFIED IN THE COUNCIL'S HOUSING NEEDS STUDY.**
- ii) THE HOUSING PROVIDED IS RESERVED FOR LOCAL NEEDS, BOTH INITIALLY AND ON SUBSEQUENT CHANGE OF OCCUPANT.**
- iii) THE DEVELOPMENT IS APPROPRIATE IN LOCATION, SCALE AND DESIGN TO THE SETTLEMENT.**
- iv) THE DEVELOPMENT IS IN KEEPING WITH LOCAL BUILDING STYLES AND INCORPORATES APPROPRIATE LANDSCAPING.**
- v) NOTWITHSTANDING THE REQUIREMENT FOR LOCAL NEEDS, HOUSING DEVELOPMENTS SHALL COMPLY WITH POLICY H15.**

**5.21.1** In the rural part of the Borough, the Council envisages that local needs housing can be achieved through the release of land not formally identified for housing in the Plan, both within and adjacent to settlements. For these "off-plan" sites, the Council will require developers to enter into appropriate legal agreements to ensure that these homes do not become part of the open housing market, but remain available for the life of the properties to meet local housing needs.

**5.21.2** Land for affordable housing may be gifted land or land that has little "hope value" for alternative forms of development. The Council is concerned that the establishment of need will not in itself be sufficient to release "off plan" land for local housing. Housing sites will need to fit well with existing buildings and form a natural infill site or extension to the built form of settlements.

**5.21.3** The appearance of new homes in rural locations is of importance and the Council will

require that the design of buildings and the materials of which they are constructed, will complement existing development. The use of local building materials and design styles, together with landscaping, will be encouraged. The Council is aware that attention to external detailing may increase costs on schemes of marginal viability, nevertheless, it attaches great importance to good design and will assess schemes accordingly.

**5.21.4** Where an approved affordable housing development lies outside a settlement boundary, the boundary will be modified to incorporate the completed development within that settlement.

**GYPSIES AND TRAVELLING SHOWPEOPLE**

**POLICY H10**

**PROPOSALS FOR THE PROVISION OF NEW SITES FOR GYPSIES WILL BE PERMITTED WHERE THEY MEET ALL THE FOLLOWING CRITERIA:-**

- i) THERE IS A DEMONSTRABLE NEED FOR THE DEVELOPMENT.**
- ii) THEY WOULD NOT BE LOCATED DISTANT FROM EXISTING SERVICES AND COMMUNITY FACILITIES.**
- iii) THEY WOULD NOT ADVERSELY AFFECT AREAS OF LANDSCAPE CHARACTER, HERITAGE OR NATURE CONSERVATION INTERESTS.**
- iv) THEY WOULD NOT RESULT IN ADDITIONAL TRAFFIC WHICH COULD NOT BE ACCOMMODATED BY THE ROAD NETWORK AND ARE CAPABLE OF BEING SERVED BY PUBLIC TRANSPORT.**
- v) THEY WOULD NOT ADVERSELY AFFECT THE AMENITY OF ADJACENT LAND AND USES.**

**GYPSY SITES ARE NOT AMONGST USES REGARDED AS APPROPRIATE IN GREEN BELT LOCATIONS.**

**5.22.1** The County Council has surveyed the needs of gypsies and travelling show people throughout the County and has provided a gypsy caravan site in the Borough at the coast east of Lynemouth, adjacent to the mouth of the Lyne. This provision has satisfied the requirements of The Caravan Sites Act (1968) for Castle Morpeth.

**5.22.2** Circular 1/94 (Gypsy Sites and Planning) however, requires that Local Plans should, where possible, identify sites suitable for use by gypsies, or set out clear criteria for assessing the location of such sites. The Circular indicates that the Government proposes to repeal the Secretary of State's power to "designate" an area of a local authority so that, in future, it cannot be claimed that existing provision for gypsies is adequate and no new sites are required. As the Council considers that, at present, no new sites are required for either gypsies or travelling show people, a criteria-based policy is appropriate.

**TANDEM AND BACKLAND DEVELOPMENT**

**POLICY H11**

**PROPOSALS FOR THE RESIDENTIAL DEVELOPMENT OF LAND WILL BE REFUSED PLANNING PERMISSION IF THEY WOULD RESULT IN THE FOLLOWING:-**

- i) **UNACCEPTABLE BACKLAND OR TANDEM DEVELOPMENT WHICH WOULD CAUSE A LOSS OF AMENITY DUE TO A POOR RELATIONSHIP WITH EXISTING DWELLINGS OR GARDEN AREAS AND WHICH CREATES PROBLEMS OF OVERLOOKING, LOSS OF PRIVACY, POOR ACCESS, DIFFICULT SERVICING, SUBSTANDARD PARKING AND TURNING FACILITIES, LOSS OF TREES OR INADEQUATE GARDEN AREAS, OR**
- ii) **DEVELOPMENT OF AN AREA OF LAND IN A WAY WHICH RESULTS IN THE STERILISATION OF PART OF THAT AREA, OR**
- iii) **A SIGNIFICANT BREACH OF A CLEARLY DEFINED BUILDING LINE, GIVING RISE TO A PATTERN OF DEVELOPMENT WHICH WOULD DETRACT FROM THE CHARACTER OF THE AREA.**

**5.23.1** The Council is concerned that certain residential development, usually proposed in an infill situation and entailing the subdivision of existing sites, can cause harm to interests of importance in established residential areas. When considering applications of this type the Council will also give consideration to Government advice as set out in Planning Policy Guidance Note Number 3 (Revised : 2000) :

**THE SUB-DIVISION AND MULTIPLE OCCUPATION OF SINGLE DWELLING UNITS**

**POLICY H12**

**WITHIN THE SETTLEMENT BOUNDARIES OF MORPETH AND PONTELAND THE CHANGE OF USE OR PHYSICAL ALTERATION OF BUILDINGS INTO DWELLINGS, FLATS OR SMALLER UNITS OF ACCOMMODATION, OR THEIR MULTIPLE OCCUPATION WILL ONLY BE PERMITTED WHERE ALL THE FOLLOWING CRITERIA CAN BE MET:**

- i) **WHERE THE CONVERSION IS FROM A DWELLING, THAT DWELLING IS UNSUITABLE FOR SINGLE FAMILY OCCUPATION BY REASON OF SIZE AND CHARACTER;**
- ii) **THE PROPERTY DOES NOT ADJOIN A 2 STOREY DWELLING IN SINGLE FAMILY OCCUPATION;**
- iii) **THE PROPERTY IS NOT LOCATED IN AN AREA OF PREDOMINANTLY SINGLE FAMILY ACCOMMODATION;**
- iv) **WHERE THE ORIGINAL BUILDING WAS A DWELLING, THAT ITS CHARACTER AND APPEARANCE AND ITS SETTING IN THE STREET SCENE CAN BE MAINTAINED.**

**5.24.1** The Council is concerned that where planning permission is required the redevelopment and conversion of large buildings may have an adverse impact upon the quality of life of nearby residents unless carefully controlled. The sub-division or multiple occupancy of buildings can generate noise, traffic and parking problems unless proposals include adequate measures to overcome these areas of concern.

**5.24.2** Certain groups in society, such as the mentally handicapped and elderly, require specialised accommodation and the Government's policy of "Care in the Community" (1990) will increase the requirement to place such groups in a residential rather than an institutional setting. In order to implement this policy properly, such groups need to have links with specific communities, where families and the wider social structure can provide support. The Council will need to balance this requirement against its concern to minimise the adverse impact of such proposals on residential amenity.

**INAPPROPRIATE AND NON-CONFORMING USES IN RESIDENTIAL AREAS**

**POLICY H13**

**WITHIN RESIDENTIAL AREAS, DEVELOPMENTS, CHANGES OF USE, OR THE INTENSIFICATION OF EXISTING USES WHICH WOULD RESULT IN A SUBSTANTIAL LOSS OF AMENITY OR ARE DETRIMENTAL TO HIGHWAY SAFETY WILL NOT BE PERMITTED.**

**5.25.1** Within many established residential areas there are often, due to historical circumstances, certain land uses that would not normally be acceptable due to their adverse impact upon nearby dwellings and do not conform with the planning policies for the area. These uses may not have been a cause for concern while operating at a low level but intensification can create an excessive adverse environmental impact in a residential area. Where planning permission is required, the expansion of such uses will not normally be permitted and they will be encouraged to move to an appropriate alternative location.

**HOUSING DESIGN AND LAYOUT**

**IMPROVEMENTS TO EXISTING HOUSING**

**POLICY H14**

**PROPOSALS TO ALTER, EXTEND OR IMPROVE DWELLINGS WILL BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:-**

- i) THERE IS NO ADVERSE IMPACT ON THE APPEARANCE OF THE PROPERTY, THE STREET SCENE OR THE AMENITY OF NEARBY RESIDENTS;**
- ii) MATERIALS USED SHOULD MATCH OR CLOSELY COMPLEMENT THOSE OF THE EXISTING DWELLING;**
- iii) IN THE CASE OF DETACHED OR SEMI-DETACHED DWELLINGS, A TERRACING EFFECT IS NOT INTRODUCED TO THE STREET SCENE;**
- iv) SUFFICIENT SPACE WOULD REMAIN WITHIN THE CURTILAGE OF THE DWELLING FOR THE PARKING OF A VEHICLE.**

**5.26.1** Proposals by residents to extend their properties are commonplace and if extensions are poorly or unsympathetically designed, they can have an adverse effect on the appearance of the building, the street scene and the amenity of nearby residents. While the Council does not wish to impose strict guidelines or rules concerning extensions and improvements to houses, the guidance contained in the above policy represents its requirements in such cases. Where approval for extension is required, the applicants are recommended to obtain professional advice and to discuss proposals at an early stage with officers of the Borough Planning Department.

## **NEW HOUSING DEVELOPMENTS**

### **POLICY H15**

**PROPOSALS FOR NEW HOUSING DEVELOPMENTS WILL BE ASSESSED AGAINST ALL OF THE FOLLOWING CRITERIA:**

- i. PROPOSALS MUST BE COMPATIBLE WITH ANY DISTINCTIVE VERNACULAR CHARACTER PRESENT IN THE LOCALITY, IN RESPECT OF LAYOUT, DESIGN AND MATERIALS**
- ii. DEVELOPERS MUST DEMONSTRATE THAT THEIR PROPOSAL DOES NOT CONFLICT WITH ADJACENT LAND USES AND CAUSES MINIMAL DAMAGE TO FLORA, FAUNA OR OTHER NATURAL FEATURES OF MERIT ON THE SITE CONCERNED AND IN THE IMMEDIATE LOCALITY.**
- iii. AT PRE APPLICATION STAGE, THE LOCAL PLANNING AUTHORITY MAY REQUIRE DEVELOPERS WITH MAJOR\* SCHEMES FORMING PART OF A WIDER DEVELOPMENT AREA TO ASSIST IN PRODUCING, AT NO PUBLIC CHARGE AND IN PARTNERSHIP WITH THE AUTHORITY, A PLANNING BRIEF OR MASTER PLAN FOR THE OVERALL AREA.**
- iv. THE DISTANCE, BETWEEN PRIMARY ELEVATIONS^ OF NEW AND EXISTING DWELLINGS PARTICULARLY AT FIRST FLOOR LEVEL OR ABOVE SHOULD NOT FALL BELOW 20 METRES UNLESS IT CAN BE DEMONSTRATED BY THE DEVELOPER THAT ALLOWANCES SHOULD BE MADE BECAUSE OF SITE SPECIFIC CIRCUMSTANCES.**
- v. SPACE AROUND DWELLINGS MUST BE ADEQUATE TO ALLOW FOR APPROPRIATE OFF STREET PARKING PROVISION TO MEET THE REQUIREMENTS OF THE LOCAL PLANNING AUTHORITY IN CONSULTATION WITH THE LOCAL HIGHWAY AUTHORITY.**
- vi. SPACE AROUND DWELLINGS MUST BE ADEQUATE TO ALLOW THE PROPER FUNCTION OF GARDENS FOR AMENITY PURPOSES, INCLUDING PLAY SPACE WHERE DWELLINGS HAVE THE POTENTIAL TO ACCOMMODATE CHILDREN, HANGING OUT WASHING, AND STORAGE OF REFUSE AND RECYCLABLES, WITHOUT DETRACTING FROM THE STREET SCENE.**
- vii. DETAILED LANDSCAPING SCHEMES MUST BE SUBMITTED WITH ALL NEW RESIDENTIAL DEVELOPMENT AND MUST INCLUDE A HIGH PROPORTION OF INDIGENOUS SPECIES.**
- viii. DEVELOPERS MUST DEMONSTRATE THAT SUSTAINABILITY MEASURES HAVE BEEN FULLY CONSIDERED IN THEIR PROPOSAL.**
- ix. DEVELOPERS MUST BE ABLE TO DEMONSTRATE THAT PROPOSALS HAVE TAKEN THE CONCEPT OF “DESIGNING OUT CRIME” INTO CONSIDERATION.**
- x. LAYOUTS SHOULD PRIORITISE PEDESTRIAN AND CYCLIST CIRCULATION AND MUST NOT BE HIGHWAY DOMINATED**
- xi. TRAFFIC CALMING MEASURES SHOULD BE DESIGNED INTO LAYOUTS TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY IN CONSULTATION WITH THE LOCAL HIGHWAY AUTHORITY**
- xii. DEVELOPERS MUST, WHERE PROPOSALS ARE AT RISK OF FLOODING OR MAY INCREASE FLOODING ELSEWHERE, DEMONSTRATE BY MEANS OF A FLOOD RISK ASSESSMENT THAT THE PROPOSAL WILL NOT CAUSE AN UNACCEPTABLE RISK OF FLOODING.**
- xiii. WHERE DEVELOPMENT IS AT RISK OF FLOODING IT MUST BE DEMONSTRATED BY THE SEQUENTIAL TEST THAT THERE IS NO ALTERNATIVE OPTION AVAILABLE AT NO OR AT A LOWER RISK OF FLOODING.**

- xiv. **DEVELOPERS MUST BE ABLE TO DEMONSTRATE HOW THE USES OF SUSTAINABLE DRAINAGE TECHNIQUES HAVE BEEN INCLUDED IN DEVELOPMENT PROPOSALS.**
- xv. **OPEN SPACES AND CHILDREN'S PLAY AREAS MUST BE INCLUDED IN ALL RESIDENTIAL DEVELOPMENT OF 10 OR MORE DWELLINGS. FOR PROPOSALS OF GREATER THAN 5 BUT LESS THAN 10 DWELLINGS THE LOCAL PLANNING AUTHORITY MAY, SUBJECT TO LOCAL COMMUNITY CIRCUMSTANCES, REQUIRE DEVELOPERS TO MAKE A CONTRIBUTION TO THE LOCAL PARISH COUNCIL TO ASSIST IN THE MAINTENANCE OF SUCH FACILITIES UPON WHICH THE USE OF THE DEVELOPMENT WILL IMPACT.**
- xvi. **ALL RESIDENTIAL PROPOSALS WILL BE MEASURED AGAINST POLICY I2 OF THE LOCAL PLAN**
- xvii. **WASTE RECYCLING AREAS, OR IN EXCEPTIONAL CIRCUMSTANCES A CONTRIBUTION TO THE COUNCIL TO ASSIST THE MAINTENANCE OF EXISTING LOCAL FACILITIES UPON WHICH THE DEVELOPMENT WILL IMPACT, MUST BE PROVIDED FOR ALL DEVELOPMENTS OF 10 DWELLINGS OR MORE.**

**DEVELOPERS PROPOSING MAJOR\* SCHEMES WILL BE EXPECTED TO DEMONSTRATE TO THE LOCAL PLANNING AUTHORITY WHAT STEPS THEY HAVE TAKEN TO DIRECTLY ENGAGE WITH THE LOCAL COMMUNITY**

\*Major Development is defined as stated in definition provided by the Office of the Deputy Prime Minister as part of PS2 statistical returns for Planning Applications. This definition is provided in the Glossary

^Primary elevation is defined as containing windows to main habitable rooms.

**5.27.1** The Council supports Policy H6 of the Northumberland County Structure Plan and is of the opinion that the design of new dwellings should strive to attain the highest standards.

**5.27.2** The Council's Corporate Strategy also emphasizes a high quality of life and standard of living and this general philosophy is readily applicable to this policy. To that end residential layouts should be designed to provide a safe, quiet, attractive, and sustainable environment, prioritising and facilitating pedestrian and cyclist movement and avoiding the domination of motorised traffic and highways.

**5.27.3** The existing built environment of Castle Morpeth has a distinctive historic vernacular character in many of its settlements and rural buildings. The Council considers that this vernacular character should wherever possible be preserved and enhanced through the use of local materials and design characteristics.

**5.27.4** So as to provide benefit to the health of local people, layouts must also provide space for informal and possibly formal recreation areas for large major developments, to include children's play areas. Individual units must provide sufficient curtilage to permit safe children's play. Layouts should also make a positive contribution to the quality of the local environment by inclusion of a high level of landscaping, and should follow the main principles of good urban design as laid down in the documents in Annex D of PPG3.

**5.27.5** In further promoting sustainability which is referred to in its corporate strategy, the Council also wishes to encourage developers to consider measures including:-

- appropriate levels of car parking in relation to the availability of public transport close to development sites
- the recycling of waste both for individual units and in respect of the overall impact of schemes
- grey water recycling and use of water butts
- provision of cycle routes.

**5.27.6** Certain areas of the Borough are particularly prone to flooding. Where development is not

refused because of the impact upon the local pattern of flooding, or because of its vulnerability to flooding, the Council will require developers through the planning application process, and in liaison with specialists such as the Environment Agency and Building Control, to demonstrate that development will not exacerbate local flooding problems, and will provide a safe environment for prospective residents.

### **HOUSING IN THE COUNTRYSIDE**

**5.28.1** The Council faces constant pressure for residential development in the Green Belt and open countryside (see section 4.18) where its general objective is to maintain the rural character of the landscape. Within the Green Belt guidance is contained in Policy C17. In addition in the open countryside new housing is not considered acceptable unless it can be shown to be essential for farming or purposes appropriate to a rural area. Conversions of existing buildings for residential purposes are covered by Policies H19 and H20.

#### **POLICY H16**

##### **NEW HOUSES IN THE OPEN COUNTRYSIDE WILL ONLY BE PERMITTED IF:**

- i) THEY ARE REQUIRED IN CONNECTION WITH THE DAY-TO-DAY OPERATION OF AN AGRICULTURAL OR FORESTRY ENTERPRISE;**
- ii) IT CAN BE CLEARLY SHOWN THAT IT IS ESSENTIAL FOR A FULL TIME WORKER TO LIVE ADJACENT TO HIS OR HER PLACE OF WORK;**
- iii) THE UNIT AND AGRICULTURAL ACTIVITY CONCERNED HAVE BEEN ESTABLISHED FOR AT LEAST THREE YEARS, HAVE BEEN PROFITABLE FOR AT LEAST ONE OF THEM, ARE CURRENTLY FINANCIALLY SOUND, AND HAVE A CLEAR PROSPECT OF REMAINING SO;**
- iv) THE ACCOMMODATION CANNOT BE PROVIDED BY THE CONVERSION OF AN EXISTING BUILDING ON THE HOLDING;**
- v) THERE ARE NO SUITABLE DWELLINGS IN THE AREA AVAILABLE FOR OCCUPATION BY THAT WORKER;**

##### **IN ALL SUCH CASES THE PROPOSED DWELLING MUST SATISFY ALL OTHER PLANNING REQUIREMENTS AND:**

- a) BE SITED TO FORM A NATURAL EXTENSION TO AN EXISTING GROUP OF BUILDINGS, OR WHERE THERE ARE NO EXISTING BUILDINGS, BE CAREFULLY SITED IN RELATION TO THE NATURAL LANDFORM AND EXISTING TREES AND WOODLAND;**
- b) THE FORM, STYLE AND MATERIALS OF THE NEW DWELLING SHALL HARMONISE WITH EXISTING TRADITIONAL BUILDINGS AND, WHERE APPROPRIATE, NATURAL STONE OR OTHER TRADITIONAL BUILDING MATERIALS SHOULD BE USED;**
- c) THE PROPOSED DWELLING SHOULD BE NO LARGER THAN IS JUSTIFIED BY THE NEEDS OF THE ENTERPRISE OR MORE EXPENSIVE TO CONSTRUCT THAN THE INCOME OF THE ENTERPRISE CAN SUSTAIN;**

**5.28.2** The number of bonafide applications in the above categories are relatively few and most have been for new dwellings for agricultural workers. In view of the trend towards fragmentation of some agricultural holdings into increasingly small units new dwellings for agricultural workers will need to be fully justified (See para. 4.38.5). The conversion of an existing building on a farm holding to residential use may often be a more acceptable method of providing a dwelling for a farm or rural worker than a new house. All applications granted under the terms of Policy H16 will be subject to an occupancy condition. A supporting statement by an accredited professional body (e.g. The British Institute of Agricultural Consultants, The Royal Institute of Chartered Surveyors, The Agricultural Development and Advisory Service) should be sought by applicants and the advice obtained will be a major factor in deciding whether an application for an agricultural worker's dwelling will be acceptable.



**5.28.3** When farmers or farm workers retire, it is frequently argued that a new dwelling is required so that they may be on hand to give advice and other expertise. The Council considers that it is not essential for the retired farmer to live on the farm in order for this benefit to be obtained and the retired person could live satisfactorily in a nearby village or town. Applications of this sort will therefore not normally be supported. The reference to "essential need" refers to the needs of the farming or forestry enterprise and not to the personal preferences or circumstances of the applicant, the owner or manager of the enterprise or the worker for whom the house is intended. In all cases, if permission is granted for a dwelling in the countryside, occupation of the dwelling will be limited by a planning condition to a person solely or mainly working, or last working, in the locality in agriculture or forestry, or a widow or widower of such a person, and to any resident dependents.

**REMOVAL OF AGRICULTURAL OCCUPANCY CONDITIONS**

**POLICY H17**

**IN CONSIDERING THE REMOVAL OF AGRICULTURAL OR OTHER OCCUPANCY CONDITIONS, THE COUNCIL WILL REQUIRE THE APPLICANT TO DEMONSTRATE:-**

- i) THAT THE DWELLING IS NO LONGER REQUIRED FOR AGRICULTURAL OCCUPATION RELATED TO THE BUSINESS OR SIMILAR BUSINESS IN THE LOCALITY; AND**
- ii) PROVIDE AN APPROPRIATE PROFESSIONAL ASSESSMENT TO DEMONSTRATE THE DWELLING IS NO LONGER REQUIRED BY THE FARM OR BUSINESS; AND**
- iii) PLACE THE PROPERTY ON THE MARKET AT A PRICE WHICH REFLECTS THE AGRICULTURAL OR OTHER OCCUPANCY CONDITION; AND**
- iv) ADVERTISE THE PROPERTY ON NOT LESS THAN THREE OCCASIONS EACH IN APPROPRIATE LOCAL AND TRADE PUBLICATIONS, THE LAST OF WHICH MUST BE AT LEAST SIX MONTHS AFTER THE PLACEMENT OF THE FIRST ADVERTISEMENT. ALL ADVERTISING MUST INCLUDE DIRECT REFERENCE TO THE AGRICULTURAL OR OTHER OCCUPANCY CONDITION.**

**5.29.1** Advice in 1991 from the former Rural Development Commission in respect of agricultural land has had a significant effect on the need for farm worker accommodation in rural areas. The Government's initiatives, together with prevailing economic factors would suggest a decreasing demand for agricultural workers' dwellings. This has not proved to be the case in Castle Morpeth Borough - surprisingly there is a continuing demand both for new agricultural workers' dwellings and for the removal of occupancy conditions.

**5.29.2** The occupancy condition relates to agricultural workers "employed or last employed in the locality" but when considering the removal of that condition the Local Planning Authority has until recently looked only at the particular circumstances of the farm in question. Thus a farmer who decides to intensify his business and builds a farm worker's dwelling, then returns to a less intensive regime will find his dwelling surplus to requirements and may qualify for the removal of the occupancy condition. If he subsequently decides to intensify again, a further dwelling will be required. There is a danger that if this process appears to be too easy, the planning system will lose credibility. It may well be that another farmer in the vicinity will have a requirement for a dwelling which could be adequately met by the property in question. The problem of retirement dwellings for farmers who are no longer active on their units could also be addressed. A supporting statement by an appropriate professional body (e.g. British Institute of Agricultural Consultants, Royal Institute of Chartered Surveyors or The Agricultural Development and Advisory Service) should be sought by applicants. See also Policy H16.

## **ALIENATION**

### ***POLICY H18***

**THE DEVELOPMENT OF NEW FARMSTEADS AND AGRICULTURAL BUILDINGS TO SERVE LAND ALIENATED FROM AN EXISTING FARMSTEAD WILL BE SCRUTINISED PARTICULARLY CAREFULLY. IN APPROPRIATE CASES THE COUNCIL WILL REQUIRE EVIDENCE OF THE COMMERCIAL VIABILITY OF THE PROPOSED ENTERPRISE.**

**5.30.1** The Council is aware of the difficult economic climate facing the agricultural community at present and is increasingly concerned at the problem of disposing of the farmhouse, steading and land in separate lots, thereby "alienating" the farmhouse from the productive land of the steading.

**5.30.2** This practice is understandable from the individual farmer's short-term financial point of view, but undesirable in the long term because of the visual and economic impact it may have on the countryside. The practice will, it is considered, lead to the demise of the small/medium size family farm and lead to a proliferation of new steadings on holdings which are part-time occupations or have dubious viability. Moreover, if the Council allows them, it will result in a number of new dwellings in the open countryside in opposition to the Council's long-standing policies. At a time when there is a continuing reduction in agricultural employment, and when new dwellings are being created from redundant farm buildings, it is unacceptable to grant a number of further approvals for agricultural workers' dwellings without proper justification and establishment of demonstrable need.

### **CONVERSION OF BUILDINGS IN RURAL AREAS FOR RESIDENTIAL USE.**

**5.31.1** The conversion of redundant buildings for residential use has been an area of increasing development activity in the Borough over the past decade. Between July 1981 and June 1991, 291 dwellings had been provided through the conversion of redundant farm and similar buildings within existing settlements, the Green Belt and the open countryside. In recent years, pressure has increased for such conversions, particularly within the Green Belt and open countryside of Castle Morpeth, where policies restricting new residential development apply (See policy H16).

**5.31.2** It is noted that, in recent years there has been increasing concern that conversions for residential use of buildings in agricultural, industrial or commercial use is likely to have an adverse impact on local economic activity. Guidance contained in PPG7: The Countryside, the Rural White Paper and Planning for Rural Diversification - A Good Practice Guide emphasised the desirability of retaining, where possible, such buildings in economic or employment use. In supporting the principle of such guidance, the Council considers it appropriate to require applicants to make positive attempts to secure the re-use of buildings for business and to support an application for conversion of such buildings to residential use with a statement of the efforts made to find a suitable business use or re-use.

**5.31.3** To confirm that buildings have been properly assessed for business use or re-use and to control the form of development, the Council is implementing the following policy:-

**POLICY H19**

**WITHIN THE OPEN COUNTRYSIDE, BEYOND SETTLEMENT BOUNDARIES, PROPOSALS FOR THE CONVERSION OR ADAPTATION OF BUILDINGS TO RESIDENTIAL USE WILL NOT BE PERMITTED UNLESS EITHER:-**

- a) THE PREMISES HAVE FIRST BEEN ADVERTISED FOR BUSINESS, TOURISM OR EMPLOYMENT USES ON NOT LESS THAN THREE OCCASIONS EACH IN APPROPRIATE LOCAL AND TRADE PUBLICATIONS AND WITH TWO SPECIALIST ESTATE AGENTS OVER A PERIOD OF SIX MONTHS AND WITH DIRECT REFERENCE TO SECURING THE USE OF THE PREMISES FOR THE ABOVE PURPOSES AND THE APPLICATION IS SUPPORTED BY A STATEMENT OF THE EFFORTS MADE, OR:-**
- b) RESIDENTIAL CONVERSION IS A SUBORDINATE PART OF A SCHEME FOR BUSINESS, TOURISM OR EMPLOYMENT RE-USE;**

**AND ALL OF THE FOLLOWING CRITERIA ARE MET:-**

- i) THE BUILDING IS OF PERMANENT AND SUBSTANTIAL CONSTRUCTION AND CAPABLE OF CONVERSION WITHOUT REQUIRING MAJOR OR COMPLETE RECONSTRUCTION OR EXTENSIVE ALTERATION AND/OR EXTENSION (IN CERTAIN CASES A CURRENT DETAILED STRUCTURAL SURVEY BY AN APPROPRIATE PROFESSIONAL WILL BE REQUIRED TO DEMONSTRATE THAT THIS CRITERION CAN BE MET BY THE PROPOSALS);**
- ii) DETAILS OF THE PROPOSED SCHEME OF CONVERSION MUST REFLECT THE EXISTING CHARACTER OF THE BUILDING, RETAIN ITS PRINCIPLE ARCHITECTURAL FEATURES AND BE NO MORE CONSPICUOUS THAN THE EXISTING BUILDING;**
- iii) MATERIALS SHOULD REFLECT AND COMPLEMENT THOSE OF THE EXISTING BUILDING;**
- iv) THE USE OF THE BUILDING ONCE CONVERTED WILL NOT ADVERSELY AFFECT NEIGHBOURING PROPERTY OR CAUSE UNDUE INTERFERENCE WITH THE MANAGEMENT OF ADJACENT FARM LAND;**
- v) THERE WOULD BE NO ADVERSE EFFECT ON THE AMENITY OF FUTURE OCCUPANTS OF THE CONVERSION THROUGH NOISE, DUST, DIRT OR OTHER CHARACTERISTICS INAPPROPRIATE TO A RESIDENTIAL SETTING RESULTING FROM ESTABLISHED NEARBY USES;**
- vi) WHERE PLANNING PERMISSION IS GRANTED THE COUNCIL MAY REMOVE RESIDENTIAL PERMITTED DEVELOPMENT RIGHTS IN THE INTERESTS OF VISUAL AMENITY OF THE COUNTRYSIDE.**

**IN ALL CASES A DETAILED PLANNING APPLICATION WILL BE REQUIRED. IN THE EVENT OF THE BUILDING COLLAPSING DURING CONVERSION TO THE EXTENT THAT COMPLETE OR SUBSTANTIAL RECONSTRUCTION IS NECESSARY, A PLANNING APPLICATION FOR THE CONSTRUCTION OF A NEW BUILDING WILL BE REQUIRED.**

**POLICY H20**

**APPLICATIONS UNDER POLICY H19 MUST MEET ALL OF THE FOLLOWING CRITERIA:-**

- i) THE CONVERSION WILL HAVE ONLY A MINIMAL EFFECT UPON THE OVERALL APPEARANCE AND TRADITIONAL CHARACTER OF THE BUILDING. IN PARTICULAR, THE EXISTING OPENINGS SHOULD BE USED. WHERE POSSIBLE, NEW OPENINGS, (DOORS AND WINDOWS) SHOULD BE KEPT TO AN ABSOLUTE MINIMUM.**
- ii) WHERE RANGES OF BUILDINGS ARE TO BE CONVERTED TO TWO OR MORE UNITS, ALL EXTERNAL ALTERATION WORK ON THE GROUP MUST BE OF THE SAME CHARACTER AND STYLE.**
- iii) APPLICANTS ARE REQUIRED TO ANTICIPATE THE ACCOMMODATION NEEDS OF FUTURE OCCUPANTS AND TO MAKE APPROPRIATE PROVISION WITHIN EXISTING BUILDINGS. SMALL EXTENSIONS OF NON-HABITABLE ROOMS OR OUTBUILDINGS MAY BE PERMITTED AT THE OUTSET OR SUBSEQUENTLY WHERE THESE ARE OF A VERNACULAR DESIGN AND MATERIALS AND DO NOT DETRACT FROM THE CHARACTER OF THE BUILDING, STEADING OR OPEN COUNTRYSIDE. THIS WILL BE MOST APPROPRIATE ONLY WHERE THE CONVERSION SCHEME HAS RESULTED IN DEMOLITION OR REMOVAL OF OTHER BUILDINGS FROM THE STEADING OR OTHER RECENT DEMOLITION WORKS CAN BE PROVEN.**
- iv) THERE MUST BE ADEQUATE SPACE AROUND THE BUILDING FOR GARDEN AND AMENITY PURPOSES AND, WHERE POSSIBLE, SUCH FACILITIES MUST PROVIDE A REASONABLE STANDARD OF PRIVACY.**
- v) THE TRAFFIC GENERATED BY THE CONVERSION OF BUILDINGS MUST NOT CREATE CONDITIONS DETRIMENTAL TO ROAD SAFETY.**
- vi) SATISFACTORY PROVISION WILL BE MADE FOR SERVICES, INCLUDING THE DISPOSAL OF FOUL SEWAGE TO A STANDARD ACCEPTABLE TO THE APPROPRIATE AUTHORITY.**
- vii) THE PROPOSALS SHOULD NOT INCLUDE DORMER WINDOWS.**
- viii) ROOF LIGHTS WILL ONLY BE ALLOWED WHERE THERE IS NO OTHER FORM OF NATURAL LIGHTING TO THE INTERNAL SPACE. WHERE ROOF LIGHTS ARE ACCEPTABLE THEY SHALL BE OF A TRADITIONAL APPEARANCE AND SCALE.**

*Planning Principles*

**5.32.1** Due to the changes in farming techniques many rural buildings are, by virtue of their height and size, unsuitable for modern agricultural practices. Northumberland farm or estate buildings of the 18th and 19th centuries are traditionally constructed in stone with a slate or pantile roof; or occasionally brick with a stone or slate roof. Most groups of buildings worthy of retention will include features such as stone arches, sills and headers, sash or slit windows, gin gans and stone water tabling. It is rare that 20th century farm buildings will be acceptable for residential conversion, except where they form a small part of a much larger group. Normally it is more appropriate that such buildings, if re-used, be converted for commercial, leisure or recreational purposes.

**5.32.2** Isolated single buildings are often less valuable than a group of buildings with a variety of roof levels and pitches. Conversions in such instances invariably result in a major change to the appearance of the building and its setting. In particular, when an isolated single building is proposed for conversion, the creation of a residential curtilage may have far greater impact upon the open countryside. The structure will rapidly take on the appearance of a new dwelling in the countryside, its rural heritage being obscured or obliterated. Accordingly, isolated single barns, stables or similar buildings, will not normally be granted consent for residential use unless the conversion proposal has a minimal impact upon the appearance and structural form of the building

and is appropriate in its location and setting.

#### Design

**5.32.3** The original aim of the policy is to secure protection of buildings of traditional rural character. In most cases Northumberland rural buildings are of a simple functional linear form either individually or when linked in a group. This should be preserved. Small storm porches or lobbies or gin gans are sometimes present but in most cases the straight elevational lines of the building are a notable element of the character. Alteration of this character by an extension will often introduce an alien feature.

**5.32.4** Where the principle of conversion is accepted, the details of the conversion should reflect the existing character of the building or complex and preserve those features which justify its retention. The only alterations that should be undertaken are those essential for its conversion to residential use. The applicants must establish that the conversion can be achieved without damaging or substantially altering the existing character of the building and must submit detailed plans of their intentions. It is not appropriate to consider proposals for conversion in principle only since the number of units and style of conversion will be central to the acceptability of the scheme.

**5.32.5** The above policies lay down criteria in respect of possible extensions to buildings to be converted, or which have been converted. Only small extensions of non-habitable rooms may be permitted in appropriate cases but the essential habitable accommodation required must be provided within the shell of the existing building unless recent demolition has occurred to suitable replacement floorspace. Once a conversion has been approved and implemented permitted development rights will be removed to control possible future extensions. Such extensions will normally only be permitted, subject to the impact on the character of the building, steading, or open countryside, to provide non-essential accommodation that was not provided at the outset. Freestanding garaging or erection of implement buildings may be permissible where demolition has occurred recently or as a result of the conversion scheme if these can be designed in vernacular style and do not have an adverse impact upon the character of the buildings, steading or local environment. This may also assist in providing storage space for garden equipment and should avoid the subsequent erection of garden sheds or other inappropriate domestic style storage buildings.

**5.32.6** Applicants should not seek to maximise the number of units in a scheme when as a result garage accommodation or storage space has to be provided in a new building. They should aim instead for a reduced number of units where essential accommodation requirements are provided within the existing buildings. Where it is proposed to define the boundaries of gardens or grounds with walls, fences or other means of enclosures, these must be appropriate to the setting in materials, style and dimensions. Careful indigenous boundary landscaping may also provide effective definition of boundaries and a means of enclosure. Suburban style coniferous hedging will normally be inappropriate.

#### Structural Condition

**5.32.7** In the past the Council has given consent for the conversion of apparently sound buildings only to find that when works started almost total demolition was required in order to meet modern structural and residential living requirements. In such cases the development is in effect the erection of a new dwelling in the open countryside and not a conversion. A rebuilt structure however carefully undertaken, loses the patina and character of age. Applicants will be required to provide a full structural survey from an appropriate professional approved by the Council, and to indicate those parts of the building which must be demolished and rebuilt. Schemes which involve a substantial element of demolition and rebuilding will not be acceptable unless they meet the criteria for new housing in the countryside.

#### Services

**5.32.8** In all cases developers will be required to take into consideration highway requirements,

the provision of appropriate sewage disposal facilities and other services; and that they provide an acceptable standard of residential amenity and privacy.

**POLICY H21**

**IN THE OPEN COUNTRYSIDE PROPOSALS FOR THE CONVERSION OF A NON-DOMESTIC OUTBUILDING ATTACHED TO, OR DETACHED FROM, AN EXISTING DWELLING, TO FORM AN EXTENSION TO THAT DWELLING WILL BE ASSESSED AGAINST POLICY H19, SECTIONS ii), iii), iv), POLICY H20, SECTIONS i), ii), iv), vii), viii), AND POLICY H22.**

**5.33.1** This policy provides a bridge between the Conversion Policies H19 and H20, and the House Extension Policy H22 in circumstances where a proposal falls into both areas. In considering such proposals the Council will initially assess the interrelationship between the existing house and the building to be converted. The aim of the Policy is to ensure that detriment is not caused to the rural environment by permitting the conversion of outbuildings, or the extension of dwellings in a manner which is incompatible with the appearance of the main house.

**GUIDANCE FOR ALTERATION AND EXTENSION OF DWELLINGS IN THE OPEN COUNTRYSIDE**

**POLICY H22**

**PROPOSALS TO ALTER OR EXTEND RESIDENTIAL PROPERTIES IN THE OPEN COUNTRYSIDE WILL BE PERMITTED PROVIDED THEY MEET ALL THE FOLLOWING CRITERIA:-**

- i) EXTENSIONS SHOULD BE SUBORDINATE TO THE MASS OF THE ORIGINAL DWELLING. TWO STOREY EXTENSIONS TO SINGLE STOREY DWELLINGS WILL NOT BE PERMITTED;**
- ii) EXTENSIONS SHOULD REFLECT THE STYLE AND CHARACTER OF THE EXISTING DWELLING. FLAT ROOFED EXTENSIONS AND THE USE OF DORMER WINDOWS WILL NOT BE PERMITTED WHERE THESE WOULD BE VISUALLY DAMAGING TO THE CHARACTER OF THE BUILDING AND THE LOCALITY;**
- iii) MATERIALS SHOULD REFLECT AND COMPLEMENT THOSE OF THE EXISTING HOUSE;**
- iv) IN ALL CASES THE ALTERATION OR EXTENSION MUST, TOGETHER WITH THE EXISTING DWELLING, FORM A SINGLE INDIVISIBLE DWELLING UNIT;**
- v) BUILDINGS CONVERTED TO RESIDENTIAL USE UNDER POLICY H19 WILL NOT QUALIFY FOR EXTENSION.**

**5.34.1** The Council is receiving an increasing number of planning applications for large or poorly designed extensions to dwellings in the open countryside and Green Belt. An extension of inappropriate scale and design in relation to an existing dwelling may detract from both the dwelling and the area in general. It will also erode the stock of small or moderately sized dwellings, available to meet local needs.

**5.34.2** Policy H22 is designed to provide a consistent approach to the protection and enhancement of the rural environment. The policy will be applied in conjunction with normal development control practices which seek to ensure that there is no detriment caused to the quality of life, visual amenity or highway safety of adjoining areas.

**5.34.3** The general philosophy of the policy guidance should also be applied in relation to development within town and village envelopes throughout the Borough. However, because of the specific character of individual settlements and the presence of substantial groups of buildings which form the settlement, proposals for extensions to dwellings will be assessed in relation to the inherent character of the existing built form, and in terms of scale and design.

### **DEMOLITION AND REBUILDING**

#### **POLICY H23**

THE COUNCIL WILL REFUSE APPLICATIONS FOR NEW DWELLINGS IN THE OPEN COUNTRYSIDE ON THE SITES OF UNINHABITED, RUINOUS OR IMPERMANENT BUILDINGS WHICH HAVE BEEN PREVIOUSLY OCCUPIED AS DWELLINGS, UNLESS IT CAN BE DEMONSTRATED THAT THE RESIDENTIAL USE OF THE SITE AND BUILDINGS HAS NOT BEEN ABANDONED, OR UNLESS THE SITE IS SEEN AS SUITABLE FOR CONTINUED RESIDENTIAL USE AS A RESULT OF ESSENTIAL AGRICULTURAL, OR FORESTRY NEEDS.

#### **POLICY H24**

IN THE OPEN COUNTRYSIDE APPLICATIONS FOR THE DEMOLITION AND RE-BUILDING OF EXISTING DWELLINGS WILL ONLY BE PERMITTED IF ALL THE FOLLOWING CRITERIA ARE MET:-

- i) THE REPLACEMENT DWELLING SHALL BE APPROPRIATE TO ITS SETTING, OF SIMILAR SIZE TO, AND BE NO MORE VISUALLY INTRUSIVE THAN THE ORIGINAL DWELLING;
- ii) THE REPLACEMENT DWELLING SHALL BE OF A DESIGN WHICH IS SYMPATHETIC IN SCALE, MASS, MATERIALS AND ARCHITECTURAL DETAILS TO THE VERNACULAR CHARACTER OF DWELLINGS IN THE LOCALITY;
- iii) THE PROPOSED NEW DWELLING DOES NOT EXTEND BEYOND THE EXISTING RESIDENTIAL CURTILAGE;
- iv) THE COUNCIL MAY IMPOSE A PLANNING CONDITION TO REMOVE RESIDENTIAL PERMITTED DEVELOPMENT RIGHTS IN THE CASE OF PROPOSALS FOR FUTURE EXTENSIONS AND/OR FREE STANDING STRUCTURES ADJACENT TO THE REPLACEMENT DWELLING, WHERE IT IS NECESSARY TO CONTROL SUCH PROPOSALS IN THE INTERESTS OF VISUAL AMENITY;
- v) THE NEW DWELLING IS SITED ON THE FOOTPRINT OF THE DWELLING IT IS TO REPLACE, OR A CONDITION WILL BE IMPOSED OR PLANNING OBLIGATION SOUGHT TO ENSURE THE DEMOLITION OF THE LATTER ON COMPLETION OF THE NEW DWELLING.

**5.35.1** The Council has sought through its development control policies to avoid unnecessary new dwellings because of their impact both in an individual and a cumulative sense upon the rural environment and services. Increasing pressure for rural housing in the Borough has led to many approaches to the Council in recent years for new dwellings on the site of a ruined, uninhabited or temporary dwelling. Such proposals have generally been resisted because of their impact and more significantly the establishment of an unacceptable precedent. In all cases it is essential for the developer to provide documentary or other tangible evidence that the house and use have not been abandoned (H23)

**5.35.2** The only circumstances in which the Council may allow such a proposal would occur if the existing dwelling and site were adjudged not to have been abandoned for residential use and that the existing dwelling was habitable and of a permanent construction, and that its replacement would represent a planning gain in terms of traditional Northumbrian building style. The proposal would also need to comply with Policy H22 of the Local Plan in relation to the overall massing of the new building or buildings.





## CHAPTER 6 - EMPLOYMENT AND TOURISM

### INTRODUCTION

**6.1.1** The Employment and Tourism Chapter of the Local Plan sets out the broader historical planning background together with the main aims, objectives and policies that relate to employment and tourism issues that are Borough wide. Locationally specific policies that relate to villages and towns are covered within the settlement chapters.

### PLANNING CONTEXT

**6.2.1** The economic status and well being of the Borough is closely linked with the much larger regional economy of the North East where traditional mining and heavy engineering industries have been in decline for decades. The restructuring of the regional economic base is being hampered by budgetary restrictions and intensified national competition for investment in jobs. The Borough still suffers from the effects of the decline in traditional industries associated with the coalfield areas nevertheless it has been fortunate in that, to date, the rest of the Borough has remained relatively stable economically and is well placed to assist in the regeneration of its economy and that of the county and region.

**6.2.2** Economic growth and development in the Borough depends upon the co-ordination of economic development initiatives county wide. The Council recognises the proposals within this Plan will need to complement and support programmes of development at a regional, national and even a European level. To that end policies are aimed at, firstly, the particular needs within the Borough itself and, secondly, at the requirement to combine those needs with wider economic development strategies in order to ensure a planned programme of development.

### ECONOMIC DEVELOPMENT CLIMATE

**6.3.1** The overall economic position within the Borough is seen as being generally active and healthy, however, unemployment is a major problem in the northeast wards (Chevington, Ulgham, Ellington, Lynemouth and Pegswood) and parts of Morpeth. The Borough provides a significant number of employment opportunities within its area, although jobs are overwhelmingly in the service sector. Land allocated for employment development is virtually fully utilised and there is now a shortage of land both for local industry and services and for larger scale prestige employment opportunities, particularly in the Morpeth area. The Borough is also attractive for tourism development and private sector investment in hotels and leisure facilities is anticipated in the Plan period, complementing the Borough Council's own investment in tourist and leisure facilities.

### EMPLOYMENT

**6.4.1** The recent trend in employment in Castle Morpeth has been of a slow growth in jobs in the 1980's, followed by a more rapid decline so that the number of jobs in the Borough in 1991, an estimated 18,075, was 1,175 less than in 1981 (19,250). The Borough provides 20% of jobs in the County.

**6.4.2** The recently announced closure of Ellington Colliery in the east of the Borough is a major blow to employment prospects in an area of the County where unemployment levels locally are already high. Even if the mine is reopened under private ownership, its future outlook is bleak and the concerns voiced, particularly by Lynemouth Parish Council, about the future prospects for Ellington and the Alcan aluminium smelter (in Wansbeck District) have been fully justified. Measures to diversify the economic base of the area are now urgently required.

**6.4.3** During the period 1981-89 the number of jobs in the Borough increased steadily to 20,775 but by 1991 had decreased by 2,700 to 18,075 a fall of over 13%. There was a decrease of some 50% in manufacturing, a major decline in the Borough which has only a small manufacturing

sector. In the past three years employment in energy and water supply has fallen by 22.3%.

**6.4.4** It is apparent that employment in Castle Morpeth, after showing growth during the latter half of the 1980's has suffered significant decreases in the recession of the past few years. Job losses have been most severe in the primary and manufacturing sectors and this has been highlighted by the recent decision over Ellington Colliery. The major concerns for employment in the Borough can be summarised as follows:-

- i) The decline in male employment.
- ii) The high rate of unemployment in the northeast wards of the Borough.
- iii) The lack of provision of land for employment development throughout the Borough.
- iv) The further decline in employment in manufacturing, which has traditionally provided only a comparatively small number of jobs.

**TABLE 6.1 - EMPLOYMENT IN INDUSTRY**

DIVISIONS OF INDUSTRY	1981 EMPLOYEES			1991 EMPLOYEES		
	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
Agriculture, Forestry, Fishing	625	125	750	575	150	725
Energy & Water Supply	5100	75	5175	2050	50	2100
Mineral Extraction: Manufacturers of Metals & Chemicals	425	225	650	725	400	1125
Other Manufacturing	625	300	925	250	225	475
Construction	875	50	925	1075	100	1175
Distribution: Repairs, Hotel & Catering	1050	1575	2625	1175	1650	2825
Transport & Communications	475	50	525	575	125	700
Business Services	250	325	575	450	525	975
Other Services	2900	4200	7100	3025	4950	7975
<b>TOTAL</b>	<b>12325</b>	<b>6925</b>	<b>19250</b>	<b>9900</b>	<b>8175</b>	<b>18075</b>

Source: NCC Employment in Northumberland 1981 - 1991.

## UNEMPLOYMENT

**6.5.1** Within the Borough the distribution of unemployment is uneven, with low numbers of unemployed in Ponteland and the rural wards, larger numbers in Morpeth, but significantly the most unemployment is in the northeast wards. The numbers of registered unemployed in the Borough for June 1991 are shown in Table 6.2.

**TABLE 6.2 - NUMBER OF UNEMPLOYED - JUNE 1991**

	MALE		FEMALE		TOTAL	
	NUMBER	%	NUMBER	%	NUMBER	%
Northeast	461	48.5	151	43.1	612	47.0
Morpeth	281	29.5	91	26.0	372	28.6
Ponteland	120	12.6	49	14.0	169	13.0
Rural	89	9.4	59	16.9	148	11.4
<b>TOTAL</b>	<b>951</b>	<b>100.0</b>	<b>350</b>	<b>100.0</b>	<b>1,301</b>	<b>100.0</b>

**6.5.3** From this evidence it is logical for the Council to pursue policies to attempt to provide employment opportunities for males in a location readily accessible to both the coalfield community and Morpeth itself. The 1991 Census population is given in the following table for the purposes of obtaining a general comparison and confirming that unemployment in the northeast wards is high in relation to the total population in each part of the Borough.

TABLE 6.3 - CASTLE MORPETH POPULATION

	MALE		FEMALE		TOTAL	
	NUMBER	%	NUMBER	%	NUMBER	%
Morpeth	6,904	27.7	7,489	29.5	14,393	28.6
Northeast	7,233	29.0	7,126	28.1	14,359	28.6
Ponteland	5,407	21.7	5,771	22.7	11,178	22.2
Rural	5,359	21.6	5,010	19.7	10,369	20.6
<b>TOTAL</b>	<b>24,903</b>	<b>100.0</b>	<b>25,396</b>	<b>100.0</b>	<b>50,299</b>	<b>100.0</b>

Source: 1991 Census.

**6.5.4** Dealing with sex and age of the unemployed and the duration of unemployment, the data is presented on a Borough-wide basis. Specific cross referencing of data is not possible but general correlations can be made between the following data and the distribution of unemployment in the Borough. The detailed raw data has been compressed and aggregated considerably to show the larger concentrations of the unemployed by age and length of unemployment.

TABLE 6.4 - UNEMPLOYMENT BY AGE AND LENGTH OF UNEMPLOYMENT  
FOR MALES (JULY 1991)

DURATION OF UNEMPLOYMENT	UNDER 20	20-29	30-39	40-49	50-65	TOTAL
Less than 2 weeks	7	42	12	10	12	83
2-8 weeks	24	82	24	18	11	159
8-13 weeks	11	33	20	17	10	91
13-26 weeks	16	74	38	25	35	188
26-52 weeks	9	99	43	39	42	232
52-104 weeks	3	66	27	26	26	148
Over 104 weeks	0	19	26	19	56	120
<b>TOTAL</b>	<b>70</b>	<b>415</b>	<b>190</b>	<b>154</b>	<b>192</b>	<b>1,021</b>
Borough Total Economically Active 16+	631	2,468	2,964	3,530	3,283	12,876

Source: Former Department of Employment - Crown Copyright 1991 & 1991 Census..

TABLE 6.5 - UNEMPLOYMENT BY AGE AND LENGTH OF UNEMPLOYMENT FOR FEMALES  
(JULY 1991)

DURATION OF UNEMPLOYMENT	UNDER 20	20-29	30-39	40-49	50-65	TOTAL
Less that 2 weeks	8	34	6	6	6	60
2-8 weeks	11	22	6	11	4	54
8-13 weeks	1	15	4	9	5	34
13-26 weeks	14	34	12	16	10	86
26-52 weeks	12	26	16	16	11	81
52-104 weeks	1	11	8	5	7	32
Over 104 weeks	0	5	1	3	23	32
<b>TOTAL</b>	<b>47</b>	<b>147</b>	<b>53</b>	<b>66</b>	<b>66</b>	<b>379</b>
Borough Total Economically Active 16+	516	1,852	2,869	2,853	2,037	9,527

Source: Department of Employment - Crown Copyright 1991 & 1991 Census.

**6.5.5** The largest group of unemployed are males in the 20-29 range, however most of these eventually do obtain work within 6 months to a year. The same applies for females, though the numbers of unemployed in this age group are about half those of the males. The number of teenagers is comparatively small, being less than 120 in total, and more equally divided between

male and female. The other concentration of unemployed is in the over 50's age group and here the problems of long term unemployment are evident with almost half of both males and females in this group being out of work for more than a year, amounting to over 100, a modest but significant number.

**6.5.6** The obvious conclusion to be drawn from these statistics is that employment opportunities need to be provided primarily for the younger adults (but mainly males) living in the coalfield area and Morpeth. The number of new jobs required would appear to be in the order of 300-500, but obviously the more the better, particularly as the economy has been in recession for some time.

**6.5.7** Notwithstanding the above, there is a need to confront the problem of long term unemployment in the short term for the 50-65 age groups and this situation is likely to remain as the number of people in these age groups will form an increasing proportion of the work force. The promotion of retraining initiatives are outlined in the County Council's seven point plan for economic growth and regeneration and proposals contained within the former Northumberland Training and Enterprise Council's (NTEC) corporate plan for 1990-1993, the basic purpose of which is to create a framework in Northumberland which enables the provision of training and enterprise support to be market driven.

**6.5.8** One means by which NTEC (and now their successor, the Learning and Skills Council) propose to address the problem of long term unemployment is by encouraging the creation of appropriate vacancies in companies through the redeployment of existing staff in the hope that this will create job opportunities which are better suited to the skills and experience of the long term unemployed.

#### COMMUTING

**6.6.1** 9,930 residents (46.8% of those in employment) commuted to work outside the Borough in 1981 and although no data is available for inward commuting it is estimated that slightly smaller numbers travelled to Castle Morpeth for employment. It is not anticipated that the present situation will be significantly different.

**6.6.2** Commuting is most marked in Ponteland where over two thirds of residents work outside the Borough. In Chevington, Ellington and Heddon wards, over half the working population work outside the Borough. In contrast less than 20% of Hartburn and Stamfordham ward residents travel to work outside the Borough. Commuting will continue to be a significant factor in those areas where it is an established way of life and inward commuting will also continue to Morpeth and its environs where many of the existing job opportunities in the Borough are located.

#### LAND FOR INDUSTRY

**6.7.1** The Borough Council has established a new industrial estate, the Collier Light Industrial Estate, at Pegswood, which is now fully developed with units available to let. Nearly all the industrial sites within the Borough are generally fully developed and it is only at the Hadston Industrial Estate that land is available for development. During this period the Council has attempted to identify and establish new industrial and employment sites and land at Northgate Hospital was allocated for a high quality business park in the Draft Morpeth Local Plan (April 1989). The Council is still pursuing this proposal and is in negotiation to acquire land adjacent to the Hospital. Other allocations are made within the Plan under Policy E1.

**6.7.2** The Council's objective is to develop a portfolio of sites with potential for employment development. An Economic Audit has been undertaken with this in mind to assist in identifying sites where employment development would be both acceptable and appropriate.

#### TOURISM

**6.8.1** Tourism is an expanding industry which offers good prospects for increased employment and tourist spending can contribute significantly to the local economy and enhance the viability of

a wide range of businesses. The promotion and development of tourism covers a variety of activities only some of which can be dealt with by land use policies. The Council's detailed objectives for tourism are:-

- i) To promote the development of tourism in order to increase employment and generate income for the local economy. Tourism is a labour intensive industry and investment in its promotion can be a cost effective use of public resources to create jobs.
- ii) To encourage development of tourist accommodation in the Borough and to increase the variety and accessibility of visitor attractions and places of interest.
- iii) To ensure that tourism development does not materially adversely affect the resources of fragile ecosystems, unspoilt landscapes in coast and countryside and the visual and historic qualities of towns and villages.

**6.8.2** It is important in implementing the above objectives that the historic character of Morpeth is not impaired and that the attractive rural countryside and scenic coast is maintained unspoilt. Recent Council backed tourist initiatives have been concentrated in Morpeth with the development of the Chantry Visitor Centre, the repair of the Castle Walls and the conversion of the Castle by the Landmark Trust to provide holiday accommodation. The development of leisure facilities is important in attracting tourists and sports and leisure complexes at both Morpeth and Ponteland have recently been completed.

## STRATEGIC FRAMEWORK

### Government Policy

**6.9.1** The Government's Economic Development policies and its support for the promotion of industry contains incentives and grant schemes for certain areas that are considered to be a priority for new investment. These "Assisted Areas" and their funding criteria are established on the basis of a range of social, economic and health indices, so that assistance is most appropriately targetted to areas of greatest need. The indices and the weighting attributed to them are reviewed regularly and accordingly, specific references to measures are not included in the Local Plan. Much economic development activity is now directed into the region by the Regional Development Agency, "One North East", who in turn have devolved responsibility for the distribution of many funds to the County / sub-regional level.

### Northumberland County Council Policy

**6.10.1** The Northumberland County Structure Plan forms the strategic planning document which is the main determinant of economic development policy and sets the framework within which local planning policy decisions are made. This is complemented by the County Economic Strategy.

**6.10.2** The main aim of County Policy has been:-

"to ensure that land and buildings are made available to create conditions encouraging the retention and expansion of existing and the provision of additional employment opportunities in Northumberland."

"to secure an equitable distribution of new employment between the various urban and rural areas of the County on the basis of need".

**6.10.3** More recently the emphasis has changed, highlighting the need to develop tourism, meet the needs of business start-ups, foster the development of business clusters and to make training more responsive to local needs. New liaison arrangements have been set up through the establishment of the Northumberland Strategic Partnership.

### European Initiatives

**6.11.1** Financial assistance is available from the European Regional Development Fund (ERDF). The Council has joined with other authorities in the region to present a unified case for regional assistance, known as the Tyne and Wear, Southeast Northumberland (TAWSEN) Integrated Development Operations Programme. It has had limited success in obtaining grant aid through this initiative. The European Social Fund (ESF) which provides grant aid for training, social and community projects, is also administered through the TAWSEN secretariat. Grant aid is also available in areas where job losses have occurred in the coal industry, through the RECHAR scheme. Recent revisions to European funding arrangements have resulted in extending access to almost all of the County through a revised Objective 2 (TAWSEN) eligible area and a new Objective 5b designation for rural areas. Castle Morpeth remains in the Objective 2 area, except for Ponteland Parish where the North Ward has been included in the Objective 5b area. (see fig 6.2).

### Other Initiatives

**6.12.1** Regional economic initiatives are being developed through organisations such as the Regional Development Agency (One North East), British Coal Enterprises (BCE), English Partnerships, North-East Innovation Centre (NEIC) and South East Northumberland and North Tyneside Regeneration Initiative (SENTRI). These have an impact on economic development opportunities and training for work throughout the region. The Council will assess its future contribution to and participation in schemes and initiatives from these and other agencies.

### District Council Initiatives In Northumberland

**6.13.1** District Councils in Northumberland, particularly Blyth and Wansbeck who have suffered economic decline and recession through the loss of traditional manufacturing and mining industries, have produced strategies for the economic development of their areas. Pressure to regenerate the economy in the rural districts of Alnwick, Berwick and Tynedale has not been as great, as decline in employment there has been slower. The more recent initiatives of these Councils have been to halt the decline of the rural population and to diversify the economic base.

**6.13.2** In response to Government requirements, local authorities now have to prepare strategies to guide the development of economic growth in their areas. These economic strategies have mainly been prepared in advance of preparation of District Local Plans.

**6.13.3** Castle Morpeth's economy has been less adversely affected, except in the coalfield area, by the decline in traditional industries and rural depopulation. In the past the need for a co-ordinated economic statement and strategy has been less pressing. The Council now recognises that the co-ordination of economic initiatives and effort throughout the County will significantly assist in enhancing economic performance. Accordingly the Council has undertaken an Economic Audit.

### Economic Audit And Development Statement

**6.14.1** The Audit is a study of employment opportunities, constraints and associated matters. This comprehensive reference document assesses a wide range of sites throughout the Borough, including all land owned by the Council, to determine their economic development potential throughout a range of employment uses. The Audit also examines the past performance of the Council in terms of meeting its economic development objectives. The Audit thus provides information from which a supply of land appropriate for employment development can be identified and included in the Local Plan. This is in accordance with Government Policy (PPG12, 2000) which advises that Local Authorities must ensure in development plans that there is sufficient land available for industry and commerce, and that the variety of sites is sufficient to meet the differing practical needs of the user.

**6.14.2** The Council intends to produce portfolios of industrial, office and tourism related

development sites to assist in the promotion of investment in the Borough. In November 1991 work commenced on the office and tourism portfolios and principal sites are allocated in the Local Plan.

## OBJECTIVES

**6.15.1** The 1989 Local Government and Housing Act required Local Authorities to prepare and consult on a plan setting out proposals to promote the economic development of their area and indicating their proposed expenditure on such matters in each financial year. The Council prepared its first statement in June 1991 which contained the following objectives which now become principal Local Plan objectives:-

- To develop a supply of land with infrastructure for employment development purposes in locations where the integration of transport and employment needs maximises savings in energy and has minimal adverse environmental effects.
- To develop a supply of industrial, office and business floorspace.
- To make use of resources available from the European Community.
- To encourage local enterprise through partnership with the private sector where appropriate.
- To promote tourism within the Borough.
- To provide training opportunities for young people.
- To promote Castle Morpeth for industry.
- To maintain and service the Council's existing industrial estates.

Since then, the 2000 Local Government Act broadened the remit of local authorities giving them "new powers to promote or improve the economic, social or environmental well-being of their area." They are now also "required to prepare comprehensive community strategies with local strategic partnerships and to fully involve local people in this process". The Council is now engaged in this process and is establishing a Local Strategic Partnership to drive the process forward.

## EMPLOYMENT SITE CLASSIFICATION AND NUMBERING

**6.16.1** In order to give employment sites an appropriate classification within the Local Plan and to enable their identification on the proposals map and insets, the following notation is used:-

Sites allocated in previous planning documents are given the prefix - A.

New sites are given the prefix - N.

**6.16.2** Where employment sites are listed in a policy statement or shown on the proposals map insets, the site numbers will be accompanied by the relevant settlement alphabetic designation.

For example,  
Morpeth (M)  
AE/MO1 - Fairmoor, Morpeth (Northgate).

NB. Sites with planning permission are not shown on the proposals map and proposals map insets.

The following policies indicate how the above objectives are to be met.

## EMPLOYMENT AND TOURISM: THE POLICIES

### LAND SUPPLY

**6.17.1** Land for economic and tourism development will be located so as to support the needs of existing businesses, promote the creation of new employment and training opportunities and contribute to energy efficiency and sustainable development.

**6.17.2** In the past the Council has struggled to meet its economic development objectives. However, it has achieved the development of industrial estates at Coopies Lane Morpeth, Pegswood and Hadston and provided a small number of workshop units. However the supply of serviced industrial land is now inadequate both in quantity and locational variety. Land has been allocated in previous Local Plans, at Northgate Hospital Morpeth and adjacent to Newcastle Airport. Significant changes in the operational requirements of the Health Authority has resulted in a broadening of emphasis in new employment opportunities to include both Northgate and St. George's Hospitals, Morpeth. An extended employment allocation is made on land adjacent to the Northgate Hospital boundary and close to the A1 at Fairmoor. New allocations are proposed at Ellington and at Newcastle Airport.

**6.17.3** The Council has participated in Government training and work experience programmes over a number of years. All such programmes now operate in Northumberland under the aegis of the Learning and Skills Council which receives its funding from the Department of Work and Pensions.

**6.17.4** As part of this initiative the Council continues to operate a viable training and work experience programme which provides the individual with basic skills gained while working on projects which benefit the local community.

**6.17.5** The Council considers that support for the rural economy is of importance in maintaining and enhancing the vitality of smaller communities and in increasing the variety of employment opportunities throughout the Borough and will work with the Countryside Agency to achieve this objective.

**6.17.6** The Government has made clear its intention to work towards ensuring that development and growth are sustainable. Environmentally sustainable development is now an official objective of the land use planning system. The Council recognises that people aspire to enhanced employment opportunities, to rising standards of living and to a safe and pleasant environment and that they wish to pass these on to future generations. Land allocations for employment purposes in the Plan have been selected to meet as far as practicable the objective of sustainability. Assessing the balance of benefits and costs between the enhancement of man-made capital and the conservation of environmental capital is not an easy task and is closely linked to the level of local authority resources and its ability to monitor development as it progresses.



**POLICY E1**

**LAND IS ALLOCATED, AS SHOWN ON THE PROPOSALS MAP AND PROPOSALS MAP INSETS, FOR EMPLOYMENT PURPOSES (USE CLASSES B1, B2, B8) AT THE FOLLOWING LOCATIONS:-**

**SITES ALLOCATED IN PREVIOUS PLANNING DOCUMENTS.**

		<b><u>HECTARES</u></b>
<b>AE/M01</b>	<b>FAIRMOOR, MORPETH (NORTHGATE)</b>	<b>10.2 ha</b>
<b>AE/M02</b>	<b>RAILWAY YARDS, MORPETH</b>	<b>1.8 ha</b>
<b><u>NEW ALLOCATIONS.</u></b>		
<b>NE/LI05</b>	<b>LINTON LANE, LINTON</b>	<b>5.0 ha</b>
<b>NE/LH06</b>	<b>LAND AT EAST ROAD, LONGHORSLEY</b>	<b>0.4 ha</b>
<b>NE/M07</b>	<b>EXTENSION TO LAND AT FAIRMOOR, MORPETH</b>	<b>5.6 ha</b>
<b>NE/SG10</b>	<b>PART OF AUCTION MART, SCOTS GAP</b>	<b>0.4 ha</b>
<b>NE/12</b>	<b>Part of ST. MARY'S HOSPITAL, STANNINGTON (Mixed Development Site)</b>	<b>33.6 ha</b>
<b>NE/13</b>	<b>NORTH WHITEHOUSE FARM EXTENSION, STANNINGTON</b>	<b>2.5 ha</b>
<b>NE/EL14</b>	<b>ELLINGTON COLLIERY (MIXED DEVELOPMENT SITE)</b>	<b>20.5 ha</b>
<b>TOTAL</b>		<b><u>93.0 ha</u></b>

**6.18.1** In addition the following sites, which have the benefit of planning permission are not yet fully developed.

Hadston Industrial Estate	2.1 ha
Pharmacia Factory, Whalton Road, Morpeth	20.4 ha

**6.18.2** The Council's principal economic development objective is to utilise Morpeth's attractive character and setting in order to attract new employment opportunities and investment in industrial development. Morpeth is a market town, well located on the national and regional highway network, the main east coast railway line and close to Newcastle International Airport and the Tyneside Conurbation.

**6.18.3** Morpeth is an extremely popular settlement with a high level of community and social infrastructure. The town has been identified as one of the "Northern Lights" report – A Development Agenda for the North, 1990, which contained a comparative study of similar settlements throughout the north of the country. This report highlights Morpeth's quality of life and potential for economic growth and development. Principal allocations in Morpeth are at Fairmoor and these are described in the Morpeth settlement chapter.

**St. Mary's Hospital, Stannington**

**6.18.4** St. Mary's Hospital, approximately 3 miles to the south-west of Morpeth, has recently become surplus to Health Authority requirements and the buildings are vacant. The hospital was a major institution in the open countryside with an overall land holding of some 62 hectares, including open space around the buildings, recreational land, peripheral woodland planting and a sewage treatment works.

**6.18.5** The Council acknowledges that the hospital site has the status of a 'brownfield' or previously developed site which provided employment for several hundred staff when it was in full occupation. Accordingly it considers that its reuse should be a mix of employment and related uses. In order to reduce the need for travel, however, the Council anticipates that some housing at the site, directly related to new employment uses, may be appropriate. Such a development

may include houses with workshops attached, or telecottaging enterprises, but will be subsidiary to the employment use of the site.

**6.18.6** The Council has recently undertaken an Urban Capacity Study, as required by PPG3 (Housing) 2000, and revised its planning allocations as part of the Study outcome. In sequential testing the site has been identified as being unlikely to be required for housing purposes during the Plan Period. Any subsequent decisions would be taken in the context of the review of the Council's development and regeneration strategies, the Local Plan and the availability of brownfield land at that time, the progress towards meeting Structure Plan housing targets and the sustainability of alternative sites, when measured in sequential testing.

#### The Northeast Wards

**6.18.7** There are existing industrial estates at Pegswood and Hadston and an existing workshop site at Linton. Nevertheless the Council is keen to increase the variety of industrial site provision in this part of the Borough. In view of the uncertain future of the colliery and to provide land for local service industry the, Ellington Colliery complex is identified as a site suitable for a variety of employment purposes in a mixed development scheme.

#### Sites in Rural Areas

**6.18.8** The Council wishes to promote employment in rural areas throughout the Borough where there may be no buildings suitable for conversion, or where such buildings have been redeveloped for residential use. The Council has identified two such opportunities to provide new workshop development, at Longhorsley and Scots Gap, and sites have been identified which the Council considers suitable for this purpose. These sites are assessed in detail in the relevant settlement chapter.

**6.18.9** Recently the farm complex at North Whitehouse Farm Stannington has been converted to provide a range of workshops and offices, providing employment opportunities in a rural location. The site has been fully developed and in order to sustain the impetus for growth, additional land is allocated for employment purposes there.

#### NEWCASTLE INTERNATIONAL AIRPORT

**6.19.1** The Newcastle International Airport complex lies within the Green Belt and straddles the boundary between the Borough and Newcastle City. Following proposals by the Boundary Commission which came into force on 1st April 1994, virtually all the Airport complex falls within the City boundary except for public car parks which remain within the Borough.

**6.19.2** Regional accessibility to the Airport has been significantly enhanced with the opening of the Woolsington and Newcastle Western Bypasses in 1990 and the extension of the Tyne and Wear Metro in 1991. The new metro terminal is a highly stylised and attractive building which has done much to enhance the appearance of the Airport. The Airport Britannia Hotel currently provides 100 bedrooms, together with conference and restaurant facilities. A 48-bedroom extension with associated leisure facilities is proposed and these will include major external alterations which will considerably improve the appearance of the hotel. The Aviator Hotel has been built adjacent to the terminal, providing alternative budget accommodation to the Moat House.

**6.19.3** There are a number of residential properties in close proximity to the operational areas of the Airport, and the Council would wish to see their residential amenities retained and enhanced where possible and appropriate.

**6.19.4** The Council's strategy is to support the planned growth and efficient management of the Airport through the allocation of land for purposes relating to its operation and to control expansion there. The Council considers that this is best achieved through a modification to the Green Belt, creating a "window" around the operational area of the Airport to be linked with significant

landscaping and environmental works to limit the visual impact of the Airport buildings and associated land uses.

**POLICY E2**

**LAND IS ALLOCATED FOR AIRPORT RELATED USES AT NEWCASTLE AIRPORT:-**

	<u>HECTARES</u>
<b>NE/NA09 NORTH OF NEWCASTLE AIRPORT.</b>	<b>24.85 ha</b>

**ON THE ALLOCATED LAND PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT WHICH IS REQUIRED FOR THE CONTINUED EXPANSION OF NEWCASTLE AIRPORT UP TO AND BEYOND 2006, HAVING REGARD TO THE AIRPORT MASTER PLAN, AND PROVIDED THAT: -**

- i) IT IS DIRECTLY RELATED TO THE OPERATION OR FUNCTION OF THE AIRPORT\*;  
AND**
- ii) IT WOULD NOT CAUSE DEMONSTRABLE HARM TO INTERESTS OF  
ACKNOWLEDGED IMPORTANCE, INCLUDING RESIDENTIAL AMENITY.**

**\* Airport Related Development is defined in the Glossary.**

**6.19.5** In each case it will be necessary for the Council to be satisfied that the proposed uses are directly related to the operation or function of the Airport. The Council will only permit development where it is satisfied that the overall continuing expansion of the Airport will not be prejudiced. The Council also recognises that, within the plan period, part of the land allocated under Policy E2A may be required for the creation of a new access corridor to serve the Airport complex.

**6.19.6** Since the 1980's the Airport has grown rapidly to employ over 2,700 people, of whom approximately 500 are employed as seasonal staff for the summer period (1997 Figures). Passenger movements have also increased from 1.1 million in 1984, to 2.6 million in March 1997. There is every indication that this upward trend will continue and it is estimated that the number of staff and passengers may double over the next ten years.

**6.19.7** The Airport Company prepared a Land Use Master Plan in 1994. The Master Plan identifies the way in which the Airport Company considers that facilities and land uses will need to expand in order to meet forecast demand. Land uses identified in the Master Plan include terminal building, short and long term car parking and ancillary activities. The recent extension to the terminal building has allowed for a capacity increase from 3 million passengers per year to almost 5 million.

**6.19.8** It is important that the design and layout of new buildings are of a high quality as the development area is relatively prominent from the main road approaches to the Airport and accordingly will play an important part in the creation of an appropriate image for the Airport and its associated uses.

**6.19.9** The Council is concerned that a strong boundary to the Green Belt be created between the proposed new development and open countryside and have resolved that a landscape zone of woodland planting be established north of the area designated for airport related development. (Planning Committee, 17 September 1990, Minute 41). A first phase of woodland planting was implemented in 1996 and future phases will be undertaken in accordance with the Landscape and Wildlife Strategy prepared by the Airport Company.

OFFICE DEVELOPMENT**POLICY E3.**

**LAND IS ALLOCATED AS SHOWN ON THE PROPOSALS MAP AND PROPOSALS MAP INSETS, FOR USE CLASS B1 USES (PRIMARILY OFFICE DEVELOPMENT) AT THE FOLLOWING LOCATION:-**

		<u>HECTARES</u>
EO/M03	GOOSE HILL FACTORY SITE	0.2 ha
EO/M04	LOW STANNERS MIXED DEVELOPMENT AREA, MORPETH	2.28 ha
	<b>TOTAL</b>	<b><u>2.48 ha</u></b>

**6.20.1** In November 1989 the former Northern Development Company produced "An assessment of the potential for office development in Morpeth", followed by a similar report for Ponteland in June 1990. The studies established a demand for office floorspace in Morpeth and to a lesser extent in Ponteland, generally ranging between 1,000 - 5,000 square feet. At the time of the survey there were no appropriate sites allocated to meet this demand. The study also recognised that Morpeth has the potential to attract larger inward investment office projects such as Government relocations.

**6.20.2** The main thrust of Northumberland County Council office location policy is to encourage the establishment of offices in the principal towns in the County (Structure Plan Policy S8). Office development in other locations throughout the Borough may be acceptable subject to the merits of individual circumstances.

**6.20.3** Sites with development potential particularly in the town centre are a scarce resource and, unless positively allocated for office or other employment purposes, tend to be taken up and developed for housing. While the Council recognises that residential development may be acceptable it will only entertain applications for housing when it has been clearly established that there is no demand for office use of these sites. A detailed assessment of individual sites is given in the settlement chapters.

EXCEPTIONAL PROPOSALS FOR EMPLOYMENT DEVELOPMENT**POLICY E4.**

**SITES SPECIFICALLY FOR ACCOMMODATING INWARD INVESTMENT BY FIRMS REQUIRING INDIVIDUAL, ENVIRONMENTALLY ATTRACTIVE SITES IN NON-ESTATE LOCATIONS AND OUTWITH SETTLEMENT BOUNDARIES (POLICY C1) ARE IDENTIFIED AT:-**

- i) FAIRMOOR (ADJACENT TO A1) - 8.15 ha

**DEVELOPERS ARE REQUIRED TO DEMONSTRATE SPECIAL NEEDS THAT CANNOT BE SATISFIED ON DESIGNATED SITES ELSEWHERE.**

**POLICY E5.**

**OUTSIDE THE GREEN BELT PROPOSALS FOR NEW EMPLOYMENT USES, INCLUDING INDUSTRIAL, OFFICE OR TOURISM PROJECTS, WILL NOT BE PERMITTED UNLESS THE PROPOSAL SATISFIES ALL OF THE FOLLOWING CRITERIA:-**

- i) THERE IS NO SUITABLE SITE AVAILABLE WITHIN AN APPROPRIATE EMPLOYMENT ALLOCATION;**
- ii) SIGNIFICANT AREAS OF BEST AND MOST VERSATILE AGRICULTURAL LAND WOULD NOT BE INVOLVED AND THERE WOULD BE NO ADVERSE IMPACT ON FARM STRUCTURES;**
- iii) THE CHARACTER OR APPEARANCE OF THE COUNTRYSIDE OR THE SETTING OF LOCAL SETTLEMENTS WOULD NOT BE HARMED;**
- iv) THERE WOULD BE NO HARM TO THE AMENITY OF NEARBY RESIDENTS;**
- v) IT WOULD NOT GENERATE TRAFFIC OF A TYPE OR AMOUNT INAPPROPRIATE TO THE CHARACTER OF LOCAL ACCESS ROADS, OR REQUIRE IMPROVEMENTS WHICH WOULD DAMAGE THE CHARACTER OF THOSE ROADS;**
- vi) THERE WOULD BE NO ADVERSE IMPACT ON SITES OF ARCHAEOLOGICAL OR NATURE CONSERVATION INTEREST.**

**6.21.1** Policies E4 and E5 reflect the provision of the County Structure Plan Policy ED7 relating to the provision of strategic employment land. In the manufacturing, office and commercial sectors major employers have become far more demanding in their choice of sites. The requirements of such employment-generating businesses are continually changing and in the future is even more likely to be related to new technology, particularly micro-electronics. Sites for such uses need to be well located with regard to existing regional communications and have a well established landscaped setting. Morpeth is particularly attractive, as it has a pleasant environment in which to live, good communications and is near a major universities and other higher educational establishments..

**6.21.2** In order to bring initial interest to fruition it is important that adequately serviced land is readily available in attractive locations within major settlements and throughout the Borough. However, it may not be possible to accommodate some potential new businesses on designated sites and new locations may well be proposed for development. Where prospective businesses offer substantial employment opportunities the need for new jobs in the region and particularly in Southeast Northumberland is such that their individual locational requirements will be carefully assessed.

**6.21.3** The Council will continue to resist significant new developments on greenfield sites in the open countryside and accordingly any proposal for departures from these policies will require exceptional justification.

CONVERSION OF BUILDINGS FOR EMPLOYMENT USE.

**POLICY E6.**

**PROPOSALS FOR THE CONVERSION OR ADAPTATION OF A RURAL BUILDING FOR EMPLOYMENT PURPOSES WILL BE PERMITTED PROVIDED ALL OF THE FOLLOWING ARE SATISFIED:-**

- i) THE BUILDING IS OF SUBSTANTIAL, SOUND AND PERMANENT CONSTRUCTION, AND IF LOCATED IN THE OPEN COUNTRYSIDE, IS CAPABLE OF RE-USE WITHOUT MAJOR OR COMPLETE RECONSTRUCTION OR SIGNIFICANT EXTENSION;**
- ii) ANY CONVERSION WORK RESPECTS LOCAL BUILDING STYLES AND MATERIALS, AND IN THE CASE OF TRADITIONAL BUILDINGS, THE EFFECT ON THE OVERALL APPEARANCE AND CHARACTER OF THE BUILDING WILL BE MINIMAL. IN PARTICULAR, EXISTING OPENINGS SHOULD BE USED AND NEW OPENINGS KEPT TO AN ABSOLUTE MINIMUM;**
- iii) WHERE THE CONVERSION INVOLVES THE CREATION OF TWO OR MORE UNITS, ALL EXTERNAL WORK MUST BE OF THE SAME CHARACTER AND STYLE;**
- iv) THE PROPOSED USE WOULD NOT HARM THE LOCAL ENVIRONMENT THROUGH THE CREATION OF NOISE, DUST, SMOKE, FUMES, GRIT, VIBRATION OR ANY FORM OF WATER, SOIL OR AIR POLLUTION;**
- v) THE TRAFFIC GENERATED COULD BE SAFELY ACCOMMODATED BY THE SITE ACCESS AND LOCAL ROAD NETWORK;**
- vi) THERE IS SUFFICIENT SPACE WITHIN THE CURTILAGE TO ACCOMMODATE CAR PARKING, LOADING AND SERVICING FACILITIES WITHOUT DETRIMENT TO THE VISUAL AMENITY OF THE COUNTRYSIDE;**
- vii) THERE SHOULD BE NO COMMERCIAL OR INDUSTRIAL ACTIVITY OR STORAGE OF RAW MATERIALS OR FINISHED GOODS OUTSIDE THE BUILDING;**
- viii) THERE SHOULD BE NO NEW FENCES, WALLS OR OTHER STRUCTURES ASSOCIATED WITH THE USE OF THE BUILDING OR DEFINITION OF THE CURTILAGE IF THEY WOULD HARM THE VISUAL AMENITY OF THE COUNTRYSIDE;**
- ix) NOT LESS THAN 80% OF GOODS RETAILED ARE PRODUCED ON THE PREMISES.**

**6.22.1** A recent trend has been the establishment of craft workshops and businesses in rural parts of the Borough through the conversion of farm and other buildings. These can range from a small single workshop to groups of buildings being adapted for occupation by one or more businesses. Over the past decade projects have been implemented at the Milkhope Centre, New Kennels and West Farm, Berwick Hill, Blagdon; Netherton and North Whitehouse Farms, Stannington; Matfen Hall Stables, Matfen and Karva Woodcraft, Widdrington Station. Many of these projects have been supported by the Rural Development Commission. The Council will encourage the conversion of buildings for employment uses before their consideration for residential use, in accordance with advice from English Heritage. However, applications for the re-use of buildings erected under agricultural permitted development rights will be carefully examined to prevent abuse of the planning system.

**6.22.2** The revival of traditional handicrafts continues to grow and many craftsmen seek a rural or market town setting in which to develop their craft. The demonstration of craft skills in workshops open to the public has considerable potential as a tourist attraction. However, workshops in converted buildings may not be able to accommodate large numbers of tourists, or the cars and buses often generated. Where such use is proposed, it will need to be demonstrated that adequate on-site facilities can be provided in the interests of road safety and local amenity.

**6.22.3** The reuse of buildings, in particular traditional farm buildings, for small scale activities is often acceptable within settlements and the open countryside subject to the impact of such uses on local amenity. Care has to be taken that such uses do not expand beyond their premises to the

extent that they cause problems through traffic generation and hours of working. The sale of goods made at such workshops will be permitted but this does not extend to the sale of goods brought in from outside for re-sale, where the sale of such items exceeds the sale of items produced on site.

#### THE BUSINESS ENVIRONMENT

##### **POLICY E7.**

**SUBJECT TO CONFORMITY WITH POLICY E8 ON INDUSTRIAL ESTATES THE COUNCIL WILL PERMIT BUSINESSES IN USE CLASSES B1, B2 AND B8.**

**USE IN RETAIL CLASSES A1, A2 AND A3 WILL NOT BE ALLOWED, UNLESS ESSENTIAL TO THE PROPER OPERATION OF THE INDUSTRIAL ESTATE OR IN COMPLIANCE WITH POLICY S3.**

**6.23.1** Industrial estates contribute significantly to the local economy, providing job opportunities and land and buildings for business and employment development. Existing estates are located at Coopies Lane, Morpeth; Meadowfield, Ponteland; Collier, Pegswood; Hadston and Linton Lane, Linton.

**6.23.2** The Council has experienced pressure to use sites and buildings for various purposes other than industry and business use in certain locations. It considers it would be wasteful for fully serviced sites to be used for purposes which do not take full advantage of the infrastructure provided or create little or no employment. Similarly general retail uses will be discouraged as they could well adversely affect trade in retail centres.

##### **POLICY E8.**

**ON INDUSTRIAL ESTATES PROPOSALS FOR NEW DEVELOPMENT WILL BE ASSESSED WITH REFERENCE TO ALL THE FOLLOWING:-**

- i) THE QUALITY OF BUILDINGS, THEIR SETTING AND LANDSCAPE DESIGN AND MEANS OF ENCLOSURE.**
- ii) THE USE OF APPROPRIATE AND GOOD QUALITY BUILDING MATERIALS.**
- iii) THE CONTROL OF LEVELS OF DUST, NOISE, FUMES AND VIBRATION.**
- iv) THE AMOUNT AND VISUAL IMPACT OF EXTERNAL STORAGE.**
- v) THE ADEQUATE PROVISION OF CAR PARKING AND LOADING FACILITIES (see appendix F).**
- vi) THE NUMBER, SIZE AND ILLUMINATION OF EXTERNAL ADVERTISEMENTS.**

**6.24.1** Over the past 10-15 years industrial developments have not always been of adequate quality in terms of the contribution they make to the industrial and economic environment. The external appearance of buildings and installations have often been secondary to operational requirements with little attention given to the contribution they can make to both urban and rural landscapes. The environmental setting is an increasingly important factor in determining the successful establishment of new businesses.

**6.24.2** High standards of design and maintenance of industrial property both on industrial estates and elsewhere in the Borough is an important factor in determining the image of the Borough and its attractiveness for economic investment. Industrial buildings of a temporary nature do not normally meet such standards and the Council will discourage their use.

#### TOURISM

**6.25.1** Tourism is one of the fastest growing industries in the United Kingdom economy and offers good prospects for increased employment in the Borough.

**6.25.2** Nowadays tourists and visitors expect and enjoy a wide range of facilities and tastes have diversified from the traditional holiday seaside towns and package tours abroad. Attractions of unspoilt remote countryside, sites and monuments of historic interest and specialist activity holidays are increasingly popular. The contribution that tourists make to the local economy contributes significantly to the viability of a wide range of businesses.

**6.25.3** Tourism is being promoted through various initiatives by the Department of Culture, Media and Sport, Northumbria Tourist Board, local authorities and the private sector. The Council has made some progress in promoting the Borough as a tourist destination and in developing appropriate facilities as resources permit. Morpeth has tourist potential as an attractive market town set in the wooded valley of the River Wansbeck.

**6.25.4** The rural parts of the Borough are also attractive with considerable potential for increased tourist activity from country houses in parkland settings, castles and abbey ruins, wooded river valleys and the five miles of sand and dunes at Druridge Bay and Cresswell. Wallington and Belsay Halls, and Bolam, Plessey Woods and Druridge Bay Country Parks all offer varied attractions for the tourist and visitor.

**6.25.5** In order for visitors to enjoy these attractions, there is a need to improve the quality and variety of holiday accommodation ranging from 5-crown hotels to the inexpensive Bed and Breakfast or self-catering accommodation. The Castle Morpeth "Where to Stay Guide" for 1991 lists the number of hotel bedrooms within and immediately adjacent to the Borough at 339 (759 bedspaces), 100 of which are provided at the Newcastle Airport (Queens Moat House Hotel) and 150 at the Holiday Inn, Seaton Burn. Both hotels lie on the extreme southern boundary of the Borough close to Newcastle.

**6.25.6** A significant proportion of hotel and guest house trade is generated by business visits, including visits associated with airport activities and form a regular and important source of income throughout the year.

**6.25.7** Self-catering holiday lets and cottages provide 140 bedspaces, with 79 bed and breakfast bedspaces being available throughout the Borough. Sites for 98 touring caravans are available, together with 42 pitches for camping. These figures are not exhaustive but are considered to give a guide to the levels of holiday accommodation provision within the Borough. This level of accommodation is considered to be inadequate and provision will be made within the Local Plan to encourage further initiatives.

#### VISITOR ACCOMMODATION

#### **HOTELS**

##### **POLICY E9**

**OUTSIDE THE GREEN BELT PROPOSALS FOR HOTEL DEVELOPMENTS WILL BE PERMITTED PROVIDED ALL OF THE FOLLOWING ARE SATISFIED:-**

- i) THE PROPOSAL IS WITHIN A SETTLEMENT BOUNDARY, OR INVOLVES THE RE-USE AND ADAPTATION OF A RURAL BUILDING IF IT IS OUTSIDE A SETTLEMENT;**
- ii) THERE SHOULD BE SATISFACTORY ACCESS TO A PUBLIC HIGHWAY, AND THE PROPOSAL SHOULD NOT CREATE OR AGGRAVATE TRAFFIC PROBLEMS;**
- iii) THE SITE SHOULD BE ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT;**
- iv) THERE SHOULD BE NO DETRIMENT TO VISUAL AMENITY;**
- v) THE PROPOSAL SHOULD NOT HARM THE AMENITY OF NEARBY RESIDENTS.**

**6.26.1** For some years the Council has recognised the need to increase the amount, quality and



variety of hotel accommodation throughout the Borough. Sites for hotel development have been allocated in earlier plans and planning permission has been granted for a 72 bedspace hotel at the Court House, Morpeth (now lapsed), the conversion of Cresswell Stables, a derelict Grade II Listed Building to the west of Cresswell village, 50 bedspaces, and motels at Stannington Station Road End, 35 bedspaces, and Burgham Farm, Longhorsley. Extensions have been approved at the Linden Hall and Queens Moat House Hotels, providing an additional 10 and 48 bedspaces respectively.

**6.26.2** The Council is concerned that to date work has not started on any of these projects, other than the Linden Hall extension and considers that this is principally a result of the depressed local tourism economy arising from the national economic recession, rather than a lack of attractiveness of the Borough for major investment of this nature. There have also been significant new hotel developments in Newcastle City and North Tyneside close to the southern part of the Borough.

#### **SELF CATERING HOLIDAY ACCOMMODATION**

##### ***POLICY E10***

**OUTSIDE THE GREEN BELT PROPOSALS FOR NEW BUILD SELF-CATERING HOLIDAY ACCOMMODATION WILL BE PERMITTED PROVIDED ALL OF THE FOLLOWING ARE SATISFIED:-**

- i) THE PROPOSAL SHOULD BE WELL RELATED TO AN EXISTING SETTLEMENT OR GROUP OF BUILDINGS AND BLEND WITH THE LANDSCAPE;**
- ii) ALL BUILDINGS SHOULD BE OF A SCALE, CHARACTER AND MATERIALS WHICH RESPECT LOCAL BUILDING STYLES;**
- iii) THERE SHOULD BE NO DETRIMENTAL EFFECT ON AREAS OF HIGH LANDSCAPE VALUE;**
- iv) THERE WOULD BE NO ADVERSE IMPACT ON A SIGNIFICANT AREA OF BEST AND MOST VERSATILE AGRICULTURAL LAND, OR ON FARM STRUCTURE;**
- v) CAR PARKING SHOULD BE PROVIDED ON THE BASIS OF A MINIMUM OF ONE CAR PARKING SPACE PER TWO BEDSPACES.**

**WHERE APPROPRIATE THE COUNCIL WILL ATTACH A PLANNING CONDITION PROHIBITING THE USE OF THE BUILDINGS AS PERMANENT RESIDENTIAL ACCOMMODATION.**

##### ***POLICY E11***

**THE COUNCIL WILL PERMIT THE CONVERSION OF EXISTING NON-RESIDENTIAL BUILDINGS TO SELF-CATERING HOLIDAY ACCOMMODATION. PROPOSALS WILL BE JUDGED AGAINST POLICIES H20 AND E10, IN ADDITION TO ALL THE FOLLOWING CRITERIA:-**

- i) THE USE OF THE BUILDING ONCE CONVERTED WILL NOT MATERIALLY ADVERSELY AFFECT NEIGHBOURING PROPERTY OR CAUSE UNDUE INTERFERENCE WITH THE MANAGEMENT OF SURROUNDING FARM LAND, NOR SHOULD THE CONVERSION TAKE PLACE WHERE THE FUTURE OCCUPANTS WOULD BE LIKELY TO EXPERIENCE USES NEARBY WHICH GENERATE NOISE, DUST, DIRT OR HAVE OTHER CHARACTERISTICS INAPPROPRIATE TO A RESIDENTIAL SETTING.**
- ii) WHERE PLANNING PERMISSION IS GRANTED, THE COUNCIL WILL REMOVE RESIDENTIAL PERMITTED DEVELOPMENT RIGHTS IN ORDER THAT IT MAY EXAMINE CLOSELY AND CONTROL PROPOSALS FOR FUTURE EXTENSIONS AND/OR FREE-STANDING STRUCTURES ADJACENT TO THE CONVERTED PROPERTY.**

**IN APPROPRIATE CASES THE COUNCIL WILL ATTACH A PLANNING CONDITION PROHIBITING THE USE OF THE BUILDINGS AS PERMANENT RESIDENTIAL ACCOMMODATION.**

**6.27.1** Part of Northumberland's particular attractiveness and character is its open, unspoilt countryside and coast and many visitors are attracted by these qualities. In their appreciation of the countryside many people enjoy self-catering holidays in premises in quiet and remote locations. These may range from isolated cottages to camping barns or group accommodation such as youth hostels. The Council recognises there is a need to provide adequate accommodation to meet these varying demands. Insensitive design and the poor location of buildings will, however, have a significant detrimental impact on the very qualities visitors wish to enjoy. The above policy criteria are intended to direct development to appropriate locations and obtain a high standard of design in support of Structure Plan Policy.

**6.27.2** It is particularly important that development is directly related to established need for such facilities, in order to ensure that all new and converted buildings for holiday purposes are well utilised. If such buildings are under-used, it is anticipated that there will be pressure upon the Local Authority to grant full residential status contrary to Policy H16. of the Plan. Statements as to the viability of proposals from appropriate tourist development organisations will greatly assist the Council in determining the suitability of any development proposals. Whilst the criteria set out to control the conversion of non-residential buildings to holiday accommodation are detailed and precise, the Council considers that such conversions are to be preferred to the use of existing housing stock as holiday homes, with the consequential loss of permanent housing available in small rural communities.

**6.27.3** Some parts of the countryside are more sensitive to disturbance by holiday makers than others, particularly certain wildlife habitats with flora and fauna which are vulnerable to disturbance from recreational access and activity by holiday makers, their children and pets. Development in or close to such locations will be refused. (See policies C8-C10)

**6.27.4** Self-catering accommodation will vary in the number of bedspaces per unit. In larger units groups of visitors may combine to occupy the building with a consequent increase in the number of cars to be greater than that normally associated with a residential dwelling. If adequate car parking provision is not made this may cause annoyance to local residents, adversely affect local amenity and result in problems of highway safety.

**6.27.5** There is an increasing demand for site leisure facilities associated with even quite modest groups of self-catering holiday units. This trend gives the Council cause for concern due to the possible adverse impact of new buildings in the open countryside. Accordingly, the incremental development of swimming pools, tennis courts and other recreational facilities and buildings will be strictly controlled.

CARAVANS AND CAMPING

**CARAVANS AND CAMPING SITES**

**POLICY E12**

**PROPOSALS FOR NEW AND EXTENSIONS TO EXISTING STATIC CARAVAN SITES, AND FOR THE DEVELOPMENT OF SITES FOR TOURING CARAVANS AND CAMPSITES WILL NOT BE PERMITTED IN THE GREEN BELT. ELSEWHERE PROPOSALS WILL BE PERMITTED WHERE ALL OF THE FOLLOWING CRITERIA ARE SATISFIED:**

- i) THERE SHOULD BE NO DETRIMENTAL EFFECT ON THE CHARACTER AND APPEARANCE OF THE COUNTRYSIDE, PARTICULARLY IN AREAS OF HIGH LANDSCAPE VALUE;**
- ii) THERE WOULD BE NO ADVERSE IMPACT ON A SIGNIFICANT AREA OF BEST AND MOST VERSATILE AGRICULTURAL LAND, OR ON FARM STRUCTURE;**
- iii) THERE WOULD BE NO ADVERSE IMPACT ON THE LOCAL COMMUNITY, AND WHERE ASSOCIATED WITH A SETTLEMENT, THE PROPOSAL SHOULD BE WELL RELATED TO ITS CHARACTER IN TERMS OF SCALE AND SITING;**
- iv) ANY ADDITIONAL TRAFFIC GENERATED BY THE PROPOSAL SHOULD BE CAPABLE OF BEING ACCOMMODATED ON THE EXISTING ROAD NETWORK;**
- v) THERE WOULD BE NO ADVERSE IMPACT ON SITES OF HERITAGE OR NATURE CONSERVATION VALUE.**

**PROPOSALS TO SIGNIFICANTLY INCREASE THE NUMBER OF UNITS WITHIN A SITE OR TO EXTEND A SITE'S BUSINESS SEASON WILL BE RIGOROUSLY ASSESSED AGAINST THE ISSUE OF AMENITY AND QUALITY OF LIFE OF LOCAL COMMUNITIES.**

**6.28.1** In the Borough there are four static caravan sites all in the coastal plain at Cresswell (two), Ellington and West Chevington which contribute to the overall stock of holiday accommodation and are considered to provide an adequate supply of this specific type of accommodation. Static caravan sites are not appropriate in locations away from popular tourist attractions and in the hinterland of Druridge Bay, the Council's policies are aimed at conserving and enhancing the undeveloped landscape proposed for designation as part of Northumberland's Heritage Coast and Area of Outstanding Natural Beauty.

**6.28.2** Caravan sites in the Borough are in general located close to small village communities and can in the holiday season significantly swell the resident population. In the past, seasonal fluctuations of this nature have put considerable pressure upon local communities through vandalism to the built fabric and the horseplay of holiday makers has often strained the good will of residents.

**6.28.3** The Council has recently received applications from caravan operators to extend their approved business season to enable occupation of caravans through the autumn and winter months. In considering such requests the Council will give a high priority to the issues of local amenity and quality of life.

**6.28.4** The impact of touring caravans and tents on the landscape is generally not as significant as much larger static caravans and the associated facilities are less extensive. Often a secluded rural site within easy reach of the main highway network to provide easy access may prove appropriate. The demand for such sites, particularly for overnight halt facilities is increased due to the main ferry terminal at North Shields bringing tourists from Scandinavia and Northern Europe. In considering proposals for the development of new sites, the Council will take into account guidance from the Caravan Club, the Camping and Caravanning Club and other appropriate organisations.

### **STORAGE OF CARAVANS**

#### **POLICY E13**

**THE COUNCIL WILL NOT PERMIT THE STORAGE OF CARAVANS IN THE GREEN BELT. ELSEWHERE THE STORAGE OF CARAVANS WILL BE ASSESSED AGAINST ALL THE FOLLOWING CRITERIA :-**

- i) THE CARAVANS ARE NOT PROMINENT IN THE LANDSCAPE FROM EITHER SHORT OR LONG RANGE VIEWS.**
- ii) YEAR ROUND SCREENING IS PROVIDED.**
- iii) THE STORAGE OF CARAVANS DOES NOT PREJUDICE THE FUTURE DEVELOPMENT OF THE LAND.**
- iv) THERE IS ADEQUATE ACCESS.**

**6.29.1** The availability of storage sites for caravans will ease the problems caused by caravans kept on drives at home, or on farms without planning permission. Storage may be acceptable within appropriately screened areas of caravan sites, or on sites, such as industrial estates, where they would not prejudice the future development of the land.

### **TOURIST ATTRACTIONS**

#### **POLICY E14**

**THE DEVELOPMENT OF LAND AND BUILDINGS TO PROVIDE OR ENHANCE TOURIST ATTRACTIONS WILL BE PERMITTED PROVIDED THAT:-**

- i) THERE WOULD BE NO ADVERSE IMPACT ON THE SITE AND ITS SURROUNDINGS RESULTING FROM THE SCALE, NATURE AND LOCATION OF THE PROPOSALS;**
- ii) PUBLIC ACCESS IS ESTABLISHED THROUGH THE PROVISION OF FOOTPATHS, CYCLEWAYS, AND TOURIST BUS AND CAR PARKING FACILITIES;**
- iii) THERE WOULD BE NO ADVERSE IMPACT ON A SIGNIFICANT AREA OF BEST AND MOST VERSATILE AGRICULTURAL LAND, OR ON FARM STRUCTURE;**
- iv) IN THE CASE OF HISTORIC BUILDINGS, ANCIENT MONUMENTS OR OTHER FEATURES OF SPECIAL INTEREST, THERE WOULD BE NO DETRIMENT TO THE HISTORIC CONTENT;**
- v) IN THE CASE OF PROPOSALS WITHIN THE GREEN BELT, THE OPENNESS OF THE GREEN BELT WILL BE PRESERVED, THERE IS NO CONFLICT WITH THE PURPOSE OF INCLUDING LAND IN THE GREEN BELT, AND THE VISUAL AMENITIES OF THE GREEN BELT WOULD NOT BE INJURED.**

**6.30.1** The Borough offers a variety of sites with the potential to attract tourists. These range from country houses such as Belsay and Wallington Halls, the World Heritage site of Hadrian's Wall and includes picturesque and historic villages, the medieval market town of Morpeth, the pleasant sylvan river valleys of the Blyth, Wansbeck and Coquet and the coastal landscape of Druridge Bay. (See also Policies R8, R9, T5, C43).

**6.30.2** In recent years a number of historic buildings have been renovated in Morpeth including the Old Gaol, the Court House and the Chantry, which now provides a home for the Bagpipe Museum and Craft and Tourist Information Centres. Morpeth Castle Gatehouse has recently been converted by the Landmark Trust to provide holiday accommodation and the Council has repaired the Castle walls and improved public access to the site. There may be an opportunity to exploit Saint Mary's Church and its setting for tourism whilst protecting its architectural and historic heritage.

**6.30.3** Work has commenced on a management plan for the important and isolated Chibburn

Preceptory, a medieval ecclesiastical building constructed by the Knights of St. Johns Templar. The Church of Longhorsley St. Helens has been repaired and is also being managed as a ruin. Improved public access to the important heritage assets of Mitford Castle and Newminster Abbey is being investigated. (See policy MR1)

**6.30.4** The Council will continue to maintain and improve access to these and other historic sites and to realise their tourist development potential.

**6.30.5** The Council recognises the importance of the Green Belt in safeguarding the countryside, and that special circumstances apply in considering proposals for development, including tourist related developments. Proposals in Green Belt locations will only be given favourable consideration where they comply with the fundamental aim of keeping land permanently open.

### **ROADSIDE FACILITIES**

#### ***POLICY E15***

***THE PROVISION OF ROADSIDE FACILITIES SUCH AS CAFES, RESTAURANTS, FILLING STATIONS AND GARAGES OUTSIDE BUILT-UP AREAS WILL BE ASSESSED AGAINST NEED, HIGHWAY SAFETY AND IMPACT ON THE ENVIRONMENT. TEMPORARY OR MOBILE STRUCTURES ARE NOT ACCEPTABLE.***

**6.31.1** Cafes, shops, filling stations and garages are urban forms of development which are not normally acceptable in the open countryside. Their visual appearance may be incongruous and out of keeping with the rural setting, unless very high standards of design are achieved. The Council is particularly concerned that the use of temporary structures, such as caravans at lay-bys or by the roadside retailing hot food and drinks, frequently create problems of road safety and litter and are detrimental to visual amenity and highway safety.

**6.31.2** The Council recognises that there may be circumstances where properly planned facilities are required and will assess such proposals against Government advice (PPG13 Transport, 2001) as at Burgham Farm on the A1, north of Morpeth, where approval has been granted for a petrol filling station, shop, restaurant and hotel.



## CHAPTER 7 - SHOPPING

### INTRODUCTION

**7.1.1** The Shopping Chapter of the Local Plan sets out the broader historical planning background, together with the main aims, objectives and policies that relate to shopping issues that are Borough wide. Locationally specific policies that relate to villages and towns are covered within the settlement chapters.

### PLANNING CONTEXT

**7.2.1** Morpeth is the main shopping centre in the Borough, providing a wide range of convenience and comparison goods shops, together with other services of a retail nature. Shopping floorspace in the town centre amounts to 14,375 square metres net of which 5,315 square metres is in convenience goods and 9,060 square metres in comparison goods. There are also local shopping precincts in the suburbs of the town, the largest being at Kirkhill and Stobhill Grange.

**7.2.2** Ponteland's shopping facilities are provided in two centres, in the village and at Broadway, Darras Hall, and total 3,490 square metres of retail floorspace with a further 1,075 square metres net in services.

**7.2.3** In the smaller settlements there are local retail service centres at Hadston, Ellington, Lynemouth, Pegswood and Heddon-on-the-Wall and many of the villages are served by individual shops. Widdrington Station is the only sizeable community lacking adequate retail services.

### RETAIL DEVELOPMENT CLIMATE

**7.3.1** Morpeth is perceived as having inherent investment qualities to attract both developers and institutional purchasers in an improved investment climate. These include:-

- i) it is a prosperous market town with county town status;
- ii) there is a significant catchment population of approximately 50,000 with disposable income;
- iii) it has an attractive shopping environment with multiple retailer representation and rental growth prospects.
- iv) it has significant potential as a location for high-quality retailing, which will set it apart from some of the other shopping destinations in the area.

**7.3.2** Improvements to existing facilities, including enhancement of the shopping environment, car parking, access and accessibility, town centre management and the development of further new retail floorspace are steps that can be taken to capitalise on this position.

### THE NORTHUMBERLAND STRUCTURE PLAN

**7.4.1** Historically, the Council has supported the strategic retail policies of the County Council, in particular policy ED12 of the replacement Structure Plan to resist proposals for out-of-town and major shopping developments which will have an adverse effect on the vitality and viability of established retail centres. Policies in the Ponteland and draft Morpeth Local Plans also reflected this stance and the implementation of Morpeth Town Centre Local Plan policies has resulted in an increase in confidence in the commercial viability of the town centre and its competitiveness with the regional retail centres of Newcastle City Centre and the Metro Centre.

### SHOPPING STUDIES

**7.5.1** In 1985 the Council commissioned Newcastle University to investigate shopping requirements in Morpeth and Ponteland. Their report "A Study of Shopping Floorspace

Requirements in Morpeth and Ponteland" concluded that an additional 2,800 square metres of net convenience goods floorspace could be provided in Morpeth through the development of a supermarket (or supermarkets). At Ponteland a supermarket of up to 1,400 square metres of net retail floorspace was recommended. This has been taken up through the development of the Safeway supermarket in Main Street, whereas in Morpeth the Safeway supermarket in Stanley Terrace has taken up only 2,050 square metres of the recommended provision.

**7.5.2** An independent study was undertaken in 1990 by the Unit for Retail Planning Information (URPI) to assess the retail potential of Morpeth. The results of this study were that a strong case could be made for at least an additional 2,000 square metres of net floorspace for comparison goods, but for only 600 square metres of new convenience goods floorspace.

**7.5.3** As part of their study of land south of Bridge Street in 1991, consultants Building Design Partnership undertook a retail assessment. This assessment was of developer and retailer interests and concluded that up to 3,200 square metres net of additional comparison goods floorspace could be provided and in addition that a supermarket company had a requirement for an outlet of 2,350 square metres net.

**7.5.4** In 1995 the Council commissioned W. A. Fairhurst to undertake a new retail study for Morpeth. The study concluded that, while Morpeth is still a reasonably successful commercial centre, there is scope for additional floorspace of about 3,000 square metres (net) in the convenience goods sector and about 2,500 square metres (net) in the comparison goods sector. Such additional provision would enhance the vitality and viability of the town centre and enable it to compete more effectively against other sub-regional and regional centres. The Plan proposes developments to provide this additional floorspace, together with measures to enhance the character and attractiveness of the existing shopping streets for the benefit of shoppers and other pedestrians, as recommended in the study findings.

## OBJECTIVES

**7.6.1** The Council intends to set an overall policy framework within which specific issues can be considered and identifies the following objectives:-

- To retain and enhance existing retail provision throughout the Borough and to identify new sites to meet Castle Morpeth's retail floorspace requirements up to 2001.
- To concentrate shopping provision in or in close proximity to existing centres and to resist proposals which would have an adverse impact upon the viability of such centres.
- To encourage the retention of shopping facilities to meet local needs in suburban and rural settlement locations throughout the Borough.
- To enhance the quality and character of the environment in existing shopping centres through improvement and revitalisation schemes.

The following policies indicate how the above objectives are to be met.



## SHOPPING: THE POLICIES

### LAND SUPPLY

#### **POLICY S1.**

**LAND IS ALLOCATED FOR RETAIL DEVELOPMENT AT THE FOLLOWING LOCATIONS:-**

		<u>HECTARES</u>
<b>S/M03</b>	<b>BACK RIGGS RETAIL OPPORTUNITY AREA, MORPETH</b>	<b>1.79 ha</b>

**7.7.1** The County Council undertook a survey of shopping patterns (published in October 1990) for the Districts of Castle Morpeth, Tynedale and Wansbeck. The study's findings indicated the main trends in relation to shopping expenditure on convenience and comparison goods at that time. Since then the Newcastle Western Bypass has opened and the increased accessibility of the Gateshead Metrocentre, in particular, may have had an impact on shopping trends in the past two years. Nevertheless the following general findings are the most up-to-date material available on which to assess and predict future shopping trends.

#### Convenience Goods

**7.7.2** The study indicated that over two-thirds of the Borough's car owning households and three-quarters of non-car households do most of their shopping for convenience goods, particularly groceries, within the Borough, principally within the main settlements of Morpeth and Ponteland.

**7.7.3** These findings are supported by approaches to the Council from major food retailers for additional shopping floorspace at Morpeth where it is considered that this sector is operating below its full potential.

#### Comparison Goods

**7.7.4** The pattern of comparison goods expenditure is somewhat more complicated, with the major centres of Newcastle and the Gateshead Metro Centre, together with the District shopping centre of Ashington competing significantly.

**7.7.5** Morpeth is the only centre in the Borough with a substantial number of comparison goods shops but it is weak in clothing, footwear, furniture, carpets and miscellaneous goods as over two-thirds of expenditure in these categories is outside the Borough. This picture of shopping expenditure may subsequently have been affected by the opening of the Chantry Craft Centre and an increase in the number of specialist clothing retailers.

**7.7.6** Morpeth is the main centre for electrical goods shopping for over one-half the town's, and over one-fifth of the Borough's residents, and as such the Council considers that there is considerable scope for growth in this sector.

**7.7.7** There is potential for a significant opportunity to enhance provision of comparison goods floorspace through development in the Back Riggs area. The Council has commissioned a study to assess the potential of this site for further retail provision, including bulky goods retailing. The commercial attractiveness of this part of the town centre has been enhanced through the development of a 900 square metre supermarket for Lidl.

*Shops in Widdrington Station*

**7.7.8** Provision in other settlements throughout the Borough generally is considered to be adequate and no other major allocations are proposed within the Plan, except for Widdrington Station which is the one substantial community which does not have a central group of shops to serve local needs. There are three shops in individual locations within the settlement and some services, such as hairdressing, are provided from temporary structures located in the car park to the Club at the north end of Mile Road. The provision of a centrally located group of shops would provide a focus for the community, and resolve the problem of inappropriately sited temporary structures being used to provide local services. Such facilities could be developed in conjunction with the proposed provision of community, social and leisure facilities to the mutual benefit of the service providers and the enhancement of the community.

OUT-OF-TOWN RETAIL DEVELOPMENTS**POLICY S2**

**PROPOSALS FOR LARGE SCALE RETAIL DEVELOPMENTS OVER 2,500 SQUARE METRES GROSS FLOORSPACE OUTSIDE THE TOWN CENTRES OF MORPETH AND PONTELAND WILL ONLY BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE SATISFIED:-**

- i) THERE IS A NEED FOR THE DEVELOPMENT;**
- ii) THERE ARE NO SUITABLE SITES AVAILABLE WITHIN THE TOWN CENTRE OR IN AN EDGE-OF-CENTRE LOCATION;**
- iii) THE PROPOSAL, EITHER BY ITSELF OR TOGETHER WITH OTHER RETAIL PROPOSALS OR DEVELOPMENTS, WILL NOT HARM THE VITALITY OR VIABILITY OF THE EXISTING SHOPPING CENTRES;**
- iv) THE TRAFFIC GENERATED BY THE PROPOSAL CAN BE ACCOMMODATED SAFELY ON THE LOCAL HIGHWAY NETWORK;**
- v) THE PROPOSAL IS SITED SO AS TO MINIMISE THE NUMBER AND LENGTH OF CAR JOURNEYS AND IS READILY ACCESSIBLE TO THOSE ON FOOT OR BICYCLE, OR WHO RELY ON PUBLIC TRANSPORT;**
- vi) THE PROPOSAL IS NOT LOCATED ON LAND USED OR ALLOCATED FOR EMPLOYMENT PURPOSES, INCLUDING INDUSTRY OR BUSINESS USES.**

**POLICY S3.**

**THE COUNCIL WILL GIVE SEPARATE CONSIDERATION TO BUSINESSES RETAILING BULKY GOODS ON EXISTING AND PROPOSED EMPLOYMENT SITES DUE TO THE EXTENSIVE NATURE OF THEIR LAND REQUIREMENT. IN APPROPRIATE CASES THE COUNCIL WILL REQUIRE APPLICANTS TO ENTER INTO A PLANNING OBLIGATION, CONTROLLING THE NATURE OF GOODS FOR SALE.**

**APPLICATIONS WILL BE ASSESSED AGAINST THE NUMBER OF JOBS CREATED, THEIR VISUAL AND OPERATIONAL IMPACT ON NEIGHBOURING BUSINESSES AND THEIR IMPACT, INCLUDING THE CUMULATIVE IMPACT WITH OTHER RECENT OR PROPOSED RETAIL DEVELOPMENTS, ON THE VITALITY AND VIABILITY OF ANY NEARBY TOWN CENTRE AS A WHOLE.**

**7.8.1** Shopping floorspace allocations within the Plan are modest and in general it is considered that the existing pattern of shopping will not change greatly. The Council considers that it has identified within and adjacent to the main shopping areas of the main settlements within the Borough, locations appropriate for the development of shopping floorspace in line with the Council's principal shopping objectives and appropriate guidance (PPG6, 1996). An objective of the Government is to sustain and enhance the vitality and viability of town centres. Accordingly

developers should be able to demonstrate that a sequential approach to site selection has been adopted, and that all potential town centre options have been thoroughly assessed before less central sites are considered for development for key town centre uses.

**7.8.2** Much of the Borough has good road access to the Tyneside conurbation and is considered likely to be subject to pressure for out-of-town shopping development in the future. In view of the comparatively limited need for new shopping floorspace in the Borough, out-of-town development could prejudice proposals to improve existing shopping centres. Due to changes in the nature of goods and commodities, some traditional town centre shopping uses now require large areas for the storage and display of bulky goods, such as white electrical goods, DIY materials, furniture and carpets. Such developments could be located on employment development sites on the edge of towns and yet be accessible to both car-borne shoppers and others, and not seriously affect existing shopping centres.

#### FACTORY SHOPS - RETAILING FROM MANUFACTURING PREMISES

##### **POLICY S4**

**THE RETAILING OF GOODS ANCILLARY TO A FACTORY WILL BE PERMITTED ON INDUSTRIAL ESTATES SUBJECT TO ALL OF THE FOLLOWING CRITERIA BEING SATISFIED:-**

- i) ANY RETAIL SALES CONDUCTED FROM THE PREMISES SHALL BE RESTRICTED SOLELY TO THOSE ITEMS, GOODS OR ARTEFACTS MANUFACTURED, PROCESSED OR ASSEMBLED ON THE PREMISES.**
- ii) ANY INDIVIDUAL APPLICATION GRANTED BY THE COUNCIL SHALL LIMIT THE AREA OF FLOORSPEACE DEVOTED TO THE DISPLAY AND/OR SALE OF GOODS TO 25% OF THE TOTAL FACTORY FLOORSPEACE IN THE CASE OF FURNITURE AND 25% OR 50 SQUARE METRES (540 SQUARE FEET) WHICHEVER IS THE LESSER, IN ALL OTHER CASES.**
- iii) PROPOSALS FOR ADVERTISEMENTS, AS DEFINED IN THE TOWN AND COUNTRY PLANNING (CONTROL OF ADVERTISEMENTS) REGULATIONS, IN SUPPORT OF RETAIL OUTLETS SHOULD NOT, EITHER INDIVIDUALLY OR CUMULATIVELY, HAVE AN ADVERSE IMPACT ON THE VISUAL AMENITY OF THE INDUSTRIAL ESTATE OR OTHER HIGHWAYS IN THE VICINITY.**

**7.9.1** In order to promote the establishment of a sound manufacturing base for the local economy it is important that there should be an adequate supply of modern, well located, serviced, attractive and available industrial premises. Significant efforts have been made to make industrial estates attractive places to work, which coupled with often good links with the highway network has resulted in their becoming increasingly attractive to non-manufacturing retail uses.

**7.9.2** In order to control the loss of important industrial and warehousing buildings to retail uses the Council intends to restrict the scale of retail sales from factories and also to ensure that such sales are directly linked to the manufacturing processes undertaken within the unit. This primary function of the premises must remain that of an industrial use. The Council intends to retain control over the promotion of any retail outlets allowed under the policy in order that advertising material does not proliferate to the detriment of the visual amenity of the industrial estate or highways in the vicinity.

## VILLAGE SHOPS

### **POLICY S5**

**DEVELOPMENT INVOLVING THE LOSS OF THE LAST REMAINING CONVENIENCE SHOP IN A SETTLEMENT WILL ONLY BE PERMITTED IF THE DEVELOPER PROVIDES A STATEMENT TO SHOW THAT THE PROPERTY HAS BEEN ADVERTISED ON NOT LESS THAN THREE OCCASIONS EACH IN APPROPRIATE LOCAL AND TRADE PUBLICATIONS OVER A PERIOD OF SIX MONTHS WITH DIRECT REFERENCE TO SECURING THE CONTINUED USE OF THE PREMISES FOR CONVENIENCE GOODS RETAILING.**

**7.10.1** The village shop is often the focal point of a small community, providing a level of facilities to serve the local population, such as post office, newsagent, grocer and chemist. In many cases it provides a lifeline for members of the community who are unable to get to a town on a regular basis. Its loss can therefore be a serious blow to village life and the vitality of the community it serves. Unfortunately, however, village shops are coming under greater financial pressure, particularly where they are affected by Central Government policies designed to rationalise post office and chemist services.

**7.10.2** Government advice has recently been increasingly concerned to protect village shops. This advice is contained in the Rural White Paper:- "Rural England - A Nation Committed to a Living Countryside" (1995), PPG7:- "The Countryside and the Rural Economy" (1988), superseded by the newly - released revised PPG7:- "The Countryside - Environmental Quality and Economic and Social Development" (1997). PPG6:- "Town Centres and Retail Developments" (1996) also emphasises the vital role which village shops play in the rural economy and that this should be taken into account when considering applications for converting existing shops into dwellings.

**7.10.3** The Rural Development Commission is involved in assisting village shops and also supports other organisations active in this connection, such as Action with Communities in Rural England (ACRE) and the Rural Community Council (RCC).

**7.10.4** In view of the local importance of these shops, the Council will only permit the change of use of a last remaining village shop where evidence is provided by the developer in a statement indicating that the shop is no longer viable and has been on the market for a minimum period of six months. The views of the local Parish Council will also be important in helping to gauge the community value of the facility and its future economic potential.

## FARM SHOPS

### **POLICY S6**

**THE COUNCIL WILL PERMIT PROPOSALS FOR FARM SHOPS SUBJECT TO ALL THE FOLLOWING CRITERIA:-**

- i) NOT LESS THAN 80% OF GOODS RETAILED SHOULD BE PRODUCED ON THE FARM, NURSERY OR MARKET GARDEN;**
- ii) THE SCALE, DESIGN AND LANDSCAPING OF NEW OR CONVERTED FACILITIES SHOULD NOT DETRACT FROM THE VISUAL AMENITY OF THEIR SURROUNDINGS;**
- iii) NO DETRIMENT SHOULD BE CAUSED TO HIGHWAY SAFETY;**
- iv) SUCH FACILITIES SHOULD BE DEVELOPED WITHIN THE CURTILAGE OF EXISTING GROUPS OF BUILDINGS;**
- v) THERE SHOULD BE NO ADVERSE IMPACT ON THE VIABILITY OF LOCAL VILLAGE SHOPS.**

**7.11.1** Outside the urban areas, Government guidance as expressed in PPG 2 (Green Belts) and PPG6 (Town Centres and Retail Developments) is that retail development should be sited where it

is likely to be accessible by a choice of means of transport, and to encourage economy in fuel consumption. Usually this means locating retail development in or next to existing town centres and concentrations of people where car and public transport use can be minimised. However, the Council recognises that in order to facilitate and foster the development of the rural economy there is a place for farm shops within the rural areas. Farm shops can bring the farmer closer to the consumer and to the market thus meeting the demand from the point of production, and they can also help to diversify individual farm business making them more stable financially. Whilst being generally supportive of the concept of the farm shop, the Council wishes to ensure that they are properly managed and controlled and do not develop to such an extent that they become inappropriate to a rural area. Whilst the importation of some goods for sale must be accepted if the farm shop is to remain viable and attractive to customers, it is considered that the great majority of goods sold through the farm shop should be produced on the farm to which the shop belongs.

#### DISTRIBUTION AND WAREHOUSING

##### **POLICY S7**

**PROPOSALS FOR THE DEVELOPMENT OF WAREHOUSES AND DISTRIBUTION DEPOTS, PARTICULARLY FOR BULKY GOODS, WILL BE PERMITTED OUTSIDE THE GREEN BELT PROVIDED ALL OF THE FOLLOWING CRITERIA ARE SATISFIED:-**

- i) THE SITE IS SERVED OR HAS THE POTENTIAL TO BE SERVED FROM THE RAILWAY NETWORK, AND IS READILY ACCESSIBLE FROM THE STRATEGIC ROAD NETWORK;**
- ii) THE PROPOSAL WILL NOT HAVE AN ADVERSE IMPACT ON URBAN ROAD NETWORKS WHERE THERE IS ALREADY TRAFFIC CONGESTION;**
- iii) THE PROPOSAL WILL NOT BE DETRIMENTAL TO THE AMENITY OF RESIDENTIAL AREAS;**
- iv) SIGNIFICANT AREAS OF BEST AND MOST VERSATILE AGRICULTURAL LAND WILL NOT BE INVOLVED AND THERE WILL BE NO ADVERSE IMPACT ON FARM STRUCTURE;**
- v) THERE WILL BE NO ADVERSE IMPACT ON SITES OF ARCHAEOLOGICAL OR NATURE CONSERVATION INTEREST;**
- vi) THERE WILL BE NO ADVERSE MATERIAL CHANGE TO THE CHARACTER OR APPEARANCE OF THE LANDSCAPE, PARTICULARLY IN AREAS OF HIGH LANDSCAPE VALUE;**
- vii) THE PROPOSAL DOES NOT INCLUDE ANY ELEMENT OF RETAIL ACTIVITY.**

**7.12.1** The Plan makes provision for the encouragement of the carriage of freight by rail or water wherever it can provide a viable alternative to road haulage. Distribution depots aimed at interconnecting local and long distance movement of freight should be located away from congested central areas and residential areas, but with direct access to the regional road network. Any such proposals for development should therefore be located in accordance with the criteria set out in policy S3C, which has been drawn up to meet the provisions of PPG13 (para 3.7) and Structure Plan Policy T9.

## UNDERUSED FLOORSPACE IN THE RETAIL AREAS

### **POLICY S8**

**WITHIN ESTABLISHED SHOPPING AREAS THE COUNCIL WILL PERMIT THE CHANGE OF USE OF VACANT FLOORSPACE ABOVE GROUND FLOOR LEVEL TO A1, A2, C3 AND D1 USES OF THE USE CLASSES ORDER 1987. USES A3 AND B1 MAY ALSO BE PERMITTED SUBJECT TO THEIR SIZE AND OPERATIONAL REQUIREMENTS. PROPOSALS WILL BE SUBJECT TO MEETING ALL THE FOLLOWING REQUIREMENTS:-**

- i) THE PROVISION OF A SEPARATE ACCESS;**
- ii) NO ADVERSE IMPACT OF THE PROPOSED USE UPON THE AMENITY OF ADJACENT OWNERS.**
- iii) THE PROVISION OF ADEQUATE SERVICING.**

**7.13.1** The rooms above many shops are often under-utilised or vacant and the Council is concerned that this town centre floorspace resource should be fully utilised. Such under-use is a waste and the careful re-use can provide low cost homes or commercial and business premises which may help revitalise the town centre outside normal shopping hours and support the economic viability of many specialist or marginal shopping uses.

**7.13.2** The project "Living Over The Shop" was initiated in 1989 and has created considerable interest, in particular from The Housing Corporation which has made grants to housing associations for over-the-shop schemes. Benefits of schemes include:-

- i) good repair and maintenance of buildings;
- ii) improved security due to a permanent presence;
- iii) increased trade to owners resulting from livelier town centres;
- iv) increased income to the property owner;
- v) increased availability of social housing.

## IMPROVEMENTS TO EXISTING FACILITIES

### **POLICY S9**

**THE COUNCIL WILL PERMIT CO-ORDINATED DEVELOPMENT PROPOSALS TO ENHANCE ESTABLISHED SHOPPING CENTRES AND IMPROVE THEIR SECURITY, VISUAL ATTRACTIVENESS AND ECONOMIC VIABILITY AND WILL PROMOTE SCHEMES OF ENHANCEMENT AS RESOURCES PERMIT. INCREMENTAL SCHEMES THAT WOULD PREJUDICE CO-ORDINATED IMPROVEMENTS WILL NOT BE PERMITTED.**

**7.14.1** Other than the sites identified within Policy S1 of the Plan, there are no significant proposals to increase shopping floorspace throughout the Borough. There is however a need to improve significantly the quality of existing shopping locations, not just within the main shopping centres at Morpeth and Ponteland, but also within the smaller settlements. Many purpose-built shopping centres and arcades are showing signs of age and failing to meet the expectations of shoppers and the operational and security requirements of traders; they urgently require improvement. The Council has recently prepared and implemented proposals for security and environmental improvements to the Merton Way and Castle Court shopping centre in Ponteland. In Morpeth the Chamber of Trade is discussing with the Council schemes for improving the attractiveness and economic viability of the Sanderson Arcade and Back Riggs shopping areas. Such initiatives will require the support of both public and private interests if they are to come to fruition, and are considered by the Council to be an important element of its overall shopping strategy.

**POLICY S10**

**PROPOSALS FOR NEW SHOPPING DEVELOPMENT OR CONVERSION OF PREMISES TO SHOPPING USE WILL BE REQUIRED TO INCLUDE SERVICING AND OPERATIONAL VEHICLE PARKING TO AT LEAST HIGHWAY AUTHORITY STANDARDS.**

**PROPOSALS FOR NEW SHOPPING DEVELOPMENT OR CONVERSION OF PREMISES TO SHOPPING USE WILL BE REQUIRED TO INCLUDE PARKING IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX F. "CAR AND CYCLE PARKING STANDARDS".**

**7.15.1** The servicing of shopping, commercial and business interests particularly in historic town centres such as Morpeth and Ponteland is often a problem. Roads and streets have difficulty in accommodating modern service vehicles without detriment to the fabric of the town, the amenity of residents and the free flow of traffic and pedestrians along the streets.

**7.15.2** The operational requirements of many businesses are such that the storage of refuse and other items is often consigned to the rear of buildings and can impinge upon public spaces to the detriment of local amenity if proper provision is not made as part of the development proposals.

OPEN AIR MARKETS

**POLICY S11**

**THE COUNCIL WILL ONLY PERMIT OPEN AIR MARKETS WHERE ALL THE FOLLOWING CRITERIA ARE SATISFIED :-**

- i) THE SITE IS NOT PROMINENT IN THE LANDSCAPE;**
- ii) THE VITALITY AND VIABILITY OF EXISTING SHOPPING CENTRES WILL NOT BE ADVERSELY AFFECTED;**
- iii) THE PROPOSAL DOES NOT RESULT IN A LOSS OF AMENITY TO NEIGHBOURING OCCUPIERS;**
- iv) ADEQUATE PARKING FACILITIES CAN BE PROVIDED WITHIN THE SITE;**
- v) THE PROPOSAL WOULD NOT CAUSE TRAFFIC CONGESTION OR BE DETRIMENTAL TO HIGHWAY SAFETY.**

**7.16.1** New open air markets or car boot sales can have an adverse impact on the visual appearance of the area, due to the amounts of land they take up and traffic they generate. New market development will only be acceptable where it does not form an unduly prominent feature, can be adequately accessed and serviced, and does not harm the living conditions of nearby residents or undermine the functions of established shopping centres.

PROTECTION OF SERVICES

**POLICY S12**

**WHERE AN ESTABLISHED BUSINESS OR SERVICE IN A MAIN OR LOCAL SERVICE CENTRE IS CLOSED OR PROPOSED FOR CLOSURE, AND THE LOSS OF THAT SERVICE WILL HAVE AN ADVERSE IMPACT ON:-**

- i) THE VITALITY OF THE COMMERCIAL AND BUSINESS CENTRE OF THE SETTLEMENT OR ON THE FUNCTION OF THE SETTLEMENT AS A MAIN OR LOCAL SERVICE CENTRE; AND**
- ii) THE SUSTAINABILITY OF THE COMMUNITY BY REASON OF THAT CLOSURE INCREASING THE NEED TO TRAVEL BY PRIVATE CAR TO OTHER BUSINESS OR SERVICE CENTRES,**

**THEN PLANNING PERMISSION FOR REDEVELOPMENT OF THAT BUSINESS OR SERVICE FOR RESIDENTIAL PURPOSES WILL BE REFUSED UNLESS THE BUSINESS OR SERVICE HAS FIRST BEEN ADVERTISED AS A GOING CONCERN ON NOT LESS THAN THREE OCCASIONS EACH IN APPROPRIATE LOCAL AND TRADE PUBLICATIONS AND WITH TWO SPECIALIST ESTATE AGENTS OVER A PERIOD OF SIX MONTHS AND WITH DIRECT REFERENCE TO SECURING THE CONTINUED USE OF THE PREMISES FOR THAT BUSINESS OR SERVICE (AS DEFINED IN THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987).**

**7.17.1** In the Deposit Local Plan, the Council drew up policies to define and limit the extent of commercial areas in order that there should not be uncontrolled encroachment into adjoining residential areas. The policies are designed both to protect existing residential amenity and to maintain the compactness and coherence; and therefore the vitality and viability of commercial areas.

**7.17.2** Recent government guidance has, however, now placed a different emphasis on how land within settlements may be appropriately be used, developed or redeveloped. In particular, PPG3 (Housing) and the requirement, nationally, for 60% of new housing to be located on previously-developed land has brought into consideration sites, premises and businesses which have, up to now, been operating actively and profitably. In settlements where brownfield land not in active use is a scarce resource and where the private housing market inflates prices and land values to such an extent that economic constraints are greatly diminished, profitable businesses and services are being targeted as potential sites for redevelopment for housing.

**7.17.3** The Council is concerned that main and local service centres may be deprived of important local services and consequently, their overall viability. Accordingly, where a business comes on the market or closes, evidence will be sought that the premises have been marketed for a continuation of the business or service.



## CHAPTER 8 - ROADS AND TRANSPORTATION

### INTRODUCTION

**8.1.1** The Transportation chapter of the Local Plan sets out the broader historical planning background, together with the main aims, objectives and policies that relate to transport issues that are Borough wide. Locationally specific policies that relate to villages and towns are covered within the settlement chapters.

**8.1.2** Northumberland County Council is the Highways Authority and is responsible for all roads within the Plan area except Trunk Roads which are the concern of the Department for Transport. Accordingly the role of the Borough Council is principally an advisory one, apart from Morpeth Town, where there is an agency agreement between the County and Castle Morpeth passing responsibility for highway maintenance to the District Council. Nevertheless this Council plays an important role in determining highway policy for its area through the Local Plan.

### PLANNING CONTEXT

#### EXISTING SITUATION

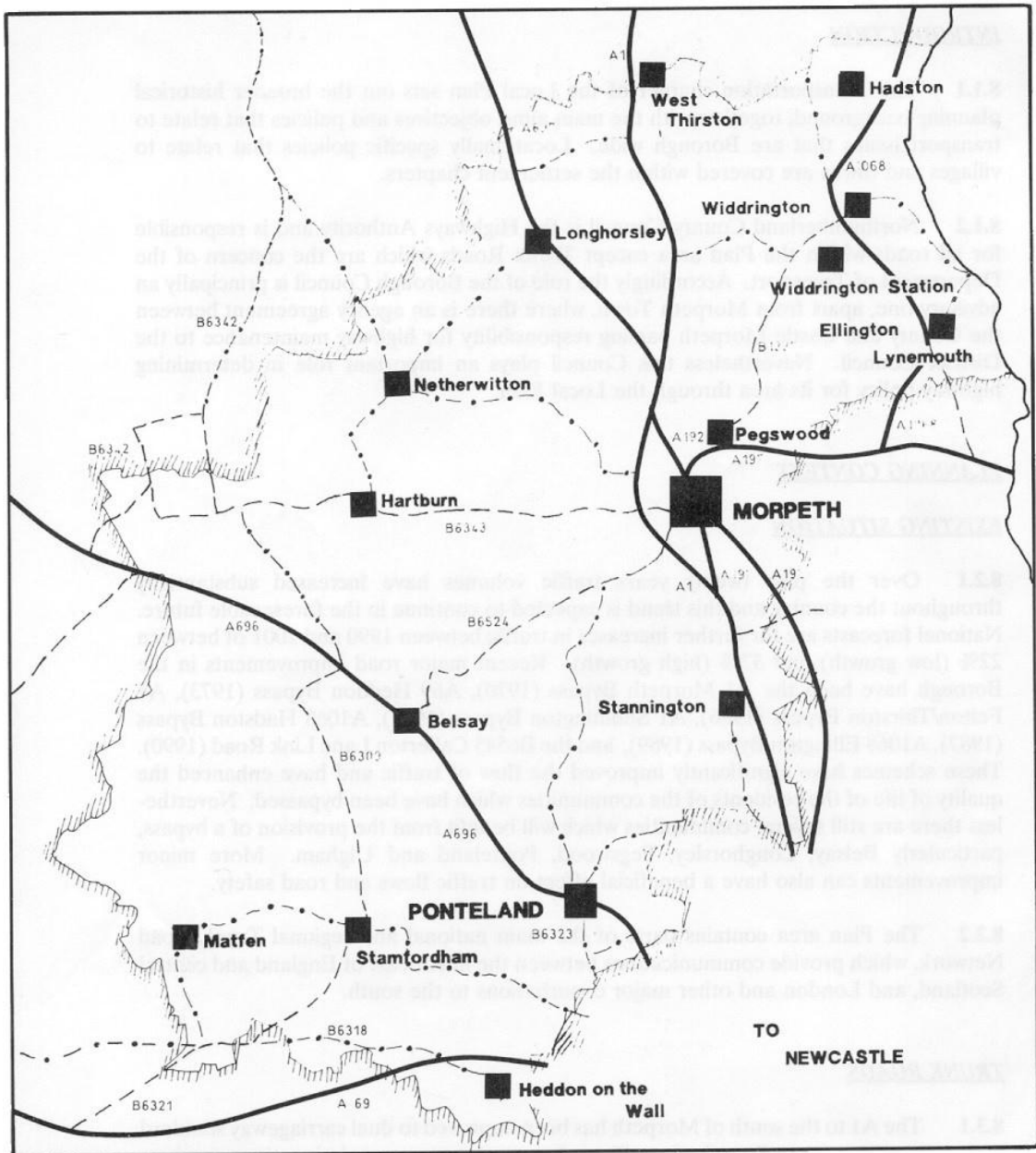
**8.2.1** Over the past twenty years traffic volumes have increased substantially throughout the country and this trend is expected to continue in the foreseeable future. National forecasts are for further increases in traffic between 1990 and 2001 of between 22% (low growth) and 57% (high growth). Recent major road improvements in the Borough have been the A1 Morpeth Bypass (1970), A69 Heddon Bypass (1973), A1 Felton/Thirston Bypass (1986), A1 Stannington Bypass (1987), A1068 Hadston Bypass (1987), A1068 Ellington Bypass (1989), and the B6545 Callerton Lane Link Road (1990). These schemes have significantly improved the flow of traffic and have enhanced the quality of life of the residents of the communities which have been bypassed. Nevertheless there are still several communities which will benefit from the provision of a bypass, particularly Belsay, Pegswood and Ponteland. More minor improvements can also have a beneficial effect on traffic flows and road safety.

**8.2.2** The Plan area contains parts of the main national and regional Trunk Road Network, which provide communications between the north-east of England and central Scotland, and London and other major conurbations to the south.

#### TRUNK ROADS

**8.3.1** The A1 to the south of Morpeth has been improved to dual carriageway standard with a recent bypass to Stannington village, however, some at-grade junctions continue to give concern (see Policy T1). The A69 Carlisle/ Newcastle road runs through the Borough for a short distance to the north of Heddon-on-the-Wall and has been improved to dual carriageway standard. The A696 Trunk Road provides an alternative cross border route to the A1 but traffic levels are much lower, however the County Council considers that there is a need to continue to improve this route to provide a good standard single carriageway together with the completion of bypasses to Ponteland (see Policy PT1) and Belsay (see Policy BET1).

FIG. 8.1 - ROAD NETWORK



**KEY**

	<b>Primary Road</b>
	<b>Secondary Road</b>
	<b>Local Distributer</b>
	<b>District Boundary</b>

## A1 SAFELINK CAMPAIGN

**8.4.1** The A1 Safelink Campaign was established in 1989 with the objective of obtaining the dualling of the A1 along its entire length between Newcastle and Edinburgh. To date the Campaign has brought together the Department for Transport and the Scottish Office to obtain a joint approach to the problem and is producing statistical evidence and an economic development assessment of the benefits which could accrue from the improvement of the A1 to dual carriageway standard. The matter is fully dealt with in Policy T1. and paragraph 8.15.1.

## PRIMARY ROADS

**8.5.1** Other important primary roads within the Borough are the A697 Morpeth - Longhorsley road, and the A1068 Ellington - Hadston road. The County Council has a long standing policy to seek to improve the A697 to good standards with a 7.3 metre wide carriageway - a bypass route to the east of Longhorsley village (Policy LHT1) is protected; no major improvements are currently envisaged for the A1068 within the Plan period which has been improved significantly during the past decade.

## TRAFFIC GROWTH

**8.6.1** In recent years traffic on trunk and other roads within the Plan area has grown at a rate similar to that experienced elsewhere in the Country. The rate of increase has been such that traffic flows on the Telford Bridge, Morpeth are now in excess of levels prior to the construction of the Morpeth Bypass in 1970. Similar rates of growth at Ponteland had until recently created high levels of traffic congestion on Ponteland Bridge, however, this has been eased significantly by the opening of the new Callerton Lane Link Road joining the A696 to the B6323.

**8.6.2** The location of Castle Morpeth Borough relative to the Tyneside Conurbation inevitably leads to a significant level of commuting from Ponteland and Darras Hall, Morpeth and other settlements. The majority of the commuting is by private car but bus transport and rail and Metro links (the new Metro terminal at Newcastle International Airport opened on 17 November 1991) play an important role.

## CAR OWNERSHIP

**8.7.1** Car ownership within the Plan area tends to be higher than in the surrounding areas of southeast Northumberland and Tyne and Wear with significantly more householders having access to a second car than in other areas. In 1991 75.3% of residents of Castle Morpeth had access to a car compared with 66.3% in the County as a whole. At that time 30.4% of people in the Borough had access to two or more cars compared with 20.1% in the County as a whole and 11.5% in Wansbeck. Table 8.1 indicates low car ownership levels in the eastern wards of the Borough, such as Chevington, Lynemouth and Pegswood, compared with the relatively more affluent wards of Ponteland, Hartburn, Hebron, Hepscott and Mitford.

TABLE 8.1 - CAR OWNERSHIP BY WARD

Wards	HOUSEHOLDS	NO CAR	ONE CAR	TWO CARS	THREE+ CARS
Chevington	1,103	539 (48.8%)	444 (40.3%)	107 (9.7%)	14 (1.2%)
Ellington	1,114	185 (16.6%)	664 (59.6%)	228 (20.5%)	37 (3.3%)
Hartburn	393	45 (11.4%)	178 (45.3%)	139 (35.4%)	31 (7.9%)
Hebron, Hepscott & Mitford	564	42 (7.4%)	215 (38.1%)	243 (43.1%)	64 (11.4%)
Heddon	639	106 (16.6%)	332 (52.0%)	171 (26.8%)	30 (4.6%)
Longhorsley	479	54 (11.3%)	212 (44.3%)	174 (36.3%)	39 (8.1%)
Lynemouth	832	387 (46.5%)	392 (47.1%)	47 (5.7%)	6 (0.7%)
Morpeth (5 wards)	5,727	1,711 (29.9%)	2,600 (46.4%)	1,209 (21.1%)	143 (2.6%)
Pegswood	1,473	585 (39.7%)	683 (46.4%)	184 (12.5%)	21 (1.4%)
Ponteland (4 wards)	4,181	521 (12.5%)	1,621 (38.8%)	1,743 (41.6%)	296 (7.1%)
Stamfordham	558	86 (15.4%)	251 (45.0%)	180 (32.3%)	41 (7.3%)
Stannington	482	73 (15.4%)	219 (45.4%)	160 (33.2%)	30 (6.2%)
Ulgham	1,157	366 (31.6%)	525 (45.4%)	235 (20.3%)	31 (2.7%)
Whalton	396	33 (8.3%)	171 (43.2%)	138 (34.9%)	54 (13.6%)
BOROUGH	19,092	4,726 (24.7%)	8,571 (44.9%)	4,957 (26.0%)	838 (4.4%)

Source: 1991 Census.

Note : May not add to published totals due to barnardisation.

## PUBLIC TRANSPORT

### BUS

**8.8.1** The overall pattern over recent years has been for passenger use to fall as car ownership has risen and road improvements have reduced journey times on many routes to Newcastle and Tyneside. However, many services, especially between main towns are operated commercially and often the more profitable peak hour and school journeys help maintain less busy off-peak journeys. However there is only limited competition between bus service operators. New demands for convenient transport and the relaxation of regulations under the Transport Act 1985 has led to minibuses being introduced to residential estates, particularly in Morpeth.

**8.8.2** Since 1986, the County Council has contracted a number of evening and Sunday services as well as individual journeys and market day services in the Borough. In particular most of the non-main road rural services are supported by the County Council. In the longer term, changes in land use patterns may lead to the development of bus services to meet new needs either on a commercial basis or, if a strong case can be established, with support from the County Council.

### RAIL

**8.9.1** The main east coast Edinburgh to London line passes through the Borough. Electrification of the line was recently completed providing improvements to Intercity service times. . Morpeth is the main station and there are local stations at Pegswood and Widdrington Station. The Council considers that Morpeth is of sufficient importance to justify some intercity service stops there and will continue to press for improvements to its services in this respect, though the intention to provide faster long-distance services may make this difficult to attain. The Council also considers it important to maintain and enhance the connector services to Pegswood and Widdrington Station.

## DEPARTMENT FOR TRANSPORT

**8.10.1** The Department for Transport is the highways authority responsible for the Trunk Road network throughout England. Trunk roads are the backbone of Britain's road system. The Department for Transport has stated that:

“Trunk roads must play a full role in our integrated transport policy. They should not be planned in isolation. We will:

- bring transport and land use planning together at regional level;
- plan future improvements to trunk roads at regional level;
- focus on strategic road and rail transport corridors, ensuring that these are planned together in an integrated way;
- provide safer and more accessible interchanges between different forms of transport eg park and ride and freight transfer facilities; and
- consider trunk roads as a part of an overall transport network which includes local roads, railways, inland waterways, ports, airports and public transport interchanges.

They have set out new priorities for investment which aim to:

- “improve trunk road maintenance, making it our first priority;
- make better use of the roads we have through network control, traffic management measures and safety improvements; and
- tackle some of the most serious and pressing problems through a carefully targeted programme of improvements.” (A New Deal for Trunk Roads, 1998)

**8.10.2** In the northern region the main improvements to the road infrastructure have been concentrated on the provision of a north-south link on the western side of Newcastle; together with other improvements in the overall trunk road network.

**8.10.3** North of Newcastle the A1 has been upgraded to dual carriageway standard as far as Morpeth. North of Morpeth the Department for Transport intends only to provide a high standard of single carriageway to Scotland with lengths of dual carriageway to allow safer overtaking and improve safety. In 1989 the A1 Safelink campaign was established with the aim being to obtain the dualling of the A1 from Newcastle to Edinburgh, and for the Department for Transport to review its document "Trunk Roads, England, Into the 1990's".

**8.10.4** Two recent reviews by the (then) Department of Transport have proposed, then reversed, progress in dualling the A1 within the Borough. The "Trunk Roads in England - 1994 Review" included the Morpeth to Lanehead scheme (which includes all of the A1 north of Morpeth to beyond the Borough boundary) as a "priority two scheme", but this was downgraded to a "scheme likely to be put on hold" in "Managing the Trunk Road Programme" (November 1995). The Council

is most concerned that these decisions, together with the November 1996 Budget settlement, have reduced the proposed A1 improvements to minor local safety schemes.

**8.10.5** Since then, there has been increased concern about the A1 in Northumberland. The A1 Multi-Modal Study (A1MMS) – is looking into safety and operational issues on the A1 in the County and also into the potential for enhanced economic development and performance which may result from upgraded infrastructure. This study is looking at wider issues associated with public transport, road improvements, freight and traffic Management. Any relevant findings of this report will introduced into the Local Plan at the earliest opportunity.

#### NORTHUMBERLAND STRUCTURE PLAN

**8.11.1** The Structure Plan sets out the broad strategic framework within which the Council's Transport Policy and Programme (TPP) is set. Several of the highway schemes proposed in Structure Plan Alteration No. 1 have been implemented and other schemes will be reassessed and revised as part of the replacement Structure Plan. The main policy thrust is to provide road schemes which will facilitate the development of a highway network supporting and promoting economic growth in the County, while taking into consideration the environment and road safety. It is anticipated that this will remain the County's principal objective.

#### THE LOCAL TRANSPORT PLAN

**8.12.1** The Local Transport Plan is produced by the County Council in partnership with other organisations on a 5 year basis and sets out the strategic policy framework for transport and submitted along with a 5 year programme of works for consideration by the Secretary of State for Transport.

**8.12.2** The overall transport aim of the LTP is to “to create and maintain a safe, efficient and integrated transport system which maximises accessibility, minimises the adverse effect of traffic on the environment and communities, and facilitates the development of a strong economy and community”

**8.12.3** There is an important two-way relationship between the Local Transport Plan and the District Local Plan. The District Local Plan (within the overall guidance of the structure plan) sets out the way development patterns are expected to change in the borough over the plan period. The Local Transport Plan takes this lead and ensures that transport development needs arising out of these proposals can be catered for in the most sustainable manner.

**8.12.4** The LTP is also the means by which Central Government's expenditure on the road network (except motorways and trunk roads) is transferred to local authorities, primarily through Transport Supplementary Grant (TSG) and also by capital controls on borrowing. It also allows a longer term view of the transport proposals to be taken and considered in a more integrated manner. At the present time the County Council's highways budget is significantly less than that requested and the maintenance of the existing highway network has become increasingly difficult.

**8.12.5** In the LTP for 2001/2006 the County Council has included the following schemes within Castle Morpeth for implementation during the next 5 years:-

##### New Roads

- i) A1 to South East Northumberland Link Road Phase 1

**8.12.6** Other new highway schemes proposed within the Borough are not included in the 5 year programme as they have not been included in a Local Plan which has received a certificate of conformity with the County Structure Plan. These schemes are included in policies T1 and T2 of this Plan and will be considered for inclusion in the 5 year programme of the LTP.

## TRANSPORT OBJECTIVES

**8.13.1** The Council endorses the objectives set out in the Local Transport Plan and sees these as an important part of setting an overall policy framework within which specific issues can be considered

The Local Transport Plan objectives are to

- "Promote integrated transport systems and land use patterns that minimise dependence on the car;
- Develop convenient, quality and affordable public transport services that meet the needs of all sections of the community, particularly to main employment centres and services;
- Contribute to the creation of safe, convenient and attractive places for people to work and live by improving access for all by sustainable means and managing traffic to reduce its impact on the environment and the community;
- Maintain, and where necessary improve transport links to assist economic and community regeneration;
- Extend the highway network only where necessary to improve road safety, reduce unacceptable environmental impacts on communities or to enable new development."

These are adopted by the Local Plan

The following policies indicate how the above objectives are to be met.

## ROADS AND TRANSPORTATION: THE POLICIES

### MAJOR ROAD IMPROVEMENTS

#### ***POLICY T1***

**THE FOLLOWING NEW ROADS AND MAJOR ROAD IMPROVEMENTS WILL COMMENCE WITHIN THE PLAN PERIOD**

- i) THE PROVISION OF A GRADE SEPARATED JUNCTION ON THE A1 TO THE NORTH OF STANNINGTON VILLAGE**
- ii) THE A1/SOUTH EAST NORTHUMBERLAND LINK ROAD**

**THE FOLLOWING SCHEMES WILL NOT COMMENCE DURING THE PLAN PERIOD, BUT THE ALIGNMENT WILL BE SAFEGUARDED PENDING THE ANALYSIS OF THE RESULTS OF THE INQUIRY INTO THE FUTURE USE OF THE OTTERBURN TRAINING GROUNDS**

- iii) THE B6318-A69 LINK ROAD (IRON SIGN).**
- iv) THE A696 BELSAY BYPASS**
- v) THE A696 PONTELAND BYPASS**
- vi) THE EXTENSION OF THE CALLERTON LANE LINK ROAD TO JOIN THE PONTELAND BYPASS**

**DEVELOPMENT WILL NOT BE PERMITTED IF IT WOULD BE LIKELY TO PREJUDICE THE IMPLEMENTATION OF ANY OF THESE SCHEMES**

**8.14.1** Scheme ii, iv, v and vi in the above Policy relate to individual settlements and are dealt with in the relevant settlement chapters.

Upgrading of A1

**8.14.2** A great deal of continuing concern is expressed about road safety and the inadequate standards on the single carriageway stretches of the A1 trunk route between Newcastle and Edinburgh. Northumberland County Council and the District Councils, the Lothian and Borders Regional Councils in Scotland and road users recognise the need for a realistic policy and programme for improvement. A joint initiative has been set up by the local authorities to collate information about the A1 and an approach has been made to the Scottish Office and the Department for Transport regarding the upgrading of the whole length of the A1 from Newcastle upon Tyne to Edinburgh to dual carriageway standard. A joint technical report by the Highways Authorities involved has been prepared and examines the role of the A1, its present standards, the accidents and traffic patterns and the likely effects of forecast increases in traffic up to 2010. The report concludes that, contrary to the views of the Secretary of State, improving the A1 would make a much greater contribution to road safety than many of the current schemes in the roads programme. There is a strong case for pressing the Scottish Office and the Department for Transport to adopt a policy to improve the A1 to dual carriageway standard between Newcastle and Edinburgh and for implementation to take place within the foreseeable future. The Council fully supports this proposal and will, through the policies of the Local Plan, assist in the realisation of this objective. As already stated in paragraph 8.10.5, the Government has now commissioned a full study into the future of the road and transport issues along the length of the A1 North of Newcastle. Any relevant proposals that are recommended from that study will be introduced into the Local Plan at the first opportunity.

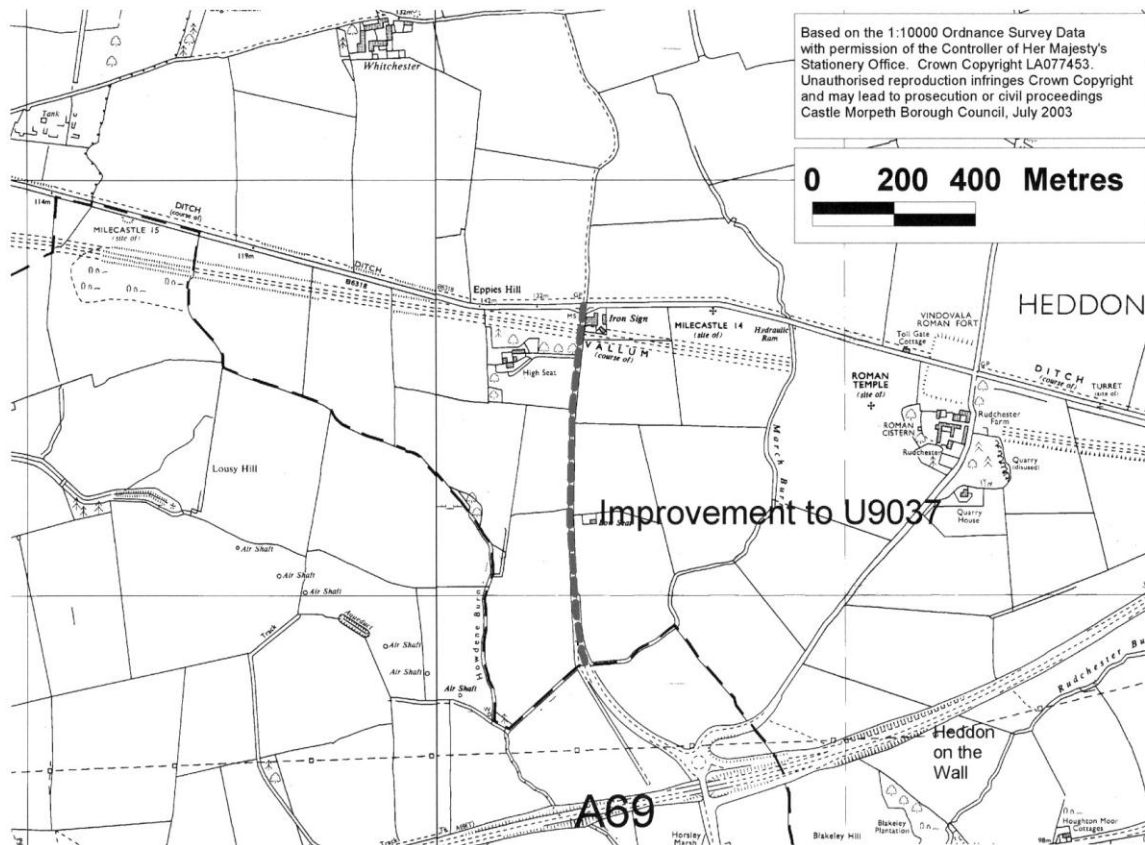
**8.14.3** As part of the A1 improvement campaign, there is a need at certain sensitive locations to provide grade separated junctions. Eight locations have been identified within the Borough. The Council is particularly concerned at the accident rates experienced at Stannington Station Road and both junctions serving Stannington Village, all south of Morpeth. The needs of other road users such as pedestrians, cyclists and horse riders should also be addressed. The Junction to the North of Stannington Village is to be addressed by the creation of a grade-separated junction, for which the funding has now been confirmed by the Government. It will be dependent on the outcome of a public inquiry into objections that have been raised to the scheme.

B6318-A69 Link Road, Iron Sign

**8.14.4** The approval of expansion of activity at the Otterburn Training Area has renewed calls for highway improvements to cater for the traffic generated within the area. As part of this, it is the Councils view that the upgrading of this link is required and that the U9037 Iron Sign road is the preferred route from the B6318 to the A69 as it can be readily improved, a portion of the road has already been upgraded and through traffic would be diverted away from the historic site of the Roman Fort at Rudchester.



FIG. 8.2 - B6318-A69 LINK ROAD, IRON SIGN ILLUSTRATIVE DIAGRAM



#### MINOR ROAD IMPROVEMENTS

##### **POLICY T2.**

**THE FOLLOWING SCHEMES FOR MINOR IMPROVEMENTS TO ROADS ARE PROPOSED:**

- i) **A1068/B1337 JUNCTION.**
- ii) **INCREASE THE HEIGHT OF THE AGRICULTURAL ACCOMMODATION OVERBRIDGE ON THE A1 BYPASS WEST OF MORPETH.**
- iii) **A197/B6524 JUNCTION, MORPETH.**
- iv) **CARLISLE LEA AND COOPIES LANE/A192 JUNCTIONS, MORPETH.**
- v) **A197/B1337 JUNCTION, PEGSWOOD.**
- vi) **ST. GEORGE'S ACCESS ROAD.**
- vii) **B6343 MITFORD ROAD, DOGGER BANK.**

**DEVELOPMENT WILL NOT BE PERMITTED IF IT WOULD BE LIKELY TO PREJUDICE THE IMPLEMENTATION OF ANY OF THESE SCHEMES.**

**8.15.1** Schemes iii - vii lie within settlement boundaries and are dealt with in the relevant chapters.

##### **A1068/B1337 Junction**

**8.15.2** Priority is currently given to north-south traffic and north bound traffic on the A1068 Primary Route is obliged to give way. The accident record has given cause for concern and in 1987 improved signing and carriageway markings were introduced. However, during the last three years four personal injury accidents have been recorded here.

**8.15.3** Traffic flows are approximately balanced and the introduction of a roundabout has been considered as a possible means of alleviating conflict. However a roundabout would introduce delays to all traffic movement and be expensive to construct. Further monitoring is proposed to ascertain the need for and timing of appropriate measures.

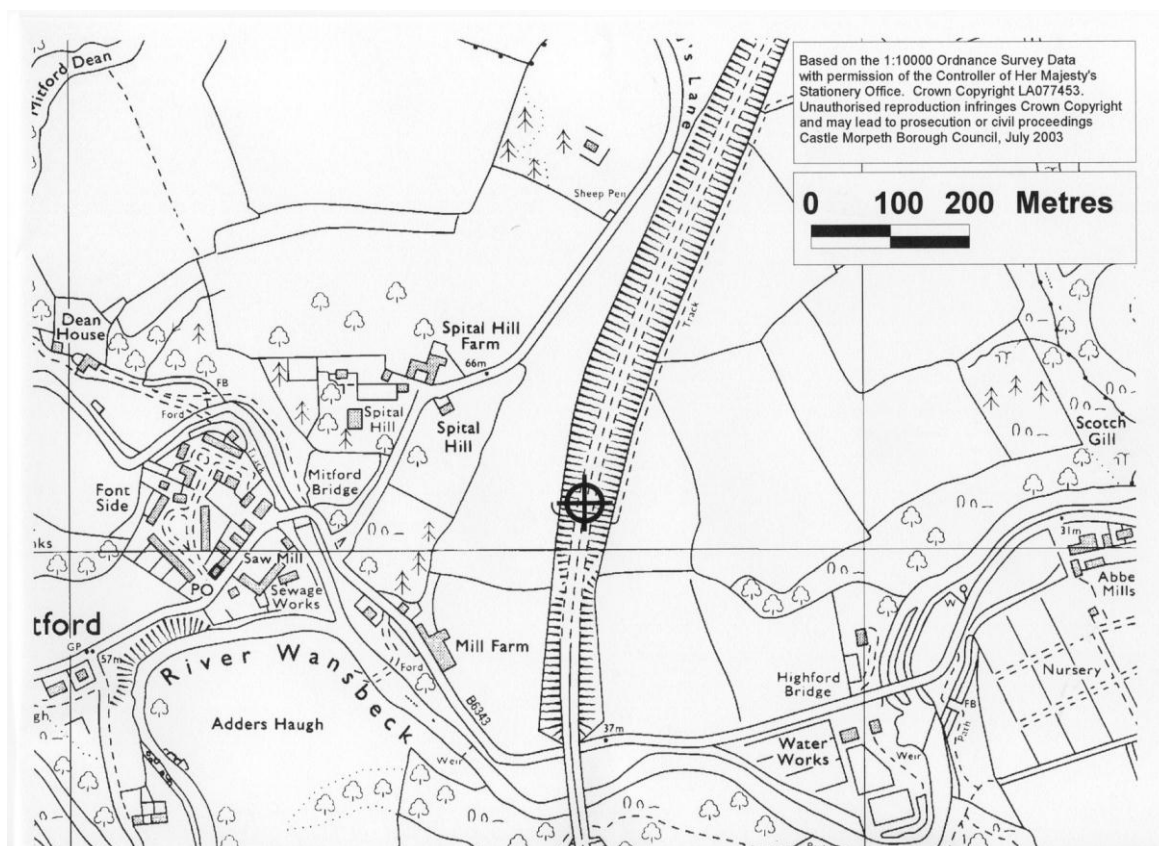
*Agricultural Accommodation Overbridge A1 Bypass*

**8.15.4** When the Morpeth Bypass was constructed in 1970 the agricultural accommodation overbridge here was built to the standard height clearance requirement of 5.1 metres, but not, however, to satisfy a high load clearance requirement of 6.1 metres. As a result the largest loads have to pass through the centre of Morpeth with consequent delay and disruption to traffic, and damage to the foundations and the fabric of buildings. In addition, traffic management and environmental improvement schemes in Bridge Street, Market Place and Newgate Street are severely restricted in that allowance has to be made for these abnormally high loads. Accordingly there is a requirement to raise the height of this bridge.

FIG. 8.3 - A1068/B1337 JUNCTION ILLUSTRATIVE DIAGRAM



FIG. 8.4 - AGRICULTURAL ACCOMMODATION OVERBRIDGE A1 BYPASS ILLUSTRATIVE  
DIAGRAM



TRAFFIC MANAGEMENT

**POLICY T3.**

**THE FOLLOWING SCHEMES FOR THE PROVISION OF TRAFFIC MANAGEMENT, TRAFFIC CALMING, ROAD SAFETY AND CAR AND LORRY PARKING ARE PROPOSED:**

- i) MARKET PLACE AND BRIDGE STREET, MORPETH**
- ii) CASTLE BANK TO SHIELDS ROAD ROUNDABOUT, MORPETH**
- iii) A696 WITHIN PONTELAND SETTLEMENT BOUNDARIES.**

**8.16.1** For Morpeth in particular, the problems associated with town centre traffic flows, ameliorated in 1970 by the opening of the bypass, have returned. Traffic flows on the Telford Bridge are now considerably in excess of levels experienced before 1970. Since then the benefits of removing non-essential traffic from town centres has been well established and in particular many attractive market towns throughout the country have benefited from the implementation of co-ordinated schemes of traffic management and environmental improvement.

**8.16.2** The management of traffic in town centres can best be achieved if there are appropriate alternative routes on which to assign the flows removed from central streets. Accordingly improvements to the town's strategic highway network will be a prerequisite for a town centre improvement scheme. Policy T1 (ii) contained in the Plan will provide the necessary improvements to Morpeth's highway network to enable the consideration of schemes to reduce and control the flow of traffic through the town centre.

**8.16.3** A particular problem concerns the provision for and location of overnight parking facilities for heavy goods and commercial vehicles. If there is no restriction on lorries using town centre car parks overnight, there is often a significant detrimental effect on the amenity of town centre residents due to noise from engines and refrigerator generators and damage to surfaces, signs and landscape features when vehicles manoeuvre in restricted areas at low speeds. It may be more appropriate for specific provision to be made for overnight lorry parking immediately adjacent to trunk roads so that there is no detrimental effect to bypassed communities.

**8.16.4** The two significant commercial centres in the Borough are at Morpeth and Ponteland and accordingly detailed consideration of traffic management matters are contained in the relevant settlement chapters. However, the following general principles will need to be addressed where appropriate:-

- i) The reduction of traffic volumes and vehicle speeds;
- ii) The improvement of highway safety, with a presumption in favour of the pedestrian and cyclist;
- iii) The improvement of accessibility and servicing for shops and business premises;
- iv) The rationalisation and management of car and lorry parking;
- v) The improvement of town centre environments and reduction of pollution from vehicles;
- vi) The promotion of shopping and tourism.

**8.16.5** Any traffic calming measures should not adversely affect the operation of both the emergency services and the bus services. Other small schemes will be carried out in accordance with an annually approved programme based on the objectives set out in the County's Local Transport Plan.

HAULAGE ROUTES**POLICY T4.**

**THE COUNCIL SUPPORTS THE COUNTY COUNCIL IN THE IDENTIFICATION OF A HIGHWAY NETWORK APPROPRIATE FOR USE BY HEAVY GOODS VEHICLES AND WHERE APPROPRIATE WILL ENCOURAGE UPGRADING OF ROADS AND BYPASSES TO VILLAGES IN ASSOCIATION WITH DEVELOPMENT WHICH WILL GENERATE SUBSTANTIAL FLOWS OF HEAVY GOODS VEHICLES.**

**8.17.1** The Council is concerned that heavy goods traffic should be assigned to roads which are of adequate design and construction to accommodate them without detriment to highway safety and the amenity of communities. This is particularly the case where operations in remote rural areas, such as quarrying, forestry and the transport of grain, generate heavy lorry traffic. Routes from the Mootlaw Quarry, north of Matfen have been agreed in the past and highway improvements obtained as at Wallridge where the road has been moved away from close proximity to houses, to the benefit of local residents. The quarry company wish to extend their workings and should be required to construct a bypass to Matfen Village so as to remove heavy lorry traffic from the centre of that community. The Council will press for improvements to highways where similar situations arise.

PUBLIC TRANSPORT SERVICESBus Services

**8.18.1** Under the 1985 Transport Act both Northumberland County Council and Castle Morpeth Borough Council have the legal right to put bus services out to tender, offering subsidy to provide improved services where they consider that needs are not being adequately met. To date only Northumberland County Council has used these powers.

**8.18.2** The Council operates a concessionary travel scheme for the elderly and disabled through the issue of a travelcard. The scheme is a joint venture operated by Alnwick District Council, Berwick upon Tweed Borough Council, Blyth Valley Borough Council and Castle Morpeth Borough Council, in association with Northumberland County Council. The travelcard allows those eligible to travel at half the single or return fare on all local services which start or finish within the administrative County of Northumberland.

**8.18.3** Since the deregulation of bus services in 1986, bus operators have been expected only to operate commercial services. Any service that was no longer commercial and deregistered could be "bought back" or tendered for by the County Council under the 1985 Transport Act. Very few complete services have been deregistered but since 1986 there has been a steady "thinning out" of services and an overall reduction in mileage operated, with later starts and earlier finishes to some services. This trend is particularly worrying in relation to services for rural communities and a particular need has been identified for early morning journey to work services. Furthermore, the report "Towards 2010 - A Public Transport Strategy"(Nexus / T&W PTA, 1996) considers such an extension to be very unlikely.

**8.18.4** Bus services in the Borough are concentrated on Ponteland/Darras Hall (A696), Morpeth (A1) and Heddon-on-the-Wall (A69) radial routes from Newcastle. Frequent services also run from Morpeth towards Alnwick, Ashington, Cramlington and Blyth but also from Ashington to Widdrington. However the rural area depends on less frequent often less than daily services, school and market day services and the post bus.

**8.18.5** The general reduction in services is a long term trend likely to continue with reduced use of buses except for journeys to school. This will result in a further deregistration of uncommercial journeys by bus operators and a consequential worsening of quality of service particularly in rural areas. These trends put pressure on the County Council and District Councils to support non-commercially viable routes if current levels of services to rural areas are to be retained, let alone

improved.

**8.18.6** The Council may consider requests for subsidy of bus routes particularly in rural areas which become uneconomic due to lack of support and would assess each individual application on its merits.

*Rail Services*

**8.18.7** The East Coast Main Line carries the only passenger services in the Borough, although freight traffic, mainly coal, still uses the line between Morpeth and Bedlington and mineral lines still serve specific coal disposal sites, such as that at Widdrington. Many other lines have fallen into disuse with the closure of collieries in the area.

**8.18.8** Passenger rail services are concentrated at Morpeth, which is a staffed station and enjoys a reasonably regular service to Newcastle on weekdays with a morning and evening Inter City train to Kings Cross or Leeds. Saturday services are similar but with a slight reduction in peak hour journeys. Sunday services are limited with currently one northbound and two southbound Inter City trains stopping. Work journeys to Edinburgh are, however, severely hampered by the lack of an early evening return service.

**8.18.9** Passenger observations indicate that the peak services to and from Morpeth are reasonably well utilised but patronage on local trains north of Morpeth has continued to fall over recent years. Changes made to coincide with the electrification of the East Coast Main line in July 1991 have reduced the local rail service north of Morpeth. Benefits from the scheme include faster journey times, greater reliability and comfort and savings on maintenance and fuel costs. A probable disbenefit will be an increased reluctance by British Rail for additional Inter City stops to be provided at Morpeth.

**8.18.10** The two remaining stations in the Borough at Pegswood and Widdrington are both unstaffed and have a minimal commuter service.

**8.18.11** Pressure on British Rail to reduce their demand on Central Government funds (the Public Service Obligation grant) has led to reductions in rail service frequency in the area but this has followed the general reduction in the use of rail services due to the growth in car ownership. The main effect has been on evening services, which have been reduced, and at weekends.

**8.18.12** The future of passenger rail services depends on funding the losses that continue to be made even on the Morpeth to Newcastle section of line. It appears that British Rail is very unlikely to close stations such as Pegswood and Widdrington, due to the current cost of doing so, but if financial pressure from Central Government continues it is quite possible that further frequency reductions may be considered. Pressure will continue to be exerted by the Council for Inter City to increase calls at Morpeth during weekdays. The local rail service could be improved through the provision of a rail halt at County Hall, Loansdean, to service existing and proposed office developments there.

*Tyne and Wear Metro System*

**8.18.13** The Tyne and Wear Metro has been extended to Newcastle Airport and from December 1991 provided a new link to Central Station and the rest of the Metro network via the interchange at the Airport Terminal or at Callerton. Travel time to Central Station is around 20 minutes. Through booking is available from the British Rail network to Newcastle Airport, enhancing its appeal to a much wider catchment area. However, there are currently no plans for local bus services to connect with the Metro at either Newcastle Airport or at other Metro stations.

Newcastle Airport

**8.18.14** Newcastle International Airport is amongst the country's largest airports, currently providing services for 3.2 million arriving and departing passengers each year. There is every indication that this trend will continue and it is estimated that the number of passenger movements may double over the next ten years. .

**8.18.15** Over the last ten years the airport has seen rapid growth in the establishment of new routes and the number of passengers carried in the scheduled services category, both domestic and international, have grown significantly and consistently. The Airport now links the North East to the major cities of Britain and Europe and is increasing its role as a key component of the region's infrastructure. A further important role of the airport is as an economic catalyst and shop window for the North of England and a strong argument can be made that the provision of an attractive first class airport is an essential part of encouraging the economic development of the region.

**8.18.16** In 1997 the Airport Company published a Public Transport Action Plan. The Action Plan aims to further enhance the provision of first class public transport access to the airport, which already enjoys a direct connection to Newcastle and destinations in Tyne and Wear via the Metro Transit System.

**8.18.17** Most scheduled services provide an opportunity to carry cargo. Accordingly if these services expand the demand and opportunity for freight services and their ground handling facilities will also expand. The Airport Company has established a purpose built freight village on the southern side of the site, within Newcastle City, and this area is identified in the Master Plan for further expansion of these facilities.

**POLICY T5.**

**THE COUNCIL, IN CONSIDERING PROPOSALS FOR DEVELOPMENT, WILL HAVE REGARD TO THE EXISTING PROVISION OF PUBLIC TRANSPORT FACILITIES AND THE POSSIBILITY OF THEIR EXTENSION TO SERVE NEW DEVELOPMENTS.**

**8.18.19** Car ownership varies dramatically throughout the Borough, from 51.2% of households in the Chevington Ward having access to a car, to 92.6% of households in the Hebron, Hepscott and Mitford Ward. Public transport services, particularly bus services in the Borough, are concentrated both in and between the major settlements and in areas where car ownership is lowest. The Council is concerned that new development sites should be located on or close to public transport networks or, by nature of their scale in terms of residents or employees are sufficiently large that adequate services can be provided through normal market demand. The Council supports existing public transport services throughout the borough and in particular the council will support innovative measures to improve the level of public transport services in rural areas.

PROVISION FOR CYCLISTS

**POLICY T6**

THE FOLLOWING CYCLE ROUTES, SHOWN ON THE PROPOSALS MAP, WILL BE ESTABLISHED AND SAFEGUARDED FROM DEVELOPMENT:-

- i) NEWCASTLE TO MORPETH ROUTES;
- ii) MORPETH/COQUETDALE LINK;
- iii) WANSBECK VALLEY LINK;
- iv) COAST & CASTLES ROUTE;
- v) REIVERS CYCLE ROUTE;
- vi) THE TYNESIDE ROUTE;
- vii) URBAN ROUTES IN MORPETH.

DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD PREJUDICE THE IMPLEMENTATION OF THESE ROUTES, OR THE CONTINUITY OF EXISTING CYCLE ROUTES. THE PROVISION OF SIGNPOSTING TO THE ROUTES BY THE COUNTY COUNCIL WILL BE ENCOURAGED.

**POLICY T7**

FOR ALL MAJOR NEW DEVELOPMENTS WHICH ARE LIKELY TO GENERATE SIGNIFICANT CYCLE USE, INCLUDING PUBLIC FACILITIES, SHOPPING CENTRES AND TRANSPORT INTERCHANGES, PROVISION SHOULD BE MADE FOR:

- i) SAFE AND CONVENIENT CYCLE ACCESS;
- ii) CYCLE PARKING FACILITIES WHICH ARE SECURE AND ACCESSIBLE;
- iii) LINKS WITH EXISTING OR PROPOSED CYCLE ROUTES WHERE POSSIBLE.

IN NEW RESIDENTIAL DEVELOPMENTS THE LAYOUT OF THE SITE SHOULD INCORPORATE THE REQUIREMENTS OF SAFE AND CONVENIENT CYCLING.

**POLICY T8**

ALL NEW HIGHWAY SCHEMES, INCLUDING ROAD IMPROVEMENTS AND TRAFFIC MANAGEMENT SCHEMES, SHOULD INCLUDE SPECIFIC PROVISION FOR THE SAFE AND CONVENIENT USE OF CYCLES.

**8.19.1** Cycling is the most environmentally friendly form of transport and can contribute significantly to the health and wellbeing of the population. The increased use of cycles for journey to work and leisure trips would help to reduce the number of journeys made by motor vehicles and contribute positively to sustainable development.

**8.19.2** Cycle use is higher in those areas where adequate facilities for cycling exist and where there is active encouragement of cycling by local authorities through publicity, campaigning and the provision of facilities. A number of measures can help to make cycling a more enjoyable experience and help to raise its profile. These include the designation of cycle routes on quieter roads in towns, cyclist friendly measures at large fast flow roundabouts and slip roads and the provision of cycling parking facilities, particularly in shopping centres and at community facilities.

**8.19.3** The attractive countryside of the Borough, with many comparatively lightly trafficked roads makes it a popular area for recreational cycling, with clubs and groups from Tyneside frequently seen on the roads. The Council recognises that particularly in Morpeth, when traffic flows in and around the town centre are being assessed in detail, opportunities may arise for separating flows of vehicles, cyclists and pedestrians.



#### Newcastle To Morpeth Routes

**8.19.4** By providing improved cycle routes from Morpeth to Newcastle, much can be done to encourage cycling over what is potentially an attractive distance for recreational and commuter cyclists. However, quieter roads are currently indirect and intersected by the A1, whilst the A1 itself is extremely busy. Works have been carried out on the A1 to improve conditions for cyclists, but a full audit of the routes within the corridor and subsequent improvements will be required to ensure safe conditions for cyclists.

#### Morpeth/Coquetdale Link

**8.19.5** This route is proposed to utilise quieter roads, to provide a route from the north-west of Morpeth, via Mitford and then in a northerly direction which follows minor roads parallel to the A697. This is an important cross-borough route which should assist in providing recreational opportunities in the north west of the borough and beyond into Alnwick District.

#### Wansbeck Valley Link

**8.19.6** Again leaving Morpeth via Mitford, this route is expected to open up the Wansbeck Valley to cyclists along minor roads. The route passes through Molesden, Meldon, Hartburn, Middleton and across to Wallington and to the borough boundary.

#### Coast & Castles Route

**8.19.7** The Coast and Castles Route is already in operation and a successful part of the Sustrans National Cycle Network. Through Castle Morpeth, this provides an important coastal route, from Hadston Carrs at the North of the borough, via Druridge Bay, Cresswell and briefly inland via Lynemouth to provide links to Newbiggin, Ashington, Blyth and beyond. An inland return route is also being investigated which will run south via Eshott, Tritlington and Hebron to Morpeth. There are also possibilities of looking at east-west links such as the C115 (East Forest to Widdrington) Road, which was previously identified as a priority for improvements for cyclists as part of upgrading the A1-A1068 link.

#### Reivers Cycle Route

**8.19.8** The Reivers Route offers an alternative Coast to Coast Cycle route which is again part of the expanding Sustrans national Cycle Network and runs east-west through the southern part of the borough. This is part of a route from Tynemouth to Workington via Kielder and Carlisle that offers a more northerly alternative to the C2C. More locally the route serves to provide important recreational routes between Ponteland and Matfen, via Heugh, Stamfordham and Fenwick.

#### The Tyneside Route

**8.19.9** Only a short section of the Tyne riverside route falls within the borough. However, this is part of an important recreational route for walkers, cyclists and horses, utilising former wagonways and opening up the Tyne Valley from Wylam to Newburn and the Tyneside conurbation.

#### Urban Routes In Morpeth.

**8.19.10** Some provision within Morpeth, such as the footpath through Coopies Lane and the Cycle facilities down Whorral Bank has already been made. However, much can be done to improve the facilities for cyclists within Morpeth and make cycling a much more attractive option. The details of these proposals will be considered in the Morpeth Chapter of the Local Plan

#### Cycle Provision In Major Developments

**8.19.11** In order to encourage more environmentally sustainable forms of transport and not to disadvantage those without access to a car, it is essential to ensure that proper access for cyclists is

considered as an integral part of development schemes. If this consideration is made early in the design process, there is greater potential for the development to be attractive to those travelling by cycle. This relates to the circulation arrangements, the hierarchy of access routes and the provision of facilities for cyclists and their location.

#### Cycle Provision As Part Of Highway Schemes

**8.19.12** Whilst the resources now being made available for improvements to facilities for cyclists are increasing through the Local Transport Plan, it is also essential that their needs are being fully catered for as a part of other highway schemes. The cost of additional facilities for cyclists will often be a fraction of the entire scheme cost, but be much easier to integrate into the proposals at the outset rather than as an afterthought.

#### ACCESS FOR THE DISABLED

##### **POLICY T9**

**PROPOSALS FOR NEW BUILDINGS AND OTHER FACILITIES REQUIRING PUBLIC ACCESS, FOR ALTERATIONS TO EXISTING BUILDINGS AND FACILITIES USED BY THE PUBLIC, AND FOR CHANGES OF USE TO SUCH PURPOSES, WILL BE REQUIRED TO PROVIDE SUITABLE ACCESS ARRANGEMENTS FOR THE DISABLED, INCLUDING: :-**

- i) DEDICATED CAR PARKING FACILITIES;**
- ii) AN ACCESS ROUTE FROM THE STREET AND/OR CAR PARK TO THE MAIN ENTRANCE OF THE BUILDING; AND**
- iii) ACCESS INTO THE MAIN ENTRANCE OF THE BUILDING.**

**THESE REQUIREMENTS MAY BE RELAXED WHERE MODIFICATIONS TO LISTED BUILDINGS AND ANCIENT MONUMENTS MAY ADVERSELY AFFECT THEIR CHARACTER.**

**8.20.1** Access arrangements for people with disabilities are a material consideration in determining planning applications for developments which may be used or visited by the general public. The Council requires that all applications for planning permission associated with such developments should make adequate access provision for people with disabilities. The Council is investigating improvements to Morpeth Town Hall, to provide improved disabled access on a phased basis to the building and to its upper floors and to Council offices and other public buildings over which it has control.

**8.20.2** Disabled people often encounter difficulties of access and egress to public transport facilities. Although not directly under the control of the Local Authority the council will encourage rail, road and air transport services to improve conditions for the disabled, through negotiation and use of the planning control system where appropriate.

#### CAR PARKING STANDARDS

##### **POLICY T10**

**THE COUNCIL WILL REQUIRE CAR PARKING PROVISION FOR DEVELOPMENT WITHIN THE CENTRAL AREAS OF MORPETH AND PONTELAND AS DEFINED ON PROPOSAL MAP INSET NOS. 22 AND 27 AND WITHIN CONSERVATION AREAS, TO BE MADE IN ACCORDANCE WITH THE CAR PARKING STANDARDS FOR DEVELOPMENT AS SET OUT IN COLUMN B OF APPENDIX F. DEVELOPERS WILL BE EXPECTED TO PROVIDE THE MINIMUM FIGURE UNLESS THERE WOULD BE ADVERSE IMPLICATIONS FOR ROAD SAFETY OR TRAFFIC MANAGEMENT, AND PROVIDED THERE IS GOOD ACCESS TO ESTABLISHED AND/OR PROPOSED PUBLIC TRANSPORT ROUTES.**

**POLICY T11**

**THE COUNCIL WILL REQUIRE CAR PARKING PROVISION FOR DEVELOPMENT OUTSIDE THE CENTRAL AREAS OF MORPETH AND PONTELAND AND OUTSIDE CONSERVATION AREAS, TO BE MADE IN ACCORDANCE WITH THE CAR PARKING STANDARDS FOR DEVELOPMENT AS SET OUT IN COLUMN A OF APPENDIX F.**

**8.21.1** The provision of adequate car parking in new development is essential. The County Council uses a series of standards (See Appendix F) to assess the likely requirements for any specific proposal and these are a clear guide to the level of parking provision needed. Car parking standards associated with residential development are referred to in Policy H15 within the Housing Chapter.

HIGHWAY DIRECTIONAL SIGNAGE

**POLICY T12**

**THE COUNCIL WILL ENCOURAGE THE COUNTY COUNCIL AS HIGHWAY AUTHORITY AND OTHER BODIES TO MINIMISE THE NUMBER AND SIZE OF HIGHWAY DIRECTIONAL SIGNS IN ORDER TO AVOID CLUTTER AND IN THE INTERESTS OF VISUAL AMENITY.**

**8.22.1** The Council has for some years pursued policies designated to enhance the quality of the local environment, particularly within its conservation areas (Policy C35), highway approaches to settlements (Policy C4) and the open countryside.

**8.22.2** In June 1990 a street furniture, signage and lighting survey was undertaken for the Town Centre of Morpeth, which highlighted signage clutter as being detrimental to the quality of the built environment within the town centre. The findings of the report were accepted as a basis for the enhancement of the town centre and Conservation Area and subsequently discussions have taken place with the County Council concerning the rationalisation of existing highway signage.

**8.22.3** The County Council has expressed support in principle relating to the control of unnecessary road and directional signage and has indicated that under the "Traffic Signs and General Directions Act 1981" there is the discretion within limits and subject to highway safety to vary the size of road signage to meet the requirements of individual and particular locations. The Council will encourage the adoption of minimum rather than maximum standards throughout the Borough.



## CHAPTER 9 - RECREATION AND LEISURE

### INTRODUCTION

**9.1.1** The Recreation and Leisure Chapter of the Local Plan sets out the broader historical planning background, together with the main aims, objectives and policies that relate to recreational issues that are Borough wide. Locationally specific policies that relate to villages and towns are covered within the settlement chapters.

### THE PLANNING CONTEXT

**9.1.2** The generally increasing affluence of society and the change in working methods and processes has resulted in a rising demand for formal and informal activities. The growth in organised sporting pursuits both indoor and outdoor is continually outpacing the provision of the necessary infrastructure.

**9.1.3** Formal recreational activities are also increasing demand upon the open countryside and the rapid growth of orienteering, motor and water sports, clay pigeon shooting, micro-lighting and combat sports together with the more traditional countryside pursuits of hunting, shooting, fishing, horse riding and rambling are creating conflict with the traditional users of the countryside.

**9.1.4** The overuse and unco-ordinated use by the general public of sensitive countryside resources, particularly areas of scenic or natural interest and importance needs to be planned and managed in order to protect such sites from damage and degradation and it is intended that the policies put forward in this chapter will address these issues.

### EXISTING FACILITIES

**9.2.1** The Borough's recreational and leisure facilities are concentrated in the main settlements, particularly Ponteland and Morpeth. Both settlements have a swimming pool and leisure centre which cater for a variety of sports, recreation and community facility needs.

**9.2.2** Schools throughout the Borough also contribute to recreational and leisure facilities. The dual use of school buildings and playing fields for formal, organised and properly supervised activities can significantly enhance the range and variety of recreational and leisure facilities. However there are management problems relating to the co-ordination and management of the use of such facilities by the general public.

**9.2.3** There is no major purpose-built venue for the performing arts within the Borough, other than facilities associated with existing educational establishments. Current need is principally met in village halls, sports halls and civic buildings.

**9.2.4** Many of the larger settlements in the rural areas of the Borough have a village hall or community centre and playing fields, although the quality and range of these facilities is modest.

**9.2.5** The County Library is located in Morpeth, with branches at Hadston, Ellington, Lynemouth, Widdrington Station, Heddon and Ponteland and mobile libraries serve the more isolated communities in the outlying parts of the Borough. Health centres are located in the main communities.

**9.2.6** There are a variety of youth organisations such as Air Training Corps (ATC), Scouts and Guides, in the main communities. The high schools operate youth associations with satellite branches operating further afield.

### STANDARDS OF PLAYING FIELD PROVISION

**9.3.1** In 1989 the National Playing Fields Association (NPFA) produced a report – "The State of

Play" in response to what they saw as a crisis in the provision of recreational playing space within the United Kingdom. Since 1969 the NPFA has recommended an outdoor playing space standard for urban areas at 2.43 hectares (6 acres) per 1,000 population and their concern is that not only is this standard not met in many local authority areas, but that the situation is worsening due to the continuing development of sports fields for other uses.

**9.3.2** The NPFA's standard has been brought up to date in "The Playing Pitch Strategy" produced jointly by The former Sports Council, The Central Council of Physical Recreation and the NPFA. The strategy, however, still recommends a :-

"minimum standard for outdoor playing space of 2.43 hectares per 1,000 population, depending upon the population profile of the locality concerned."

Sport England also provides guidance relating to standards of sports facility provision. Special reference is made concerning the level of provision that rural communities should aspire to in their information paper "Planning for Sport - Sport and Recreation in Development plans, Advice for Local Planning Authorities" (1992).

**9.3.3** The County Structure Plan recommends that the National Standard should generally be adopted as the minimum acceptable level of provision for the main settlements, together with a satisfactory level of provision within and adjoining developed areas. This is accepted in principle by the Council. This is accepted in principle by the Council. However, a national standard only acts as a guide and the Council will also have regard to local circumstances. Indeed, the recently completed Playing Pitch Strategy provides a locally defined standard of 1.17 hectares of active open space per 1000 population which will be used in all cases where development is proposed that will either directly impact upon the availability of playing pitches or create demands upon existing facilities. Other recommendations of the playing pitch strategy in terms of physical projects and improvements that are relevant will be considered for inclusion in the review of the Local Plan. This setting of local standards is also in accordance with the requirements of PPG17 - Planning for Open Space, Sport and Recreation (2002).

#### ALLOTMENTS

**9.4.1** Gardening is a recreational pastime enjoyed by a significant proportion of the population both young and old and the provision of allotments, particularly within Morpeth and the north-east settlements of the Borough contributes to the range of leisure pastimes in those areas. - The Council will, so far as possible, protect existing allotments from development pressures. In the larger settlements, where it can be shown that no suitable alternative site exists and development of an allotment site is unavoidable, the Council will ensure that the site is replaced by another equivalent, appropriate and accessible site.

#### THE NORTHUMBERLAND STRUCTURE PLAN

**9.5.1** The Northumberland County Structure Plan encourages the provision of recreational and community facilities within the Borough, while having regard to the need to safeguard the environment and minimise conflict with other land users and residents. Detailed recreational and community needs and requirements are recognised as being the responsibility of the Local District Councils and as such the Structure Plan confines its recommendations to purely strategic issues.

#### OTHER SPORTING AND RECREATIONAL BODIES

**9.6.1** There are a number of agencies with an interest in sport and recreation throughout the Northern Region, the most significant of which are the Sports Council and the National Playing Fields Association; both of whom have produced strategy documents for the guidance of local authorities in the development of sporting and recreational facilities. Much information is also available from individual sporting associations and societies. Advice from such sources has been taken into consideration in the preparation of policies contained in this Plan.

## OBJECTIVES

**9.7.1** The Council intends to set an overall policy framework within which specific issues can be considered and identifies the following objectives:-

- To identify, manage and encourage sporting and recreational activities, both formal and informal, in appropriate locations and subject to their impact upon the built environment and open countryside.
- To identify need and to maintain and improve existing community facilities throughout the Borough.
- To maintain and improve existing formal equipped childrens play spaces and to obtain the development of new community facilities in appropriate locations in association with new housing developments.
- To increase the quantity and quality of informal recreation without detriment to the coast, countryside and heritage of the Borough by improving and creating access opportunities.
- To encourage the maintenance and growth of cultural activities and the arts throughout the Borough.

The following policies indicate how the above objectives are to be met.

## RECREATION AND LEISURE: THE POLICIES

### LAND SUPPLY

#### **POLICY R1**

**DEVELOPMENT OF FACILITIES FOR FORMAL AND INFORMAL RECREATION WILL BE PERMITTED WHERE THE RESULTING ACTIVITIES WOULD NOT BE DETRIMENTAL TO THE QUALITY OF THE OPEN COUNTRYSIDE, THE BUILT ENVIRONMENT AND THE GENERAL AMENITY OF RESIDENTS. DEVELOPMENTS WILL BE ASSESSED AGAINST ALL THE FOLLOWING CRITERIA :-**

- i) THE VISUAL IMPACT UPON THE LANDSCAPE;**
- ii) THE IMPACT ON DESIGNATED NATURE CONSERVATION SITES, EXISTING WILDLIFE HABITATS, AREAS OF NATURE CONSERVATION OR ARCHAEOLOGICAL IMPORTANCE AND HISTORIC LANDSCAPES.**
- iii) THE IMPACT UPON ESTABLISHED COMMUNITIES AND SETTLEMENTS;**
- iv) THE INDIVIDUAL AND CUMULATIVE IMPACT OF NOISE, TRAFFIC GENERATION AND LEVEL OF USE ASSOCIATED WITH THE DEVELOPMENT; AND**
- v) THE SCALE AND EXTENT OF THE PROPOSED DEVELOPMENT.**
- vi) THE IMPACT OF THE PROPOSED DEVELOPMENT UPON AGRICULTURAL LAND QUALITY AND FARM STRUCTURE. PROPOSALS AFFECTING A SIGNIFICANT AREA OF BEST AND MOST VERSATILE LAND WILL NOT BE PERMITTED.**

**9.8.1** The Council has assisted in the provision of land and buildings for recreational and leisure facilities throughout the Borough. Most recently a leisure hall and swimming pool have been built at Morpeth and Ponteland respectively, and important areas of woodland within the Wansbeck Valley have been acquired by the Council as part of its country park, conservation and development programme.

**9.8.2** Parish Councils throughout the Borough have been supported through the provision of land and equipment for the establishment of play areas and open spaces. The former CISWO

(Coal Industry Social and Welfare Organisation) recreation grounds have been taken over and managed for the benefit of local communities and in co-operation with the County Council land has been reclaimed within the northeastern part of the Borough and has been made available for public access and recreation.

**9.8.3** In its continuing programme, the Council has recently purchased land at Heddon Common and is negotiating the acquisition of land at Ellington and Lynemouth Denes, Chugdon Wood, Lynemouth, Cotting Wood, Howburn Wood and Bluebell Wood, Morpeth. Land for an extension to the Ponteland Park has recently been purchased. It is also committed to the provision of indoor sports facilities in the northeast of the Borough and is investigating the location and nature of a future facility.

#### FORMAL AND ORGANISED RECREATION

#### **PLAYING FIELDS AND DUAL USE OF EDUCATIONAL FACILITIES AND YOUTH FACILITIES**

##### **POLICY R2**

**WHERE THERE IS A PROVEN SHORTAGE OF FORMAL RECREATIONAL SPACE THE DEVELOPMENT OF PRIVATELY OWNED RECREATIONAL SPACE FOR OTHER PURPOSES WILL NOT BE ALLOWED. IN RURAL AREAS THE COUNCIL WILL RESPOND POSITIVELY TO PROPOSALS TO PROVIDE NEW FORMAL RECREATIONAL FACILITIES.**

**9.9.1** There is in excess of 100 hectares of land, including formal sports pitches on school playing fields in Castle Morpeth. Assessed against the recommended standard (See 9.3) this indicates that at present the Borough has sufficient land for organised sport. However, the Council will keep the situation under review and, where a particular need is established, the Council will provide land for formal playing fields subject to Council resources being available.

**9.9.2** Population profiles are not the same throughout the settlements of the Borough. Morpeth, for example has a greater proportion than the national average of elderly people, who tend to enjoy more sedentary recreational pursuits, while conversely Ponteland has a greater proportion of younger people who enjoy more formal sporting activities, requiring the provision of sports fields and other associated facilities. Proposals for new playing fields can be found in the relevant settlement chapters.

**9.9.3** In addition to formal playing fields, there are recreational activities by young people particularly children of middle and high school age, which require open spaces within and close to housing estates. While activities such as skateboarding, BMX cycling and roller blade skating may be subject to trends in popularity, the Council is aware that spaces for informal recreation are difficult both to identify and to retain, although some areas are afforded protection under Policy C21 - Protected Open Space.

**9.9.4** Additional playing fields and other sports facilities can be made available through the dual use of school facilities. However, experience has shown that the proper control and management of the joint use of facilities is difficult to achieve and to date the full potential of this resource has yet been realised.

**9.9.5** Where new buildings are proposed for educational purposes, the Council may contribute to their expense of construction in order that the buildings may be more widely used by the general public. The Hall at Ellington First School has been partly funded by the Council and is now actively used by the local community outside school hours.

**9.9.6** School buildings may become redundant for educational purposes and these buildings often lend themselves to continued use by the local community, particularly youth organisations. The Council will support the use of such buildings by the local community, should such occasion arise and subject to availability of resources.



**9.9.7** The use of such buildings will normally be seen as a short term provision and the Council will, where appropriate, encourage the construction of modern purpose built accommodation.

### **VILLAGE HALLS, COMMUNITY AND INDOOR SPORTS FACILITIES**

#### **POLICY R3**

**THE COUNCIL WILL PERMIT THE DEVELOPMENT OF VILLAGE HALLS AND COMMUNITY AND INDOOR SPORTS FACILITIES AND THE UPGRADING AND IMPROVEMENT OF EXISTING BUILDINGS IN LOCATIONS READILY ACCESSIBLE BY PUBLIC TRANSPORT, SUBJECT TO ESTABLISHED NEED AND ENVIRONMENTAL IMPACT.**

**9.10.1** Village halls provide a valuable function, accommodating such uses as meetings, play groups, functions and youth clubs. They generally act as a centre for community activities and social life.

**9.10.2** With regard to the coverage and distribution of village halls throughout the rural areas of the Borough, deficiencies have been identified at Belsay and Widdrington Station. County Council policy is for school buildings to be available for public use for certain types of functions in the evenings and they make an important contribution to facilities in these communities. However, at Widdrington Station there is an opportunity to allocate land for a new community facility in a central location within the settlement.

**9.10.3** Sporting activities increasingly require purpose built indoor accommodation, which are expensive in both capital and management costs. They should normally be located so as to be accessible to the widest population, particularly those using public transport. It is recognised that the provision of such facilities away from main centres of population will also meet important social and community needs and it is the Council's intention to direct investment towards these more rural communities. There may also be scope in appropriate circumstances for developers to contribute, through planning agreements, to the provision of such facilities.

### **CHILDRENS PLAY**

#### **POLICY R4**

**PLANNING PERMISSION FOR NEW RESIDENTIAL DEVELOPMENT OVER 1.0 HECTARE (OR SMALLER AREAS FORMING PART OF A LARGER DEVELOPMENT TOTALLING OVER 1.0 HECTARE) WILL ONLY BE GRANTED IF PROVISION IS MADE FOR CHILDRENS' PLAY AREAS ON THE BASIS OF 500 SQUARE METRES FOR EVERY 1.0 HECTARES OF LAND TO BE DEVELOPED. THE PROPOSED PROVISION SHOULD BE LOCATED:**

- i) TO ALLOW SUPERVISION BY ADULTS IN THE SURROUNDING AREA, AND BE LANDSCAPED TO PROVIDE A GOOD AND SAFE ENVIRONMENT FOR PLAY;**
- ii) SO AS NOT TO CAUSE NUISANCE TO RESIDENTS IN NEIGHBOURING PROPERTIES;**
- iii) WHERE ACCESS AND TRAFFIC DO NOT CAUSE A DANGER TO CHILDREN.**

**FOR DEVELOPMENTS TOTALLING UNDER 1.0 HECTARES IT MAY BE MORE APPROPRIATE FOR DEVELOPERS TO MAKE A FINANCIAL CONTRIBUTION TOWARDS THE PROVISION OF PLAY AREAS. IN THOSE CIRCUMSTANCES THE COUNCIL WILL REQUIRE AN AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT, 1990.**

**9.11.1** The Council maintains playgrounds at Hadston, Broomhill, Red Row, Pegswood, Ellington and Lynemouth. To many people, however, the idea of providing equipped play areas within rural settlements is unnecessary. Such a view largely stems from the perception of the countryside as a natural playground. To adopt such an interpretation would be to ignore the profound changes which have taken place in the villages and surrounding areas. Economic and technical changes that have taken place within agriculture over recent years have been fundamental in removing many of the areas formally available for informal play. Further, within traditional villages there were often areas of unused land which provided play space, but with increased pressure for

residential development many have disappeared. The Parishes of Longhorsley, Wallington Demesne, Whalton and Thirston consider that there is a need to identify open space sites within their parishes.

**9.11.2** The success of equipped playspaces depends upon the quality of design and maintenance of grounds and equipment. Playspaces that suffer from neglect fail to function properly and can deteriorate to the extent that they become detrimental to the quality of the environment and potentially dangerous to users.

### **GOLF COURSES**

#### **POLICY R5**

**PROPOSALS FOR NEW GOLF COURSES, GOLF DRIVING RANGES AND EXTENSIONS TO EXISTING COURSES WILL BE ASSESSED AGAINST ALL THE FOLLOWING CRITERIA:-**

- i) THE IMPACT OF THE PROPOSED DEVELOPMENT UPON AGRICULTURAL LAND QUALITY AND FARM STRUCTURE. PROPOSALS AFFECTING A SIGNIFICANT AREA OF BEST AND MOST VERSATILE LAND WILL NOT BE PERMITTED.**
- ii) PROPOSALS ARE LOCATED SO AS TO MINIMISE THE VISUAL IMPACT ON THE COUNTRYSIDE, AND THE SCALE, DESIGN AND MATERIALS USED FOR BUILDINGS AND OTHER STRUCTURES SHOULD REFLECT LOCAL VERNACULAR ARCHITECTURE, WITH SPECIAL ATTENTION GIVEN TO THE SCREENING OF BUILDINGS AND CAR PARKS**
- iii) VILLAGES IN THE VICINITY OF PROPOSALS ARE SAFEGUARDED FROM ANY INCREASE IN LEVELS OF ACTIVITY WHICH MAY HAVE A DETRIMENTAL EFFECT ON THEIR CHARACTER AND AMENITY.**
- iv) ADEQUATE ROAD ACCESS, INCLUDING ACCESS FOR CONSTRUCTION TRAFFIC, IS PROVIDED SO AS TO SAFEGUARD AGAINST ANY UNDESIRABLE INCREASE IN TRAFFIC ON MINOR ROADS TO THE DETRIMENT OF LOCAL AMENITY OR HIGHWAY SAFETY.**
- v) THE RE-USE OF DERELICT LAND AND BUILDINGS WILL BE PARTICULARLY ENCOURAGED.**
- vi) PROPOSALS DO NOT HAVE A MATERIAL ADVERSE IMPACT ON DESIGNATED NATURE CONSERVATION SITES, EXISTING WILDLIFE HABITATS, AREAS OF NATURE CONSERVATION OR ARCHAEOLOGICAL IMPORTANCE AND AREAS OF HIGH LANDSCAPE VALUE AND THE HERITAGE COAST..**
- vii) THE LAYOUT AND LANDSCAPING OF GOLF COURSES, TOGETHER WITH THEIR MANAGEMENT REGIMES, SHOULD AIM TO ENHANCE EXISTING NATURE CONSERVATION AND CREATE ADDITIONAL HABITAT FEATURES.**
- viii) ASSOCIATED DEVELOPMENT INVOLVING THE ERECTION OF NEW BUILDINGS IS NOT APPROPRIATE IN THE GREEN BELT.**
- ix) FLOODLIT FACILITIES SHALL NOT BE DETRIMENTAL TO THE AMENITY OF LOCAL RESIDENTS AND THEIR OPERATION WILL BE RESTRICTED IN OR ADJACENT TO RESIDENTIAL AREAS.**
- x) THE SAFEGUARDING OF EXISTING RIGHTS OF WAY.**
- xi) IN GREEN BELT LOCATIONS, THE IMPACT OF PROPOSALS ON VISUAL AMENITY BY REASON OF SITING, MATERIALS OR DESIGN**

**9.12.1** Golfing activities have, and are continuing to be, an increasingly popular way to enjoy recreation, Government policy (PPG7, 1992) relating to a change of emphasis on conserving agricultural land and farm diversification has led land owners to look at the viability of golf courses, for which there is a considerable demand, as an alternative use for land surplus to agricultural requirements.

**9.12.2** Golf courses are generally acceptable features within existing landscapes due to their use of undulating land, trees, water and other natural features. Care must be taken, however, as golf courses and their associated developments can have a significant impact on the countryside.

**9.12.3** Golf courses in historic parks and gardens can seriously damage the character of such places and the setting of any listed or historic buildings, unless carefully designed and located. In considering applications of this nature, reference will be made to the criteria set out in the document prepared by the Georgian Group, the Garden History Society and the Association of Garden Trusts ("In the Rough, Golf Course and Landscape Parks, 1991").

**9.12.4** An area of increasing concern is the growing tendency for large leisure and business developments, including hotels and conference centres, to be built in association with golf courses. These often occur through a series of planning applications which start with a golf course and then progress into associated facilities, and this is often in locations where such development would otherwise have been refused.

**9.12.5** The need for a clubhouse and other associated buildings may be overcome by utilising an existing large house or farm house. The maintenance of listed buildings and re-use of derelict buildings for uses associated with the development of a golf course will be particularly encouraged.

**9.12.6** If new buildings are required to accommodate associated golfing uses, then materials appropriate to the locality must be used in construction and special attention will be paid to the screening of buildings and adjoining car parks.

**9.12.7** Golf courses themselves can involve changes to the character of landscapes and valuable wildlife habitats and geological features can sometimes be damaged or even destroyed. However, in many areas, golf courses through good design and management can be accommodated without causing significant impact on the landscape character or wildlife habitats. In receiving applications for golf courses, the Council will utilise guidance given by the former Nature Conservancy Council (On Course Conservation, Managing Golf's Natural Heritage, 1989) and will require habitat creation or enhancement as part of golf course proposals.

**9.12.8** Golf driving ranges are often considered more obtrusive than golf courses, as driving ranges by their nature can be detrimental to the landscape setting through being visible over a considerable distance and due to their floodlit operation outside daylight hours. Such problems can be overcome through the use of additional landscaping, mounding and camouflaged booths and restrictions on hours of operation.

**9.12.9** Proposals for Golf Courses are increasing and the Council has considered several applications in the past few years, assessing them against the criteria set out in the policy. New courses have been approved and developed at Burgham Farm, Felton, Linden Hall, Longhorsley and at Matfen Hall. At Gubeon a driving range and a nine-hole "pitch and putt" course has been established. Restoration of major opencast sites provides an opportunity for golf course development and two courses have been created at Longhirst Hall on the site of the former Butterwell Opencast mine.

COUNTRYSIDE ACTIVITIES

**HIGH IMPACT**

**POLICY R6**

THE COUNCIL WILL NOT PERMIT HIGH IMPACT COUNTRYSIDE SPORTS UNLESS IT CAN BE SHOWN THAT THE USES WILL NOT BE DETRIMENTAL TO THE CHARACTER AND NATURE CONSERVATION VALUE OF THE AREA AND TO OTHER RURAL LAND USES AND THE AMENITY OF RESIDENTS. PROPOSALS WILL BE ASSESSED AGAINST ALL THE FOLLOWING CRITERIA :-

- i) THE IMPACT OF THE PROPOSED DEVELOPMENT UPON AGRICULTURAL LAND QUALITY AND FARM STRUCTURE. PROPOSALS AFFECTING A SIGNIFICANT AREA OF BEST AND MOST VERSATILE LAND WILL NOT BE PERMITTED.
- ii) PROPOSALS ARE LOCATED SO AS TO MINIMISE THE VISUAL IMPACT ON THE COUNTRYSIDE, AND THE SCALE, DESIGN AND MATERIALS USED FOR BUILDINGS AND OTHER STRUCTURES SHOULD REFLECT LOCAL VERNACULAR ARCHITECTURE, WITH SPECIAL ATTENTION GIVEN TO THE SCREENING OF BUILDINGS AND CAR PARKS
- iii) VILLAGES IN THE VICINITY OF PROPOSALS ARE SAFEGUARDED FROM ANY INCREASE IN LEVELS OF ACTIVITY WHICH MAY HAVE A DETRIMENTAL EFFECT ON THEIR CHARACTER AND AMENITY.
- iv) ADEQUATE ROAD ACCESS, INCLUDING ACCESS FOR CONSTRUCTION TRAFFIC, IS PROVIDED SO AS TO SAFEGUARD AGAINST ANY UNDESIRABLE INCREASE IN TRAFFIC ON MINOR ROADS TO THE DETRIMENT OF LOCAL AMENITY OR HIGHWAY SAFETY.
- v) THE RE-USE OF DERELICT LAND AND BUILDINGS WILL BE PARTICULARLY ENCOURAGED.
- vi) PROPOSALS DO NOT HAVE A MATERIAL ADVERSE IMPACT ON DESIGNATED NATURE CONSERVATION SITES, EXISTING WILDLIFE HABITATS, AREAS OF NATURE CONSERVATION OR ARCHAEOLOGICAL IMPORTANCE, AREAS OF HIGH LANDSCAPE VALUE AND THE HERITAGE COAST.
- vii) ASSOCIATED DEVELOPMENT INVOLVING THE ERECTION OF NEW BUILDINGS IS NOT APPROPRIATE IN THE GREEN BELT.
- viii) FLOODLIT FACILITIES SHALL NOT BE DETRIMENTAL TO THE AMENITY OF LOCAL RESIDENTS AND THEIR OPERATION WILL BE RESTRICTED IN OR ADJACENT TO RESIDENTIAL AREAS.
- ix) THE SAFEGUARDING OF EXISTING RIGHTS OF WAY.
- x) IN GREEN BELT LOCATIONS, THE IMPACT OF PROPOSALS ON VISUAL AMENITY BY REASON OF SITING, MATERIALS OR DESIGN

Motorised Sports

**9.13.1** Noise and damage to the environment are the main issues effecting motor sport provision within the Borough. The provision of facilities has to be balanced against their environmental impact and effect on rural communities. Motor sports can provide an exhilarating recreational experience for both participants and spectators. However, they are invariably noisy and can accordingly be detrimental to the peaceful amenity of rural communities if facilities for their practice are not properly located and controlled.

**9.13.2** Motor sports often require a purpose-built track or facility but certain activities, notably motor-cycle scrambling, can have a seriously damaging effect on the environment, both through over-use of land and their impact on sites of ecological importance. The impact on the environment of a variety of other off-road vehicles used for sport or informal recreation also gives

cause for serious concern.

**9.13.3** Existing provision within the Borough is centred at Bockenfield, south of Thirston adjacent to the A1. A former airfield has been adapted to provide facilities for karting and an airstrip for microlight aircraft. The specialist facilities at this site are recognised by Sport England as being of strategic importance

**9.13.4** Championship events can attract significant crowds and the Council will need to be satisfied that facilities are capable of accommodating needs such as car parking, toilets, refuse collection and the disposal of litter, and the provision of emergency services without detriment to local amenity.

**9.13.5** The Council recognises the popularity of motor sport and its increasing importance as a means of combating the growth in vehicle related crime. However, it is concerned about the "cowboy" element which motor sport can suffer from. The thrust of Council policy is not to reduce the number of motor sports venues throughout the Borough, but to ensure that existing and new proposals meet certain standard requirements.

#### Water Skiing and Power Boating

**9.13.6** In 1989 the Northern Council for Sport and Recreation produced "A Study of Water Sports Development in the Northern Region" which assessed the provision and future requirement of water based sporting activities in the region. The report indicated that water skiing and power boating has few outlets and participants. Travelling distances to participate in the sport tend to be long and high costs deter younger people and lower income groups. As a result the demand for more outlets tends to be near the main conurbations and built-up areas.

**9.13.7** Power boating can be damaging on confined inland waters and rivers and can have an adverse effect on river banks, natural habitats and wildlife. In coastal waters the effect of power boats has serious impacts which can extend much more widely than the immediate vicinity of a marina or similar facility if not managed carefully.

#### Shooting and War Games

**9.13.8** Game shooting is a traditional countryside pursuit which is not controlled under the planning acts. It can protect and enhance wildlife habitats and support the rural economy. Static target shooting and clay pigeon shooting can, however, be a problem due to the duration and level of noise created, particularly when located close to rural communities.

**9.13.9** Membership of the Clay Pigeon Association (CPA) has grown from 800 members in 1965 to 25,000 members in 1990. This reflects the increasing pressure upon the countryside for shooting facilities. In assessing proposals the Council will require operators to comply with the code of practice on noise from clay pigeon shooting.

**9.13.10** A clay pigeon shooting ground is located at Bywell near Thirston and has temporary planning approval so that the Council may monitor the activity and ensure that the amenities of nearby properties are not unduly affected. The rifle range at Ponteland, controlled by the Ministry of Defence, caters for a variety of rifle and pistol shooting activities. The range has been in existence for many years without significant adverse effect on the local community.

**9.13.11** The gun club at Station Road Heddon, after initial problems of frequency and duration of shooting days, operated satisfactorily. However, the club has closed recently due to a change in the controlling interest.

**9.13.12** Growing interest in war and combat simulation games has resulted in the Council approving, on a temporary basis, a paint ball combat venue at North Plantation, Longhirst. Such activities use compressed air pistols, which do not make a loud noise. Nevertheless, the discharge of pistols and associated activities are considered to be undesirable close to dwellings,

public footpaths and bridleways.

Motorised Models

**9.13.13** Model radio controlled aircraft can cause problems in urban areas and close to rural communities. Similarly other forms of motorised model require formal operation areas if the disturbance of local amenity is to be avoided. Temporary planning permission has been granted at Tranwell Airfield for the use of land by the Tranwell Model Flying Group. Hours of operation have been restricted and the use is operating satisfactorily.

**LOW IMPACT**

**POLICY R7**

**THE COUNCIL WILL PERMIT THE DEVELOPMENT OF FACILITIES FOR PASSIVE AND INFORMAL RECREATION IN THE COUNTRYSIDE WHERE SUCH ACTIVITIES ARE COMPATIBLE WITH OTHER USES AND ARE NOT DETRIMENTAL TO AMENITY, WILDLIFE AND NATURE CONSERVATION INTERESTS, SUBJECT TO ESTABLISHED NEED AND AS COUNCIL RESOURCES PERMIT.**

**9.14.1** Quiet informal recreational activities in the countryside are generally those which do not require the development of formal facilities. For activities on foot such as rambling, observing nature, orienteering and hill and rock climbing, the requirement of participants is generally a base from which to carry out the activity. A car park is normally adequate and this can often be informal - ie, a roadside verge, though in popular locations specific provision may be required, including toilets.

**9.14.2** Fishing is a water based activity which has similar user requirements. However, this leisure activity can often be in competition with other, more formal recreational activities, such as canoeing, rowing, sailing and windsurfing. Inland stretches of water are a comparatively scarce resource in the Borough and these various user groups often need to come to agreement on the extent to which each group may have access to and use of particular stretches of water, in consultation with inland water management bodies.

**9.14.3** Activities such as gliding, hang-gliding and ballooning generally take place from a specific base where storage and maintenance buildings are required, together with grounds where participants can become airborne. Any buildings in association with these activities would need to be carefully sited with regard to impact on the countryside, access and the need to avoid disturbance to local residents and communities.

**9.14.4** The recreational activity of cycling uses existing highways and facilities such as toilets and cafes in towns and villages. There are many miles of quiet country lanes in the Borough which are appropriate for quiet recreational cycling, such routes may benefit from selected traffic calming and management. The provision of cyclist-only routes in the open countryside is not considered to be a major issue. However, the Council in conjunction with the Northumberland County Council as footpaths authority, will support the development of existing bridleways and disused railway lines to provide a surface appropriate for cyclists as well as horses and pedestrians. The question of making provision for cyclists in the urban areas of the Borough is dealt with in the Transportation Chapter.

**9.14.5** Horse riding in its various forms is an important recreational activity in the countryside. A Point-to-Point course is located at Tranwell Airfield which is used infrequently and does not come within the scope of planning controls, although meetings attracts sizeable crowds.

**9.14.6** Horses and motor vehicles can create conditions of conflict, a prime example of which is at High Common Farm, Morpeth. Here there are numerous paddocks and over 20 horses may be present in this area at any one time. The B6524 Whalton Road, together with minor roads, runs through the area. This road carries a significant volume of fast moving traffic (3,300 vehicles per

day) and the riding of horses and their movement to and from paddocks can be hazardous. Should slip-roads be built to the A1 Bypass here the situation would become significantly worse. However, there is no simple solution to this problem, particularly as the stables and paddocks are within easy reach of Morpeth residents. Although consideration should be given to the separation of horse and vehicle movements in this area, any solution is likely to be costly and there would be extreme difficulty in achieving a practicable outcome.

**9.14.7** Facilities such as stables and riding schools are generally acceptable in a countryside setting. Nevertheless, care needs to be taken in the siting of stables and loose boxes so that the amenity of dwellings is not adversely affected. Redundant farm complexes together with adjoining land, may be appropriate for conversions to riding schools. In the Borough, Benridge Hagg Farm has been successfully adapted for this purpose and there is also a facility near Ogle, together with several informal establishments throughout the Borough.

#### ACCESS TO THE COUNTRYSIDE

**9.15.1** The Council supports the Countryside Agency's objectives to improve and extend opportunities for the public to enjoy the countryside and to re-emphasise the link between conservation of an attractive countryside and its enjoyment by the public. It is recognised that footpaths and bridleways are recreational assets, the potential of which should be exploited as far as possible to provide access to the countryside beyond the road network.

**9.15.2** The Council encourages and supports the County Council in its role of maintaining the rights of way network and keeping up to date the rights of way definitive maps. The importance of a comprehensive footpath and bridleway network can not be understated if the general public is to enjoy fully the recreational benefits associated with the open countryside without conflict with existing rural land uses and activities.

**9.15.3** The Council through its environmental improvements and countryside programmes has already undertaken improvements to the existing network and intends, through its Countryside Strategy and in conjunction with the County Council, to promote further the extension and enhancement of the rights of way network throughout the Borough.

#### PUBLIC FOOTPATHS AND BRIDLEWAYS

##### **POLICY R8**

**IN CONSULTATION WITH LAND OWNERS AND OCCUPIERS THE COUNCIL WILL SUPPORT THE PROTECTION, MAINTENANCE AND WHERE APPROPRIATE, EXTENSION OF THE RIGHTS OF WAY NETWORK AND OTHER RECREATIONAL ACCESS ROUTES THROUGHOUT THE BOROUGH. POSITIVE STEPS WILL ALSO BE TAKEN TO MINIMISE ANY ADVERSE EFFECTS OF INCREASED ACCESS PRESSURES ON ESTABLISHED RURAL INTERESTS.**

**9.16.1** Whilst several rural footpaths have been lost in post war years due to new developments, there are a considerable number of rights of way which link the built up areas with the adjoining countryside. They tend to be well used and are an important source of informal recreation. It is important that a definitive Rights of Way map for the whole of the Borough be kept up to date and that the existing rights of way in the Borough should be well maintained. Much can be achieved by improving, repairing and sign posting existing routes and publicising specific routes of various lengths. It is important, however, that signing and waymarking be judiciously controlled as over-signing can significantly detract from the enjoyment of users and be detrimental to the visual quality of the countryside. It is the statutory duty of Northumberland County Council to keep under review the definitive map of rights of way, make modifications as required, maintain and signpost the network and to assist and protect the public's right to use and enjoy the network. Circular 2/93 gives guidance on matters relating to Public Rights of Way.

**9.16.2** Users of rights of way need to be aware of countryside practices and respect them.

Similarly, farmers and landowners need to be aware of public rights of way that cross their land and the responsibilities relating to them. The Council has a programme of increasing public awareness through its Countryside Strategy and will continue to support the Countryside Agency's awareness objectives. In urban fringe areas agriculture faces specific problems different from those affecting more rural areas. These centre on a range of access related problems such as crop trampling, arson, damage to fence, hedges and walls, the worrying of livestock by dogs, theft and fly tipping. Such problems can combine to threaten the viability and stability of farms.

**9.16.3** Some gaps exist in the system of definitive rights of way, several of which have been used unofficially for many years. A procedure exists under Section 26 of the 1980 Highways Act for designating new public rights of way. The Council has used this legislation to designate a new right of way between Richmond Way in the northwest corner of the Darras Hall Estate, Ponteland, and the existing public right of way running from the A696 at the Beeches west to Dissington Bridge, following the River Pont for much of its length. The short length of new footpath fulfils an important recreational function in providing access from the built up area to a very pleasant rural walk. The Secretary of State for the Environment has recently confirmed the designation.

**9.16.4** Further routes may be considered at times during the Plan period. It is also possible that certain existing routes of little use for recreation could be closed. Sensible rationalisation of the network, if it leads to recreational benefit to the public and is compatible with farming interests, should be encouraged. Where the existing provision of public rights of way is patchy it can be supplemented by permissive routes and toll routes established in agreement with land owners. Further investigation of the provision of public rights of way may be appropriate as part of the Plan monitoring process. The Council supports the identification of a network of multi-user recreational routes for walkers, the disabled, cyclists and horse riders.

### **HADRIAN'S WALL**

#### **POLICY R9**

**THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD HAVE AN ADVERSE EFFECT ON THE CREATION OF A LONG DISTANCE FOOTPATH IN CLOSE PROXIMITY TO HADRIAN'S WALL.**

**9.17.1** Hadrian's Wall, part of which is contained within the southern boundary of the Borough, is increasingly being used for long distance walks. Although walkers can gain access to parts of the Wall and to many sites along public footpaths, the footpath network does not adequately meet the present needs of walkers. No continuous right of way close to the Wall exists, and visitors who set out to walk the Wall have to do so by using the busy and dangerous B6318 Military Road, hence there is a need for a long distance footpath to run in close proximity to the Wall. This will not only form the basis for safe and convenient access to the Wall, but help to reduce the amount of damage to local farms from trespassers.

**9.17.2** The concept of a long distance footpath appeared in outline in the Strategy for Hadrian's Wall published in 1984 by the Hadrian's Wall Consultative Committee. Following on from this document, the former Countryside Agency appointed a Hadrian's Wall Footpath Project Officer, whose brief was to identify a continuous safe and convenient route close to the line of the Wall. Work has now begun on such a route with the publication of "The Hadrian's Wall Path Proposed National Trail" in 1990 which identified the line of the preferred route. The Council in association with the Countryside Agency and other interested parties will support the development of such a footpath.

### **DRURIDGE BAY**

**9.18.1** The Northumberland Coast, and Druridge Bay in particular, is a very popular area for informal recreation including coastal walks and rides, bird watching, picnicking, sunbathing and swimming. The sandy shores, which stretch the length of the Bay, between the rocky outcrops at Cresswell and Hadston Carr, and the pools formed by mining operations at Cresswell Ponds,



Druridge Pools and the Druridge Bay Country Park, provide the ideal setting for these types of activity.

**9.18.2** The Bay and coastline are, however, fragile environments in that overuse due to sand extraction, farming and recreation will, if not properly managed and controlled, destroy the physical and ecological character of the Bay.

**9.18.3** A wide range of agencies, authorities and organisations is presently working for the protection and improvement of the coastal environment. The Management Plan will support earlier achievements through the provision of new resources and the effective co-ordination of activity within the Plan area to enable initiatives to be pursued which are outside the remit or beyond the capacity of present organisations.

#### **LOCAL NATURE RESERVES, WOODLANDS, WILDLIFE HABITATS AND PUBLIC ACCESS**

##### ***POLICY R10***

**THE COUNCIL, IN CONSULTATION WITH ENGLISH NATURE, WILL DESIGNATE LOCAL NATURE RESERVES IN APPROPRIATE LOCATIONS AND ENHANCE THEIR CHARACTER AND NATURE CONSERVATION VALUE. SUITABLY CONTROLLED PUBLIC ACCESS TO THESE SITES WILL BE PERMITTED.**

**THE FOLLOWING SITES HAVE BEEN RECOGNISED AS POTENTIAL NEW LOCAL NATURE RESERVES BY THE COUNCIL:-**

- i) EXTENSIONS TO SCOTCH GILL AND BOROUGH WOODS.**
- ii) ELLINGTON AND LYNEMOUTH DENES AND CHUGDON WOODS.**
- iii) HOWBURN AND BLUEBELL WOODS.**

##### ***POLICY R11***

**THE COUNCIL, IN CONSULTATION WITH ENGLISH NATURE AND OTHER APPROPRIATE CONSERVATION BODIES, WILL PERMIT THE USE OF LOCAL NATURE RESERVES, WOODLANDS AND OTHER WILDLIFE HABITATS FOR RECREATIONAL PUBLIC ACCESS, SUBJECT TO ESTABLISHMENT OF SATISFACTORY CONTROLS TO SAFEGUARD THEIR NATURE CONSERVATION VALUE AND WILDLIFE INTEREST.**

**9.19.1** Local nature reserves are important because they contain features of ecological or wildlife interest which are worthy of special protection and management. Sites can only be designated where a Local Authority either owns the land or has negotiated a lease or satisfactory management agreement with the owner.

**9.19.2** The Council at present has five nature reserves, declared under the 1949 National Parks and Access to the Countryside Acts, these being Carlisle Park, Scotch Gill, Davies Wood, Heddon Common and the Borough Woods. All five sites have the potential for informal recreational and educational activity, appropriately managed so as not to be in conflict with the character of the reserves.

**CONVERSION OF BUILDINGS AND ASSOCIATED LAND FOR MAJOR RECREATIONAL USE**

**POLICY R12**

THE CONVERSION OF BUILDINGS AND THE USE OF ASSOCIATED LAND FOR MAJOR RECREATIONAL USES WILL BE ASSESSED AGAINST ALL THE FOLLOWING CRITERIA :-

- i) THE IMPACT OF THE PROPOSED DEVELOPMENT UPON AGRICULTURAL LAND QUALITY AND FARM STRUCTURE. PROPOSALS AFFECTING A SIGNIFICANT AREA OF BEST AND MOST VERSATILE LAND WILL NOT BE PERMITTED.
- ii) PROPOSALS ARE LOCATED SO AS TO MINIMISE THE VISUAL IMPACT ON THE COUNTRYSIDE, AND THE SCALE, DESIGN AND MATERIALS USED FOR BUILDINGS AND OTHER STRUCTURES SHOULD REFLECT LOCAL VERNACULAR ARCHITECTURE, WITH SPECIAL ATTENTION GIVEN TO THE SCREENING OF BUILDINGS AND CAR PARKS
- iii) VILLAGES IN THE VICINITY OF PROPOSALS ARE SAFEGUARDED FROM ANY INCREASE IN LEVELS OF ACTIVITY WHICH MAY HAVE A DETRIMENTAL EFFECT ON THEIR CHARACTER AND AMENITY.
- iv) ADEQUATE ROAD ACCESS, INCLUDING ACCESS FOR CONSTRUCTION TRAFFIC, IS PROVIDED SO AS TO SAFEGUARD AGAINST ANY UNDESIRABLE INCREASE IN TRAFFIC ON MINOR ROADS TO THE DETRIMENT OF LOCAL AMENITY OR HIGHWAY SAFETY.
- v) THE RE-USE OF DERELICT LAND AND BUILDINGS WILL BE PARTICULARLY ENCOURAGED.
- vi) PROPOSALS DO NOT HAVE A MATERIAL ADVERSE IMPACT ON DESIGNATED NATURE CONSERVATION SITES, EXISTING WILDLIFE HABITATS, AREAS OF NATURE CONSERVATION OR ARCHAEOLOGICAL IMPORTANCE, AREAS OF HIGH LANDSCAPE VALUE AND THE HERITAGE COAST.
- vii) ASSOCIATED DEVELOPMENT INVOLVING THE ERECTION OF NEW BUILDINGS IS NOT APPROPRIATE IN THE GREEN BELT.
- viii) FLOODLIT FACILITIES SHALL NOT BE DETRIMENTAL TO THE AMENITY OF LOCAL RESIDENTS AND THEIR OPERATION WILL BE RESTRICTED IN OR ADJACENT TO RESIDENTIAL AREAS.
- ix) THE SAFEGUARDING OF EXISTING RIGHTS OF WAY.
- x) IN GREEN BELT LOCATIONS, THE IMPACT OF PROPOSALS ON VISUAL AMENITY BY REASON OF SITING, MATERIALS OR DESIGN.

**9.20.1** Planning applications for major recreational uses such as holiday villages, centre parks, leisure complexes and theme parks often involve the conversion of substantial buildings, many of them historic and situated within large grounds. Such uses may be detrimental to the character of these buildings due to their size, scale and operational characteristics. In assessing such proposals the Council will have regard to the advice contained within PPG7 - The Countryside and the Rural Economy (1992) and PPG 17 - Sport and Recreation (2002)

**CULTURE AND THE ARTS**

**POLICY R13**

THE COUNCIL WILL ENCOURAGE THE PROVISION OF WORKS OF ART AS PART OF DEVELOPMENT PROPOSALS TOGETHER WITH FACILITIES FOR THEIR INTERPRETATION.

**9.21.1** The Council recognises that the cultural health of the population is important in that it promotes educational aspirations, artistic excellence and a wide and balanced range of entertainment. For several years the Council has, together with other local authorities, sponsored

MIDNAG, the Mid-Northumberland Arts Group which brings performing arts to communities throughout the Borough under the auspices of an Arts Development officer.

**9.21.2** Morpeth Town Council has identified a need for facilities to promote the arts within Morpeth and the provision of a centre will be considered as part of the Councils development proposals for the centre of Morpeth.

**9.21.3** The Arts Council, Northern Arts and Northumberland County Council are supporting a national pilot project "Percent for Art in Northumberland", the aim of which is to obtain distinctive works of art and craft which create a sense of place and community, to be funded through the allocation of a proportion of the capital budget for significant proposed developments. It is anticipated that such work will be commissioned from local artists and craftsmen. The County Council has adopted a policy where, in the case of public buildings and landscape projects, it will seek to ensure that a percentage of the capital expenditure allocated for the project is set aside for artistic enhancement. In respect of private development the County Council will, through publicity, education and consultation with District Councils, encourage the attainment of an equivalent level of provision. Castle Morpeth Borough Council has also endorsed the principle and is actively encouraging developers, through awareness education and negotiation in the development control process, to participate in this initiative.



## CHAPTER 10 - BELSAY (BE)

### INTRODUCTION

**10.1.1** Belsay village has a population of 95 and lies on the A696 trunk road five miles north-west of Ponteland. It has a uniform built form of stone and slate and was developed in the 1840's as an estate village for Belsay Hall. There has been no speculative development in the village which has retained its distinctive character. The village and adjoining woodland and fields were designated as a Conservation Area in 1987.

**10.1.2** The village has a thriving first school with a roll of approximately 90 pupils, post office and shop and garage. There is a daily bus service to Ponteland and Newcastle and a weekly service to Morpeth.

### THE STRATEGY

**10.2.1** The strategy for Belsay recognises its special qualities as an estate village associated with Belsay Hall and Castle and its setting in that the area is proposed for designation as an Area of High Landscape Value. The environment of the village itself would be further enhanced by the building of a by-pass to the A696 which currently passes through the centre of the village. However the impact of the bypass on the landscape setting of Belsay and its amenities will require critical assessment. There are limited opportunities for housing infill within the settlement boundary.

### SETTLEMENT BOUNDARY

**POLICY BEC1**  
**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR BELSAY IS**  
**DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 1.**

**10.3.1** The settlement boundary defined in the Rural Housing Land Study (See para. 5.12.1) was minimal, being tightly drawn round the Arcade, the only sizeable group of houses in the village. It does not properly define the limits of Belsay. A revised boundary has accordingly been drawn up which includes the scattered groups of houses at the northern and southern ends of the village and is considered to define the extent of the village more accurately without including significant areas of intervening farmland and woodland.

### LANDSCAPE

#### **AREAS OF HIGH LANDSCAPE VALUE**

**POLICY BEC2**  
**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH**  
**WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO, OR IN THE**  
**VICINITY OF, VILLAGE WOOD, BELSAY HALL AND CASTLE AND ITS ASSOCIATED**  
**PARKLANDS, AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No.**  
**1.**

**10.4.1** Village Wood, Belsay Hall and Castle and its associated parklands lie to the west of Belsay. The combination of these landscape elements create a special setting for Belsay. This setting can be harmed or destroyed by unnecessary or insensitive development, accordingly they are included within the areas defined as being of High Landscape Value, the intention being to protect them from development which would detract from their character.

## NATURAL ENVIRONMENT

### **SITES OF NATURE CONSERVATION IMPORTANCE**

#### ***POLICY BEC3***

**IN ACCORDANCE WITH POLICY C9, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE BELSAY VILLAGE WOOD SITE OF NATURE CONSERVATION IMPORTANCE, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING LOCAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE.**

**WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT THE ABOVE SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDED MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE.**

**10.5.1** Village Wood which lies at the western edge of Belsay is an area of mixed woodland and forms part of the Conservation Area. The woodland although partially secondary, has a damp field layer and contains plants rare in the North East. The site was designated as a Site of Nature Conservation Importance (1983) with the main aim being to conserve the existing tree cover and wildlife.

## CONSERVATION AREA

#### ***POLICY BEC4***

**WITHIN THE BELSAY CONSERVATION AREA, CONSERVATION POLICIES C27, C28, C29, C30, C31, C32 AND C34 WILL BE APPLIED.**

**10.6.1** The Council will require new development within the Belsay Conservation Area to complement and enhance the character of the area and to be of an appropriate design. Buildings shall be constructed of good quality materials sympathetic to the local building tradition, and particular attention should be paid to the appearance of buildings fronting onto the main streets.

**10.6.2** The siting and appearance of advertisements, landscaping, car parking and the control of vehicle movement are also development issues that will require careful consideration.

## HOUSING

**10.7.1** There are few opportunities for residential development within Belsay due to its special estate character and the Council will require the development of the sites to be in sympathy with the character of the village. (C28) However, there may be some small sites within the settlement boundary and accordingly acceptable for development within the Plan period. Such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

## TRANSPORT

#### ***POLICY BET1***

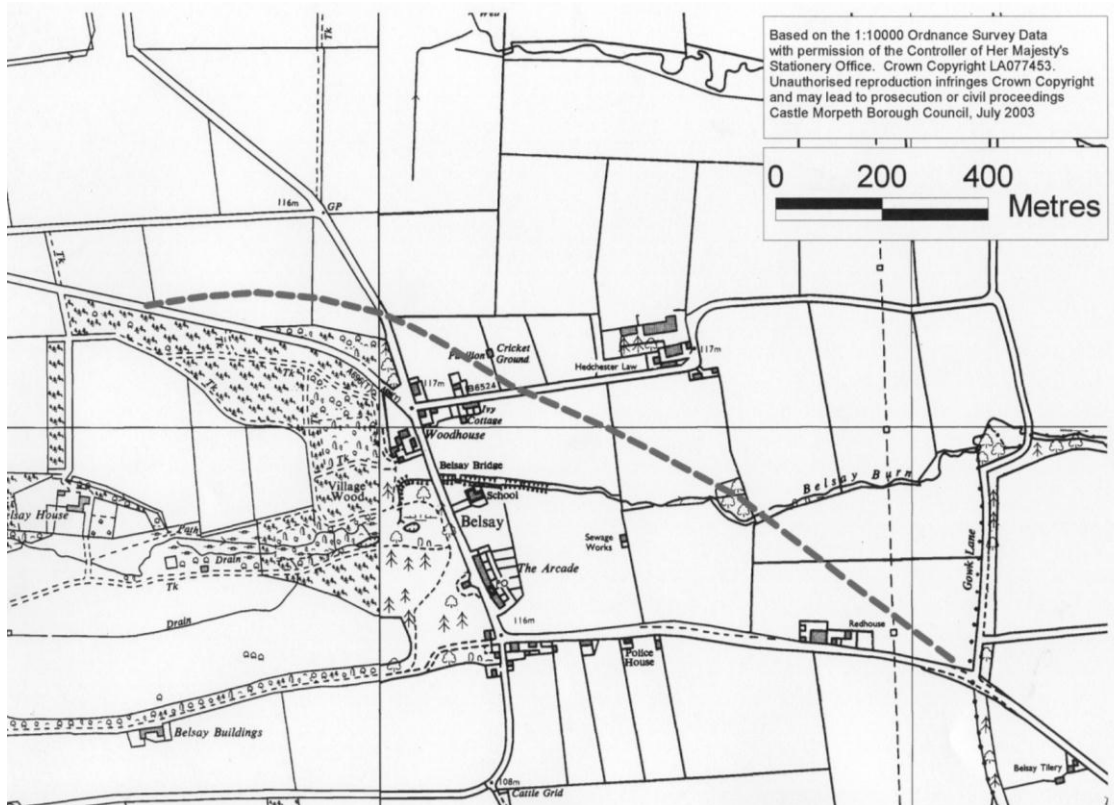
**IN ACCORDANCE WITH POLICY T1, THE LINE OF THE BELSAY BYPASS AS PROPOSED BY THE DEPARTMENT FOR TRANSPORT WILL BE PROTECTED FROM DEVELOPMENT.**

**10.8.1** The A696 Trunk Road at present passes through the centre of Belsay. The alignment of the Trunk Road is unsatisfactory on both the northern and the southern approaches to the village and presents a hazard to safe traffic movement.

**10.8.2** A bypass would relieve the inhabitants of Belsay of much of the noise and pollution which they experience at present. It would remove approximately 90% of the traffic from the village and in addition to its environmental benefits, it would significantly improve road safety within the village. As proposed, the line of the bypass lies to the east and north of the village, mainly across farmland, but it also affects the south western corner of the Belsay Cricket Club's ground.

**10.8.3** A bypass for Belsay has been proposed for some considerable time and is listed in the County Structure Plan. The Council reserves its right to comment critically on details of the alignment, junctions and associated works when these are published. The route of the bypass is safeguarded in accordance with generally approved planning practice.

FIG. 10.1 - BELSAY BYPASS ILLUSTRATIVE DIAGRAM







## CHAPTER 11 - BROOMHILL (BR)

### INTRODUCTION

**11.1.1** Broomhill, a former mining village, is located between the larger settlements of Amble and Hadston and has a population of 350. The village is 15 miles northeast of Morpeth on the B1330 road and is in the extreme north of the Borough, close to the Borough boundary and immediately adjacent to the village of Togston, which lies in Alnwick District. It is characterised by rows of terraced houses reflecting its mining origins, despite being located in a largely agricultural area.

**11.1.2** The village facilities include a first school, local shops, allotments, a public house and social club, and a church. Regular bus services operate to Alnwick, Newcastle, Morpeth and Ashington.

### THE STRATEGY

**11.2.1** The Strategy for Broomhill is one of environmental improvement both within and around the settlement and of encouraging the slow growth of the twin communities of Broomhill itself and Togston. The Council has previously granted permission for housing and it is not intended to allocate further sites within the Plan period.

### SETTLEMENT BOUNDARY

#### **POLICY BRC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR BROOMHILL IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 2.**

**11.3.1** In the Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn around the limits of the existing community. It has since been established that land to the east of Stone Row and north of the former colliery buildings, now converted to a factory, was an established part of the pithead area, prior to reclamation. It was successfully argued that this land should lie within the settlement boundary and outline planning permission has been granted for residential use, the appropriate amendment has been made to bring this area within the settlement boundary. Further north, plots of land to the east of Stone Row, which form allotments and garage sites, are also included within the settlement boundary as they are considered to be part of the fabric of the settlement.

### HOUSING

**11.3.2** At 30 June 2002 the following sites had the benefit of planning permission and are likely to be developed within the Plan period.

Nordstrom House	18 du
South of Parkside	1 du
1 Radar Close	2 du
<b>Total</b>	<b>21 du</b>

There may be other small sites within the settlement boundary and accordingly acceptable for development which become available for development within the Plan period. Such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

**11.3.3** The perception of local housing demand contained within the Rural Housing Land Study was one of limited need and residential development on a small scale has been catered for on a number of infill sites in the village and by the redevelopment of redundant or outdated buildings. Recently the housing market has become rather more buoyant and modest proposals for new development have been approved at the sites listed in para. 11.3.2 above. Alnwick District

Council also recognise the need to increase housing in the locality and is making an allocation within its District Local Plan of 1.13 hectares of land for housing at Togston just over the Borough boundary.

PROTECTED OPEN SPACE

***POLICY BRC2***

**IN ACCORDANCE WITH POLICY C21, THE FORMER RAILWAY LINE TO THE EAST OF THE VILLAGE, AS DEFINED ON THE PROPOSALS MAP INSET No. 2, IS IDENTIFIED AS AN OPEN SPACE TO BE ENHANCED AND IS PROTECTED FROM DEVELOPMENT.**

**11.4.1** The former mineral railway line runs through the centre of the village and has been used by local residents for the purpose of informal recreation for a number of years. The Northumberland County Council, as part of its LEAF initiative, is proposing a significant tree planting scheme on part of the railway land outside the settlement boundary to the north east. Although not included within the LEAF scheme the site abuts this area and should be protected from development. Subject to priorities and resources the Council will, in conjunction with East Chevington Parish Council, prepare a scheme for the enhancement of the site. See also Policy C14.

## CHAPTER 12 - CAMBO (CB)

### INTRODUCTION

**12.1.1** Cambo village has a population of 90 and is located approximately 10 miles west of Morpeth, at the junction of the B6342 Rothbury and the B6343 Morpeth roads. It is an attractive estate village on the crest of a hill, with Wallington Hall, set in extensive grounds and parkland approximately 1 mile to the south. The village itself is sheltered and the buildings are set within groups of mature trees that provide an effective screen to views from the open countryside and approach roads. The combined features of trees and buildings, topped by the church spire forms a conspicuous landmark from all aspects.

**12.1.2** The main part of the village lies to the east of the B6342 from Wallington Hall and south of the B6343 to Scots Gap. A row of cottages and the Smithy lie to the west of the Wallington road, set in one of the larger areas of woodland which give Cambo its attractive landscape setting.

**12.1.3** The village layout is of terraced cottages enclosing a square which consists of a walled green and several walled private gardens. The predominant use of ashlar stonework gives a solid unity to the village, which is enhanced by the feeling of enclosure created by its wooded environs. The village has remained unchanged for many years and has a number of interesting listed buildings.

**12.1.4** The village facilities include a post office, church, shop and hall, with the village school and playing fields being located on a detached site approximately 200 metres north of the village. A regular bus service operates to Morpeth. Cambo was designated as a Conservation Area in 1975.

### THE STRATEGY

**12.2.1** The village of Cambo has an attractive and compact built form and it is the Council's policy that there should be little change to its special estate village character. No new development is proposed for the village.

### SETTLEMENT BOUNDARY

**POLICY CBC1**  
**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR CAMBO IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 3.**

**12.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn tightly around the existing village, to retain its special architectural and historic character. Whilst the majority of the village is the property of the National Trust, it is still subject to the pressure of development, in so much that the village is a very desirable place to live, and within commuting distance of Newcastle. It is considered that any change to the settlement boundary resulting in new development would adversely affect the built form and character of Cambo, accordingly the existing boundary is retained.

### CONSERVATION AREA

**POLICY CBC2**  
**WITHIN THE CAMBO CONSERVATION AREA CONSERVATION POLICIES C27, C28, C29, C30, C31, C32 AND C34 WILL BE APPLIED.**

**12.4.1** The Council will require new development within the Cambo Conservation Area to complement and enhance the character of the area and to be of an appropriate design. Buildings shall be constructed of good quality materials sympathetic to the local building tradition and

particular attention should be paid to the appearance of buildings fronting onto the main streets.

**12.4.2** The siting and appearance of advertisements, landscaping, car parking and the control of vehicle movement are also development issues that will require careful consideration.

## CHAPTER 13 - CAPHEATON (CP)

### INTRODUCTION

**13.1.1** Capheaton village has a population of 50 and is located approximately 14 miles southwest of Morpeth at the junction of the C338. and U9005 roads. It is an attractive linear estate village situated on a ridge immediately to the west of Capheaton Hall and northwest of Sir Edward's Lake (Designated as a Site of Nature Conservation Importance in 1983).

**13.1.2** The village is of special architectural and historic interest with the majority of the buildings being listed. The village, built as a planned model village in the late 18th century consists of a row of terraced cottages facing south. The predominant use of ashlar dressed stonework gives a uniform appearance to the village. The village itself was designated as a Conservation Area in 1987.

**13.1.3** The village facilities include a post office and hall. A daily school bus service operates to Ponteland with links to Newcastle.

### THE STRATEGY

**13.2.1** Capheaton is an estate village associated with the adjacent Capheaton Hall and is located within an area proposed for designation as being of High Landscape Value. The Council's strategy is to protect and enhance its environmental qualities and to support local services and facilities. No new development is proposed within the village.

### SETTLEMENT BOUNDARY

#### ***POLICY CPC1***

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR CAPHEATON IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 4.**

**13.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn tightly around the existing village, to retain its special architectural and historic character. It is considered that any change to the settlement boundary resulting in new development would adversely affect the built form and character of Capheaton, accordingly the existing boundary is retained.

### LANDSCAPE

#### **AREAS OF HIGH LANDSCAPE VALUE**

#### ***POLICY CPC2***

**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO, OR IN THE VICINITY OF, SIR EDWARD'S LAKE, CAPHEATON HALL AND THE ASSOCIATED PARKLAND AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 4.**

**13.4.1** Sir Edward's Lake, Capheaton Hall and its associated parklands lie to the south and east of Capheaton. The combination of these landscape elements create a special setting for Capheaton. This setting can be harmed or destroyed by unnecessary or insensitive development, accordingly they are included within the areas defined as being of High Landscape Value, the intention being to protect them from development which would detract from their character.

NATURAL ENVIRONMENT

**SITES OF NATURE CONSERVATION IMPORTANCE**

***POLICY CPC3***

**IN ACCORDANCE WITH POLICY C9, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE SIR EDWARD'S LAKE, CAPHEATON SITE OF NATURE CONSERVATION IMPORTANCE, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING LOCAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE.**

**WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT THE ABOVE SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE**

**13.5.1** Sir Edward's Lake, which lies to the south of Capheaton is one of the largest open waters in the Borough. The site which is important for its good populations of wintering and breeding wildfowl, as well as its aquatic, marginal fen and carr vegetation, is designated as a Site of Nature Conservation Importance with the main aim being to conserve the lake's vegetation and to protect wildlife.

CONSERVATION AREA

***POLICY CPC4***

**WITHIN THE CAPHEATON CONSERVATION AREA, CONSERVATION POLICIES C27, C28, C29, C30, C31, C32, AND C34 WILL BE APPLIED.**

**13.6.1** The Council will require new development within the Capheaton Conservation Area to complement and enhance the character of the area and to be of an appropriate design. Buildings shall be constructed of good quality materials sympathetic to the local building tradition and particular attention should be paid to the appearance of buildings fronting onto the main streets.

**13.6.2** The siting and appearance of advertisements, landscaping, car parking and the control of vehicle movement are also development issues that will require careful consideration.

## CHAPTER 14 - CRESSWELL (CL)

### INTRODUCTION

**14.1.1** Cresswell village has a population of 200 and is located 10 miles to the northeast of Morpeth on the C122 road, at the southern end of Druridge Bay. The village is characterised by its very wide and spacious green, pele tower and rocky outcrop of the Northumberland coast.

**14.1.2** The most popular part of Druridge Bay for tourists is immediately north of Cresswell. Access is relatively easy by car from the C110 coast road which runs from Cresswell to the small hamlet of Druridge. Approximately one mile north of Cresswell is Cresswell Ponds, a shallow water filled depression caused by subsidence and a haven for migratory birds and a breeding ground for many species. Adjacent to Cresswell Ponds is the countryside trail and visitor centre at Blakemoor Farm, managed by Alcan Farms Limited.

**14.1.3** Village facilities include a shop, a church and public toilets. There are also two caravan sites located close to the village, one of which is accessed from the centre of the village. An hourly bus service operates to Ashington and Newcastle.

### THE STRATEGY

**14.2.1** Cresswell is the only coastal settlement in the Borough and lies at the southern end of the coastal area designated as being of High Landscape Value and also with Heritage Coast status. The Council's strategy is to maintain and enhance the pleasant village character and to consider whether the village is appropriate for Conservation Area designation. No new development is proposed within the village.

### SETTLEMENT BOUNDARY

#### **POLICY CLC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR CRESSWELL IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 5.**

**14.3.1** Despite a small amount of development activity taking place in Cresswell over the past few years, mainly infill, it is considered that any change to the settlement boundary resulting in significant new development would adversely affect the built form and attractive character of Cresswell. Accordingly the settlement boundary as defined in the Council's Rural Housing Land Study (See para 5.12.1) is retained.

### LANDSCAPE

#### **AREAS OF HIGH LANDSCAPE VALUE**

#### **POLICY CLC2**

**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO OR IN THE VICINITY OF DRURIDGE BAY AND THE ROCKY OUTCROPS OF THE NORTHUMBERLAND COAST, AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 5.**

**14.4.1** Druridge Bay and the rocky outcrops of the Northumberland coast are landscape elements which create a special setting for Cresswell. This setting can be harmed or destroyed by unnecessary or insensitive development, accordingly they are included within the areas defined as being of High Landscape Value, the intention being to protect them from development which would detract from this character.

NATURAL ENVIRONMENT

**SITES OF NATURE CONSERVATION IMPORTANCE AND WILDLIFE CORRIDORS**

***POLICY CLC3***

IN ACCORDANCE WITH POLICY C7, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE INTEGRITY OF THE NORTHUMBRIA COAST SPECIAL PROTECTION AREA AND RAMSAR SITE, EXCEPT WHERE THE DEVELOPMENT IS CONNECTED WITH OR NECESSARY TO THE MANAGEMENT OF THE SITE, OR THERE ARE IMPERATIVE REASONS OF OVERRIDING PUBLIC INTEREST AND THERE ARE NO ALTERNATIVE SOLUTIONS.

WHERE THE SITE CONCERNED SUPPORTS A PRIORITY NATURAL HABITAT TYPE AND/OR A PRIORITY SPECIES, DEVELOPMENT OR LAND USE CHANGE WILL NOT BE PERMITTED UNLESS THE DEVELOPER CAN SATISFY THE COUNCIL THAT IT IS NECESSARY FOR REASONS OF HUMAN HEALTH OR PUBLIC SAFETY OR FOR BENEFICIAL CONSEQUENCES OF PRIMARY IMPORTANCE FOR NATURE CONSERVATION.

WHERE SUCH DEVELOPMENT IS PERMITTED, THE COUNCIL WILL USE PLANNING CONDITIONS OR OBLIGATIONS TO SECURE COMPENSATORY MEASURES NECESSARY TO ENSURE THE OVERALL COHERENCE OF NATURA 2000 IS PROTECTED.

***POLICY CLC4***

IN ACCORDANCE WITH POLICY C8, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE INTEGRITY OF THE NORTHUMBERLAND SHORE AND THE CRESSWELL TO NEWBIGGIN SHORES SITES OF SPECIAL SCIENTIFIC INTEREST, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING NATIONAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE. REGARD WILL BE HAD TO THE PARTICULAR IMPORTANCE OF NATIONAL NATURE RESERVES (NNR's), NATURE CONSERVATION REVIEW (NCR) AND GEOLOGICAL CONSERVATION REVIEW (GCR) SITES.

WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT ANY OF THE ABOVE SITES, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE. THE COUNCIL WILL IMPOSE CONDITIONS OR SEEK OBLIGATIONS TO SECURE THE LONG TERM MANAGEMENT OF SITES INCLUDING THE PROVISION OF FUNDS FOR NATURE CONSERVATION.

***POLICY CLC5***

IN ACCORDANCE WITH POLICY C9, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE CASTLE MORPETH SEASHORE SITE OF NATURE CONSERVATION IMPORTANCE, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING LOCAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE.

WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT THE ABOVE SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE.



**POLICY CLC6**

**IN ACCORDANCE WITH POLICY C10, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF CRESSWELL HALL WOODS SITE OF LOCAL CONSERVATION INTEREST UNLESS IT CAN BE DEMONSTRATED THAT THE REASONS FOR THE PROPOSED DEVELOPMENT OUTWEIGH THE NEED TO SAFEGUARD THE INTRINSIC NATURE CONSERVATION VALUE OF THE SITE.**

**POLICY CLC7**

**IN ACCORDANCE WITH POLICY C12, THE COUNCIL HAS IDENTIFIED WILDLIFE CORRIDORS IN CRESSWELL AS SHOWN ON THE PROPOSALS MAP NO. 5.**

**14.5.1** The Northumberland Coast SSSI and the Cresswell and Newbiggin Shores SSSI have both been recently confirmed. The shores are important for geological and wildlife interest and require protection from inappropriate development. The coastline throughout the Borough has been designated as a wildlife corridor with particular reference to the winter movement of birds and is worthy of protection for this reason also. Additionally parts of the Northumberland Shore SSSI are included in the Northumbria Coast SPA and RAMSAR Site which was designated in February 2000.

**14.5.2** The Cresswell Hall Woods are identified as a site of value for nature conservation with the main aim being to maintain the woodland and to protect wildlife there.

PROTECTED OPEN SPACE

**POLICY CLC8**

**IN ACCORDANCE WITH POLICY C21, CRESSWELL GREEN, AS DEFINED ON THE PROPOSALS MAP INSET No. 5, IS IDENTIFIED AS AN OPEN SPACE OF SPECIAL IMPORTANCE AND IS PROTECTED FROM DEVELOPMENT.**

**14.6.1** The character of Cresswell owes much to the broad expanse of open space on either side of the C122 and around which the village has developed. The Green has always been an integral part of the village and, in 1966 under the Common Registration Act, was designated as a village green. The Council proposes that the Green continues to be protected from development.

PROPOSED CONSERVATION AREA

**POLICY CLC9**

**IN ACCORDANCE WITH POLICY C26, THE COUNCIL WILL INVESTIGATE THE DESIGNATION OF A CONSERVATION AREA FOR CRESSWELL AS DEFINED ON THE PROPOSALS MAP INSET No. 5.**

**14.7.1** Cresswell is an attractive coastal village relatively unspoilt by recent development. Much of the village's character is derived from the green, a large and spacious central space around which the houses are located. The church and pele tower are listed buildings of considerable merit and whose settings are also important. The above features and buildings, together with the overall attractive character of the village make it worthy of consideration for designation as a Conservation Area. When the Conservation Area designation is confirmed, the following policies will apply: C27, C28, C29, C30, C31, C32, and C34.



## CHAPTER 15 - ELLINGTON (EL)

### INTRODUCTION

**15.1.1** Ellington village has a population of 2,290 and is located approximately 8½ miles to the northeast of Morpeth at the junction of the C110 and C122 roads. The village, situated about 1 mile from the coast, has close links with the nearby Ellington Colliery and has experienced considerable expansion in the 1970's and 1980's mainly through the development of the Highthorne housing estate.

**15.1.2** Village facilities include a first school, a community hall, local shops, library, public house and playing fields. A regular bus service operates to Newcastle, Ashington and Alnwick.

### THE STRATEGY

**15.2.1** The Council's strategy for Ellington is to consolidate its growth as a pleasant settlement within the Northumberland coastal plain and to support and enhance the community services and facilities there. The settlement has benefitted from the removal of through traffic to the recently constructed bypass. There is potential for environmental enhancement both within and adjacent to Ellington, bearing in mind that the only remaining deep coal mine in Northumberland is situated on the southeast edge of the village. Ellington has grown substantially over the past 20 years and most of the suitable sites for development within the settlement boundary have been taken up. Accordingly only a very modest allocation of new sites for housing is identified in the Plan. There is also a need to consider the provision of enhanced sporting and recreational facilities for the community. As part of this the Council will, with Northumberland County Council, explore the feasibility of creating a recreational route following the line of the disused mineral railway line.

### SETTLEMENT BOUNDARY

#### **POLICY ELC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR ELLINGTON IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 6.**

**15.3.1** In the Council's Rural Housing Land Study (See para 5.12.1), Ellington was identified as having the capacity to accommodate additional development. That development has now taken place and those sites are considered to be as much as the village can reasonably accommodate in the Plan period without causing significant detriment to its character. Accordingly the settlement boundary as defined in the Rural Housing Land Study is retained.

### LANDSCAPE CORRIDORS

#### **POLICY ELC2**

**IN ACCORDANCE WITH POLICY C4, THE COUNCIL WILL CONTINUE TO MAINTAIN AND ENHANCE LANDSCAPE CORRIDORS ADJACENT TO THE MAIN APPROACH ROADS, BOTH WITHIN THE BUILT AREA AND IMMEDIATELY BEYOND THE VILLAGE AS DEFINED ON THE PROPOSALS MAP INSET No. 6.**

**15.4.1** The policy will apply to land adjacent to the following approaches to Ellington :-

- i) The C110, from the Institute in the east to its junction with the new A1068 bypass.
- ii) The C122 road, from its junction with the A1068 bypass north to its junction with the C110 road.
- iii) The C122 from its junction with the C110 road to the Crescent.

**15.4.2** Parts of the highway system in and around Ellington already pass through areas of landscape, notably on the north side of the C110 adjacent to First Row, Fir Grove, Beech Drive

and Warkworth Drive and also on the east side of the C122, adjacent to the Highthorne Estate and Windmill Hill. The approach from the south across Ellington Bridge also has attractive landscape features. The Council intends to extend its landscape corridor policy from the major settlements to include smaller communities and there is scope at Ellington and Lynemouth to maintain and enhance a landscape corridor policy based on the existing features identified above.

#### NATURAL ENVIRONMENT

#### **SITES OF NATURE CONSERVATION IMPORTANCE AND WILDLIFE CORRIDORS**

##### ***POLICY ELC3***

**IN ACCORDANCE WITH POLICY C9, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE LYNE DENE AND WARKWORTH LANE PONDS SITES OF NATURE CONSERVATION IMPORTANCE, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING LOCAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE.**

**WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT THE ABOVE SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE.**

##### ***POLICY ELC4***

**IN ACCORDANCE WITH POLICY C10, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE CRESSWELL HALL WOODS AND ELLINGTON PONDS SITES OF LOCAL CONSERVATION INTEREST UNLESS IT CAN BE DEMONSTRATED THAT THE BENEFITS FROM THE PROPOSED DEVELOPMENT OUTWEIGH THE NEED TO SAFEGUARD THE INTRINSIC NATURE CONSERVATION VALUE OF THE SITE.**

##### ***POLICY ELC5***

**IN ACCORDANCE WITH POLICY C12, THE COUNCIL HAS IDENTIFIED WILDLIFE CORRIDORS IN ELLINGTON AS SHOWN ON THE PROPOSALS MAP NO. 6.**

**15.5.1** Lyne Dene, which lies to the south of Ellington is an area of deciduous woodland, with a moderately interesting field layer, and associated scrub and riverine vegetation alongside the River Lyne. The site, which is one of the largest areas of woodland in this part of the Borough, is also important for its population of breeding and migrant birds. The site is designated a Site of Nature Conservation Importance with the main aim being to conserve the existing tree cover and to protect the wildlife. Cresswell Hall Woods, which lies to the north of Ellington, adjacent to Windmill Hill, is an area of mixed woodland of known conservation value and is accordingly protected as an Other Site of Nature Conservation Importance.

PROTECTED OPEN SPACE**POLICY ELC6**

**IN ACCORDANCE WITH POLICY C21, LAND AS DEFINED ON THE PROPOSALS MAP INSET No. 6, IS IDENTIFIED AS CONTRIBUTING TO THE CHARACTER, LANDSCAPE SETTING AND RECREATIONAL FACILITIES OF ELLINGTON AND IS PROTECTED FROM DEVELOPMENT.**

**15.6.1** There are expanses of open space along the north side of Lynemouth Road and the east side of Cresswell Road which are important landscape elements on the main highway approaches to the residential estates at Highthorne, Windmill Hill and The Rows. The areas have been maintained by the Council who has carried out landscaping and planting works to enhance this quality.

**15.6.2** The Council was gifted an area of open land to the east of Ellington First School as part of the Highthorne Estate development process. It provides an important informal recreation open space and childrens' play area and the Council has carried out a scheme of landscaping and planting works to enhance its visual quality.

HOUSING

**15.7.1** At 30 June 2002 the following sites had the benefit of planning permission and are likely to be developed within the Plan period.

Rear of Glenelg	9 du
Pimperne	1 du
Lilac Cottage, Cresswell Road	3 du
1 First Row, Ellington (Conv.)	1 du
Colliery Tavern (C Of U)	1 du
Land Adj. Rock Villa, Cresswell Road	1 du
Rear Of Tarn Howes	1 du
Quarry Garage Site Ellington	1 du
<b>Total</b>	<b>18 du</b>

**15.7.2** It is possible that there are other small infill housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

EMPLOYMENT**POLICY ELE1**

**IN ACCORDANCE WITH POLICY E1, LAND AT AND ADJACENT TO ELLINGTON COLLIERY IS ALLOCATED FOR MIXED DEVELOPMENT PURPOSES AS SHOWN ON THE PROPOSALS MAP No. 6.**

<b>NE/EL14 - ELLINGTON COLLIERY (MIXED DEVELOPMENT SITE)</b>	<b><u>HECTARES</u></b>
	<b>20.5 ha</b>

**15.8.1** For sometime the Council has been investigating the possibility of identifying a site for local employment in the vicinity of Ellington and Lynemouth with a view to enabling some diversification of employment opportunities there to take place. Such a development would also have provided workshop or similar facilities for local services. Several sites were investigated but the Council was unable to obtain their release for this purpose.

**15.8.2** Ellington Colliery is operated privately and there has been significant recent investment underground in opening up new areas of coal to be extracted. Nevertheless, it is considered appropriate that the colliery buildings and land are allocated primarily for employment purpose as a mixed development site. This would enable investment in alternative regeneration strategies to be undertaken should the economic future of the colliery become unviable.

## CHAPTER 16 - HADSTON (HD)

### INTRODUCTION

**16.1.1** Hadston village has a population of 2,570 making it one of the largest settlements other than Morpeth and Ponteland. It is located approximately 14 miles northeast of Morpeth on the B1330 road and is situated in an area affected by opencast workings. The absence of traditional field boundaries and hedgerow trees makes restored land visually uninteresting and has resulted in a generally degraded landscape setting for Hadston.

**16.1.2** The area between South Broomhill and Red Row has been extensively developed in the last decade, so much so that the villages and estates now meet to form one settlement. The area has a central focal point at Hadston, with modern shopping, schools and community facilities and a new industrial estate which has been developed on the northern edge of the village. The majority of recent house building occurred in the late 1970's when over 300 local authority dwellings were constructed. However, there has been only limited private house building since the completion of St. John's Estate in the early 1970's.

**16.1.3** The village facilities include First and Middle schools, a shopping precinct, library, health centre, community centre, church and a recreation ground. Regular bus services operate to Alnwick, Newcastle, Morpeth and Ashington.

### THE STRATEGY

**16.2.1** Hadston is a community which has been significantly developed over the past 30 years through new housing to replace the former mining settlement of Chevington Drift, a shopping precinct and industrial estate. The A1068 has recently been rerouted to bypass Hadston, Red Row and Broomhill. The Council's strategy is to consolidate and expand the settlement and to obtain environmental improvements both within and around the built-up area.

### SETTLEMENT BOUNDARY

#### **POLICY HDC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR HADSTON IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 7.**

**16.3.1** In the Council's Rural Housing Land Study, Hadston was identified as having the capacity to accommodate additional development (See para 5.12.1). To date none of the sites allocated for housing in the study have been developed. It is not appropriate to include land south of Red Row which has been severed by the bypass within the settlement boundary. This land is in a dip and there are open views across the site. Accordingly, it is considered that this land remains excluded from the settlement boundary, especially as there is more than sufficient land for residential development identified within the settlement boundary. Accordingly the boundary as defined in the Council's Rural Housing Land Study is retained.

### LANDSCAPE

#### **AREAS OF HIGH LANDSCAPE VALUE**

#### **POLICY HDC2**

**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO, OR IN THE VICINITY OF, THE DRURIDGE BAY COUNTRY PARK AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 7.**

16.4.1 The Druridge Bay Country Park lies to the east of Hadston and forms an important part of the Druridge Bay Coastal Area of High Landscape Value and proposed Heritage Coast. This landscape feature can be harmed or destroyed by unnecessary or insensitive development and is accordingly included within the areas defined as being of High Landscape Value, the intention being to protect it from development which would detract from its character.

#### NATURAL ENVIRONMENT

#### **SITES OF LOCAL CONSERVATION INTEREST**

##### ***POLICY HDC3***

**IN ACCORDANCE WITH POLICY C10, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF DRURIDGE BAY COUNTRY PARK UNLESS IT CAN BE DEMONSTRATED THAT THE BENEFITS FROM THE PROPOSED DEVELOPMENT OUTWEIGH THE NEED TO SAFEGUARD THE INTRINSIC NATURE CONSERVATION VALUE OF THE SITE.**

16.5.1 Druridge Bay Country Park has been established by Northumberland County Council as part of the restoration of an opencast coal site. The maturing landscape, woodland, lake and water margins have increasing importance for nature conservation and are worthy of protection from inappropriate development.

#### PROTECTED OPEN SPACE

##### ***POLICY HDC4***

**IN ACCORDANCE WITH POLICY C21, LAND BETWEEN RED ROW AND HADSTON IS DESIGNATED AS PROTECTED OPEN SPACE, AS SHOWN ON THE PROPOSALS MAP INSET No. 7.**

16.6.1 The recreation ground, allotments and the proposed woodland grant scheme site and woodland and open space east of the B1330 are areas of open space which contribute to the formation of a green wedge, which separates the smaller community of Red Row from Hadston. The retention of these open spaces and community features, which form both an important recreational resource for the community in general, and a pleasant open area within the settlement, is considered important in maintaining and enhancing the environmental setting of the community.

#### HOUSING

##### ***POLICY HDH1***

**IN ACCORDANCE WITH POLICIES H1 AND H2, LAND IS ALLOCATED FOR HOUSING PURPOSES IN HADSTON AS SHOWN ON THE PROPOSALS MAP INSET No. 7.**

	<b><u>2001-2006</u></b>
<b>A/HD01 - HADSTON, SITE 2A</b>	<b>70 du</b>
<b>TOTAL</b>	<b>70 du</b>



**16.7.1** At 30 June 2002 the following sites had the benefit of planning permission and are likely to be developed within the plan period.

East of the Willows, Red Row	3 du
West of Chevington Vicarage	2 du
Land North Of Hadston Road, (Hadston Sustainable Housing Project)	9 du
Former Druridge Middle School	12 du
<b>Total</b>	<b>26 du</b>

Residential development at Hadston has proceeded slowly, particularly in the private sector, with the completion of only 43 dwellings in the period 1981 to 1991 and 36 dwellings in the period 1991 to 2001. The recent upturn in the housing market nationally has had virtually no impact and Hadston remains a settlement with very limited market potential for the leading housebuilders in the region. Nonetheless the Council retains the view that land needs to be allocated for development at Hadston, in accordance with its identification as a local service centre in the Northumberland County Structure Plan (Policy S10), to maintain and enhance that function and in order to foster the regeneration of the settlement. A site for 70 dwellings lying between the Recreation Ground and Druridge County Middle School is accordingly retained in the Local Plan. The Council is also looking at new forms of housing and the "Hadston Sustainable Homes Project is providing a total of 26 dwellings, along with the new Coquet Early Years Education Centre on the site of 92 former local authority homes.

The Council is also considering innovative methods of initiating regeneration measures, in consultation with interested parties and may reallocate the Site 2A housing to assist in this process.

**16.7.2** It is possible that there are other small infill housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

#### EMPLOYMENT

##### **POLICY HDE1**

**UNDEVELOPED LAND AT HADSTON INDUSTRIAL ESTATE AND THE CONVERSION OF THE FORMER DRURIDGE BAY MIDDLE SCHOOL SITE WILL BE DEVELOPED IN ACCORDANCE WITH POLICIES E6, E7 AND E8.**

**16.8.1** Hadston Industrial Estate, situated at the northern most limits of the settlement boundary, is bordered by allotments and disused land north of Whitefield Crescent, and accessed via the B1330 road. The take-up of industrial land at Hadston has been slow and July 1991, 3.12 hectares of the industrial estate remained undeveloped. The Council has recently sold the undeveloped land to English Estates who have provided advance factory and workshop units there amounting to 10,930 sq.ft .

**16.8.2** The former Druridge Bay Middle School at Red Row in the south of the settlement has potential for conversion for employment purposes and an appropriate new use could well be multi-purpose work shops to provide employment training.



## CHAPTER 17 - HARTBURN (HT)

### INTRODUCTION

**17.1.1** Hartburn village has a population of 40 and is located 6.5 miles west of Morpeth in the Wansbeck/Font Valley at the junction of the B6343 Morpeth road and the C158 road. It is an attractive unspoilt stone-built village with a number of historic buildings, the most outstanding of which is the Norman church and its pele tower.

**17.1.2** To the east and north of the village is the Hart Burn, set in an attractive woodland, with the Devils Causeway, a Roman Road crossing to the north of the village.

**17.1.3** The village facilities include a school bus service which operates to Morpeth.

### THE STRATEGY

**17.2.1** The strategy for Hartburn is to maintain and enhance its attractive rural character as a small village lying on the bank of the Hart Burn and within an area proposed for designation as an Area of High Landscape Value. No new development is proposed within the village.

### SETTLEMENT BOUNDARY

#### **POLICY HTC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR HARTBURN IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 8.**

**17.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn tightly around the existing village to retain its special character. It is considered that any change to the settlement boundary resulting in significant new development would adversely affect the special character of Hartburn, accordingly the existing boundary is retained.

### LANDSCAPE

#### **AREAS OF HIGH LANDSCAPE VALUE**

#### **POLICY HTC2**

**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO, OR IN THE VICINITY OF THE HART BURN AND ITS ASSOCIATED WOODLANDS, AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 8.**

**17.4.1** The Hart Burn and its associated woodlands are landscape elements which create a special setting for Hartburn. This setting can be harmed or destroyed by unnecessary or insensitive development, accordingly they are included within the areas defined as being of High Landscape Value, the intention being to protect them from development which would detract from their character.

NATURAL ENVIRONMENT

**SITES OF NATURE CONSERVATION IMPORTANCE AND WILDLIFE CORRIDORS**

***POLICY HTC3***

IN ACCORDANCE WITH POLICY C9, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE WANSBECK AND HARTBURN WOODS SITE OF NATURE CONSERVATION IMPORTANCE, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING LOCAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE.

WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT THE ABOVE SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE.

***POLICY HTC4***

IN ACCORDANCE WITH POLICY C12, THE COUNCIL HAS IDENTIFIED WILDLIFE CORRIDORS IN HARTBURN AS SHOWN ON THE PROPOSALS MAP INSET MAP No.8.

**17.5.1** The Hart Burn lies to the east and west of Hartburn and is set in an area of semi-natural deciduous woodland of high value, with an interesting field and shrub layer flora. The Burn itself is of a high quality and rich in wildlife. Both play an important role in providing habitats for the riverside birds and animals. The site is designated as a Site of Nature Conservation Importance, as well as a Wildlife Corridor, with the main aims being to maintain the area of semi-natural woodland and to protect the wildlife.

## CHAPTER 18 - HEBRON (HB)

### INTRODUCTION

**18.1.1** Hebron village has a population of around 80 and is located approximately 3 miles to the north of Morpeth on the C130 road. The village lies adjacent to the former Butterwell opencast site, where coal extraction and restoration has now been completed during the Plan period. This has resulted in an improvement to the landscape environment in the vicinity of the village.

**18.1.2** The village itself is made up of two farm complexes, a number of stone cottages and a small development of modern bungalows, situated in the southern part. North of Hebron is Cockle Park - the agricultural centre for Newcastle University's Experimental Station and to the west is the A1 Trunk Road from which Morpeth and the Tyneside conurbation can easily be reached.

**18.1.3** The village facilities include a church, a weekly bus service operates to Morpeth, and a college bus service operates daily to Ashington from Berwick and Wooler.

### THE STRATEGY

**18.2.1** Hebron has been affected by the adjacent Butterwell opencast mine and its environmental setting will be improved with the restoration during the Plan period. The Council's strategy is to obtain environmental improvement in and around the village in conjunction with the restoration of Butterwell.

### SETTLEMENT BOUNDARY

**POLICY HBC1**  
**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR HEBRON IS**  
**DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 9.**

**18.3.1** Despite a small amount of development activity taking place in Hebron over the past few years, it is considered that any change to the settlement boundary resulting in significant new development would adversely affect the built form and attractive character of Hebron; accordingly the boundary as defined in the Council's Rural Housing Land Study (See para. 5.12.1) is retained.



## CHAPTER 19 - HEDDON-ON-THE-WALL (HW)

### INTRODUCTION

**19.1.1** Heddon-on-the-Wall is situated in the most southerly part of the Borough on the B6318 Military Road, approximately 7 miles from Newcastle and 12 miles from Morpeth. The village, which takes its name from its situation on Hadrian's Wall, is located within the Green Belt (See Policy C16).

**19.1.2** Heddon, originally a small agricultural, quarrying and mining community, has grown substantially over the last 35 years with the development of modern residential housing estates. To service a population of 1,420, Heddon has a small group of shops, branch library, church, first school, village halls, playing fields and public houses. There are regular bus services to both Newcastle and Hexham.

### THE STRATEGY

**19.2.1** The location of Heddon-on-the-Wall within the Green Belt prevents any expansion of the village which has grown steadily within its settlement boundary. It is the largest village in the southern part of the Borough and the Council aims to maintain and improve community facilities and protect and enhance its historic features and landscape setting. The Council does not propose to allocate any new development sites within the settlement boundary.

### SETTLEMENT BOUNDARY

#### ***POLICY HWC1***

**IN ACCORDANCE WITH POLICIES C1 AND C16, A SETTLEMENT AND GREEN BELT BOUNDARY FOR HEDDON-ON-THE-WALL IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 10.**

**19.3.1** The village of Heddon-on-the-Wall lies in a "window" in the Green Belt, the northern boundary of which follows the B6528 (the A69 at the time of designation) and a short section of the former A69 which separates the property "Four Winds" from the main part of the village. In 1987 the Council's Rural Housing Land Study (See para. 5.12.1) identified a settlement boundary which differed from the Green Belt boundary in a number of locations, some minor and some of greater significance. The Local Plan now combines these two boundaries to establish a single settlement and Green Belt boundary.

**19.3.2** The creation of this unified boundary does not lessen the importance of the Green Belt designation around Heddon-on-the-Wall, particularly on the eastern side between Heddon-on-the-Wall and Throckley/Frenchman's Row on the western edge of Newcastle City where the existing Green Belt boundary is retained and the settlement boundary amended to follow it.

**19.3.3** On the Northern side of the village the Green Belt boundary is amended to coincide with the 1987 settlement boundary so that The Lodge to the north of the B6528 and the properties lying between the B6528 and the B6318 from the Three Tuns Inn westwards to 29 Military Road and 18 Hexham Road are excluded from the Green Belt. This amendment does not result in any expansion of the settlement but rather defines a more appropriate and logical boundary to this part of the village.

## HOUSING

**19.3.4** At 30 June 2002 the following sites had the benefit of planning permission and are likely to be developed within the Plan period.

South of Centurian Way	2 du
Roman Wall Forge	1 du
Sites adjacent to 10 Station Road	8 du
Royal French Arms, Hexham Rd (Conv.)	6 du
7a Hexham Road	1 du
Heddon House	4 du
East Heddon Farm (Conv.)	5 du
Heddon Birks Farm, East Heddon	4 du
Birds Hill, E. Heddon (Conv.)	1 du
Land East Of 14 Station Road	1 du
Site Of Former Tank House	1 du
Stable Cottage, Heddon Banks Farm	1 du
<b>Total</b>	<b>35 du</b>

It is possible that there are other small infill housing sites within the settlement boundary appropriate for development such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

## LANDSCAPE

### **AREAS OF HIGH LANDSCAPE VALUE**

#### ***POLICY HWC2***

**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO OR IN THE VICINITY OF THE TYNE VALLEY AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 10.**

**19.4.1** The valley of the River Tyne, from the river bank to the southern edge of the settlement and including the low-lying valley bottom, the steep slopes up to the village, Close House and its parkland setting and Slacks Plantation and its immediate surroundings is part of a landscape feature of special significance. This feature, which is an important part of the setting of Heddon-on-the-Wall, can be harmed or destroyed by unnecessary or insensitive development and accordingly is included within the areas defined as being of High Landscape Value, the intention being to protect it from development which would detract from its character.

## NATURAL ENVIRONMENT

### **OTHER SITES OF NATURE CONSERVATION VALUE**

#### ***POLICY HWC3***

**IN ACCORDANCE WITH POLICY C10, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE SLACKS PLANTATION UNLESS IT CAN BE DEMONSTRATED THAT THE BENEFITS FROM THE PROPOSED DEVELOPMENT OUTWEIGH THE NEED TO SAFEGUARD THE INTRINSIC NATURE CONSERVATION VALUE OF THE SITE.**

**19.4.1** Slacks Plantation, which lies at the southwestern edge of the built-up area of Heddon, is a



deep sandstone quarry where both the sheer walls and the surrounding land are occupied by naturally generated secondary deciduous woodland and scrub. The area is important for its ecology and accordingly worthy of protection.

**19.4.2** Heddon Common lies immediately to the west of the village and is largely secondary, naturally regenerating deciduous woodland with some open grassland. The Council has recently acquired the Common and a management plan is in preparation. The Council in consultation with English Nature intends to designate the Common as a Local Nature Reserve and its main aim is to maintain the woodland and grassland habitats and to protect wildlife there.

#### PROTECTED OPEN SPACE

**POLICY HWC4**  
**IN ACCORDANCE WITH POLICY C21, LAND TO THE NORTH OF ANTONINE WALK AND EAST OF CAMILLA ROAD, AS DEFINED ON THE PROPOSALS MAP INSET No. 10, IS IDENTIFIED AS AN AREA OF OPEN SPACE TO BE PROTECTED FROM DEVELOPMENT.**

**19.5.1** The site comprises a mound of open shrub and grassland which has for many years been used for informal recreational activities by local people. The site is appropriate for inclusion within the Council's future environmental management and enhancement programmes.

#### PROPOSED CONSERVATION AREA

**POLICY HWC5**  
**IN ACCORDANCE WITH POLICY C26, THE COUNCIL WILL INVESTIGATE THE DESIGNATION OF A CONSERVATION AREA FOR HEDDON-ON-THE-WALL AS DEFINED ON THE PROPOSALS MAP INSET No. 10.**

**19.6.1** Heddon-on-the-Wall is an attractive historic village located on Hadrian's Wall and part of the wall itself forms an important archaeological feature immediately to the northeast of the main village. The centre of the village contains several buildings of distinct character, the most important of which is the ancient church of St. Andrew, a grade I listed building. These features and buildings, together with the overall attractive character of the village make it worthy of consideration for designation as a Conservation Area. When the Conservation Area designation is confirmed, the following policies will apply; C27, C28, C29, C30, C31, C32, and C34.

#### OTHER RELEVANT POLICIES

**19.7.1** Within the village of Heddon-on-the-Wall, Policy C43 relating to the protection and enhancement of Hadrian's Wall and Policy R9 relating to the development of a long distance footpath in close proximity to Hadrian's Wall, will apply.



## CHAPTER 20 - HEPSCOTT (HP)

### INTRODUCTION

**20.1.1** Hepscott village has a population of 530 and is located approximately 2 miles southeast of Morpeth to the east of the A192 road. It is a popular residential village set in attractive woodland with the Hepscott Burn running through the heart of the village. In recent years residential development has taken place around a group of older houses, mainly in the form of low density executive homes.

**20.1.2** The village facilities include Hepscott Parish Hall and a regular bus service which operates to Morpeth.

### THE STRATEGY

**20.2.1** The village of Hepscott has grown significantly over the past twenty years mainly through the provision of housing at the upper end of the housing market. The village has few local services but these are readily accessible in Morpeth. The Council considers that a period of consolidation and little change is appropriate for Hepscott so that recent developments can be integrated into the community without the pressure generated by further development and expansion. No new development is proposed within the village.

### SETTLEMENT BOUNDARY

#### **POLICY HPC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR HEPSCOTT IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 11.**

**20.3.1** Hepscott was included within the former Draft Morpeth Local Plan and a settlement boundary was defined indicating the built-up area of Hepscott under Policy C1 of that Plan. The main thrust of the Policy was to maintain the rural character of the area beyond this boundary and resist all forms of development which would erode this character. Accordingly the existing settlement boundary is retained.

### HOUSING

**20.3.2** At 30 June 2002 the following sites had the benefit of planning permission and are likely to be developed within the Plan period.

Hepscott Manor Farm Hepscott	10 du
<b>Total</b>	<b>10 du</b>

A Village Plan for Hepscott was produced in 1979, as a result of fairly rapid growth and pressure for further development. Within that Plan, land was allocated for the development of high quality individually designed residences. The Village Plan was adopted by the Council for Development Control purposes and will be superseded by the Local Plan.

**20.3.3** The village has an attractive wooded setting and it is considered that the development of additional large new estates would be damaging to this sylvan character; also sewage disposal facilities are virtually at capacity and extensions to the facilities could be relatively expensive.

**20.3.4** It is possible that there are other small infill housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

WILDLIFE CORRIDORS

***POLICY HPC2***

**IN ACCORDANCE WITH POLICY C12, THE COUNCIL HAS IDENTIFIED WILDLIFE CORRIDORS IN HEPSCOTT AS SHOWN ON THE PROPOSALS INSET MAP NO 11.**

**20.4.1** The Catch Burn is identified as a wildlife corridor throughout its length in the Borough, from Tranwell eastwards through the southern edge of Morpeth and the centre of Hepscott village. It is important to protect this corridor in an area where there are few other features of wildlife or other environmental importance.

PROTECTED OPEN SPACE

***POLICY HPC3***

**IN ACCORDANCE WITH POLICY C21, LAND TO THE NORTH AND WEST OF THE VILLAGE HALL AND TO THE SOUTH WEST AND SOUTH EAST OF THORNLEA, AS DEFINED ON THE PROPOSALS MAP INSET No.11, ARE IDENTIFIED AS AREAS OF OPEN SPACE TO BE PROTECTED FROM DEVELOPMENT.**

**20.5.1** The village of Hepscott has very little open space available for public use and enjoyment. A small triangle of land to the west of the village has been laid out as a play area for young children. Two areas of land to the north of the hall have been identified as being appropriate for community open space. The land is centrally located within the village and contains a variety of orchard trees. They contribute considerably to the visual character of the village and have been excluded from an adjacent housing development for this reason. At the southern entrance to the village, open space adjacent to Thornlea has local amenity value and is also afforded protection.

## CHAPTER 21 - INGOE (IN)

### INTRODUCTION

**21.1.1** Ingoe village has a population of 85 and is located approximately 14 miles to the southwest of Morpeth on the U9017 road, just off the C340 road, north of Matten. This hill top village with its good vantage point for views over the upper valley of the Pont and across the Tyne Valley to the distant Pennines has retained its rural character despite a small number of houses being built over the past twenty years.

**21.1.2** The village facilities include a village green, a small playground and a daily bus service which operates to Hexham and a school bus service to Ponteland.

### THE STRATEGY

**21.2.1** Ingoe is a remote hill-top village where the Council considers that no change to the settlement pattern and identity is required. The strategy is therefore to maintain and enhance the pleasant rural character and built form of this settlement. No new development is proposed within the village.

### SETTLEMENT BOUNDARY

#### **POLICY INC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR INGOE IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 12.**

**21.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn tightly around the existing village, to retain its attractive character. It is considered that any change to the boundary resulting in significant new development would adversely affect the built form and character of Ingoe, accordingly the existing boundary is retained.

**21.3.2.** At 30 June 2002 the following site had the benefit of planning permission and is likely to be developed within the plan period.

Land Adj. Westend & Hillcroft	3 du
<b>Total</b>	<b>3 du</b>

Ingoe is a small rural village and as such is not expected to be the focus of any major housing developments. The site above represents a small infill development at the western end of the village.

### PROTECTED OPEN SPACE

#### **POLICY INC2**

**IN ACCORDANCE WITH POLICY C21, INGOE VILLAGE GREEN, AS DEFINED ON THE PROPOSALS MAP INSET No. 12, IS IDENTIFIED AS AN AREA OF PROTECTED OPEN SPACE.**

**21.4.1** Ingoe village green is the only area of open space available within the settlement boundary for informal recreation and community activities. It is of value to the community and is worthy of protection.



## CHAPTER 22 - KIRKHEATON (KH)

### INTRODUCTION

**22.1.1** Kirkheaton village has a population of 30 and is located approximately 16 miles southwest of Morpeth at the terminus of the U9012 road. It is an attractive and relatively unspoilt remote hamlet built largely around two groups of farm buildings, with a central green space, which gives the village much of its character. To the south of the village lies the now disused Kirkheaton Quarry.

**22.1.2** The village facilities include a church and a weekly bus service which operates to Ryal and Hexham.

### THE STRATEGY

**22.2.1** The Council's strategy for the remote hamlet of Kirkheaton is to maintain and enhance its existing character through the designation of Conservation Area status which will protect the setting of listed buildings, the village green and the quarry which is a Site of Nature Conservation Importance. No new development is proposed within the village.

### SETTLEMENT BOUNDARY

**POLICY KHC1**  
**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR KIRKHEATON IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 13.**

**22.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn tightly around the existing village, to retain its special architectural and historic character. It is considered that any change to the settlement boundary resulting in new development would adversely affect the built form and character of Kirkheaton, accordingly the existing boundary is retained.

### HOUSING

**22.3.2** It is possible that there are small infill housing sites within the settlement boundary appropriate for development such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

### OTHER SITES OF NATURE CONSERVATION VALUE

**POLICY KHC2**  
**IN ACCORDANCE WITH POLICY C10, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE KIRKHEATON QUARRY SITE OF LOCAL CONSERVATION INTEREST UNLESS IT CAN BE DEMONSTRATED THAT THE BENEFITS FROM THE PROPOSED DEVELOPMENT OUTWEIGH THE NEED TO SAFEGUARD THE INTRINSIC NATURE CONSERVATION VALUE OF THE SITE.**

**22.4.1** Kirkheaton Quarry, now disused, lies to the south of Kirkheaton and was previously designated a Site of Special Scientific Interest (SSSI), because of the occurrence of a syringapora band of Great Limestone (carboniferous) with well displayed folding. Although the SSSI designation has been withdrawn recently, the quarry remains a site worthy of conservation and accordingly is protected.

PROTECTED OPEN SPACE

**POLICY KHC3**

**IN ACCORDANCE WITH POLICY C21, KIRKHEATON GREEN IS IDENTIFIED AS AN AREA OF PROTECTED OPEN SPACE, AS DEFINED ON THE PROPOSALS MAP INSET No. 13.**

**22.5.1** The Green is an integral part of the village, contributing much to its special character and providing opportunities for informal recreation and community activities. It is important that this asset should be protected from development.

PROPOSED CONSERVATION AREA

**POLICY KHC4**

**IN ACCORDANCE WITH POLICY C26, THE COUNCIL WILL INVESTIGATE THE DESIGNATION OF A CONSERVATION AREA FOR KIRKHEATON AS DEFINED ON THE PROPOSALS MAP INSET No. 13.**

**22.6.1** Kirkheaton is an isolated and attractive rural village, relatively unspoilt by recent development. Much of the village's character is derived from the Green, a large, important central space around which farm buildings and terraces of houses are located. The Manor and Church are listed buildings of considerable merit the settings of which are also important. To the south of the village the disused quarry is a site of known conservation value and is accordingly included within the proposed Conservation Area. The above features and buildings, together with the overall remote charm of the village, make it worthy of consideration for designation as a Conservation Area. When the Conservation Area designation is confirmed the following policies will apply, C27, C28, C29, C30, C31, C32 and C34.



## CHAPTER 23 - LINTON (LI)

### INTRODUCTION

**23.1.1** Linton, a former pithead village with a population of 420, is located 7 miles to the northeast of Morpeth on a newly constructed road which borders the village to the west. The village, which has remained largely unaltered for some considerable time, is affected by the environmental improvements associated with the Linton opencast mining operation, which include modifications to the industrial former pithead area adjacent to the village.

**23.1.2** The village facilities include a first school, church, corner shops, an institute, allotment gardens and a recreation ground. A regular bus service operates to Morpeth, Ashington and Bedlington.

### THE STRATEGY

**23.2.1** For the former mining settlement of Linton the Council aims to obtain environmental enhancement of the former pithead area and to create opportunities for the establishment of employment development there.

### SETTLEMENT BOUNDARY

#### **POLICY LIC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR LINTON IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 14.**

**23.3.1** The settlement boundary for Linton is amended to include the former pithead buildings and their surroundings. This area is being reclaimed and landscaped by British Coal Opencast Executive as a condition of the opencast coal mine planning approval currently being implemented to the west of the village. A new road has been developed along the western boundary of the pithead area, also as a condition of the opencast approval and this forms the new western boundary to the settlement. Consequential to the development of this road, there is also a minor amendment to the settlement boundary at the southwestern corner of the village.

### HOUSING

**23.3.2** At 30 June 2002 the following site had the benefit of planning permission and is likely to be developed within the Plan period.

St. Aidans Church (Conversion)	1 du
<b>Total</b>	<b>1 du</b>

**23.3.3** It is possible that there may be other small infill housing sites within the settlement boundary appropriate for development such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

### EMPLOYMENT

#### **POLICY LIE1**

**IN ACCORDANCE WITH POLICY E1, LAND IS ALLOCATED FOR EMPLOYMENT PURPOSES IN LINTON, AS SHOWN ON THE PROPOSALS MAP INSET No. 14.**

		<u>HECTARES</u>
NE/LI05	LINTON LANE.	5.0 ha

**23.4.1** There is an opportunity at Linton in conjunction with opencast coal mining works to rationalise and extend the industrial uses in the former pithead area. The environmental improvements being undertaken will create a development site which it is anticipated will be attractive to businesses and service trades in the eastern part of the Borough. Planning permission has recently been granted for six workshop units.

## CHAPTER 24 - LONGHIRST (LT)

### INTRODUCTION

**24.1.1** Longhirst village has a population of 170 and is located 2 miles northeast of Morpeth. It is an attractive estate village with Longhirst Hall set in parkland on its southwestern edge. The village and the Hall and its grounds were designated as a Conservation Area in 1980.

**24.1.2** The Hall has been converted to a Business College and Management Training Centre. This has involved the redevelopment of the Hall and much of the grounds to provide teaching facilities, conference centre, student accommodation and recreational facilities, together with a number of business innovation uses directly linked with the institution. The Council will ensure that the character and quality of the Hall and grounds is not unduly adversely affected.

**24.1.3** The village facilities include a village hall and church and there is a regular bus service to Morpeth.

### THE STRATEGY

**24.2.1** The Council aims to conserve and enhance the character of Longhirst village and accordingly does not envisage any extension to the settlement boundary. The removal of the earth bunds to the north and west of the village, following the restoration of the Butterwell opencast coal mine, will significantly assist in achieving the Council's objective. No new sites for development are proposed.

### SETTLEMENT BOUNDARY

#### ***POLICY LTC1***

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR LONGHIRST IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 15.**

**24.3.1** In the Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn tightly around the existing village, to retain its attractive character. It is considered that any significant new development would adversely alter this character, particularly the built form of the main street. The existing boundary is therefore retained.

### HOUSING

**24.3.2** It is possible that there are small housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies. The Council will require the development of any site to be in sympathy with the character of the village. (See also Policy C29).

## LANDSCAPE

### **AREAS OF HIGH LANDSCAPE VALUE**

#### ***POLICY LTC2***

**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO LONGHIRST HALL AND ITS ASSOCIATED PARKLANDS, AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 15.**

**24.4.1** Longhirst Hall and its associated parklands are landscape elements which create a special setting for Longhirst. This setting can be harmed or destroyed by unnecessary or insensitive development, accordingly they are included within the areas as being of High Landscape Value, the intention being to protect them from development which would detract from their character. In considering the proposal to develop the Hall for a business college and management training centre the Council has required a full environmental and ecological management plan to ensure the protection of the Hall and its parkland setting.

## CONSERVATION AREA

#### ***POLICY LTC3***

**WITHIN THE LONGHIRST CONSERVATION AREA, CONSERVATION POLICIES C27, C28, C29, C30, C31, C32, AND C34 WILL BE APPLIED.**

**24.5.1** The Council will require new development within the Longhirst Conservation Area to complement and enhance the character of the area and to be of an appropriate design. Buildings shall be constructed of good quality materials sympathetic to the local building tradition and particular attention should be paid to the appearance of buildings fronting onto the main streets.

**24.5.2** The siting and appearance of advertisements, landscaping, car parking and the control of vehicle movement are also development issues that will require careful consideration.

## CHAPTER 25 - LONGHORSLEY (LH)

### INTRODUCTION

**25.1.1** Longhorsley village has a population of 650 and is located approximately 6 miles to the northwest of Morpeth at the junction of the A697, C136 and C137 roads. It is one of the larger villages in the rural part of the Borough and its attractive rural setting has supported its role as a satellite village for Morpeth and the Tyneside conurbation. The village has expanded significantly in recent years with the Whitegates and Reivers Gate housing developments on the southern and northern edges of the village respectively.

**25.1.2** The original core of the village was designated as a Conservation Area in 1987. It is characterised by a large number of traditional dwellings constructed in local stone and slate, fronting onto a linear village green, which is crossed by the A697 and several other public rights of way, creating areas of open space which are a particular characteristic of the village.

**25.1.3** The village facilities include a first school, shops, church, inn and village hall. A regular bus service operates to Morpeth and Alnwick.

### THE STRATEGY

**25.2.1** Following the recent expansion of the village the Council's strategy for Longhorsley is to limit new residential development to those sites already identified so as to obtain a period of less rapid growth. The Council will also support small-scale local employment development and will encourage the provision of a bypass to the village in order that problems of traffic conflict in the village are alleviated.

### SETTLEMENT BOUNDARY

#### **POLICY LHC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR LONGHORSLEY IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 16.**

**25.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1) Longhorsley was identified as having the capacity to accommodate additional development. Two of the three sites allocated for housing in the Study has been developed and the other is part implemented. These sites are considered to be as much as the village can reasonably accommodate in the Plan period without detriment to its pleasant rural character. The boundary as defined in the Rural Housing Land Study is amended, however, to provide land within the village for a craft workshop site adjacent to Normandy Terrace on the north side of East Road.

### LANDSCAPE CORRIDORS

#### **POLICY LHC2**

**IN ACCORDANCE WITH POLICY C4, THE COUNCIL WILL CONTINUE TO MAINTAIN AND ENHANCE LANDSCAPE CORRIDORS ADJACENT TO THE MAIN APPROACH ROADS BOTH WITHIN THE BUILT AREA AND IMMEDIATELY BEYOND THE VILLAGE AS DEFINED ON THE PROPOSALS MAP INSET No. 16.**

**25.4.1** The policy will apply to land adjacent to the following approaches to Longhorsley:-

- i) The southern approach on the A697 road from the Paxton Dene Bridge to the Shoulder of Mutton public house.
- ii) The eastern approach on the C137 from the sewage works junction to its junction with the A697.
- iii) The western approach on the C136 from the View Law farm junction to its junction with the A697.

## PROTECTED OPEN SPACE

### **POLICY LHC3**

**IN ACCORDANCE WITH POLICY C21, AREAS OF UNDEVELOPED COMMON LAND ALONG THE WEST AND EAST ROADS, TOGETHER WITH THE CENTRAL OPEN AREAS AT BYWELL GREEN ARE IDENTIFIED AS AREAS OF PROTECTED OPEN SPACE AND ARE DESIGNATED ON PROPOSALS INSET MAP No. 16.**

**25.5.1** Much of Longhorsley's character derives from its origins as a linear village which developed on both sides of a wide drove road. The remnants of the drove road are contained in a series of small areas of undeveloped common land throughout the core of the old village. They contribute significantly to the character of the village and are proposed for protection from development.

**25.5.2** The recreation ground to the west of the village and the open space at Village Farm are important assets contributing to the village's social and community life and are worthy of protection from development.

**25.5.3** The central open spaces in the west and east roads have been replicated at Bywell Green contributing to the character of this recently developed housing estate and they are also proposed for designation as protected open space.

## CONSERVATION AREA

### **POLICY LHC4**

**WITHIN THE LONGHORSLEY CONSERVATION AREA, CONSERVATION POLICIES C27, C28, C29, C30, C31, C32, AND C34 WILL BE APPLIED.**

**25.6.1** The Council will require new developments within the Longhorsley Conservation Area to complement and enhance the character of the area and to be of an appropriate design. Buildings shall be constructed of good quality materials, sympathetic to the local building tradition and particular attention should be paid to the appearance of buildings fronting on the main streets.

**25.6.2** The siting and appearance of advertisements, landscaping, car parking and the control of vehicle movement, are also development issues that will require careful consideration.

## HOUSING

**25.7.1** At 30 June 2002 the following sites had the benefit of planning permission and are likely to be developed within the Plan period.

Oak Tree House (Formerly Police House), Drummonds Close	1 du
Rear of Greencroft/Wiowna/Lodge Park Cottage West Rd	3 du
<b>Total</b>	<b>4 du</b>

**25.7.2** The above sites are considered to be as much as the village can reasonably accommodate over the Plan period. It is possible that there are other small infill housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

**25.7.3** The Parish Council is particularly concerned that the design of new housing should enhance the built form of the village and accordingly standard urban housing and "off the shelf" layouts and housing types will not normally be acceptable. The Council endorses this view and will require the development of any site to be in sympathy with the character of Longhorsley. (See

also Policy C29).

#### CRAFT WORKSHOPS

##### ***POLICY LHE1***

**IN ACCORDANCE WITH POLICY E1, LAND IS ALLOCATED FOR CRAFT WORKSHOPS IN LONGHORSLEY AS SHOWN ON THE PROPOSALS MAP INSET No. 16.**

**NE/LH06 - LAND AT EAST ROAD**

**HECTARES**  
**0.4 ha**

**DEVELOPMENT PROPOSALS SHALL BE OF A SIZE AND APPEARANCE APPROPRIATE TO THEIR RURAL VILLAGE SETTING AND SHALL BE ACCOMPANIED BY A SCHEME OF LANDSCAPING.**

**25.8.1** There are few opportunities for local employment in Longhorsley at present. The main employers in the village are local services, the school and the West End Garage. The Parish Council has established that there is a need for workshops in the village and has received enquiries as to whether such a facility could be provided. The Council supports the view that Longhorsley would benefit from the development of a modest site for light industry and workshops. It is considered that an appropriate site for such development is at the eastern end of the village, adjacent to Normandy Terrace, with access taken directly off East Road. The workshop buildings will require satisfactory levels of landscaping in order to minimise their visual impact from the open countryside and shall be of a size and appearance appropriate to their rural and village setting.

#### TRANSPORT

**25.9.1** The A697 trunk road at present passes through the centre of Longhorsley and presents a hazard to pedestrians and road users. A bypass would improve the alignment of this length of the A697 and will result in a safer road and reduced accidents. However, it is not expected that the bypass will be constructed during this plan period and the line of the route is not therefore protected





## CHAPTER 26 - LYNEMOUTH (LY)

### INTRODUCTION

**26.1.1** Lynemouth village has a population of 2,190 and is located approximately 9½ miles to the northeast of Morpeth on the C110 road. It is a mining community situated to the south and east of the River Lyne which runs through the attractive wooded Lyne Dene.

**26.1.2** The village, which developed as a community serving the nearby Lynemouth Colliery (now closed) is a typical mining settlement characterised by rows of terraced colliery houses.

**26.1.3** The village facilities include a first school, two churches, library, a number of corner shops, a public house, a miners' welfare institute, allotments and a recreation ground. Regular bus services operate to Morpeth, Ashington and Newcastle.

### THE STRATEGY

**26.2.1** The Council's strategy is to improve the landscape and environmental setting of Lynemouth through the control and management of woodland and amenity open space in and around the settlement and to provide improved recreational and sporting facilities for residents either at Lynemouth or nearby. The Council is aware of the extent of unemployment in this part of the Borough, including the threat to existing established industries and will seek to diversify employment choice and make use of appropriate available economic assistance.

### SETTLEMENT BOUNDARY

#### **POLICY LYC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR LYNEMOUTH IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 17.**

**26.3.1** Despite a small amount of development activity taking place in Lynemouth over the past few years, mainly infill, it is considered that any change to the settlement boundary resulting in significant new development would adversely affect the built form and character of Lynemouth. Accordingly the settlement boundary as defined in the Council's Rural Housing Land Study is retained. (See para. 5.12.1).

### HOUSING

**26.3.2** At 30 June 2002 the following site had the benefit of planning permission and is likely to be developed within the Plan period.

9 West Market Street	1 du
<b>Total</b>	<b>1 du</b>

**26.3.3** It is possible that there are other small infill housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

### LANDSCAPE CORRIDORS

#### **POLICY LYC2**

**IN ACCORDANCE WITH POLICY C4, THE COUNCIL WILL CONTINUE TO MAINTAIN AND ENHANCE LANDSCAPE CORRIDORS ADJACENT TO THE MAIN APPROACH ROADS, BOTH WITHIN THE BUILT AREA AND IMMEDIATELY BEYOND THE VILLAGE, AS DEFINED ON THE PROPOSALS MAP INSET No. 17.**

**26.4.1** The policy will apply to land adjacent to the following approaches to Lynemouth :-

- i) The C110, throughout its length from the Institute in the east, to Lynemouth Bridge in the west.
- ii) The C123 from the Borough boundary at Lynemouth Colliery to its junction with the C110 at Bridge Road.

## NATURAL ENVIRONMENT

### **SITES OF NATURE CONSERVATION IMPORTANCE AND WILDLIFE CORRIDORS**

#### ***POLICY LYC3***

**IN ACCORDANCE WITH POLICY C9, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE LYNE DENE SITE OF NATURE CONSERVATION IMPORTANCE, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING LOCAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE.**

**WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT THE ABOVE SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE.**

#### ***POLICY LYC4***

**IN ACCORDANCE WITH POLICY C12, THE COUNCIL HAS IDENTIFIED WILDLIFE CORRIDORS IN LYNEMOUTH AS SHOWN ON THE PROPOSALS INSET MAP NO.17.**

**26.5.1** Lyne Dene, which lies adjacent to the north and west of Lynemouth, is an area of deciduous woodland, with an interesting field layer, and associated scrub and riverine vegetation alongside the River Lyne. The site, which is one of the largest areas of woodland in this part of the Borough, is also important for its population of breeding and migrant birds. The site is designated a Site of Nature Conservation Importance with the main aim being to conserve the existing tree cover and to protect the wildlife.

## **PROTECTED OPEN SPACE**

#### ***POLICY LYC5***

**IN ACCORDANCE WITH POLICY C21, THE FORMER RAILWAY LINE AND SITES AT CHESTER SQUARE AND DALTON AVENUE ARE DESIGNATED AS PROTECTED OPEN SPACES AS DEFINED ON THE PROPOSALS MAP INSET NO. 17.**

**26.5a.1** The former railway line through the heart of Lynemouth was reclaimed during the 1980's and is now an open space which is integral to the amenity of the community. As part of the restoration, a redundant bridge was demolished and the resulting open space is also identified for protection.

**26.5a.2** The open space at the western end of Dalton Avenue has been considered as a possible location for equipped children's play. It is also an area affording informal recreational amenity for the community and is accordingly protected.

## **OTHER RELEVANT POLICIES**

**26.6.1** Within the village of Lynemouth, Policy ELE1 relating to the development of land at and adjacent to Ellington Colliery for mixed development purposes will apply.

## CHAPTER 27 - MATFEN (MT)

### INTRODUCTION

**27.1.1** Matfen village has a population of 200 and is located approximately 8 miles west of Ponteland and 2 miles west of Stamfordham, at the junction of the C340, C341 and C342 roads. It is an attractive rural village situated to the north of Matfen Hall.

**27.1.2** The village is characterised by its village green which is bisected by the Matfen Burn and in parts sub-divided into gardens. Within the village there are no individual buildings of great architectural merit, however, there is a satisfying coherence that is due partly to the common scale of the buildings built predominantly in stone and slate and the pleasant relationship between the buildings and the village green. The village itself was designated as a Conservation Area in 1973.

**27.1.3** The village facilities include a shop, church and public house. A regular bus service operates to Newcastle and a school bus service to Ponteland.

### THE STRATEGY

**27.2.1** The Council's strategy for Matfen is to cater for a modest expansion of the village which will assist in protecting existing services and help provide local needs housing, while conserving and enhancing the special character of both the village and its setting adjacent to an area designated as being of High Landscape Value. Matfen Hall has been converted to a hotel, retaining this Grade II\* listed building and safeguarding its future.

### SETTLEMENT BOUNDARY

#### **POLICY MTC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR MATFEN IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 18.**

**27.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn tightly around the existing village, to retain its special architectural and historic character. It is considered that any change to the settlement boundary resulting in significant new development would need to be strongly justified.

### HOUSING

**27.3.2** At 30 June 2002 the following sites had the benefit of planning permission and are likely to be developed within the plan period.

Rear Of Black Bull Matfen	1 du
Black Bull Matfen	1 du
<b>Total</b>	<b>2 du</b>

Matfen is a small rural village and there has been a small amount of recent housing on the fringes of the village with the settlement boundary. This is due partly to its cohesive form centring on the village green and partly to the open nature and physical characteristic of land around the village. Villages in the rural countryside in the Borough are attractive locations for people wishing to live in a rural setting and commute to the Tyneside conurbation. The release of a small amount of land for general housing purposes has been met in Matfen without significant detriment to the attractiveness of the village.

**27.3.3** The demand for housing by commuters results in high prices for houses and many local people in need of housing are unable to break into the housing market. Surveys indicate that

there is a quantifiable demand for housing to meet local needs and the Council has recently approved a mixed social and general needs housing scheme on land to the north of the village.

**27.3.4** It is possible that there are other small infill housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

## LANDSCAPE

### **AREAS OF HIGH LANDSCAPE VALUE**

#### ***POLICY MTC2***

**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO, OR IN THE VICINITY OF MATFEN HALL AND ITS ASSOCIATED PARKLANDS AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 18.**

**27.4.1** Matfen Hall and its associated parklands lie to the south of Matfen and the combination of these landscape elements create a special setting for both the Hall and village. This setting can be harmed or destroyed by unnecessary or insensitive development, accordingly they are included within the areas defined as being of High Landscape Value, the intention being to protect them from development which would detract from their character.

## PROTECTED OPEN SPACE

#### ***POLICY MTC3***

**IN ACCORDANCE WITH POLICY C21, MATFEN VILLAGE GREEN AND THE STRATEGIC WOODLAND PLANTING TO THE NORTH AND EAST OF THE VILLAGE ARE DESIGNATED AS PROTECTED OPEN SPACES AS IDENTIFIED ON THE PROPOSALS MAP INSET No. 18.**

**27.5.1** The village green is an area of open grassland containing a number of mature trees which contributes significantly to the charm and traditional character of the village and is accordingly designated as an area of open space to be protected.

**27.5.2** As part of the approved housing scheme north of the village a strategic woodland belt has been planted, providing, in due course, a strong enclosing feature to this part of the village. The planted area requires protection during the initial stages of its maturing process and is therefore included as a protected open space outside the settlement boundary. The designation is extended to include the existing small wood on the eastern side of Matfen, north of the C341 road.

## CONSERVATION AREA

#### ***POLICY MTC4***

**WITHIN THE MATFEN CONSERVATION AREA, CONSERVATION POLICIES C27, C28, C29, C30, C31, C32, AND C34 WILL BE APPLIED.**

**27.6.1** The Council will require new developments within the Matfen Conservation Area to complement and enhance the character of the area and to be of an appropriate design. Buildings shall be constructed of good quality materials sympathetic to the local building tradition and particular attention should be paid to the appearance of buildings fronting onto the main street.

**27.6.2** The siting and appearance of advertisements, landscaping, car parking and the control of vehicle movement are also development issues that will require careful consideration.

## CHAPTER 28 - MEDBURN (MB)

### INTRODUCTION

**28.1.1** Medburn lies close to the western boundary of the Darras Hall Estate and Ponteland Village. The groups of dwellings and other uses that make up the settlement cover an area of approximately 37 hectares. The River Pont flows west to east to the north, and the Medburn runs adjacent to the northern boundary of the site. There is little tree cover in this agricultural landscape, however, what tree cover there is tends to follow the existing water courses or comprises hedgerow boundaries to the fields in the area. The land uses that make up the Medburn area vary from residential to a variety of agricultural and horticultural uses.

**28.1.2** Medburn has a unique character in that it was established after the first world war to provide smallholdings where individuals could build a small house and yet have a large plot of land to carry out agricultural and horticultural type uses but these are now very much in the minority. The groups of buildings and the associated land that makes up Medburn are not particularly prominent in the landscape, however views from the north into the site are open due to the low-lying nature of the northeastern part of the Medburn area. The land rises gently from north to south with a limited amount of screening to the southern boundary being provided by existing tree and hedge cover. Much of the low-lying land in Medburn is badly drained and of low agricultural value. There are significant areas of open pasture land that have been given over primarily to paddocks.

**28.1.3** The main access to the Medburn site is from the C345 on the western boundary. Access to most of the dwellings is obtained via The Avenue. The Council in the Ponteland Local Plan recognised the high quality of the landscape west of Darras Hall and resolved to extend the North Tyneside Green Belt to cover all of the open land west of Darras Hall including Medburn (Policy GB1 of that plan).

**28.1.4** At the Ponteland Local Plan Inquiry the Inspector recognised that a limited amount of development would be appropriate at Medburn but drew the Council's attention to the special nature of the area indicating that any such development should take into account the quality of the area and attempt to retain the main characteristics.

"I was not made aware of any comparable settlement in the locality and thus Medburn must be regarded as a unique situation. I would regard its transformation into a conventional residential allocation, even if earmarked for "executive housing" as suggested at the inquiry, as a very material change and not one to be welcomed in the context of this general area being rigorously protected from urban development.

I consider that the feasibility of a limited and conditioned project should be seriously examined, both to create an attractive environment for both the existing residents and newcomers and to protect the mainly open nature of the surrounding area". (Report of the Inspector - Ponteland Local Plan, June 1989, paras B59 and B61)

### THE STRATEGY

**28.2.1** Until recently, the strategy for Medburn had been one of managed expansion and settlement development as part of a long term master plan which had been developed in close co-operation with the local community. However, despite the master plan passing through the majority of the local plan process, an application for implementing an initial phase of that master plan has been rejected by the Secretary of State at a call-in inquiry. That decision marks a significant turning point for Medburn in that large scale development is now unlikely to gain approval and the Council will need to reassess its development strategy for this part of the

Borough; to be undertaken as part of the review of the Local Plan.

**28.2.2** At this late stage in the process, it is considered that there should be minimal change to the remaining policies for Medburn. Accordingly the settlement boundary policy MBC1 and the control policy for the developed part of the settlement, MBH1, are retained unaltered. A new policy is required, to guide and control development elsewhere within the settlement boundary, policy MBH2.

**28.2.3** At the review of the Local Plan, the strategy for Medburn will be reassessed thoroughly and in detail. The extent of the settlement boundary, and the nature and scale of any future development will be considered in the context of current government planning policy and local community aspirations.

#### SETTLEMENT BOUNDARY

##### ***POLICY MBC1***

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT AND GREEN BELT BOUNDARY FOR MEDBURN IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 19.**

**28.3.1** Medburn has little traditional village character in that it is principally a scattered group of houses. It is an aim of the Council to enhance the character of Medburn and to improve the quality of life for existing residents, through the proper and sensitive development of the area, while retaining the main characteristics of buildings set in a largely rural landscape. However, the scale of development to be seen in Medburn is likely to be much reduced in the light of the Secretary of State's decision referred to in paragraph 28.2.1, above. The extent of the settlement boundary and any subsequent alteration of the Green Belt will be considered at the review of the local plan and allow full consultation on the future role of Medburn.

**28.3.2** New development should be confined within strict limits in order to protect the quality of the open countryside within which Medburn is set. Accordingly a settlement boundary has been identified beyond which development will not be permitted.

#### INFILL DEVELOPMENT

##### ***POLICY MBH1***

**WITHIN THE DEVELOPED PART OF MEDBURN AS SHOWN ON PROPOSALS MAP INSET NO.19 INFILL DEVELOPMENT WILL BE PERMITTED WITHIN THE CURTILAGE OF EXISTING PROPERTIES, SUBJECT TO ALL THE FOLLOWING CRITERIA:**

- i) NO SITE SHALL BE LESS THAN 0.1 HECTARES (0.25 ACRES), AND A CURTILAGE OF ANY EXISTING DWELLING SHALL BE RETAINED AT NOT LESS THAN 0.2 HECTARES (0.5 ACRES).
- ii) NO NEW RESIDENTIAL ACCESS WILL BE PERMITTED ONTO THE AVENUE, A SUBSTANDARD ROAD.
- iii) THE PROPOSAL SHALL NOT RESULT IN THE LOSS OF TREES AND/OR HEDGEROWS OF LANDSCAPE SIGNIFICANCE. DEVELOPMENT WILL BE ASSESSED AGAINST POLICY C16.
- iv) PROPOSALS WILL ONLY BE PERMITTED IF SEWAGE DISPOSAL FACILITIES AND SURFACE WATER DRAINAGE OF ADEQUATE CAPACITY AND DESIGN ARE AVAILABLE OR THESE MUST BE PROVIDED PRIOR TO THE OCCUPATION OF THE DEVELOPMENT.
- v) ANY PROPOSALS WILL BE SINGLE STOREY ONLY.

**28.4.1** There is a concentration of built development adjacent to the C345 in the southern and western parts of Medburn. Existing dwellings in Medburn are accessed via the public highway

(C345) and also via The Avenue, an unadopted highway. The policy is designed to permit limited infill development within the curtilage of existing properties with access onto the C345 and reflects the low density characteristics of the existing pattern of development. This is considered to be a special circumstance where the minimum density guidelines found in PPG 3 do not apply.

**POLICY MBH2**

**ON BROWNFIELD SITES WITHIN MEDBURN, NOT COVERED BY POLICY MBH1, INFILL DEVELOPMENT WILL BE PERMITTED, SUBJECT TO ALL THE FOLLOWING CRITERIA**

- i) PROPOSALS SHALL NOT RESULT IN THE LOSS OF TREES AND/OR HEDGEROWS OF LANDSCAPE SIGNIFICANCE. DEVELOPMENT WILL BE ASSESSED AGAINST POLICY C15.**
- ii) PROPOSALS WILL ONLY BE PERMITTED IF SEWAGE DISPOSAL FACILITIES AND SURFACE WATER DRAINAGE OF ADEQUATE CAPACITY AND DESIGN ARE AVAILABLE OR THESE MUST BE PROVIDED PRIOR TO THE OCCUPATION OF THE DEVELOPMENT.**
- iii) PROPOSALS SHALL NOT RESULT IN THE LOSS OF AMENITY OF ADJOINING RESIDENTIAL PROPERTIES AND SHALL HAVE A CURTILAGE DEFINED SO THAT SPACE AND PRIVACY STANDARDS ARE COMMENSURATE WITH THE SIZE AND QUALITY OF THE DWELLING.**

**28.4.2** Residential development is dispersed along The Avenue in an uneven pattern. Policy MBH2 will enable the Council to consider proposals for development on previously-developed (brownfield) land which infills small gaps within an otherwise continuously built frontage, conforming with Government guidance. As has been stated in respect of policy MBH1 the council does not consider that the minimum density guidelines in PPG3 apply in considering proposals for development in Medburn.

**THE GREEN BELT**

**28.5.1** When the Green Belt was established in 1963, 600 acres of land to the west of Darras Hall were excluded and Medburn lies within this area. The Council has excluded Medburn as defined by Policy MBC1 from the Green Belt extension.





## CHAPTER 29 - MITFORD (MD)

### INTRODUCTION

**29.1.1** Mitford village has a population of 250 and is located approximately 2 miles west of Morpeth on the B6343 and C149 roads, within two wooded valleys at the confluence of the rivers Wansbeck and Font and remains largely unspoilt.

**29.1.2** The village is fragmented in nature with groups of houses as far apart as Spital Hill and Stable Green. The ruins of Mitford Castle are situated on a knoll opposite the Church of St. Mary Magdalene which dates from Norman times. To the west of the church is the Old Manor House and its remains and on the west side of the river lies the stately mansion of Mitford Hall.

**29.1.3** The village facilities include a community centre, post office, shops, tearoom, church, restaurant and public house. A school bus service and post bus operate to Morpeth.

### THE STRATEGY

**29.2.1** There is pressure to release land for executive housing development, however the Council's strategy is to retain and enhance the village and its environmental setting. The Council will also investigate the designation of a Conservation Area to protect and enhance both built and landscape features of Mitford. No new development is proposed within the village.

### SETTLEMENT BOUNDARY

#### ***POLICY MDC1***

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR MITFORD IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 20.**

**29.3.1** Mitford is a dispersed settlement with two major residential groupings at Fontside and Stable Green. These two areas form the village of Mitford and are contained within the settlement boundary as defined in the Rural Housing Land Study (See para. 5.12.1). The complex topographical nature of the river valleys make any logical extension to the village inappropriate and accordingly the existing settlement boundary is retained.

### HOUSING

**29.3.2** It is possible that there are small housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

### LANDSCAPE

#### **AREAS OF HIGH LANDSCAPE VALUE**

#### ***POLICY MDC2***

**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO, OR IN THE VICINITY OF THE RIVERS WANSBECK AND FONT, MITFORD CASTLE, MITFORD HALL AND ITS ASSOCIATED PARKLANDS, AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 20.**

**29.4.1** The rivers Wansbeck and Font, Mitford Castle, Mitford Hall and its associated parkland are landscape elements which create a special setting for Mitford. This setting can be harmed or destroyed by unnecessary or insensitive development, accordingly they are included within the areas defined as being of High Landscape Value, the intention being to protect them from

development which would detract from their character.

## NATURAL ENVIRONMENT

### **SITES OF NATURE CONSERVATION IMPORTANCE AND WILDLIFE CORRIDORS**

#### ***POLICY MDC3***

**IN ACCORDANCE WITH POLICY C9, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE RIVER WANSBECK AND ASSOCIATED WOODLAND SITES OF NATURE CONSERVATION IMPORTANCE, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING LOCAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE.**

**WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT THE ABOVE SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE.**

#### ***POLICY MDC4***

**IN ACCORDANCE WITH POLICY C12, THE COUNCIL HAS IDENTIFIED WILDLIFE CORRIDORS IN MITFORD AS SHOWN ON THE PROPOSALS MAP INSET NO. 20.**

**29.5.1** The River Wansbeck, which meanders through the village of Mitford is set in an area of semi-natural deciduous woodland of high value, with an interesting field and shrub layer of flora. The River Wansbeck itself is of a high quality and rich in wildlife. Both play an important role in providing habitats for riverside birds and animals. The site is designated as a Site of Nature Conservation Importance with the main aims being to maintain the area of semi-natural woodland and to protect the wildlife.

## PROPOSED CONSERVATION AREA

#### ***POLICY MDC5***

**IN ACCORDANCE WITH POLICY C26, THE COUNCIL WILL INVESTIGATE THE DESIGNATION OF A CONSERVATION AREA FOR MITFORD AS DEFINED ON THE PROPOSALS MAP INSET No. 20.**

**29.6.1** Mitford is an attractive village relatively unspoilt by recent development. Much of the village's character is derived from the meanders of the River Wansbeck and its wooded valley around which the village has developed. The church, Old Manor House and its adjacent remains, and the ruins of Mitford Castle are listed structures of considerable merit and whose settings are also important. The above features and buildings, together with the overall attractive character of the village, make it worthy of consideration for designation as a Conservation Area. When the Conservation Area designation is confirmed, the following policies will apply: C27, C28, C29, C30, C31, C32, and C34.

## CHAPTER 30 - MORPETH (M)

### INTRODUCTION

**30.1.1** Morpeth is the largest settlement in Castle Morpeth, lying in the valley of the River Wansbeck some 15 miles north of Newcastle upon Tyne and has a population now approaching 15,000. Its origins go back to Norman times but the physical form of the town was established in the medieval period with the formation of the existing town centre street pattern and long burgess plots stretching from the main streets down to the River Wansbeck.

**30.1.2** In the post war years the town has expanded onto the plateau land to the north and south but this has not been in an obtrusive way. There are clearly defined boundaries to the built up area on all sides and the problems of ribbon development have been avoided so that its character is that of an ancient market town surrounded by open countryside.

**30.1.3** Currently the town fulfils a wide variety of functions. It is an important agricultural, shopping and social centre for a wide rural hinterland, especially to the west and north. It is now the County town. It is also an important dormitory town for southeast Northumberland and Tyneside. Despite all these functions, it has maintained the essential and attractive character of a market town.

**30.1.4** Morpeth lies at the centre of a network of bus routes, serving other major settlements in the coastal plain north of Newcastle and the small villages and rural hinterland to the north, west and southwest. Commuter services are provided by bus to Newcastle and Ashington, and by rail to Newcastle, with an occasional service by Intercity trains on the East Coast London to Edinburgh line.

**30.1.5** The High and Middle schools in the town serve a wide catchment area stretching beyond Rothbury to the north and west. The headquarters of the County Library service is located within the town centre. A wide range of health and social service facilities are provided, together with public services such as Fire and Ambulance. The County and Borough Council offices provide significant employment for the town and its hinterland. Other major sources of employment are Pharmacia (pharmaceuticals), the industrial estate at Coopies Lane and Northgate and St. George's Hospitals.

### THE STRATEGY

**30.2.1** The planning strategy for the growth and development of Morpeth over the last ten years has been to encourage a relatively moderate level of growth for the Town (950 dwelling units 1981 - 1996), consistent with maintaining its market town character through a relatively slow release of development land during that period. Demand for house building in and around Morpeth has proved to be buoyant during the last decade and pressures for development have made it increasingly difficult for the Council to control the release of land for development at a steady rate.

**30.2.2** The objective of moderate planned growth to support Morpeth's existing facilities is continued (1026 dwelling units during 1991 - 2006). However, new mechanisms are included within the Plan to enable the proper phasing and release of development land throughout the whole of the Plan period.

**30.2.3** The construction of the Morpeth By-pass in 1970 overcame major problems of traffic congestion in Morpeth at that time. Traffic levels have since grown to the extent that conditions in the town centre and particularly on Telford Bridge are worse than experienced prior to the opening of the By-pass.

**30.2.4** Fundamental objectives of the planning strategy for Morpeth Town are to remove traffic congestion from the town centre, to enhance the quality of the urban environment and to protect local amenity. In order to do this it will be necessary to introduce traffic management measures to control the use of vehicles within and around the town centre, and measures to enhance accessibility by public transport, cycle and on foot.

**30.2.5** Funding for some improvements to the road network of Morpeth are now expected to be provided through the Local Transport Plan. These will be detailed in the transport section of this Chapter. These are principally of a strategic nature and not reliant upon specific proposals for their implementation or justification. However, the Authority recognises the need for developments to ameliorate any adverse impacts created and will seek appropriate contributions to associated works. The Authority recognises the need to look at the impacts of developments on all modes of transport and ensure that these new developments can be served effectively by all modes. This strategy reflects the concerns of the Inspector at the Local Plan Inquiry and the conclusions of the Morpeth Integrated Land Use and Transport Study which was commissioned to take a comprehensive view of present and future land use and transport issues.

**30.2.6** Although the provision of new roads is important, the desire to meet these objectives has not, in assessing the suitability of new housing sites, been allowed to validate land that is otherwise clearly unsuitable for development or contrary to the objectives of the Plan.

**30.2.7** Most industrial and commercial land within the town has been fully developed and, in order to avoid stagnation as an employment centre, there is a need to provide new sites for a variety of employment generating uses. Major hospitals on the edge of the town are rationalising their land needs, providing opportunities for development. Proposals are contained within the Plan to utilise part of the surplus land for the benefit of the town, to provide a range of environmentally attractive sites capable of accommodating inward investment by firms requiring individual sites in both serviced and non-estate locations.

**30.2.8** The retention of a strong and attractive shopping sector is vital to the proper growth and development of Morpeth and the Plan seeks to enhance the main shopping streets of the town through selective environmental improvements and traffic management schemes. Opportunities for development at Back Riggs will be the first priority for development and will expand the range of town centre facilities. Proposals for development at Low Stanners will complement existing town centre uses and reflect its edge of centre position.

**30.2.9** Morpeth has an historic built fabric, an attractive river setting and well wooded denes that penetrate into the town, creating a special character. Policies in the Plan integrate urban conservation, nature conservation, woodland management, landscape enhancement and protection and the provision of recreational facilities, with the strategic aim of creating a balanced and properly managed environment to ensure the retention of the town's special character in perpetuity.

### THE TOWN CENTRE

**30.3.1** The main streets of the town centre, Bridge Street, Market Place and Newgate Street, form part of the original Great North Road route through the town from Castle Square and the river crossing at Telford Bridge in the south, to Bullers Green and Pottery Bank in the north. The existing pattern of streets and buildings, of which Bridge Street and Newgate Street form the main axis, was established in the 13th century. These streets now form the core of the town centre and are the main shopping and business streets of the town.

**30.3.2** To the rear of the main streets, some long plots have been developed for housing at Pretoria Avenue and Phoenix Court, while others retain a mixture of shopping and business uses. The Back Riggs area was redeveloped in 1980 to provide shopping, offices, a bus station and car parking, but now requires re-evaluation to take account of modern shopping practices. The layout of the main streets is made up of Bridge Street, Newgate Street, Manchester Street/Dacre Street and Damside/Dark Lane. Away from the central streets there is a variety of uses in buildings of different styles and periods.

**30.3.3** Within the main shopping area there are attractive features in the many alleys and yards leading off Bridge Street and Newgate Street. There is a pleasing variety of architectural styles in the town centre buildings generally and in the main shopping streets especially. The Market Place

is the focus of the town. Although there are considerable traffic flows through the town centre there is space here for community activity and as a meeting place. However, there is potential to improve the quality of this important public space.

**30.3.4** Particularly attractive areas adjacent to the town centre include the High Stanners Green, Castle Bank Woods and Carlisle Park. Although all these features are on the outer bank of the river, they are an important part of Morpeth and contribute greatly to the setting of the town centre, by providing a splendid wooded backdrop to many views and an open space for residents, visitors and workers alike. In the town centre there are groups of mature trees in Bridge Street next to the Chantry, in the grounds of the library, at St. James Church and in the Market Place. The river banks also contain visually important stands of trees in a number of places.

## POPULATION

**30.4.1** Morpeth has grown since the end of the Second World War as illustrated by Table 30.1.

TABLE 30.1 - CENSUS OF POPULATION 1951-1991

YEAR	MORPETH MUNICIPAL BOROUGH	GROWTH IN PREVIOUS DECADE	% GROWTH IN PREVIOUS DECADE
1951	10,797	-	-
1961	12,571	1,774	16.4
1971	14,054	1,483	11.8
1981	14,301	247	1.8
1991	14,393	92	0.6

Source: Census Volume 5 & 1991 Census

**30.4.2** The Morpeth area has historically had a higher non-household population than the national average, a consequence of the large residential population in hospitals to the north of the town. In 1981, 1,552 people lived in institutions but this had fallen to 750 in 1991, a direct consequence of the Government's "Care in the Community" policy, the main objective of which is to reintegrate institutional residents within the community.

**30.4.3** Up to 1966 Morpeth's population increase comprised both net natural growth (i.e., more births than deaths) and net in-migration. Since 1966 deaths have outnumbered births and it has been the consistent in-migration which has compensated for this and maintained an increase in population, although at a much reduced rate.

**30.4.4** Comparison of the age/sex structure of the town in 1991 with national figures shows that the over 65's comprise a significantly greater proportion of the total population than nationally. Morpeth is attractive for people wishing to retire and this has led to an increased number of applications for elderly persons' accommodation. There was a markedly lower proportion of people in the 20-30 year age group in 1991 than nationally.

**30.4.5** As in most areas of the country, the average size of private households in Morpeth has been decreasing for many years. In 1981 the average household size in Morpeth was 2.75, and in 1991, 2.51. It is expected that the figure will continue to decrease but the rate of change is difficult to assess. In the decade 1991-2001 declines similar to those in the previous decade are likely to be experienced, and it is anticipated that household size will continue to decline, with a consequent demand for appropriate types of accommodation.

## HOUSING

### **RATE OF DEVELOPMENT**

**30.5.1** The rate of house building in Morpeth has averaged 70 dwellings per annum over the twenty years from 1971 to 1991. This is rather higher than envisaged in both the County Structure Plan and Alteration No. 1, which allocated 950 houses over 15 year periods: i.e., 63 per annum. The recorded annual completion rates range widely from a high of 107 dwelling units in 1983 to a low of 30 dwelling units in 1982 reflecting rapid changes in the housing market. However, it is considered that the overall rates of completion have not been significantly different from that proposed and that the policy objectives set out in the Morpeth Informal District Plan (1978) and Draft Morpeth Local Plans (1984 and 1989) have been met.

**30.5.2** Northumberland County Council, in its replacement Structure Plan Housing Paper (October 1991), has suggested that the aim of a housing policy for the Borough should be to allow for a modest growth in population to assist in widening housing choice around Tyneside but at a level consistent with maintaining existing settlement and countryside character. To achieve this the adopted County Structure Plan allocates 2,500 dwellings for Castle Morpeth in the period 1991-2006. The Structure Plan identifies Morpeth as a main settlement (Structure Plan Policy S8) where a substantial proportion of this allocation should be located. This Council is in general agreement with the County Council's overall assessment and housing land allocations for Morpeth reflect those requirements.

### **HOUSING STOCK**

**30.6.1** The existing stock of houses in Morpeth is generally of good quality and no areas of the town are so below standard as to require redevelopment or renovation by means of Housing Action Areas. Renovation of privately owned homes has been achieved via improvement grants and, while this has in the past probably kept pace with those older houses suffering structural problems, it is now a matter of concern that the reduction in money available for such grants has seriously reduced the capacity of the Borough Council to ensure that the quality of the existing private housing stock is maintained.

**30.6.2** Improvement to the Council housing stock has been implemented through the Housing Investment Programme. All pre 1939 Council houses have been improved and attention is now being focused on the improvement of more recent properties and capitalised repairs, as well as the need to improve the general environment of Council estates. An environmental improvement scheme for the Montrose Gardens estate has been agreed by the Council and implemented.

### **NEW DEVELOPMENT**

**30.7.1** It has been a longstanding policy of the Borough Council to keep new housing within established boundaries of the town. This policy was incorporated into the Morpeth Local Plan Draft Written Statement (1984) to ensure that the town remained fairly compact and to control its outward expansion into open countryside. The policy has been successful in the past and has been supported on appeal on a number of occasions.

**30.7.2** In addition, numerous attractive undeveloped areas still remain within the town of Morpeth. Some are wooded or simply left as amenity open space. The very existence of these areas is one of the intrinsic components which make up the character of the town and adds to the quality of the general environment. A continuation of the loss of such areas for development purposes would be undesirable if the character and general environmental amenity of existing housing areas is not to be lost or destroyed.

SETTLEMENT BOUNDARY

**POLICY MC1**  
**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR MORPETH IS**  
**DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 21.**

**30.8.1** Over recent years there has been pressure to release large sites for housing purposes, especially to the south, west and northwest beyond the existing limits of the town. Pressures for large housing developments around the town can only be controlled and directed effectively if the extent of future development is clearly defined in a formally adopted plan. The Draft Morpeth Local Plan, Policy C1., proposed a boundary to the built-up area of the town. The Council's policy was to maintain the character of the rural area beyond this boundary and to resist all forms of development which would erode its character.

LANDSCAPE

**AREAS OF HIGH LANDSCAPE VALUE**

**POLICY MC2**  
**IN ACCORDANCE WITH POLICY C3, THE COUNCIL IDENTIFIES SECTIONS OF THE**  
**WANSBECK VALLEY WITHIN AND TO THE EAST AND WEST OF MORPETH, TOGETHER**  
**WITH HOWBURN WOOD , COTTINGWOOD, AND COTTINGWOOD COMMON AS AREAS OF**  
**HIGH LANDSCAPE VALUE AS DEFINED ON THE PROPOSALS MAP INSET No. 21.**

**DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD HAVE A DETRIMENTAL**  
**EFFECT ON THESE AREAS.**

**30.9.1** In Morpeth the Council has sought over many years to protect the attractive wooded sections of the Wansbeck Valley above and below the town. . Apart from minor extensions and conversions, no new developments have been allowed in the valley bottom and the housing estates of Kirkhill and Lancaster Park do not obtrude onto the skyline to any appreciable extent. The Borough and County Councils acknowledge the need to protect unspoiled stretches of the Wansbeck Valley and the wooded denes and valleys around the town. It is the Council's intention to acquire such sites, as resources permit, in order to maintain their existing character and to enhance their recreational potential. It is fortunate for Morpeth that areas of such quality penetrate right to the town centre along the river.

**30.9.2** The former National Rivers Authority (NRA) completed an "Integrated River Corridor Assessment"(1990) of the River Wansbeck in the Morpeth area as part of a series of nationwide pilot studies to assess the environmental quality and potential of river corridors. Survey work in the study included assessments of the ecological value, landscape quality and recreational usage of the river corridor, culminating in a summary of possible action to maintain and enhance the environmental quality of this section of the Wansbeck. Consequently there may be some scope for continued co-operation between the Environment Agency and the Council to achieve some or all of the suggestions outlined in the report and for further study of river corridors within the Borough.

## **LANDSCAPE CORRIDORS**

### ***POLICY MC3***

IN ACCORDANCE WITH POLICY C4 LANDSCAPE CORRIDORS HAVE BEEN IDENTIFIED ADJACENT TO THE MAIN APPROACH ROADS TO MORPETH BOTH WITHIN THE BUILT AREA AND IMMEDIATELY BEYOND THE TOWN AS SHOWN ON PROPOSALS MAP INSET Nos. 21 AND 22. DEVELOPMENT PROPOSALS WITHIN THOSE CORRIDORS MUST TAKE ACCOUNT OF THE REQUIREMENTS OF POLICY C4.

THE POLICY WILL APPLY TO DEVELOPMENT PROPOSALS ADJACENT TO THE FOLLOWING APPROACH ROADS TO MORPETH:

- i) THE SOUTHERN APPROACH ON THE A197 (FORMER A1) FROM CATCHBURN FARM TO CASTLE SQUARE.
- ii) THE SOUTHEASTERN APPROACH ON THE A192 AND A196 FROM DUNCES HOUSES AND SOUTH OF STOBHILL ROUNDABOUT TO THE MAFEKING PARK ROUNDABOUT.
- iii) THE NORTHEASTERN APPROACH ON THE A197 (ASHINGTON) ROAD FROM WHORRAL BANK TO HOWARD TERRACE.
- iv) THE NORTHWESTERN APPROACH ON THE A192 FROM WEST OF PEACOCK GAP TO POTTERY BANK.
- v) THE WESTERN APPROACH ON THE B6343 (MITFORD) ROAD FROM LOWFORD BRIDGE TO DOGGER BANK.
- vi) RAILWAY LINE FROM HIGH STOBHILL FARM TO THE WANSBECK VIADUCT.

**30.10.1** The principle of encouraging "green corridors" on either side of the main approach roads to the town centre has been applied in the past to try to maintain and enhance the general amenity of the town. This practice was established well before 1970 and provides a high quality environment preserving the open, treed character of the town. The policy also helps to minimise the visual impact of some new parts of the built-up area.

## **NATURAL ENVIRONMENT**

### **SITES OF NATURE CONSERVATION IMPORTANCE**

#### ***POLICY MC4***

IN ACCORDANCE WITH POLICY C9, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF BLUEBELL WOOD, BOROUGH WOOD, CARLISLE PARK, CASTLE WOOD, CHAPEL WOOD, COTTINGWOOD, DAVIES WOOD, HOWBURN WOOD, QUARRY BANK WOOD, SCOTCH GILL WOOD OR THE RIVER WANSBECK AND ITS TRIBUTARIES, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING LOCAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE. WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT ANY OF THE ABOVE SITES, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST, AND WHERE PRACTICABLE TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE.

#### ***POLICY MC5***

IN ACCORDANCE WITH POLICY C10, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE ABBEY BANKS WOODS SITE OF LOCAL CONSERVATION INTEREST UNLESS IT CAN BE DEMONSTRATED THAT THE BENEFITS FROM THE PROPOSED DEVELOPMENT OUTWEIGH THE NEED TO SAFEGUARD THE INTRINSIC NATURE CONSERVATION VALUE OF THE SITE.



**30.11.1** These woodlands are located mainly on the steep banks of the Wansbeck Valley and its tributaries in and around the built-up area of Morpeth. In addition to contributing to the landscape setting of the town they are important Ancient Semi-natural Woodlands providing habitats for a diversity of wildlife. They have been designated as Sites of Nature Conservation Importance with the main aims being to maintain the woodland and to protect wildlife.

**30.11.2** The Council has implemented a programme of restoration and enhancement works in Carlisle Park under the Urban Parks Heritage Scheme. In association with these works, the Council, in May 2001, declared Carlisle Park a Local Nature Reserve and it is accordingly identified in the Local Plan.

#### WILDLIFE CORRIDORS

##### **POLICY MC6**

**WHERE DEVELOPMENT IS PROPOSED WHICH WOULD AFFECT WILDLIFE CORRIDORS IDENTIFIED ON THE PROPOSALS MAP INSET Nos. 21 AND 22 THE PROVISIONS OF POLICY C12 WILL BE APPLIED.**

**30.12.1** A commonly accepted ecological axiom is that isolated sites tend to support a smaller number of species than those with access to other sources of wildlife. The so called "island effect" is most readily visible in the urban environment in the form of unconnected areas of green space. It is believed, however, that by linking green spaces within urban areas to the surrounding countryside, thereby creating wildlife corridors, it is possible to reduce the "island effect" since wildlife will be able to move along these channels and perhaps colonize new sites.

**30.12.2** Foxes, hedgehogs and kestrels are known to have already ventured into the urban environment. A greater variety of species will only be encouraged by increasing the number of green sites within built-up areas and by improving their quality and the degree of linkage between them. Developing an effective corridor network is of crucial importance in this respect. The Council recognises that the successful retention and management of such corridors will require a commitment from a wide range of groups, including land owners and voluntary organisations.

#### PROTECTED OPEN SPACE

##### **POLICY MC7**

**IN ACCORDANCE WITH POLICY C21 LAND, AS DEFINED ON THE PROPOSALS MAP INSET Nos. 21 AND 22, IS IDENTIFIED AS CONTRIBUTING TO THE CHARACTER, LANDSCAPE SETTING AND RECREATIONAL FACILITIES OF MORPETH AND IS PROTECTED FROM DEVELOPMENT.**

**30.13.1** Morpeth Common is a major and important open area on the southwest edge of the town which contains sporting facilities for golf, athletics and team sports, as well as providing a pleasant informal recreational facility. Although it is not historically Common Land, it is afforded protection under the Morpeth Common Act 1974. The Council considers it is appropriate to designate it as a protected open space in order to preserve and enhance its formal and informal recreational potential.

**30.13.2** Carlisle Park and Deuchar Park are formally developed open spaces in the centre of the town which contribute significantly to its pleasant character and provide facilities for both informal and formal recreation. They are worthy of designation as protected open spaces.

**30.13.3** Tommy's Field provides a foreground to the townscape of the centre of the town through its location at an important transition from the rural to urban landscape, on the approach from Ashington and the coastal area. Its elevated position also gives an extensive vista across the town, taking in important townscape features such as Morpeth Castle, the Court House and St George's United Reformed Church.

**30.13.4** There are a considerable number of small but locally important open spaces within and on the periphery of the residential estates at Lancaster Park, Deuchar Park, Loansdean, The Kylins, Kirkhill, Stobhill and Allery Banks. They are also designated as protected open spaces in order that the pleasant character of these housing estates is not adversely affected by development.

#### CONSERVATION AREA

##### **POLICY MC8**

**IN ACCORDANCE WITH POLICY C26, THE COUNCIL WILL INVESTIGATE THE EXTENSION OF THE EXISTING CONSERVATION AREA FOR MORPETH AS SHOWN ON THE PROPOSALS MAP INSET Nos. 21 AND 22. THE FOLLOWING POLICIES WILL APPLY THROUGHOUT THE CONSERVATION AREA: C27, C28, C29, C30, C31, C32, C33 AND C34.**

**30.14.1** The existing Conservation Area for Morpeth was designated in 1970. It is drawn tightly around the main streets, concentrating on the medieval core of the town. Within the area there is a variety of buildings ranging mainly from the 18th century to modern day, as individual buildings have been rebuilt or replaced to suit changing needs and conditions. In 1977 the Conservation Area was designated as being outstanding in the national context by the Secretary of State for the Environment.

**30.14.2** The boundary to the Conservation Area is out of date in many respects where new development or redevelopment has altered property and plot boundaries, particularly in the vicinity of Back Riggs and south of Bridge Street and Oldgate. Also the Council has "a duty" to determine, from time to time, which parts of their area are of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.

**30.14.3** In this context the Council is of the view that there is merit in extending the boundaries of the Conservation Area to include those additional parts of the town centre it considers to be worthy of preservation or enhancement, at the following locations:-

- Hill Brow, Pottery Bank.
- Dawson Place and former Morpeth Teachers' Centre.
- Howard Terrace, Dacre Street and Manchester Street.
- Matheson's Gardens to the bank of the River Wansbeck.
- Abbey Terrace, Abbey View, Auburn Place and High Stanners Green.
- Castle Wood, Carlisle Park, the Castle, Motte and Bailey.

**30.14.4** The Council will undertake consultations regarding these proposed extensions and pursue their inclusion within the Conservation Area separately from the implementation of the Local Plan.

#### MORPETH TOWN SCHEME

##### **POLICY MC9**

**IN ACCORDANCE WITH POLICY C27, THE COUNCIL, IN CONJUNCTION WITH NORTHUMBERLAND COUNTY COUNCIL AND ENGLISH HERITAGE, HAS DRAWN UP A SCHEME TO ASSIST IN THE REPAIR AND UPKEEP OF IDENTIFIED LISTED AND OTHER BUILDINGS OF ARCHITECTURAL OR HISTORIC INTEREST WITHIN THE MORPETH CONSERVATION AREA.**

**30.15.1** One of the direct ways in which the Council has enhanced the Morpeth Conservation Area has been by means of the Town Scheme and the Conservation Area Partnership Scheme, the objects of which were to assist in the repair of selected buildings. The Heritage Economic Regeneration Scheme has now replaced the CAP scheme and offers greater prospects for improvement works within the Morpeth Town Centre. When the Conservation Area is formally

extended, additional properties may also be included in the scheme.

HOUSING : LAND SUPPLY

**POLICY MH1**

**IN ACCORDANCE WITH POLICIES H1 AND H2, LAND IS ALLOCATED FOR HOUSING PURPOSES IN MORPETH AS SHOWN ON THE PROPOSALS MAP INSET Nos. 21 AND 22.**

<b>A/M07</b>	<b>- ST GEORGE'S HOSPITAL(SOUTH) (CONVERSION/REDEVELOPMENT)</b>	<b>150 du</b>
<b>N/M14</b>	<b>- SOUTHGATE WOOD (PHASE II) (BROWNFIELD ELEMENT)</b>	<b>28 du</b>
<b>N/M31</b>	<b>- SHIELDS ROAD FILLING STATION</b>	<b>20 du</b>
<b>N/M32</b>	<b>- BUS DEPOT, DAMSIDE</b>	<b>17 du</b>
<b>N/M33</b>	<b>- BACK RIGGS OPPORTUNITY SITE</b>	<b>30 du</b>
<b>TOTAL</b>		<b>245 du</b>

**FOR ALL SITES THE PROVISIONS OF POLICY I2 WILL APPLY**

**(Together with sites which have planning permission or are completed since 1st July 1991 582 du. provides an overall total of 827<sup>#</sup> dwelling units).**

**Note** - **\*Sites where maximum density considerations apply.**  
 - **# Includes losses to housing stock.**  
 - **See Appendix E for list of housing sites with planning permission at 30 June 2002 or completed since 1st July 1991.**

**30.16.1** At 30 June 2002 the following sites have the benefit of planning permission and are likely to be developed within the plan period.

Land Adj. Wansdyke House, Lancaster Park.	1 du
Rear Of 10 Cottingvale	2 du
South Of Alma Pl, Gas House Lane	1 du
Jennings Showroom, 53/55 Bridge St	1 du
New Phoenix Yard, Bridge St. (Conv.)	3 du
4 Castle Square (Conv.)	1 du
Rear 4 Castle Square	1 du
Adj. High Grates	1 du
Garden , North Of Straithaird, Fulbeck	1 du
Bon Accord, 92 Newgate St. (C Of U)	5 du
25 Oldgate, Morpeth	1 du
Stobhill Manor (Phase III)	2 du
Land East Of Lowford Cottage, Mitford Rd	1 du
50 Bridge Street	1 du
Land North Of 17 Kings Ave	1 du
St. George's Hospital (Farm Buildings)	-2 du
40 Buller's Green (Conv.)	1 du
Part Of Garden Area High House Morpeth	1 du
47 Bullers Green (Conv)	1 du
Westgate House, Dogger Bank (Conv.)	1 du

Woodside Whorral Bank Morpeth	1 du
Land Adj Hilltop Pottery Bank Morpeth	1 du
Land adj 6 Cottinglea	1 du
Stable Cottage, Westgate Flat	1 du
North Place	13 du
<b>Total</b>	<b>42du</b>

**30.16.2** Over the past two decades the Council's policy has been to limit the outward expansion of Morpeth and to accommodate housing demand on sites within the town's built-up area. Significant sites which have been developed in accordance with this policy have been at Allery Banks, Springhill, the Auction Mart, Matheson's Gardens, Merley Gate and Southgate.

**30.16.3** It is now considered that although there is still potential for the development of smaller sites within the boundaries of the town, as drawn in the former Draft Morpeth Local Plan, there is only limited scope for a continuation of this policy. The Council now needs to look to other areas of the town to identify new sites for residential, economic and commercial development in order to maintain the prosperity and growth of the town and to meet the demands for those types of development as set out in the Northumberland County Structure Plan.

**30.16.4** One solution to the provision of housing land would be to allow the expansion of the town over areas of open farm land, particularly to the south and north of the town. However, this would rapidly destroy the form and balance of the town and create major housing areas distant from services and facilities generally located in the centre of the town. Also, the use of brownfield land resources within the town will make a significant contribution to the housing needs of Morpeth

#### St. George's Hospital

**30.16.5** To the north of the River Wansbeck on the east side of the town, the St. George's Hospital complex is a large brownfield site where the development of land for housing, together with employment, social and community uses is considered appropriate. Part of the site was previously identified for housing in the former Draft Morpeth Local Plan. Due to the running down of the traditional institutional function of the hospital, in accordance with "Care in the Community", the main hospital buildings will become surplus to requirements during the Plan period, although a replacement facility on land to the north of the existing facility now has the benefit of planning consent. To enable the proper redevelopment of the site, improved local and strategic road access is required which will be provided by the A1/South East Northumberland Link Road and the St. George's Access Road Northern Section (See Policy T1 / MT1). Accordingly development is phased to be implemented mainly in the period post 2006. Development in this location will be guided by a development brief which has been prepared by the Council. The brief takes account of the need to provide land for formal recreation and to protect the attractive character of Bluebell and Howburn Woods (SNCI's) (See also Policy C9). The site is seen as contributing substantially towards Morpeth's development land requirements over a significant period of time.

#### North of Lancaster Park

**30.16.6** Land north of Lancaster Park is of moderate intrinsic environmental quality, although it functions as open countryside between the A1 bypass and the town. Its value for agriculture is substantially reduced by the proposed A1/South East Northumberland Link Road which will pass through the middle of the West and East Lane End farm holdings. The A1/South East Northumberland Link Road both provides an access to the A1 trunk road for non-town centre traffic generated in this part of the town and enables the long-term release of land for residential development. The principle of development to the North of Lancaster Park was established at the Public Local Inquiry into the Local Plan and the allocation accepted by the Inspector. However, since then, all Local Planning Authorities have been required to review their Local Plan Housing Allocations, assess the availability of viable brownfield sites and establish whether or not it is necessary to release Greenfield land.

**30.16.7** Across the Borough, significant Brownfield land resources have been identified which result in a much lessened demand for Greenfield release (other than the coastal area where little brownfield land is readily available and where stronger regeneration objectives are present). As a result, the Council is not allocating any Greenfield sites at present in Morpeth.

**30.16.8** The area to the north of Lancaster Park does have the potential to meet the longer term development needs of the Town, but this decision would be taken in the context of the availability of brownfield land at that time, the progress towards meeting Structure Plan Housing Targets and the need to avoid an oversupply of land.

#### Southgate Wood Phase II

**30.16.9** Land at Southgate Wood has been allocated throughout the plan period for housing development. As part of the review of housing allocations under PPG3 (Housing), part of the site has been confirmed as being available through the Council's Urban Capacity Study. This is the site of the former County Council Business Centre. The remainder of the previous allocation (which extends round the rear of County Hall and is bounded by the Catchburn) is a greenfield site on the edge of the settlement. Considering the current availability of brownfield land in Morpeth, the release of such greenfield sites cannot be justified. However, this site does have some potential to meet some of the longer term development needs of the Town, but this decision would be taken in the context of the availability of brownfield land at that time, the progress towards meeting Structure Plan Housing Targets and the need to avoid an oversupply of land.

#### Other Sites

**30.16.10** The ARRIVA bus depot and the Shields Road Garage sites have recently ceased their original uses and have been identified through the Council's Urban Capacity Study as being available for development within the plan period. A reassessment of Urban Capacity Sites indicates that some residential development as part of the Back Riggs Opportunity Site is likely to happen. They are all capable of being developed for residential purposes.

**30.16.11** The High Stanners Social Club was also identified through the Council's Urban Capacity Study as having good potential for residential development within the current plan period. However, more detailed advice on flood risk has now been received and this site can not be formally allocated until a Flood Risk Assessment (FRA) has been carried out to the satisfaction of the Environment Agency. Any application accompanied by a satisfactory FRA will be treated as brownfield windfall on its merits and in the context of all relevant criteria based policies within the local plan.

**30.16.12** It is possible that there are other small brownfield and infill housing sites within the settlement boundary appropriate for development. Such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

**30.16.13** Housing development on land to the west of Fulbeck, (north of the A192 and south of Cotting Burn) was allocated in the Pre-Inquiry proposed changes to the local plan and accepted by the Inspector at the Public Local Inquiry. However, in a similar manner to other sites at north of Lancaster Park and Southgate Wood, the future release of this area would be subject to considerations of the availability of brownfield land at that time, the progress towards meeting Structure Plan Housing Targets and the need to avoid an oversupply of land.

#### EMPLOYMENT AND TOURISM

**30.17.1** Morpeth is the predominant centre for employment, providing almost half of all jobs in the Borough. These are mainly in the services sector, in retailing and associated services, health and local government, including both County and Borough Council offices. Manufacturing provides only 10% of employment in the town, mainly at Coopies Lane Industrial Estate and the pharmaceutical works of Pharmacia on Whalton road.

**30.17.2** In the town centre in recent years, Swinney Engineering and W S Sanderson and Company have closed and the sites developed by the Safeway supermarket and the expansion of Jennings and Company car sales and servicing business. In December 1995 Jennings relocated its town centre operations to the Coopies Lane Industrial Estate and this site has been developed for a Lidl supermarket and associated facilities. Other businesses such as Waters and Robson, Farmway and West Cumberland Farmers have relocated to edge of town sites. Development has continued at Coopies Lane of both purpose-built factories and advance workshop units, so that there is now very little land available for employment development there.

**30.17.3** Morpeth remains an attractive location for both local business initiatives and for larger companies seeking a pleasant location away from the Tyneside conurbation but with good communications and availability of labour. However, the lack of serviced industrial land and premises has proved a significant drawback in attracting new employment development to the town.

**30.17.4** Commuting has been a prominent feature of employment in Morpeth for many years with many people living in the town and travelling to work in Tyneside and elsewhere in the northeast. Almost as many people live outside the town and travel in to work, mostly from elsewhere in the Borough and adjoining Districts in southeast Northumberland.

**30.17.5** Morpeth has the potential for tourism to be an important employment generator through the provision of visitor attractions and holiday accommodation. The town has a natural attractiveness with several unusual historic buildings and the Council has provided visitor facilities including a tourist information centre, museum, craft centre and leisure complex.

#### EMPLOYMENT : LAND SUPPLY

##### **POLICY ME1**

**IN ACCORDANCE WITH POLICY E1, LAND IS ALLOCATED FOR EMPLOYMENT PURPOSES IN MORPETH AS SHOWN ON THE PROPOSALS MAP INSET No. 21.**

	<u>HECTARES</u>
<b>AE/MO1 - FAIRMOOR (NORTHGATE)</b>	<b>10.2 ha</b>
<b>AE/MO2 - RAILWAY YARDS</b>	<b>1.8 ha</b>
<b>NE/M07 - EXTENSION TO LAND AT FAIRMOOR</b>	<b>5.6 ha</b>
<b>FOR SITE NE/M07 A SCHEME OF LANDSCAPING WILL BE REQUIRED TO SAFEGUARD THE ENVIRONMENTAL INTEGRITY OF THE COTTING BURN DENE AND TO SEPARATE THE SITE FROM EXISTING DWELLINGS TO THE SOUTH.</b>	

**FOR ALL SITES THE PROVISIONS OF POLICY I2 WILL APPLY**

**30.18.1** In addition to the sites allocated above, there is land with planning permission adjacent to the Pharmacia Factory, which is owned by the company and is reserved for extension to the industrial complex there.

#### Fairmoor (Northgate)

**30.18.2** In May 1989 the Morpeth Draft Local Plan, Policy E1, allocated 32.3 hectares of land at Northgate Hospital as a major new industrial site in order to overcome the Town's acute shortage of industrial land and upon which development could start straight away. With the establishment of Northgate Hospital as a Trust and the change in the Regional Health Authority's strategy for hospital management and reorganisation, this land is no longer available in its entirety.

**30.18.3** The Council considers that Fairmoor has locational advantages for attracting employment investment due to its easy access to the trunk road network and accessibility for potential workforce, particularly through improved public transport links with the centre of Morpeth. The links with the

built development form and infrastructure available at Northgate Hospital are further reasons for a significant provision of employment land there. The Council therefore proposes to allocate 15.8 hectares of land for employment purposes, comprising the fields south of the hospital together with undeveloped land within the hospital complex. The environmental integrity of the Coting Burn dene, on the east side of the site, will need to be safeguarded and significant peripheral landscaping / tree planting belts are proposed on the eastern and southern sides of the area allocated for development. The site is proposed for the development of a high quality industrial and business park estate, possibly including an hotel complex on the frontage to the A1 bypass.

#### Railway Yards

**30.18.4** The Railway Yards, allocated in the Draft Morpeth Local Plan, comprise two small sites adjacent to the Coopies Lane Industrial Estate which may have become surplus to railway requirements following electrification of the London to Edinburgh line. They are considered to be appropriate only for light industrial (B1) or warehousing (B8) uses as they lie adjacent to the recent housing development on the former Auction Mart site.

**30.18.5** The Council considers that the site offers exceptional opportunities for business and industrial development for the following reasons:-

- The site is reasonably flat with services and sewerage already provided.
- Many of the existing buildings are attractive and substantially built and appropriate for conversion for alternative employment uses.
- The site is well landscaped with mature woodland and tree cover.
- The site is visually very attractive and its development will not unduly intrude into the open countryside.
- The reuse of this site for development is preferable to taking up undeveloped farmland in the open countryside.

#### OFFICE DEVELOPMENT

##### **POLICY ME2**

**IN ACCORDANCE WITH POLICY E3, LAND IS ALLOCATED FOR USE CLASS B1 USES (PRIMARILY OFFICE DEVELOPMENT) IN MORPETH AS SHOWN ON THE PROPOSALS MAP INSET Nos. 21 AND 22.**

		<u>HECTARES</u>
EO/MO3 -	GOOSE HILL FACTORY SITE	0.2 ha
EO/MO4 -	LOW STANNERS MIXED DEVELOPMENT AREA	2.28 ha

**30.19.1** Morpeth, the "County" town of Northumberland, provides a wide range of service sector employment opportunities and this is a buoyant area of job provision within which continued growth is anticipated. The attractiveness of Morpeth as a location for companies seeking office or high-tech floorspace has been highlighted in the Northumberland Office Study 1989 (See para. 6.13.1).

**30.19.2** Companies enquiring about office development in Morpeth perceived advantages to be that:-

- i) The County town status of Morpeth assists in establishing a strong regional presence.
- ii) The pleasant nature of the working environment close to Newcastle.
- iii) The projection of a "County" rather than a "City" image.
- iv) The development potential of Morpeth.
- v) The availability of a main line railway station.

The office sites allocated in Morpeth are considered to give a wide variety of development opportunities through location, size and environmental setting.

Goosehill Factory Site

**30.19.3** The former Waters & Robson factory at Goosehill (site EO/MO3) is located off Castle Square, close to the centre of Morpeth, alongside the River Wansbeck and adjacent to the Conservation Area. Redevelopment of the site offers considerable potential for the improvement of the local built fabric and the visual quality of the river corridor, which is an important recreational and tourist feature of the town centre. A high standard of design will be required and a brief will be prepared by the Council for the guidance of developers. On-street car parking is restricted in this particular area of the town and all car parking requirements will need to be met on site.

Low Stanners Mixed Development Area

**30.19.4** The Low Stanners site (EO/MO4) has potential for office development as part of a comprehensive redevelopment scheme for the area (site MMD1) (See also Policy E3). The detailed location of office development within this scheme will be included in a development brief to be prepared by the Council. Any proposed development will need to be of the highest quality in view of the extremely sensitive nature of the site in landscape and townscape terms.

EXCEPTIONAL PROPOSALS FOR EMPLOYMENT DEVELOPMENT

**POLICY ME3**

**IN ACCORDANCE WITH POLICY E4, THE COUNCIL HAS IDENTIFIED LAND WITH POTENTIAL TO PROVIDE ENVIRONMENTALLY ATTRACTIVE SITES CAPABLE OF ACCOMMODATING INWARD INVESTMENT BY FIRMS REQUIRING INDIVIDUAL SITES IN NON-ESTATE LOCATIONS, AT:-**

**FAIRMOOR (ADJACENT TO A1).**

**8.15 ha**

**DEVELOPERS ARE REQUIRED TO DEMONSTRATE SPECIAL NEEDS THAT CANNOT BE SATISFIED ON DESIGNATED SITES ELSEWHERE. THE SITES ARE SHOWN ON PROPOSALS MAP INSET No. 21.**

**30.20.1** The Council is anxious to provide a wide range of sites, varying in size, location, character and status of infrastructure to attract new businesses. The allocations of land at Fairmoor (Northgate) cater for general industrial and business park requirements. However, there is still a need to identify further sites which offer to potential major employers attractive locations for development where the individual requirements of an inward investor can best be met.



**30.20.2** The site identified by the Council is located close to Morpeth, to capitalise on the town's special characteristics which make it potentially attractive for major inward investment opportunities. These characteristics have been highlighted in the Northern Lights Study in which Morpeth, on a "prosperity, quality and service index" consistently performed well above the national average. (Derrick, Wade and Waters Ltd, 1990 - The Northern Lights- A Development Agenda for the North)

## SHOPPING

### **EXISTING SITUATION**

**30.21.1** Shopping is the main land use in Morpeth's town centre and is primarily located along the principal thoroughfares of Bridge Street and Newgate Street, which form an L-shaped pattern, and there are off-shoots along adjacent streets. The primary street is Bridge Street, together with the Market Place which is the hub of the shopping centre. National multiple shops are mostly located here and some redevelopment of individual sites has taken place. Newgate Street contains mainly independent shops extending as far as Copper Chare. Oldgate and New Market are shorter shopping streets leading off Market Place, again containing smaller specialist shops. All the streets contain non-retail uses, such as banks, building societies and estate agents. The Back Riggs precinct and the Safeway supermarket to the north of Bridge Street are the major additions to Morpeth's shopping facilities in recent years and have resulted in a modification of the linear pattern of shopping streets.

**30.21.2** The Council has in the past endeavoured to maintain the viability of the commercial activity which gives Morpeth town centre so much of its character and has encouraged new provision where appropriate. It has been the Council's aim to maintain and improve the prosperity and efficiency of retail and other town centre businesses through a consolidation of existing shopping and commercial activity within and adjacent to the present shopping centre.

### **FUTURE SHOPPING PROVISION**

**30.22.1** Calculations were carried out in 1978 to give an indication of possible future shopping floorspace requirements by 1991. These indicated that Morpeth town centre needed new shopping developments up to 1,500 square metres of net floorspace by 1991. This assumed that the total population of Morpeth grew fairly modestly.

**30.22.2** It was accepted at that time, however, that the forecasting of future shopping needs is very difficult to undertake with accuracy. Policies for growth should not be unduly restrictive in nature, but should take into account the entrepreneurial nature of commercial retailing. They should not inhibit enterprise which through renewal or conversion of existing properties or redevelopment may seek to maximise the potential of an existing site. In 1985 a recalculation of floorspace needs was undertaken based on trends from 1976 to 1983 and it was decided on this basis to allow for the provision between 1981 and 1991 of up to 3,720 square metres of net floorspace, of which the Safeway supermarket at Stanley Terrace has taken up 2,050 square metres.

**30.22.3** In 1995 the Council commissioned a town centre retail study, undertaken by W A Fairhurst and Partners. This work built on a previous study carried out by the firm for Morpeth Town Council, to provide a detailed and comprehensive analysis of current shopping patterns in and around Morpeth and an accurate context for assessing the potential for new retail development. This is further supported by the MILTS study<sup>x</sup>. The combined findings of the studies include:-

- Overall Morpeth remains a relatively vibrant town centre which is attractive to shoppers, with Bridge Street and Market Place forming the prime shopping area. It is, however, poorly represented by multiple retailers, especially when compared to those towns with which it is in greatest competition, Ashington and Blyth.
- A particular problem is the conflict of traffic and pedestrians and concerns relate to both road safety and the environment.

- The town centre demonstrates poor recent retail performance, but rental levels and yields remain relatively strong and are supported by a low vacancy rate, showing a strong level of demand for units.
- For Comparison goods, support is justified for additional new floorspace of up to 3,000 square metres (for Multiples and Larger Independents) by 2006.
- For Bulky Goods, up to 1500 square metres of new floorspace can be justified at Low Stanners.
- The Council has noted that proposals for new floorspace at Low Stanners generally accord with the level of additional floorspace the town should be aiming to support, but is concerned that there may be some impact upon the existing town centre. Although the Consultants consider the decline in trade suffered by existing retailers will be mitigated to some extent by the increase in the available expenditure in the area, the Council remains concerned about the potential impact on existing businesses. It will, therefore, give first priority to the redevelopment of the Back Riggs opportunity area before considering proposals for new retail development at Low Stanners.

**30.22.4** The principal shopping objectives of the Plan for Morpeth are summarised as follows:-

- To increase the potential of the Back Riggs area for commercial development opportunities and make this the Council's first priority in terms of commercial development in the town centre
- To maintain and enhance the visual attractiveness of the main shopping streets and conservation area generally, through control of shop front design and advertisements, the maintenance and repair of buildings and the improvement of street furniture and signs.
- To rationalise, relocate and revitalise the town market.
- To retain ground floor shopping uses within the main shopping area of the town centre.

**POLICY MS1**

**IN ACCORDANCE WITH POLICY S1 LAND IN THE BACK RIGGS AREA, AS DEFINED ON THE PROPOSALS MAP INSET NO. 22, IS IDENTIFIED AS A "RETAIL OPPORTUNITY AREA". PROPOSALS FOR DEVELOPMENT WILL TAKE ACCOUNT OF THE NEED TO RELOCATE EXISTING USES AND THE SAFEGUARDING OF REAR SERVICE ACCESS TO EXISTING PROPERTIES.**

**30.23.1** A retail study of Morpeth Town Centre undertaken by consultants on 1995, identifies the potential for new commercial development in both the convenience and comparison goods sections. It is the Council's view, however, that the Back Riggs area of the town centre is not functioning to the best effect commercially. As a first priority there is a need to provide an opportunity in the heart of the town centre for a development attractive to national multiple retailers in the comparison goods sector.

**30.23.2** The existing uses in the Back Riggs area, car parking and bus station, do not utilise to the best advantage its commercial potential. The bus station does require a good central location giving easy access to commercial, leisure and community facilities for public transport users and an alternative siting would need to take these factors into account. It would be the Council's intention to retain bus station facilities on the existing site or, at least, very close to this location.

**30.23.3** As part of the Back Riggs opportunity site, the Council is also keen to provide a balance of uses and there is interest in securing some redevelopment for residential purposes, including affordable housing, provided that the overall scheme still allows for the provision of the required levels of commercial development to help sustain the town centre. Accordingly, 30 units have

been allocated under policy MH1 for this site. The Council will work with Morpeth Pride and all landowners, interested parties and the public to secure the appropriate redevelopment of this site.

**EXTENT AND CHARACTER OF THE TOWN CENTRE SHOPPING CENTRE AND PRIMARY SHOPPING AREAS**

***POLICY MS2***

**PROPOSALS WITHIN RETAIL USE CLASSES A1, A2 AND A3, WILL NOT BE GRANTED OUTSIDE THE TOWN CENTRE SHOPPING AREA WHICH IS DEFINED AS ENDING AT THE FOLLOWING LOCATIONS AND AS SHOWN ON THE PROPOSALS MAP INSET No. 22:-**

<b>BRIDGE STREET</b>	<b>Nos. 50 AND 71;</b>
<b>NEWGATE STREET</b>	<b>Nos. 69 AND 78;</b>
<b>NEWMARKET</b>	<b>No. 11;</b>
<b>OLDGATE</b>	<b>Nos. 17 AND 18;</b>
<b>MANCHESTER STREET</b>	<b>Nos. 16 AND 19.</b>

**PROPOSALS FOR LOCAL NEEDS SHOPS IN OUTLYING RESIDENTIAL AREAS WILL BE ASSESSED ON THEIR MERITS.**

***POLICY MS3***

**WITHIN THE PRIMARY SHOPPING AREA THE COUNCIL WILL NOT PERMIT THE CHANGE OF USE OF EXISTING GROUND FLOOR USE CLASS A1 SHOPPING UNITS TO ANY OTHER USE. THE PRIMARY SHOPPING AREA IS SHOWN ON PROPOSALS INSET MAP No. 22 AND DEFINED AS FOLLOWS:-**

- i) THE SOUTHERN PART OF NEWGATE STREET (Nos. 1-23 AND 2-24);**
- ii) THE MAJOR PART OF BRIDGE STREET (Nos. 1-43 AND 2-40);**
- iii) THE MARKET PLACE;**
- iv) NEW MARKET No. 1.**

**WHEN THE PROPORTION OF NON - A1 FRONTAGE EXCEEDS 35% OF THE TOTAL FRONTAGE IN THE PRIMARY SHOPPING AREA, THE COUNCIL WILL ONLY PERMIT A CHANGE OF USE TO USE CLASS A1, RETAIL.**

**30.24.1** Within the town centre there is a definable boundary between mainly commercial frontages and mainly residential frontages without any significant intervening areas of mixed use. This boundary takes in properties which have frontages onto Bridge street, Market Place, Newgate Street up to Copper Chare, Oldgate, and New Market. The main shopping frontages are supplemented by two additional areas - Back Riggs and the Safeway supermarket which lie to the north and east of the main Bridge Street/Newgate Street shopping axis. These also form part of the commercial area which now include the recent development south of Bridge Street.

**30.24.2** Over a number of years a variety of non-retail uses have become established in the main shopping streets. The Council is particularly concerned that, should this trend continue, it will have a significant adverse effect on the character and economic viability of the primary shopping streets in the heart of the town's commercial centre. Uses such as offices, financial and professional services and hot food outlets tend to interrupt the retail continuity of the street with a consequent loss of commercial vitality and attractiveness. It is generally accepted that when non-A1 shopping uses within a town centre shopping area reach 35% of the total retail frontage, that this is a critical level at which the overall commercial viability of the centre begins to diminish rapidly. The Council has successfully implemented a similar policy since its inclusion in the Morpeth Town Centre Local Plan. (URPI, 1979 - Service Outlets in Shopping Centres : Report of an URPI Workshop.)

**30.24.3** The Council is concerned that the shopping frontages to traditional retail streets and the continued expansion of shopping uses into predominantly residential areas of the town in an ad-

hoc manner would weaken the compact character of the shopping centre and be detrimental to existing residential amenity.

**MANCHESTER STREET AND DACRE STREET.**

**POLICY MS4**

**IN THE MANCHESTER AND DACRE STREET POLICY AREA AS DEFINED ON THE PROPOSALS MAP INSET No. 22 THE COUNCIL WILL NOT PERMIT THE CHANGE OF USE OF EXISTING RESIDENTIAL UNITS THAT WOULD RESULT IN A MATERIAL CHANGE TO THE EXTERNAL APPEARANCE OF PROPERTIES.**

**30.25.1** In the Manchester Street Policy Area, policy S5. of the Morpeth Town Centre Local Plan has operated successfully to prevent inappropriate change of use occurring to the detriment of the built fabric of buildings and the visual amenity of the street. The Council considers this particular part of the town centre to be a primarily residential street which has been under pressure for change and is concerned that any such change should not further diminish its remaining residential character. There have also been pressures over a period of time for the conversion of premises in Dacre Street to non-residential uses. Dacre Street comprises terraces of attractive dwellings in a boulevard setting which the Council proposes to include in an extended Morpeth Conservation Area.

**MIXED DEVELOPMENT SITE, LOW STANNERS**

**POLICY MMD1**

**2.28 HECTARES OF LAND IS ALLOCATED AT LOW STANNERS FOR COMPREHENSIVE REDEVELOPMENT TO PROVIDE COMMERCIAL, RESIDENTIAL, OFFICES, TOURISM DEVELOPMENT AND PARKING USES AS SHOWN ON THE PROPOSALS MAP INSET No. 22. THE COUNCIL WILL REQUIRE THE REDEVELOPMENT SCHEME TO INCLUDE ALL THE FOLLOWING :-**

- i) A BUILT FORM OF DEVELOPMENT THAT COMPLEMENTS, RATHER THAN DEMOTES THE OPEN NATURE OF THE SITE AND ITS RIVERSIDE SETTING;**
- ii) A ROOFSCAPE DESIGN INCORPORATING A VARIETY OF PITCHES AND HEIGHTS TO REDUCE THE VISUAL IMPACT OF THE NEW DEVELOPMENT FROM ADJACENT RESIDENTIAL AREAS;**
- iii) THE RESOLUTION OF THE ROAD ACCESS REQUIREMENTS OF EXISTING AND PROPOSED USES;**
- iv) THE UTILISATION OF THE COTTING BURN AS A LANDSCAPE FEATURE RUNNING THROUGH THE DEVELOPMENT;**
- v) THE RATIONALISATION OF ALLOTMENT PROVISION ON AND ADJACENT TO THE SITE**

**ANY PROPOSED DEVELOPMENT MUST BE SUPPORTED BY A DETAILED FLOOD RISK ASSESSMENT AND THE LAYOUT AND DESIGN OF THE SCHEME MUST, AT THE EARLIEST POSSIBLE STAGE TAKE INTO ACCOUNT DETAILED MITIGATION MEASURES REQUIRED TO ENSURE THAT THE DEVELOPMENT DOES NOT CAUSE AN UNACCEPTABLE RISK OF FLOODING.**

**A DEVELOPMENT BRIEF WILL BE PREPARED BY THE LOCAL PLANNING AUTHORITY TO GUIDE DEVELOPERS.**

**30.26.1** The Low Stanners Area was previously proposed as a mixed development site in the Deposit Local Plan, but with a significant element of convenience goods retailing and made use of Tommy's Field and Waulk Mill Field for office and other developments. The current proposals offer a mixed development site on a much reduced scale which pays greater respect to the setting of this part of Morpeth and the protection of important environmental resources yet will provide much

needed opportunities for commercial and community developments

**30.26.2** The centre of Morpeth is virtually fully developed for commercial, office, car parking and similar uses and further development opportunities are limited. Whilst the redevelopment of land at the Back Riggs/Sanderson Arcade Retail Opportunity Site is expected to take priority in providing for further retail capacity, it is also envisaged that land at Low Stanners will be required for additional development which cannot be accommodated within the Back Riggs area. This could include uses such as long-stay parking, bus lay-over space, DIY/Bulky Goods Retailing, Offices, Tourism Development, and Affordable Housing. This reflects the recommendation of the Local Plan Inquiry Inspector to reduce the scale of development at Low Stanners and concentrate town-centre uses (particularly retailing) within sites (such as Back Riggs) that are closer to the existing town centre.

**30.26.3** The Council considers that such uses should still mostly be located in close proximity to the centre of the town in order to support the existing commercial area. The Low Stanners area is considered to be suitable for this purpose as it is located within easy walking distance of the existing town centre and the main shopping streets of Bridge Street, Market Place and Newgate Street. It is considered that this scale and type of new development at Low Stanners would not adversely affect the commercial viability of the existing centre but would complement existing services.

**30.26.4** The revised allocation at Low Stanners is on a much reduced scale than that previously proposed. The site boundaries have been re-drawn to exclude Low Stanners Green and adjoining areas, whilst protecting the existing river-frontage. Any development proposals would be used to enhance the land adjacent to the river frontage. The Council recognises that Waulk Mill Field and the Tommy's Fields allotments are traditionally an open area with a long established horticultural use and that the network of footpaths through the area and along the riverside are a well used informal recreational facility. However, it also sees the need to create appropriate development opportunities within and adjacent to the existing town centre. In this respect and in agreement with the findings of the MILTS Study, a boundary for the Low Stanners Site has been drawn which does include part of Tommy's Field. However, the reduced scale of development allows for the creation of new allotment plots on the Northern part of the land attached to the Retreat. This shall be made available before any loss of the current allotment gardens occurs. Details of the development brief will ensure that this commitment is maintained and that the interests of allotment holders are safeguarded.

**30.26.5** By encouraging a comprehensive scheme for the Low Stanners, there is significant potential to create an attractive and high quality development which complements the priority redevelopment of the Back Riggs Retail Opportunity Area and pays due respect to its setting. The opportunities that exist to open up the riverside in this part of the town and maximise its recreational and landscape potential must also be taken. This avoids the piecemeal approach to the redevelopment of individual parts of the site as they become available which is likely to greatly reduce the benefits to the Town.

**30.26.6** The Low Stanners area is known to be at a significant risk of flooding, however the development site is not shown to be at risk in totality. PPG25 recommends that Local Planning Authorities should take a pragmatic and flexible approach to development in previously developed areas and although flood risk on this site is a significant issue it is recognised that the principle of development could be achieved in some part. It is essential that developers have early discussion with the Environment Agency and Emergency Services so that flood mitigation measures can be incorporated into initial design proposals. It is proposed to prepare a development brief for this site and the inclusion a flood risk assessment within the brief is essential.

## TRANSPORTATION

### **EXISTING SITUATION**

**30.27.1** Morpeth is reasonably well served by road and rail links and is an important centre for bus transport. The town is a popular commuting area to Tyneside and has high car ownership compared to other parts of Southeast Northumberland (See para 8.7.1).

**30.27.2** A comprehensive traffic study involving roadside interviews and traffic counts was carried out by the County Council in May 1990, to establish the pattern of traffic movements within the area. The information obtained was used to assist in a review of the need for, and the timing of, major highway proposals in the Morpeth area and to assist in identifying the traffic implications of a range of development options for the town. The surveys and associated traffic counts were undertaken in April and May 1990 over a 12 hour period. Traffic forecasting computer evaluation was also undertaken early in 1996 to predict traffic flows on both the proposed highway and on existing streets, arising from the assessment of alternative development options. In the MILTS Study (January 2001) traffic in the town centre streets was again assessed using computer traffic modelling techniques, assisting the consultants in preparing their recommendations.

**30.27.3** The layout of the town is such that Telford Bridge forms a focus for the majority of traffic. Traffic volumes are also high on roads either side of the bridge providing access to the town centre, shopping and commercial uses, routes for through traffic and routes for town commuter traffic heading for Tyne and Wear and other employment centres. The 1990, 1996 and 2000 surveys suggest that: -

- Whilst the town was bypassed several years ago, there continues to be a significant volume of traffic passing through the town in different directions each day. The main movements are between the A1/A697 and the A197 and A196 routes to Ashington and Southeast Northumberland. Other significant movements through the town include traffic between the A1/A697 north of Morpeth and A192 to Bedlington, Blyth and Cramlington.. In addition there are significant volumes of traffic coming into the town from the south heading for the A196 and A197 routes to Ashington and to the B1337 to Widdrington Station, Hadston and Amble.
- Much of the traffic generated has either its origin, destination or both within the town – ie. Local, short trip traffic movements.
- There is a significant volume of commuting traffic both out of the town to Tyne and Wear and into the town from Southeast Northumberland.
- Other significant attractors and generators of traffic within the town include the Coopies Lane Industrial Estate where over 70% of traffic to this area originates from outside of the town, County Hall where the dominant traffic direction is from the south, the town centre and St. George's Hospital.
- There is pedestrian/vehicular conflict and environmental nuisance in Morpeth town centre exacerbated by through traffic on the A192 and on the A196 and A197 roads to and from the A1 Bypass and by traffic, including that generated in the town, needing to go through the centre in order to reach destinations north and south. In addition there is severe congestion on Telford Bridge and approaches, including the Mafeking Park roundabout, at peak periods on busy summer weekends and Market Days.

**30.27.4** National traffic forecasts (central growth) suggest that traffic volumes will increase by 15% between 1998 and 2006 and 33% from 1998 to 2016 (National Road Traffic Forecasts 1997). The results of the traffic studies have shown that if no improvements are made to the existing road network many roads and junctions would become more congested with increased delays evident at Mafeking Park roundabout, Castle Square, Telford Bridge, town centre shopping streets and other junctions in the town. However, provision of the additional road capacity can have environmentally damaging effects and if the town's road network is to function effectively without the additional provision, then it

will be necessary to introduce traffic management measures to control the use of vehicles within and around the town centre. The A1 bypass removes a large proportion of through traffic from the town but, in view of its location, has a limited ability to remove further traffic from town centre streets.

**30.27.5** The County Council's traffic model has been used to evaluate a variety of schemes which have been put forward as solutions to Morpeth's traffic problems. Construction, environmental, social and energy conservation costs and benefits have been appraised and the schemes with the greatest overall benefit to the town and its hinterland are included in the Local Plan.

### **THE TOWN CENTRE**

**30.28.1** Town centre streets have in the past coped adequately with the function of moving vehicular traffic from place to place. This has been at the expense of the local environment for pedestrians and users of buildings adjoining heavily trafficked streets. The servicing of shops, offices and businesses along these streets has also been affected. Recently there have been increasing instances of overloading of the road system and car parking facilities, particularly during summer market days when the volumes of traffic entering the town centre can be up to 100% greater than those experienced during the rest of the year.

**30.28.2** The main shopping streets are also the principal traffic routes through the town and there is considerable pedestrian/vehicle conflict as a result. At times of peak usage, delays to both pedestrians and vehicles indicate excessive flows of traffic along shopping streets used by large numbers of pedestrians. Existing levels of traffic, together with the resultant noise and fumes contribute to making the environment of the shopping streets less acceptable and reduces the attractiveness of Morpeth as a shopping centre. Vibration may also affect the stability and life expectancy of older buildings on the main streets.

### **CAR PARKING**

**30.29.1** The Council considers that it is important to provide sufficient car parking for the proper functioning of the town centre, particularly to assist in maintaining and improving the economic viability of its commercial activities. The provision of car parking has to be balanced against other land use needs and the maintenance of the townscape character of the central area. Demand for car parking varies significantly at different times of the day, day of the week, (Wednesday is Market Day), and season of the year. It would be unrealistic to provide for the highest demand, which occurs only a few times a year, by means of very large public car parks which would not be in keeping with the town's outstanding character. This is a view shared by the County Council, however careful management of existing and proposed car parks could cater efficiently for the variety of parking uses that need to be made of them. The Safeway and Lidl supermarket car parks operates successfully on a shared basis in that the car park, owned by the companies are managed by the Council, providing both public and customer car parking throughout the day and after normal shopping hours. It is anticipated that future major car parks in the town centre will be operated on a similar basis, associated with development at Back Riggs and at Low Stanners.

**30.29.2** The town centre car parks have also been used for overnight lorry parking and this has proved disruptive to the amenity of residents. The Council, in drawing up a strategy for the development and encouragement of car parks in the town centre, will introduce measures to control or prohibit their use by heavy goods vehicles.

### **SERVICING**

**30.30.1** On-street servicing of commercial premises is a contributory factor to congestion and pedestrian and vehicular conflict in the main shopping streets. This has been resolved for most of the northern side of Bridge Street and the eastern side of Newgate Street through the construction of rear service and access roads as part of the Back Riggs shopping area. Access to provide rear servicing to properties on the southern side of Bridge Street is available.

**TRAFFIC CALMING AND ENVIRONMENTAL IMPROVEMENTS**

**30.31.1** Morpeth is an historic market town and its main shopping streets are also part of the primary road network. In the past this has not given rise to any significant problems but, with the rapid increase in traffic volumes over the past 30 years and anticipated further growth, there is now an urgent need to reduce the impact of traffic on the town centre. Coupled with this, there is a growing consensus that the quality of the environment and the attractiveness of town centres are important factors in promoting commerce, tourism and the quality of life for local residents. The traffic flow requirements of the existing highway network are such that pedestrianisation of the main shopping streets is not at present a viable option, if indeed an appropriate undertaking. The Council, however, is of the view that significant improvements can be made through a reduction in the width of the carriageway, thereby providing additional space for pedestrian circulation and recreation and for the use and parking of cycles. The study undertaken for the Council by consultants Reavell and Cahill (Morpeth Conservation Area proposals for visual improvements), provides an illustrative example of how a scheme could be implemented. Such measures would complement other policies in the Plan designed to improve the quality of the environment of the town centre.

**PUBLIC TRANSPORT**

**30.32.1** The bus station at Back Riggs has been in operation since January 1980 and provides facilities for the major operators and other independent services. Bus routes are centred upon Manchester Street and Wellway for services from the north, and Stanley Terrace and Damside or Dark Lane for services from the south and east respectively. Only the local town services use Bridge Street, Newgate Street and Oldgate. Alterations to the highway network proposed in the Local Plan may result in increased travel distances and times and could have a slight effect on operating costs. The current re-evaluation of the Back Riggs area's potential for commercial development opportunities may have a significant impact on bus services and operating costs should relocation of the bus station be proposed.

**ALLERY BANKS DISTRIBUTOR ROAD**

**30.33.1** In the course of the preparation of this local Plan, there have been proposals for a new road which was to provide a bypass to the town centre and open up the Parish Haugh area for housing. After the Public Local Inquiry into the Local Plan, the Inspector recommended that the proposal be removed from the plan and this action was subsequently agreed by the consultants Halcrow Fox in their Morpeth Integrated Land Use and Transport Study (2001). It is therefore confirmed that this scheme no longer forms a part of this Local Plan.

**STOBHILL-LOANSDEAN LINK ROAD**

**30.34.1** Since 1963, there have been proposals for a new road to link between Stobhill and Loansdean, which would have improved movement around Morpeth and reduced the pressure on Mafeking Park Roundabout and roads leading to this. After objections to the proposal and the Public Local Inquiry into the Local Plan, the Inspector recommended that the proposal be removed from the plan and this action was subsequently agreed by the consultants Halcrow Fox in their Morpeth Integrated Land Use and Transport Study (2001). It is therefore confirmed that this scheme no longer forms a part of this Local Plan.

**A1 / SOUTH EAST NORTHUMBERLAND LINK ROAD****POLICY MT1**

**IN ACCORDANCE WITH POLICY T1, THE COUNCIL SUPPORTS THE COUNTY COUNCIL IN THE PROVISION OF THE A1/SOUTH EAST NORTHUMBERLAND LINK ROAD. THE LINE OF THE ROAD, AS SHOWN ON THE PROPOSALS MAP INSET No. 21, WILL BE PROTECTED FROM DEVELOPMENT. MEASURES WILL BE UNDERTAKEN TO REDUCE THE IMPACT OF THE ROAD ON THE LANDSCAPE AND ON NEARBY PROPERTIES THROUGH DESIGN DETAILING, LANDSCAPING AND SCREEN PLANTING.**

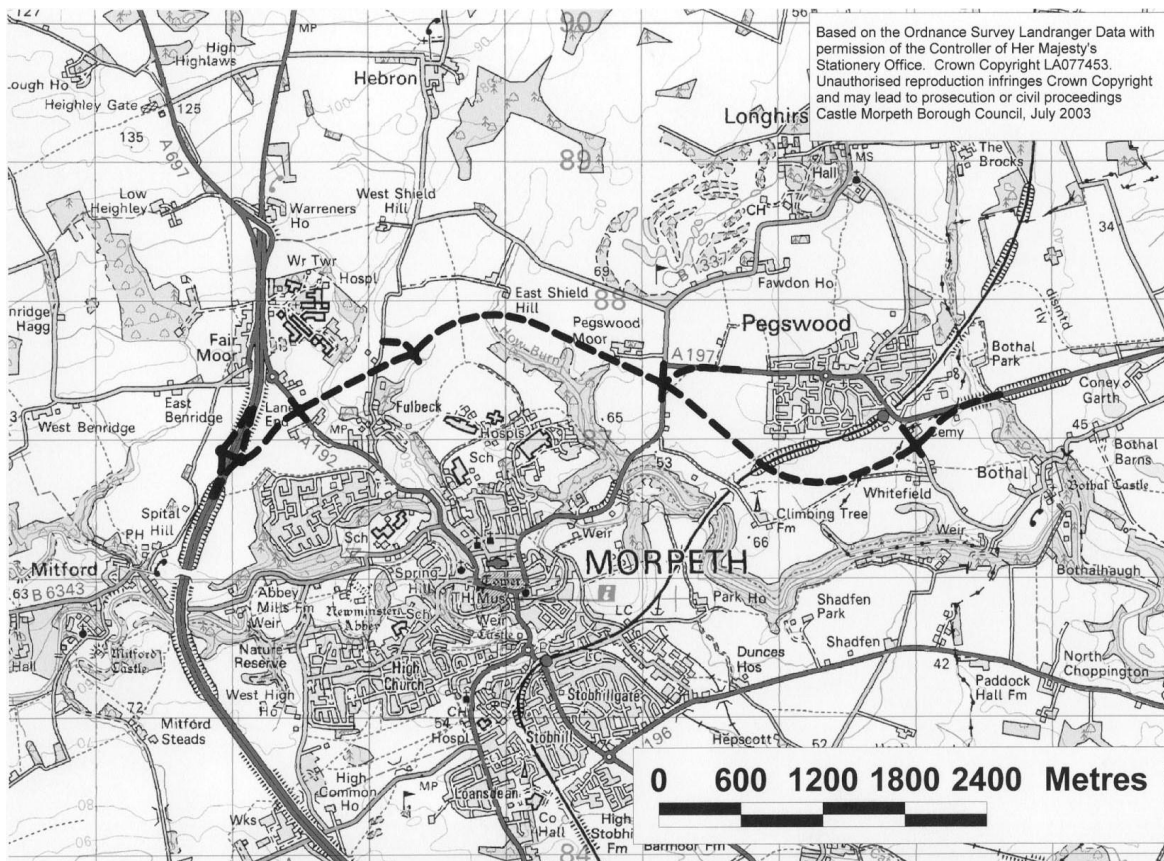


**30.35.1** The A1/South East Northumberland Link Road is a strategic highways proposal which, combined with the proposed Pegswood Bypass, would provide a direct link between the A1 and the Ashington Area. The road would also be of significant benefit to Morpeth and its environs. By providing direct and easy access to the A1 Morpeth Bypass, it would alleviate traffic congestion in the town centre generated from existing and proposed residential development to the north of the town. It also significantly enhances the accessibility and attractiveness of the proposed Northgate Business Park and the special employment site identified at Fairmoor.

**30.35.2** The A1/South East Northumberland Link Road replaces the Morpeth Northern Link Road proposed in the Deposit Version (April 1994) of the Plan. It is considered to have major benefits over the Morpeth Northern Link Road in that it:-

- performs an important strategic function as well as an improved local access and distribution function;
- provides a new direct all-direction access to the A1 Morpeth Bypass for traffic generated in the north of the town;
- enables a reassessment to be made, when it is built, of the existing A192/A697/A1 junction at Fairmoor;
- avoids physical and environmental damage to both Cotting Wood and Howburn Wood, sites of nature conservation importance and locally significant woodland valleys.
- forms part of the integrated land use and transportation network to serve the town well into the 21st century.

FIG. 30.1 - A1/SOUTH EAST NORTHUMBERLAND LINK ROAD



**MINOR ROAD IMPROVEMENTS****POLICY MT2**

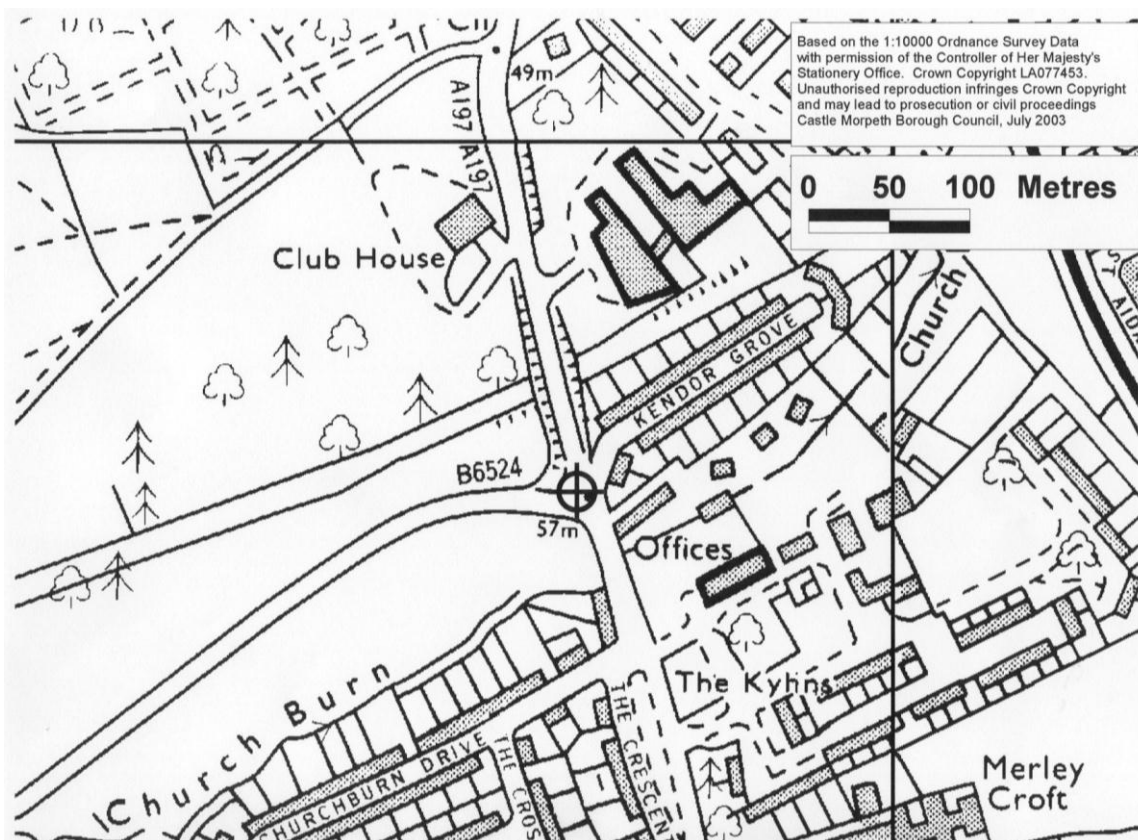
IN ACCORDANCE WITH POLICY T2, THE COUNCIL SUPPORTS NORTHUMBERLAND COUNTY COUNCIL IN THE PROVISION OF THE FOLLOWING MINOR ROAD IMPROVEMENTS IN MORPETH AS SHOWN ON THE PROPOSALS MAP INSET NOS. 21 & 22:-

- i) A197/B6524 JUNCTION, MORPETH.
- ii) CARLISLE LEA AND COOPIES LANE/A192 JUNCTIONS.
- iii) A197/B1337 JUNCTION, PEGSWOOD.
- iv) ST. GEORGE'S ACCESS ROAD.
- v) B6343 MITFORD ROAD, DOGGER BANK.

**A197/B6524 Junction, Morpeth**

**30.36.1** Delays to turning traffic are evident at peak periods at this junction although during the last three years there have been no personal injury accidents recorded. In 1987 a carriageway marking scheme was introduced on the A197 which incorporated modest provision for right turning traffic. A small roundabout would ease movements from the B6524 and Kendor Grove and could be constructed with minimal land take on the southwest corner. Proposals for a roundabout at the A197/B6524 junction should be protected.

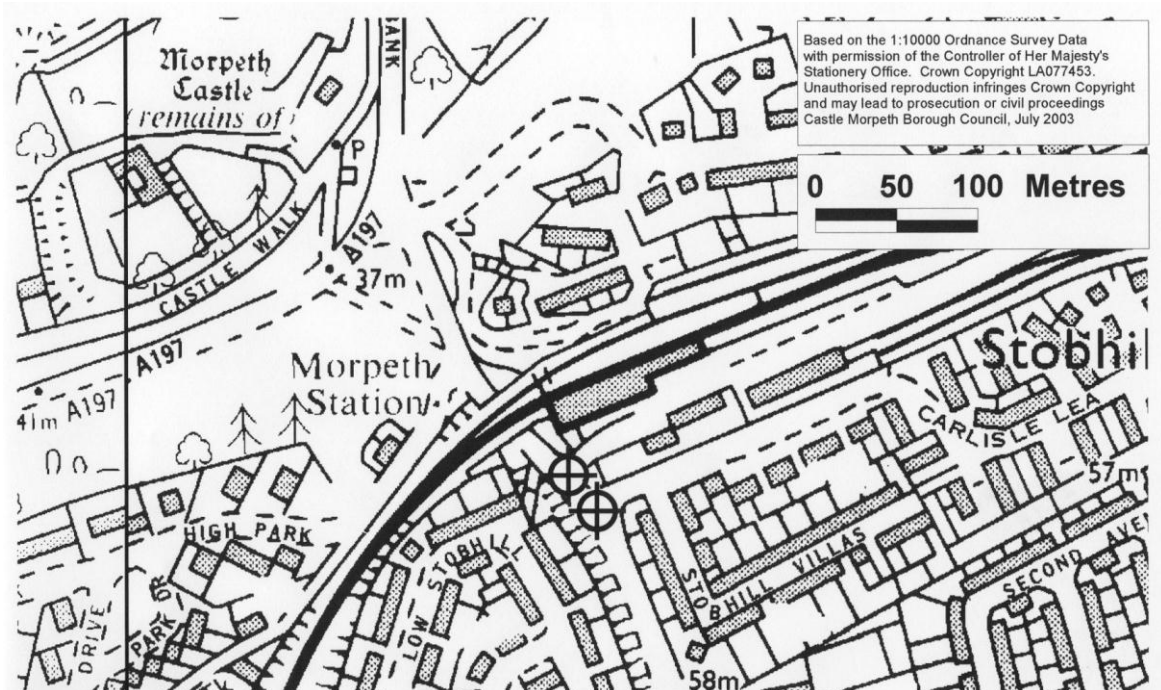
FIG. 30.2 - A197/B6524 JUNCTION MORPETH ILLUSTRATIVE DIAGRAM



Carlisle Lea and Coopies Lane/A192 Junctions

**30.36.2** The A192 runs down a bank and under the railway as it enters Morpeth. There are two junctions on the east side of the road within 50 metres of each other on the steep section of the bank, immediately south of the railway bridge. The bridge itself obscures sight lines both for traffic travelling south on the A192 and traffic emerging from Coopies Lane. Traffic flows on both Coopies Lane and Carlisle Lea have increased significantly in recent years and the present situation is far from satisfactory with lengthy delays to traffic on the side roads at peak hours. Traffic management measures were considered when permission was granted for the residential development of the former Auction Mart, off Carlisle Lea, but to date no improvements have been made.

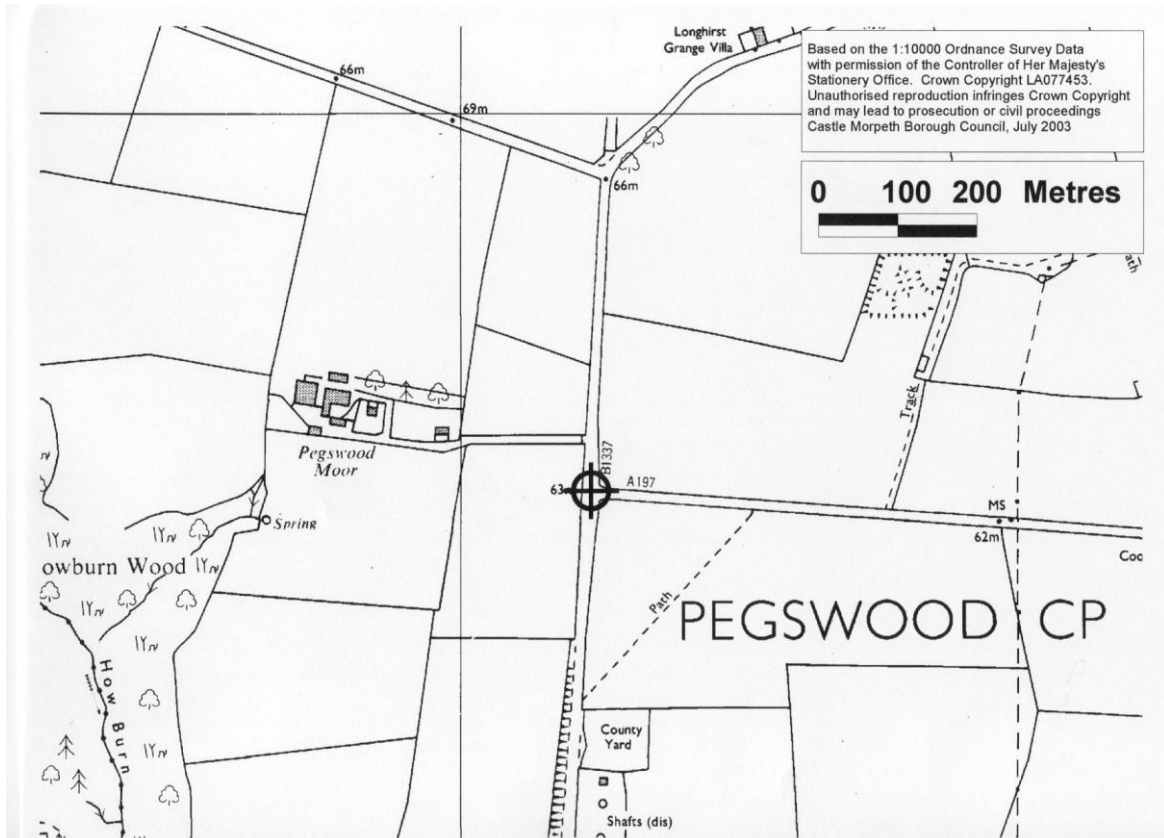
FIG. 30.3 - CARLISLE LEA AND COOPIES LANE/A192 JUNCTIONS MORPETH  
ILLUSTRATIVE DIAGRAM



A197/B1337 Junction, Pegswood

**30.36.3** The present arrangement at this junction requires the majority of traffic to make a turning manoeuvre and accidents are associated with turning traffic. Road markings and signing have been improved and have had a effect on the accident record. A localised widening of the carriageway at the junction to provide right turning facilities would improve both safety and the flow of traffic through the junction.

FIG. 30.4 - A197/B1337 JUNCTION, PEGSWOOD ILLUSTRATIVE DIAGRAM

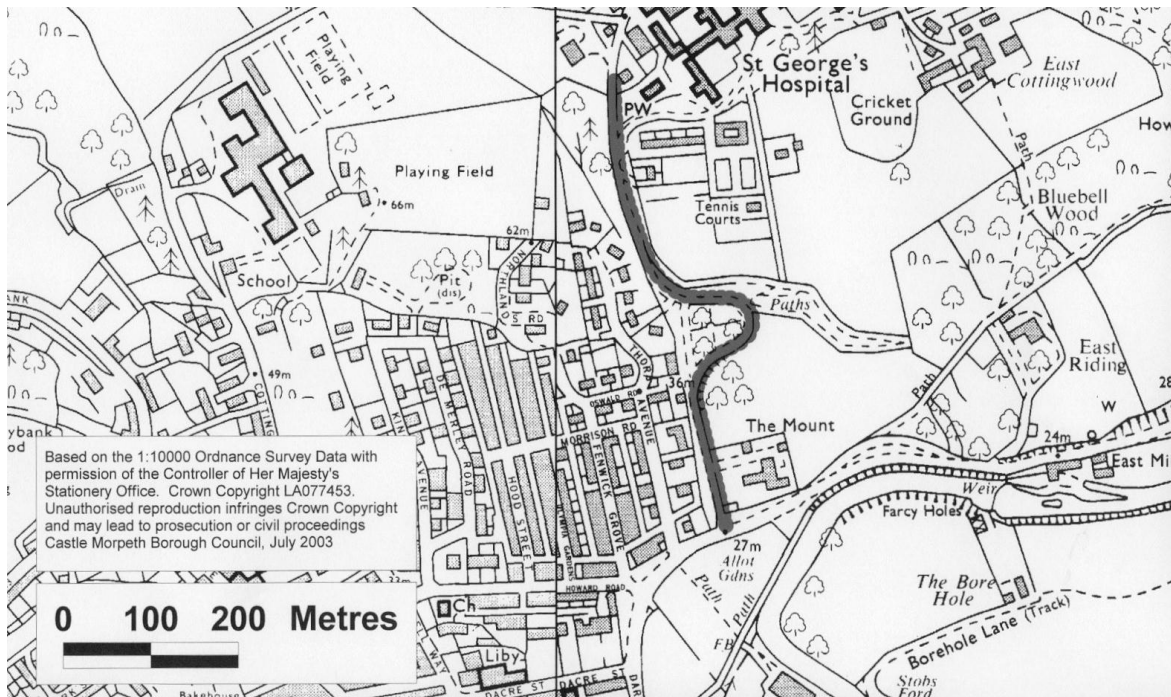
St. George's Access Road

**30.36.4** The existing access road to St. George's Hospital from the A197 Pegswood Road will require improvement so that it can satisfactorily accommodate the levels of traffic likely to be generated by the redevelopment of the hospital complex. The revised highways strategy for Morpeth has enabled the road's function to be downgraded from a distributor road to an access road, providing a local link between the proposed development sites, the town centre and other parts of town.

**30.36.5** The junction with the A197, adjacent to The Mount, would benefit from improved sight-lines and there may also be scope for a ghost island/right hand turning lane. The sharp bends on the road up from the junction require improvement, probably by selective widening, without having a significant impact on the existing land form and tree cover.

**30.36.6** At the northern edge of the development site an access will be required in the form of a junction with the A1/South East Northumberland Link Road. Within the site a development road will provide access on the proposed highway network without the road being built to the standard required for major distributor road.

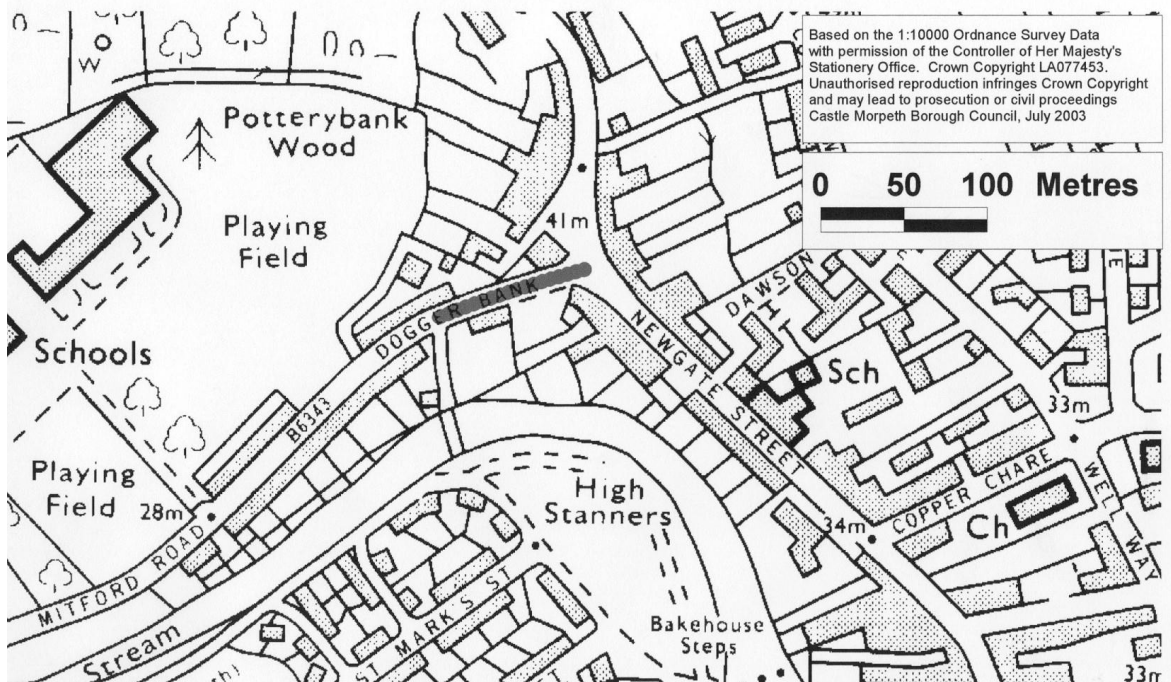
FIG. 30.5 - ST. GEORGE'S ACCESS ROAD ILLUSTRATIVE DIAGRAM.



B6343 Mitford Road, Dogger Bank

**30.36.7** The hill down from the A192 on the B6343, Mitford Road, known as Dogger Bank has been identified by the Council as having inadequate footpath and carriageway width to accommodate vehicular and pedestrian traffic travelling to and from Newminster and Chantry Middle Schools in addition to other traffic using the road. The Council has, for several years, included it as a high priority local highway improvement scheme in its annual submission to the Northumberland County Councils Highways Authority.

FIG. 30.6 - B6343 MITFORD ROAD, DOGGER ILLUSTRATIVE DIAGRAM



Cottingwood Lane

**30.36.8** Cottingwood Lane is a narrow residential street which also provides access to the King Edward VI High School and thence to the St. George's Hospital complex. Traffic calming measures have, in recent years, reduced traffic speeds and improved pedestrian safety but pedestrian/vehicle conflict and the volume of traffic using the Lane remain issues of concern. The development of the St. George's Hospital Complex will include the provision of an access to the proposed A1/South East Northumberland Link Road. When this road is linked to the top of Cottingwood Lane an alternative access to the school will be provided. Cottingwood Lane can then be stopped up and made a residential cul-de-sac, preventing vehicular traffic from accessing the school via the Lane. This road link will not, however be fully complete before 2006 and, accordingly, specific proposals for Cottingwood Lane can not yet be included in this policy. In the interim, measures to reduce the use of Cottingwood Lane are being explored with the relevant parties.

**TRAFFIC MANAGEMENT****POLICY MT3**

**IN ACCORDANCE WITH POLICY T3, THE FOLLOWING SCHEMES FOR THE PROVISION OF TRAFFIC MANAGEMENT, TRAFFIC CALMING AND ROAD SAFETY ARE PROPOSED:-**

- i. **MARKET PLACE AND BRIDGE STREET;**
- ii. **A192 CASTLE BANK TO SHIELDS ROAD ROUNDABOUT**

**30.37.1** The Council investigated alternative means of improving the attractiveness of the town centre shopping streets in the Morpeth Town Centre Local Plan. The possibility of introducing a one-way system was rejected as it did not create any significant benefits in the main streets and also increased traffic flows on other parts of the town centre road network. Benefits would arise through the removal of non-essential traffic from the central area by means of improvements to the highway network around the town. In conjunction with these proposals for new roads the Council will investigate schemes for the management of traffic in the main shopping streets, to reduce traffic volumes and vehicle speeds in order to improve conditions for pedestrians and cyclists, together with the limiting of access to Bridge Street and Market Place. This would remove non-essential traffic from the town centre thus making it a more pleasant place to shop. Special attention will need to be given to the rationalisation of traffic flows in the Market Place, especially in the vicinity of the Hollon Fountain. Service vehicles and those wishing to reach the New Market car park would retain their right to use the streets. In Bridge Street reduced traffic volumes would facilitate the widening of pavements to improve conditions for pedestrians. Some on-street parking might also be possible. A significant advantage of this scheme over full pedestrianisation is that it could be implemented without requiring improvements to the strategic road network that would otherwise be needed to remove diverted traffic from other town centre streets.

**30.37.2** A further benefit of obtaining the removal of non-essential traffic from town centre streets is that there will be opportunities to provide improved public transport facilities and to encourage alternative forms of transport, thereby giving further opportunities to deterring private car usage, particularly for short trips.

**CAR PARKING****POLICY MT4**

**IN ACCORDANCE WITH POLICY T3, REDEVELOPMENT SCHEMES IN THE TOWN CENTRE WILL ONLY BE PERMITTED IF THERE WOULD BE NO LOSS IN THE OVERALL PROVISION OF SHORT TERM CAR PARKING SPACES.**

**30.38.1** The Council recognises the Government's desire to reduce the reliance on the private car, but is also aware that the loss of short term car parking spaces can conflict with policies aimed at promoting the vitality of the town centre. As a result, it recognises the needs to ensure the provision of adequate publicly controlled and managed car parks in and close to the town centre. In historic



town centres it is often difficult to provide car parking without significant detriment to the built fabric. Furthermore, town centre land values often preclude the public acquisition of land for car parking purposes and existing car parks may come under pressure for development. In developing its strategy the Council will take into account:-

- the existing supply of car parking and its management;
- future loss of existing car parks due to development;
- provision of new sites in conjunction with redevelopment schemes; particularly at the Back Riggs Area (Policy MS1) and Low Stanners (Policy MMD1). A major car parking facility will be investigated;
- the needs of existing residential properties where car parking facilities are not available and residents' cars are often parked in busy streets. Policy ENV13. of the Morpeth Town Centre Local Plan proposed a reorganisation of car parking facilities at Bullers Green, together with environmental improvements. These have yet to be undertaken and will be reassessed as part of the proposed strategy;
- the need to resolve the issue of heavy goods and commercial vehicles parking in town centre car parks overnight;
- the investigation of the potential for a decked car park at an appropriate location within the town centre;
- the investigation of the provision of a park and ride facility on market days and other peak periods.

## RECREATION AND LEISURE

### **INFORMAL COUNTRY PARK**

#### **POLICY MR1**

**IN CONSULTATION WITH LANDOWNERS, THE COUNCIL WILL MAINTAIN AND DEVELOP THE WANSBECK VALLEY AND RIVER AS A HIGH AMENITY RESOURCE AND AS AN INFORMAL COUNTRY PARK, AS SHOWN ON THE PROPOSALS INSET MAP No. 21, FOR THE RECREATIONAL NEEDS OF LOCAL PEOPLE, AS COUNCIL RESOURCES PERMIT. A PROGRAMME OF FOOTPATH MAINTENANCE AND ENHANCEMENT WILL BE PREPARED, TOGETHER WITH INFORMATION BOARDS AND LEAFLETS TO SHOW THE EXTENT AND LIMITS TO AREAS OF PUBLIC ACCESS.**

**30.39.1** The area west of Morpeth in the Wansbeck Valley has been designated as an Area of Great Landscape Value for many years and has considerable recreational potential. (See Northumberland County Development Plan (1962): Amendment Number 12, Town Map No. 5.) An extensive network of footpaths runs through the area including attractive riverside walks set in mature woodland. Much of the woodland is of considerable importance for nature conservation.

**30.39.2** The proposal to designate the area as an Informal Country Park was originally included in the Morpeth Informal District Plan (1978). Works have been undertaken to enhance the recreational facilities in the area through footpath, bridge and stile construction, the creation of a picnic site and car park, and the provision of signs, waymarks and interpretative material. Future works envisaged include the provision of a cross river link between Scotch Gill and Borough Woods, the creation of public access to Newminster Abbey, and further locally indigenous tree planting. The provision of appropriate facilities for cycling within the Country Park is to be investigated.

**30.39.3** There is a significant amount of privately owned land within the designated area, over which there are no rights of public access. These areas of privately owned land are included so as to better protect and enhance the whole designated area and properly manage and improve the informal recreational potential of the area.

**30.39.4** It is important to balance the often conflicting needs of nature conservation and recreation, this will be achieved through the development of a management plan which will permit recreational use without detriment to wildlife and sensitive ecological habitats. In order to assist the very important function of woodland management, the Council's Countryside Officer has set up a Voluntary Wardens scheme through which people are directly involved in caring for their local woodland environment.

**30.39.5** A report by the former Northumberland Rivers Authority (Integrated River Corridor Assessment 1990) has confirmed the recreational potential of the river between Mitford and Bothal and the Council anticipates a fruitful liaison with the Environment Agency in maximising the potential of the river valley.

#### **FORMAL RECREATIONAL SPACE**

##### **POLICY MR2**

**IN ACCORDANCE WITH POLICY R2, LAND IS ALLOCATED FOR FORMAL RECREATIONAL USE AT THE FOLLOWING LOCATIONS :-**

- i) MORPETH COMMON ATHLETICS FACILITIES IN ASSOCIATION WITH THE FOOTBALL STADIUM.**

**30.40.1** The running track at Morpeth Common lies within the newly developed football stadium but is of only moderate quality. The lack of modern specialist facilities for use by Morpeth Harriers, one of the premiere athletics clubs in the northeast, has frequently been brought to the attention of the Council. It has proved difficult both to identify and publicly resource a stand-alone athletics facility. However, the recent move of Morpeth Town Football Club to Morpeth Common provides an opportunity for an improvement to both clubs' facilities through the upgrading of the existing track and associated facilities.

**30.40.2** The existing sports pitch provision in Morpeth amounts to approximately 18.0 hectares which is close to the standard of provision advocated by the National Playing Fields Association and accordingly there is not the requirement for a major new allocation of sports pitches within the town. The modest new allocations and improvements proposed will continue to maintain an adequate level of provision throughout the plan period. The former Morpeth Cricket, Tennis and Hockey Club site has been developed for housing and as part of the development proposals the club has relocated to new purpose- built facilities at Longhirst Hall less than two miles from the town.

#### **YOUTH GROUPS**

##### **POLICY MR3**

**LAND WILL BE ALLOCATED WITHIN THE LOW STANNERS AREA FOR THE PROVISION OF A MULTIPLE USER COMMUNITY FACILITY AND, IF NECESSARY TO FACILITATE THE DEVELOPMENT, THE COUNCIL WILL ASSIST THE RELOCATION OF YOUTH GROUPS CURRENTLY LOCATED AT LOW STANNERS GREEN.**

**30.41.1** The Local Plan contains proposals for the development of land in the Low Stanners/Tommy's Field area for commercial, employment and other purposes on the Low Stanners Mixed Development site (Policy MMD1). The site is made up of a variety of land uses and in order to achieve the most appropriate form of development the Council considers that a comprehensive, rather than an incremental approach to redevelopment is required. To that end the redevelopment of land uses in this area will take place within the constraints of a planning brief to co-ordinate overall development there.

**30.41.2** Present indications are that the Low Stanners Green and adjacent buildings, including the various youth premises, will not be required as part of these development proposals. However, should more detailed examination of these proposals indicate the need to include this land and



buildings within the area required for development, then the Council will assist the Scouts, Army Cadet Force and Air Training Corps to relocate their premises to an appropriate alternative site. At this stage it is not felt that a specific site should be identified for these purposes.

**30.41.3** The Council runs and maintains two community centres in the Morpeth area for the use of various clubs and other groups. In addition certain other halls in Morpeth are used on a regular basis as community centres for club meetings and youth clubs.

#### CULTURE AND THE ARTS

**30.41.4** Castle Morpeth Borough Council is committed to supporting and promoting the widest possible range of cultural and arts activities throughout the Borough. Cultural and arts activities, provided at reasonable cost, not only enhance the lives of the local residents, they also promote tourism and can bring benefits to local business.

**30.41.5** The Council recognises that there is a flourishing network of societies and organisations through out the Borough that already provide a wide variety of cultural and arts based activities. These groups, including drama, music, orchestral concerts, bands, fine arts, sculpture, photography, cinema, youth groups, community groups and other forms of arts participation are supported through the Mid-Northumberland Art Group, and Northern Arts.

**30.41.6** The Council appreciates the value to the community of these groups and now welcomes the formation of Morpeth District Arts Trust, with its objectives to support and promote the arts in Morpeth and surrounding areas. The Council further supports in principle the Art Trust's principal objective to pursue the provision of a new Theatre and Arts Centre facility within the town. The Council has resolved to join the Arts Trust and is represented on the Managing Board of Trustees.

**30.41.7** The council also supports the enhancement of appropriate existing facilities and accommodation to support cultural and artistic activities within the Town. The Council recognises the Morpeth Town Hall is already used to support and sustain a range of cultural and artistic activities, with the potential for further development, and has resolved to reconsider its use and function, taking into account the recommendations of the consultant appointed in 1995 to look at the possible future use of the Town Hall.

**30.41.8** The Council remains committed to maintaining links with the specialised arts organisations in the area, and particularly to the Mid-Northumberland Art Group and Northern Arts, and will do all within its power to ensure those organisations are appropriately funded. It recognises that co-operation with these organisations brings benefits to the cultural, artistic and social life of the Borough. It also supports Morpeth District Arts Trust's proposals for a feasibility study on the cultural and artistic needs within Morpeth and the surrounding area, with a view to seeking further external funding, such as National Lottery funds, to promote new facilities.

#### ALLOTMENTS

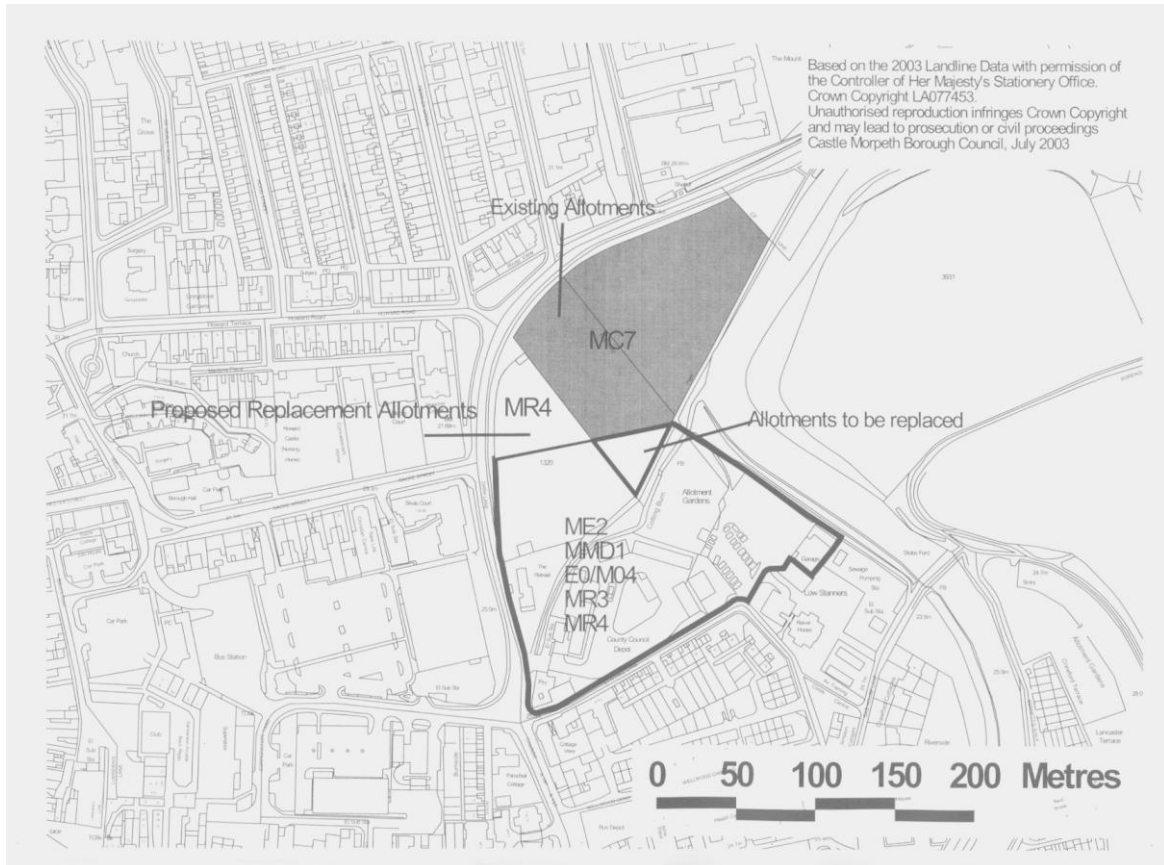
##### **POLICY MR4**

**IN ACCORDANCE WITH POLICY MMD1, PROVISION SHALL BE MADE AS PART OF THE LOW STANNERS MIXED DEVELOPMENT AREA PROPOSALS FOR THE EXCHANGE OF PART OF THE TOMMY'S FIELD ALLOTMENTS FOR LAND AT THE WAULK MILL FIELD, AS SHOWN ON PROPOSALS MAP INSET No. 22. AND FIGURE 30.16. THE NEW ALLOTMENTS WILL BE MADE AVAILABLE PRIOR TO THE REDEVELOPMENT OF THAT PART OF TOMMY'S FIELD**

**30.42.1** Within Morpeth there are several allotment sites owned by the Borough Council, the Tommy's Field allotment being leased to a Local Allotment Association. The existing provision is considered to meet local requirements and there is no need for the provision of additional land during the Plan Period.

**30.42.2** The Low Stanners Mixed Development Site is an important area to allow for future development of Morpeth Town. However, the Council also recognises that allotment gardens are an important resource which should either be protected on its site or if any development occurs, that necessitates the allotments to move, the replacement provision should be made as close to the original site and be ready for cultivation prior to the release of the original site. It should also offer facilities, weather and soil conditions that are at least comparable. The area being provided at Waulk Mill Field is equal in size to the part of Tommy's Field Allotments that will be required for the development.

FIG. 30.7 - PROPOSED EXCHANGE OF ALLOTMENTS, TOMMY'S FIELD



#### **PUBLIC FOOTPATHS AND BRIDLEWAYS**

##### ***POLICY MR5***

**IN ACCORDANCE WITH POLICY R8, THE FOLLOWING ROUTES AS SHOWN ON PROPOSALS MAP INSET No.21 WILL BE CONSIDERED FOR STATUTORY RIGHT OF WAY DESIGNATION:-**

- i) WANSDYKE TO RUGBY GROUND.**
- ii) WANSDYKE TO LOWFORD BRIDGE.**
- iii) HIGH HOUSE ROAD TO MITFORD BRIDGE (ROUND EDGE OF HIGH HOUSE WOOD).**
- iv) COTTINGWOOD LANE TO PEACOCK GAP.**
- v) STOBHILL GRANGE TO SOUTHGATE UTILISING THE EXISTING RAILWAY BRIDGE. (SUBJECT TO NEGOTIATION WITH RAIL AND HIGHWAYS AUTHORITIES).**
- vi) FORMER RAILWAY LINE ACROSS MORPETH COMMON BETWEEN THE A197 AND HIGH HOUSE LANE (IMPLEMENTED)**

**30.43.1** Whilst several rural footpaths have been lost in post war years due to new developments, many rights of way still exist linking Morpeth with the adjoining countryside. They tend to be well used and are an important source of countryside recreation for those living in the town. It is important that the existing rights of way in the Plan area should be well maintained. In this respect the Council operates an Agency Agreement with the Highways Department of the County Council.

**30.43.2** There are a number of gaps in the system of footpaths marked on the definitive rights of way map. Most of these have been used unofficially for many years. Other new routes may be required at times during the Plan period. Sensible rationalisation of the network, if it leads to recreational benefit to the public should be encouraged. Wherever possible these too should be designated.

### **RIVERSIDE WALKS**

#### **POLICY MR6**

**THE COUNCIL WILL CREATE A RIVERSIDE FOOTPATH BETWEEN THE ELLIOTT BRIDGE AND CHANTRY PLACE AND BETWEEN THE TERRACE CAR PARK AND STOBBSFORD BRIDGE AS SHOWN ON THE PROPOSALS MAP INSET No. 22.**

**30.44.1** Within the town centre the River Wansbeck has considerable potential as a recreational asset. At present there are walks between Oldgate Bridge and the Elliott Bridge, and downstream from the Stobsford Bridge. There is potential to extend these further.

**30.44.2** Between the Elliott Bridge and Chantry Place the river is for the most part hidden from users of the existing lane by flood protection walls. The walls dominate the river bank and may not be lowered to provide pedestrians with views over the river to Carlisle Park. A consultants report has supported the provision of a riverside footpath alongside the wall, raised to provide more extensive views (Building Design Partnership, Land South of Bridge Street, Morpeth, Development Opportunities Feasibility Study, February 1991). The Council will also explore the potential to provide footpath links below Telford Bridge on either side of the river together with steps to the Bridge to provide access.

**30.44.3** Between the Terrace car park and the Stobsford Bridge the land alongside the river is owned by the Borough Council, Northern Gas, the County Council and a nursing home. The proposed footpath will require careful routing so as to safeguard the privacy of two existing households. It will form an important link in the proposed long distance riverside walk running within the town, from Dyers Cottage at High Stanners, to the Low Stanners Mixed Development Area and beyond, towards Bothal in the east and Mitford in the west.

### **PICNIC SITES**

#### **POLICY MR7**

**THE COUNCIL WILL ESTABLISH PICNIC AREAS ADJACENT TO THE ENTRANCE TO MATHESON'S GARDENS ON THE NORTHERN BANK OF THE RIVER WANSBECK AND AT A SUITABLE LOCATION WITHIN THE LOW STANNERS MIXED DEVELOPMENT AREA, AS SHOWN ON THE PROPOSALS MAP INSET No. 22.**

**30.45.1** At present there is a lack of facilities for informal picnicking in the pleasant surroundings of the River Wansbeck close to the town centre. The new car park adjacent to Matheson's Gardens creates an opportunity for the public to park close to the river bank. The provision of a picnic area close to the car park and on the riverside would provide a facility which is readily accessible and in pleasant surroundings. Provision will be made for a picnic site as part of the Low Stanners Mixed Development Area.

## PUBLIC SERVICES

**30.46.1** The Council has set out its general policy relating to the public service infrastructure throughout the Borough under Policy RE6 of the Local Plan and this applies to the following services.

### Water Supply

**30.46.2** Northumbria Water has indicated that there is adequate capacity in the present water supply system to cater for any likely increased population during the Plan period. The existing ring main serving Morpeth ensures ease of supply to a variety of sites within its immediate locality. Areas to the south of the town are not so well served and accordingly development in this locality may require significant infrastructure improvements.

### Land Drainage

**30.46.3** Flood prevention works undertaken over recent years are designed to cater for storm frequency floods of one in 100 years on the Wansbeck, but the area around the Cotting Burn from Fulbeck to Low Stanners remains vulnerable to further flooding. Northumbria Water have stated that any surface water connections discharging into the Cotting Burn may exacerbate existing flood problems. Also, surface water discharge as a result of development from sites above the Catchburn may exacerbate the flooding problem at Hepscott to the southeast of Morpeth. Flood defence functions are now exercised by the Environment Agency.

### Sewerage

**30.46.4** The system of sewers in many parts of Morpeth is old and in certain locations in need of renewal, and parts of it are operating over capacity in storm conditions. It is known that additional connections to certain parts of the sewerage system will cause increased problems of overloading. In most cases the effects of overloading will be experienced in the lower sections of the system rather than at the point of connection of any additional sewers. Northumbria Water has indicated that it would not wish to recommend refusal to development on grounds of inadequate sewerage and that it will seek to upgrade or otherwise render existing sewers capable of dealing with likely flows as part of development works. The Council will advise developers on the acceptable point of connection into the existing sewers and also encourage that sewers within new housing developments will be built to adoptable standards.

**30.46.5** Agreement has been reached with Northumbria Water to carry out investigations into the capacity of the sewage system in the town generally and survey work has started. Once specific problems are identified a programme of works will be carried out to deal with them. It is anticipated that these works will be undertaken during the Plan period as part of Northumbria Water's ongoing five year Capital Work Programme.

## SEWAGE DISPOSAL

### **POLICY MPS1**

**IN ACCORDANCE WITH POLICY RE6, LAND ADJACENT TO THE PARISH HAUGH SEWAGE TREATMENT WORKS IS RESERVED FOR AN EXTENSION TO THE WORKS AS SHOWN ON THE PROPOSALS MAP INSET No. 21.**

**30.47.1** The main sewage treatment works for Morpeth is located at Parish Haugh. The two hospitals of St. George's and Northgate have their own disposal works. To the north of the town, Fulbeck and The Dell are connected to the existing system via small pumping stations. Sewage disposal facilities serving Hepscott are close to capacity, although the limited development envisaged for this area can be accommodated. Fairmoor is currently being connected to the main sewerage system at Morpeth to eliminate problems of disposal in that area. Northumbria Water has stated that the existing site of the Morpeth Sewage Treatment Works is fully utilised. Further development in the Morpeth area is likely to require the treatment works to be extended. It is

appropriate to restrict development in the immediate vicinity of the works and reserve land to facilitate any necessary extensions.

*Schools Provision in Morpeth*

**30.48.1** New residential development creates additional demands for education provision at first, middle and high school levels. This is particularly the case for Morpeth, where over 1,000 new dwellings are proposed during the Plan period. In general terms new residential development needs to be accompanied by adequate new educational provision of an appropriate kind. Negotiations with developers to secure such provision will be undertaken to obtain appropriate planning obligations within legal agreements linked with planning consents. Negotiations would be in accordance with government guidance (Circular 1/97: Planning and Compensation Act 1991, Planning Obligations) and Policy I2 relating to planning obligations.

**30.48.2** The County Council's Education Department has indicated that additional pupils from new housing developments at high and middle school entry levels could be accommodated (catered for) by providing extra classrooms and associated facilities on existing campus sites. Additional first school entry pupils would initially be catered for in the same way with appropriate adjustments to first school catchment areas. Towards the end of the Plan Period and beyond, however, there would be a need for a new first school. It would be appropriate to locate such a new school in association with the major proposed new housing developments. These are planned for the St. George's Hospital development site. Thus while a site for a new first school has not been identified in the Local Plan, this will be a requirement when the Plan is reviewed and rolled forward to encompass a new plan period.



## CHAPTER 31 - NETHERWITTON (NW)

### INTRODUCTION

**31.1.1** Netherwitton village has a population of 90 and is located approximately 8 miles northwest of Morpeth at the junction of the C142, C144 and C145 roads, and the confluence of the River Font and Ewesley Burn. It is an attractive estate village situated in an area of undulating farmland with extensive tracts of woodland to the north and south of the village, with Netherwitton Hall and its grounds, to the northeast.

**31.1.2** The village is of special architectural and historic interest with many of the buildings being listed. The buildings are mostly of a traditional design, built in stone and slate, typical of 19th century estate village. The village and the Hall and its grounds were designated as a Conservation Area in 1985.

**31.1.3** The village facilities include a post office, church and Hall with a regular bus service operating to Morpeth.

### THE STRATEGY

**31.2.1** The Council's strategy is to maintain and enhance the attractive qualities of Netherwitton and its rural environmental setting in an area which it is proposed to designate as being of High Landscape Value. No new development is proposed within the village.

### SETTLEMENT BOUNDARY

**POLICY NWC1**  
**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR NETHERWITTON IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 23.**

**31.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn tightly around the existing village to retain its special architectural and historic character. It is considered that any change to the settlement boundary resulting in significant new development would adversely affect the built form and character of Netherwitton, accordingly the existing boundary is retained.

### HOUSING

**31.3.2** There has been only small scale private housing activity in the village, mainly through the conversion of buildings to dwellings and there are few opportunities for further residential development. There may be sites within the settlement boundary, and accordingly acceptable in principle for development. The Council will require the development of any small site to be in sympathy with the character of Netherwitton.

### LANDSCAPE

#### **AREAS OF HIGH LANDSCAPE VALUE**

**POLICY NWC2**  
**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO, OR IN THE VICINITY OF THE RIVER PONT, NETHERWITTON HALL AND ITS ASSOCIATED PARKLANDS AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 23.**

**31.4.1** The River Font, Netherwitton Hall and its associated parklands are landscape elements

which create a special setting for Netherwitton. This setting can be harmed or destroyed by unnecessary or insensitive development, accordingly they are included within the area defined as being of High Landscape Value, the intention being to protect them from development which would detract from their character.

## NATURAL ENVIRONMENT

### **SITES OF NATURE CONSERVATION IMPORTANCE AND WILDLIFE CORRIDORS**

#### ***POLICY NWC3***

**IN ACCORDANCE WITH POLICY C9, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE RIVER FONT SITE OF NATURE CONSERVATION IMPORTANCE, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING LOCAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE.**

**WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT THE ABOVE SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE.**

#### ***POLICY NWC4***

**IN ACCORDANCE WITH POLICY C12, THE COUNCIL HAS IDENTIFIED WILDLIFE CORRIDORS IN NETHERWITTON AS SHOWN ON THE PROPOSALS MAP INSET NO. 23.**

**31.5.1** The River Font which runs through the centre of Netherwitton in a north to south direction is a clean river, with a diverse riverine and aquatic fauna and flora. Much of the length of the river is in steep-sided valleys with wooded slopes. A large proportion of the woodland is deciduous and is an important habitat for the riverside birds and animals. The valley was designated as a Site of Nature Conservation Importance in 1983, the main aims of which are to conserve the river's aquatic flora and fauna.

## CONSERVATION AREA

#### ***POLICY NWC5***

**WITHIN THE NETHERWITTON CONSERVATION AREA CONSERVATION POLICIES C27, C28, C29, C30, C31, C32, AND C34 WILL BE APPLIED.**

**31.6.1** The Council will require new development within the Netherwitton Conservation Area to complement and enhance the character of the area and to be of an appropriate design, buildings shall be constructed of good quality materials sympathetic to the local building tradition and particular attention should be paid to the appearance of buildings.

**31.6.2** The siting and appearance of advertisements, landscaping, car parking and the control of vehicle movement are also development issues that will require careful consideration.



## CHAPTER 32 - OGLE (OG)

### INTRODUCTION

**32.1.1** Ogle village has a population of 80 and is located approximately 8 miles to the southwest of Morpeth at the junction of the C153 and C358 roads, and 2 miles to the south of Whalton. It is an attractive rural village situated to the south of Ogle Castle (Grade I Listed Building) and the site of the Shrunken Medieval Village of Ogle (Scheduled Ancient Monument).

**32.1.2** The village facilities include a regular bus service to Ponteland and Morpeth.

### THE STRATEGY

**32.2.1** It is proposed to retain the existing character of the small linear hamlet of Ogle and to protect from development the site of the deserted medieval village lying immediately to the north of the present day settlement. No new development is proposed within the village.

### SETTLEMENT BOUNDARY

<p><b><i>POLICY OGC1</i></b> <b>IN ACCORDANCE WITH POLICY C1., A SETTLEMENT BOUNDARY FOR OGLE IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 24.</b></p>
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**32.3.1** In the Council's Rural Housing Land Study (see para. 5.12.1) the settlement boundary was drawn tightly around the existing village to retain its special character. It is considered that any change to the settlement boundary resulting in significant new development would adversely affect the special character of Ogle, accordingly the existing boundary is retained.



## CHAPTER 33 - PEGSWOOD (PG)

### INTRODUCTION

**33.1.1** Pegswood village has a population of 3,365 and is located approximately 2 miles northeast of Morpeth on the A197 Morpeth to Ashington road. The original village developed around the colliery, however, since its closure in 1969, Pegswood has increasingly become a dormitory village with people commuting to surrounding centres, particularly Cramlington and Newcastle.

**33.1.2** The former pit-head has been landscaped and the pit-head area developed with private housing. Other substantial housing developments have taken place during the 1970's and early 1980's, extending the settlement westwards. The environment of Pegswood has steadily improved in recent years, particularly with the landscaping of the colliery pit-head.

**33.1.3** The village is reasonably well served by facilities, including a first school, health centre, several local shops, social clubs and a small light industrial estate. A mobile library serves the village, and a branch library is proposed by the Northumberland County Council's Amenities Committee in its capital starts programme for future implementation. The main area of public open space, the Pegswood Welfare Park lies to the south of the railway and provides football pitches and bowling green facilities.

**33.1.4** Pegswood is well served by public transport, with the railway station providing commuter services to Newcastle and Cramlington, and an hourly bus service operating to Morpeth and Ashington.

### THE STRATEGY

**33.2.1** The Council's strategy for Pegswood is to continue the steady growth of this former mining village which has benefitted from the restoration of the pithead buildings, spoil heaps and adjoining land significantly improving its environmental setting. New residential development is proposed to the north of the village and further employment development will be encouraged at the Collier Light Industrial Estate. The problems associated with through traffic on the A197 will be greatly alleviated with the construction of the Pegswood Bypass.

### SETTLEMENT BOUNDARY

#### **POLICY PGC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR PEGSWOOD IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 25.**

**33.3.1** Pegswood is located between Morpeth and Ashington and there is easy access to both towns by road, by public transport and by a commuter rail service to Newcastle. Housing is competitively priced in the Morpeth catchment area housing market. The development of further dwellings will assist in stimulating this market, retaining public transport services and encouraging further inward investment in the community. Land at North Farm is located close to the centre of the community and its development is considered to be a reasonable rounding off of the settlement. A revised boundary has accordingly been drawn up which includes the land to the north of North Farm.

## HOUSING

**33.4.1** At 30 June 2002, the following sites had the benefit of planning permission and are likely to be developed within the plan period:-

Pegswood Moor Farm (Conv.)	4 du
Land W Of Pegswood County First School	19 du
Total	23 du

**33.4.2** A site at North Farm was allocated in the Deposit Plan and is now complete. It has been providing a range of housing in Pegswood (H2) over the whole of the Plan period, especially when complemented by the site West of the First School.

**33.4.3** The provision of new housing is also creating the opportunity for strategic woodland planting to be undertaken by the developer along the northern boundary of Pegswood. There is also the opportunity to retain the farm buildings and convert them as part of a scheme to provide accommodation for the elderly.

**33.4.4** It is possible that there are other small infill housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

## EMPLOYMENT

**33.5.1** No major industrial development has taken place in Pegswood since the closure of the colliery in 1969. However, a small light industrial estate has recently been established, the Collier Light Industrial Estate. The estate, situated on the northeastern periphery of Pegswood, is accessed via the C127 and the A197 Morpeth to Ashington road and forms part of the reclamation site of the former Pegswood deep mine. The estate is a high quality modern industrial estate providing small workshop units for local businesses. A second phase of workshop units by English Estates has recently been built and the estate is now fully developed.

**33.5.2** Should the industrial estate become fully occupied and a requirement established to expand the industrial estate, it may be possible to utilise an additional area of land to the east and south of the existing industrial estate to provide a second phase of workshop units.

**33.5.3** The former Council Depot in the centre of Pegswood was allocated for Class B1 uses and has recently been developed for appropriate office and workshop uses.

## ROADS AND TRANSPORTATION

### **POLICY PGT1**

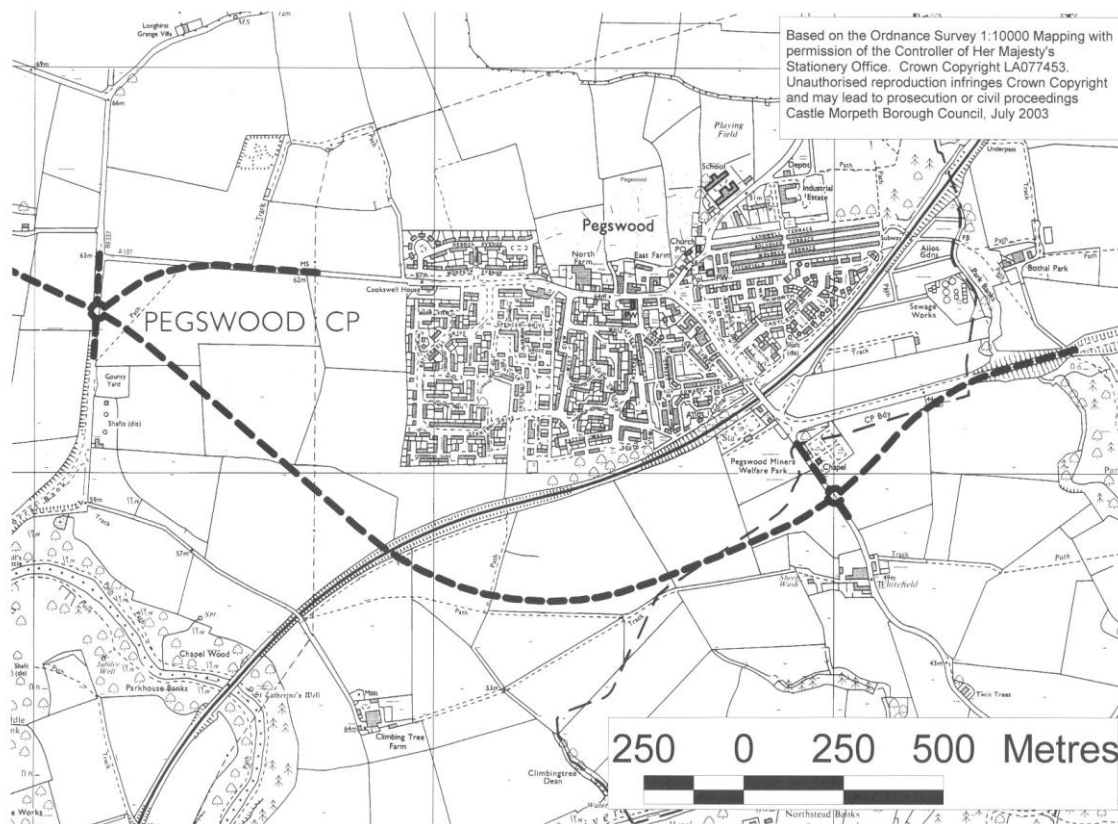
**IN ACCORDANCE WITH POLICY T1, THE COUNCIL WILL SUPPORT THE NORTHUMBERLAND COUNTY COUNCIL IN THE PROVISION OF THE A197 PEGSWOOD BYPASS AS PART OF THE DEVELOPMENT OF THE A1 - SOUTH EAST NORTHUMBERLAND LINK ROAD. LAND REQUIRED FOR THIS ROAD WILL BE PROTECTED FROM DEVELOPMENT.**

**33.7.1** The A197 Ashington to Morpeth, county primary road, runs through Pegswood and traffic flows are heavy. Blind junctions onto the A197 such as Charles Street are dangerous as they are located where there is the greatest pedestrian activity. There is also conflict with traffic turning into Butcher Lane and the A197 Pegswood Bypass (which forms part of the A1-South East Northumberland Link Road is considered to be an important factor in alleviating such problems. It is estimated that the provision of a bypass could relieve Pegswood of between 5,500 and 6,200 vehicles per day, thereby considerably improving the environment of the village.

**33.7.2** A bypass line existed on the Morpeth District Town Map (1963) and the Pegswood Interim Local Plan (1975). The bypass runs from the A197 at the top of Whorral Bank before crossing the east coast railway and passing to the south of the village to rejoin the existing road east of Pegswood. The provision of a bypass to Pegswood would improve road safety and the free flow of traffic. This scheme is now part of the wider A1-South East-Northumberland Link Road which will enable traffic to reach Pegswood from the A1 without having to pass through Morpeth on route to and from the A1 Trunk Road.

**33.7.3** The bypass is included in the County Councils Local Transport Plan Programme for 2001/2006 and has been provisionally accepted for funding by the Department for Transport. The route of the bypass is safeguarded in accordance with generally approved planning practice.

FIG. 33.1 - PEGSWOOD BYPASS ILLUSTRATIVE DIAGRAM



**POLICY PGT2**

**IN ACCORDANCE WITH POLICY T3, LAND IS ALLOCATED AT FRONT STREET FOR A CAR PARK TO SERVICE LOCAL SHOPS.**

**33.8.1** Front Street forms part of the A197 main traffic route through Pegswood and parking and highway safety problems exist in the vicinity of commercial properties there. This situation would be relieved by the provision of an appropriate modest parking facility.



## CHAPTER 34 - PONTELAND (P)

### INTRODUCTION

**34.1.1** Ponteland is the second largest settlement in the Borough, with a Parish population of 11,178 (1991 Census) and is located 8 miles northwest of Newcastle upon Tyne. A village has been located at the crossing of the River Pont since Norman times but significant growth has only occurred during this century, mostly in the post war years. The Darras Hall Estate was founded in 1910 and initially development proceeded slowly, with major new housing developments in the 1950's, 60's and 70's, establishing the Estate as a high quality residential area. The population of the Parish has trebled since 1971, with the number of households increasing almost four fold. Although its principle function is that of a commuter settlement providing high quality executive style housing to serve both Tyneside and the wider region, it also provides local employment at the Meadowfield Industrial Estate, the Northumbria Police Headquarters and in shops, offices and services throughout the community.

**34.1.2** The settlement is well served with community facilities having a High School, two Middle and two First Schools, library, health centre, the Memorial Hall, Merton Way Hall, Ridley Youth Centre and halls at each of the four churches. The Ponteland Leisure Centre provides a wide range of sporting and recreational facilities including swimming pool. Additional sporting facilities are provided by the Ponteland Golf Club and the Ponteland Lawn Tennis and Bowls Club. Many of these community facilities were established in the 1960's and 70's, at the time of most rapid development and these facilities are now at or close to capacity. The shortfall in facilities for young people is particularly acute.

**34.1.3** There are frequent bus services to Newcastle and a market day service to Morpeth and these are supplemented by a range of school buses linking Ponteland with its rural hinterland. The Tyneside Metro light rail system has been extended to serve Newcastle Airport, a mile from Ponteland and a park and ride facility has been provided at Callerton Parkway, just inside the Newcastle City boundary.

### THE STRATEGY

**34.2.1** The planning strategy for the growth and development of Ponteland has been to encourage a moderate level of new housing in close proximity to the village centre. This has necessitated a modest encroachment into the Green Belt to the east of the village while the remainder of the settlement has been constrained by the Green Belt which prevents expansion to the north and northwest.

**34.2.2** The executive housing estate of Darras Hall has grown steadily over the past thirty years so that there is now very little land available for residential development within the Estate boundaries. The Council considers that the development of the 600 acres of "white land" to the west of Darras Hall which was excluded from the Green Belt in 1963 is not an appropriate planning strategy. It is proposed to include this land (except for the Medburn area) within the Green Belt. The Council considers that Ponteland is now approaching its optimum size.

**34.2.3** Future housing developments in Ponteland are limited to a modest rounding off on the eastern side of the village, together with infill sites within the village and on the Darras Hall Estate. Sites for residential development identified in the Local Plan will allow for the construction of approximately 320 new dwellings over the Plan period.

**34.2.4** The construction of the Callerton Lane Link Road in 1990 has eased rush hour traffic congestion in the centre of the village to some extent, but heavy goods vehicles and tourist traffic continue to cause environmental and safety problems on the A696 and North Road. The construction of the Ponteland Bypass will relieve these problems and the results of assessments of traffic flows will assist in clarifying the situation.

**34.2.5** The Council intends that the existing character of Ponteland should be generally retained

and accordingly there are no significant allocations of land for employment or shopping development. The recreation and environment policies contained in the Plan provide the basis for the retention and enhancement of the community and its surroundings.

#### SETTLEMENT PATTERN

**34.3.1** Ponteland's settlement character is unique in the northeast region, the Darras Hall Estate of 444 hectares (1,100 acres) being an extensive development of executive housing (2,500 dwellings) in a largely mature landscape environment and attached to the much smaller and more compact Ponteland village. The whole settlement has been surrounded by the Green Belt since 1963, so that mature and well defined boundaries have been established and opportunities for expansion and growth are now very limited.

#### TRAFFIC

**34.4.1** The A696 Trunk Road runs through the centre of the village and, although not heavily trafficked, the presence of heavy goods traffic in particular in the main streets gives rise to environmental and safety problems. The opening of the Callerton Lane Link Road has removed a substantial amount of commuter traffic from the village centre but there are still significant highway and environmental benefits to be gained through the provision of the A696 Ponteland Bypass.

#### SETTLEMENT BOUNDARY

##### ***POLICY PC1***

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT AND GREEN BELT BOUNDARY FOR PONTELAND IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 26.**

**34.5.1** There are well defined settlement limits to Ponteland and Darras Hall which have been established over a period of time and generally follow the boundaries of the Green Belt as established in the Northumberland County Council Structure Plan, Alteration No. 1. In progressing the Plan to adoption, alterations to the Green Belt at several locations around Ponteland have been proposed, debated and confirmed. These modifications are now incorporated into the Local Plan.

#### PRESTWICK

**34.5.2** The hamlet of Prestwick was included in the reassessment of settlement boundaries throughout the Borough, which gave consideration to pressure for development in sensitive locations close to Newcastle Airport and the Tyneside conurbation. Prestwick has a distinctive built form, somewhat fragmented in nature, consisting of some 35 dwellings, three farms, two of which have been converted to residential use and two haulage businesses. Despite pressure for development it is considered that Green Belt policies remain the appropriate means by which development in the settlement should be controlled. Accordingly a settlement boundary is not proposed.

#### LANDSCAPE

##### **AREAS OF HIGH LANDSCAPE VALUE**

##### ***POLICY PC2***

**IN ACCORDANCE WITH POLICY C3, THE COUNCIL IDENTIFIES SECTIONS OF THE RIVER PONT WITHIN PONTELAND AS AREAS OF HIGH LANDSCAPE VALUE, AS DEFINED ON THE PROPOSALS MAP INSET No. 26. DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THIS LANDSCAPE WILL NOT BE PERMITTED.**

**34.6.1** In the Northumberland County Development Plan (1956) land to the north and west of Ponteland was designated as part of a much larger "Area of Great Landscape Value". During the preparation of the County Structure Plan, the County Council examined the possibility of refining



this designation but eventually all reference to Areas of Great Landscape Value were omitted from the Written Statement. In its place, the County Council divided the rural area into four "Countryside Policy Areas". Ponteland Parish is included in the "rural lowlands" although apart from a policy which refers to the retention of tree cover, there are no specific landscape policies which refer to the Ponteland area

**34.6.2** In Ponteland over many years the Council has sought to protect the attractive wooded sections of the River Pont around the village and apart from minor extensions and conversions, no new developments have been allowed in the river valley. The Council acknowledges the need to especially protect unspoilt stretches of the River Pont and it is the intention to maintain and enhance its existing character.

**34.6.3** In achieving Plan wide consistency, the designation of Areas of High Landscape Value is maintained throughout the length of the River Pont, within the Plan inset map, except within the settlement boundary, notwithstanding the fact that land so designated lies within the Green Belt.

#### LANDSCAPE CORRIDORS

##### **POLICY PC3**

**IN ACCORDANCE WITH POLICY C4 LANDSCAPE CORRIDORS HAVE BEEN IDENTIFIED ADJACENT TO THE MAIN APPROACH ROADS TO PONTELAND BOTH WITHIN THE BUILT AREA AND IMMEDIATELY BEYOND THE VILLAGE AS SHOWN ON PROPOSALS MAP INSET Nos. 26 AND 27. DEVELOPMENT PROPOSALS WITHIN THOSE CORRIDORS MUST TAKE ACCOUNT OF THE REQUIREMENTS OF POLICY C4.**

**THE POLICY WILL APPLY TO DEVELOPMENT PROPOSALS ADJACENT TO THE FOLLOWING APPROACH ROADS TO PONTELAND:**

- i) A696 (WEST) FROM THE 30 MPH LIMIT AT THE BEECHES TO PONTELAND BRIDGE.**
- ii) A696 (EAST) FROM THE JUNCTION WITH THE CALLERTON LANE LINK ROAD TO PONTELAND BRIDGE.**
- iii) B6323 (CALLERTON LANE) FROM THE CALLERTON LANE LINK ROAD JUNCTION TO THE DIAMOND INN TRAFFIC LIGHTS.**
- iv) C348 (WESTERN WAY) FROM THE C343 STAMFORDHAM ROAD TO ITS JUNCTION WITH EDGE HILL, TOGETHER WITH PART OF THE C343.**
- v) C356 (BERWICK HILL ROAD) FROM THE 30 MPH LIMIT TO ITS JUNCTION WITH THE C358 ( NORTH ROAD)**
- vi) C358 (NORTH ROAD) SOUTH FROM SMALLBURN TO ITS JUNCTION WITH THE C356 (BERWICK HILL ROAD)**

**34.7.1** The principle of encouraging "green corridors" on either side of the main approach roads leading in to settlements has been applied in Morpeth with considerable success. The Local Plan provides an opportunity to extend the application of this concept to other appropriate settlements within the Borough. In Ponteland, the Council considers that there are areas of landscape which deserve special protection, as they are important in local views as seen from well used traffic routes and provide landscape corridors bringing many characteristics of the open countryside into the built-up area.

#### WILDLIFE CORRIDORS

##### **POLICY PC4**

**IN ACCORDANCE WITH POLICY C12, THE COUNCIL HAS IDENTIFIED WILDLIFE CORRIDORS IN PONTELAND AS SHOWN ON THE PROPOSALS MAP INSET Nos. 26 AND 27.**

**34.8.1** A commonly accepted ecological axiom is that isolated sites tend to support a smaller

number of species than those with access to other sources of wildlife. The so called "island effect" is most readily visible in the urban environment in the form of unconnected areas of green space. It is believed, however, that by linking green areas within urban areas to the surrounding countryside, thereby creating wildlife corridors, it is possible to reduce the "island effect" since wildlife will be able to move along these channels and perhaps colonize new sites.

**34.8.2** Foxes, hedgehogs and kestrels are known to have already ventured into the urban environment. A greater variety of species will only be encouraged by increasing the number of green sites within the built-up areas, and by improving their quality and the degrees of linkage between them. Developing an effective corridor network is of crucial importance in this respect.

#### PROTECTED OPEN SPACE

##### ***POLICY PC5***

**IN ACCORDANCE WITH POLICY C21, THE LAND LYING BETWEEN FOX COVERT LANE AND THE RIVER PONT IS ALLOCATED AS AN EXTENSION TO PONTELAND PARK.**

**34.9.1** As the Park at present stops at the River Pont on its western bank, it is felt there is potential for it to be extended up to Fox Covert Lane to complete a "green wedge" of land leading from the open countryside right into the heart of the village. The extended park would give greater scope for leisure enjoyment and would contribute considerably towards the amenities of Ponteland generally. The benefits to be obtained in improved access to the Park and increased facilities there were recognised by the Council in 1974 when a policy decision was made that this site be designated for use as public open space.

##### ***POLICY PC6***

**IN ACCORDANCE WITH POLICY C8, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE INTEGRITY OF THE DARRAS HALL GRASSLAND SITE OF SPECIAL SCIENTIFIC INTEREST, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING NATIONAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE. WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT THE ABOVE SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE. THE COUNCIL WILL IMPOSE CONDITIONS OR SEEK OBLIGATIONS TO SECURE THE LONG TERM MANAGEMENT OF SITES INCLUDING THE PROVISION OF FUNDS FOR NATURE CONSERVATION.**

**34.10.1** The only existing open space on the Darras Hall Estate is the Grassland, an oval area of land lying between Middle Drive, Eastern Way, Woodlands and Hawthorn Way. There is a small disused football pitch occupying 0.44 hectares in the southwestern part of the site, but the remainder consists of meadow grassland and shrubs. The grassland is one of the few remaining areas of semi-natural grassland in Northumberland and is noted for several plant species which are uncommon in the county. These features are worth conserving and the site has been designated as a Site of Special Scientific Interest (S.S.S.I.). There is a need to reconcile the potential conflict between recreation and conservation at the Grassland and a management plan has been drawn up to take account of the differing requirements of these uses. Monitoring and review of the management plan is important to retain the special qualities of the site.

##### ***POLICY PC7***

**IN ACCORDANCE WITH POLICY C21, LAND SURPLUS TO EDUCATION REQUIREMENTS AT THE DARRAS HALL COUNTY FIRST SCHOOL IS IDENTIFIED AS AN AREA OF PROTECTED OPEN SPACE AS DESIGNATED ON THE PROPOSALS INSET MAP No. 26.**

**34.11.1** There is land which the Education Authority considers surplus to requirements at the Darras Hall County First School. The land is centrally located within the Darras Hall Estate and

would fulfil a need for an informal recreational space for use by the community generally. The development of the site for housing would preclude the possible future use of the site by the school, should school roles rise in the future and accordingly such development should be resisted. The Inspector at the Ponteland Local Plan public local inquiry upheld the policy and in his recommendation said:

"I feel I must respect the Council's broad intention of maintaining the basically open nature of this central site within Darras Hall. If the land, or the part-use of it, is in fact available for public open space purposes I consider that it would satisfy a demand that cannot reasonably be met elsewhere. I agree with the Council also that it would be prudent at this stage to have available a site for a possible future extension of educational land requirements."

The Council endorses the Inspector's observations.

***POLICY PC8***

**IN ACCORDANCE WITH POLICY C21, LAND AT THE GLEBE, THORNHILL ROAD AND AT ROWAN DRIVE ARE IDENTIFIED AS AREAS OF PROTECTED OPEN SPACE, AS DESIGNATED ON THE PROPOSALS INSET MAP No 26.**

**34.12.1** Part of The Glebe, an area of open land at Thornhill Road has been developed for housing. However the Council recognises that The Glebe is an important amenity open space and the remainder of the site will be retained for the continued enjoyment of local residents. The quality of the open space will be upgraded as part of the development. The open space between Nos. 11 and 15 Rowan Drive is proposed for designation as protected open space in order to safeguard local residential amenity there.

CONSERVATION AREAS

***POLICY PC9***

**IN ACCORDANCE WITH POLICY C26, WITHIN THE PONTELAND AND HIGH CALLERTON CONSERVATION AREAS, CONSERVATION POLICIES C27, C28, C29, C30, C31, C32, AND C34 WILL BE APPLIED.**

**34.13.1** The Council will require new development within the Ponteland and High Callerton Conservation Areas to enhance the character of the area and to be of an appropriate design. Buildings shall be constructed of good quality materials sympathetic to the local building tradition and particular attention should be paid to the appearance of buildings fronting onto the main streets.

**34.13.2** The siting and appearance of advertisements, landscaping, car parking and the control of vehicle movement are also development issues that will require careful consideration.

HOUSING : LAND SUPPLY

**POLICY PH1**

**IN ACCORDANCE WITH POLICIES H1 AND H2, LAND IS ALLOCATED FOR HOUSING PURPOSES IN PONTELAND AS SHOWN ON THE PROPOSALS MAP INSET Nos. 26 AND 27.**

		<u>1991-2001</u>	<u>2001-2006</u>
N/P17	- AUCTION MART (LAIRAGE)	-	25 du
N/P21	- VICARAGE, MAIN STREET (BELLWAY OFFICES)		20 du
	<b>SUB TOTAL</b>		<b>45 du</b>
	<b>TOTAL</b>	<b>-</b>	<b>45 du</b>

**TOGETHER WITH SITES WHICH HAVE PLANNING PERMISSION OR ARE COMPLETED SINCE 1st JULY 1991 356du# PROVIDES AN OVERALL TOTAL OF 401 DWELLING UNITS.**

**FOR ALL SITES A HIGH STANDARD OF DESIGN AND LANDSCAPING WILL BE REQUIRED.**

**Note :-**

**# Includes losses to housing stock.**

**See Appendix E for list of housing sites with planning permission at 30 June 2002 or completed since 1st July 1991.**

**34.14.1** At the 30 June 2002 the following sites had the benefit of planning permission and are likely to be developed within the plan period.

Collingwood House	16 du
Fagans Nursery, Middle Drive	12 du
Rear of 159 Runnymede Road	1 du
52a Edge Hill	1 du
Rear 32 The Crescent	1 du
17A Bell Villas (c/u)	-1 du
Rear Garden Of 60 Edgehill	1 du
Land Adj 12 the Wynde	1 du
26-28 Merton Way, (C Of U)	-1 du
Eland Green, North Road,	1 du
68 Western Way Darras Hall	1 du
2 Kingswood Drive (2 For 1)	1 du
Land E Of 7a Woodside	4 du
140 Darras Road (2 For 1)	1 du
North Grange Farm, North Road	1 du
Louisville, North Road (Coggs Nursery)	22 du
<b>Total</b>	<b>66 du</b>

**34.14.2** Ponteland and Darras Hall has been developed substantially over the past thirty years. The present settlement provides high quality housing serving not only Southeast Northumberland and Tyneside, but also the Northeast Region generally. The designation in 1963 of the North Tyneside Green Belt has resulted in strong boundaries to the settlement of Ponteland being established preventing the expansion of the village towards Newcastle or its coalescence with small hamlets in the area.

**34.14.3** Although there is pressure to release new areas of land for development, Ponteland has grown to the point where no further significant development can be provided for within the existing settlement boundary and the community is close to its optimum size. Sites for new residential development are accordingly limited to infill and modest rounding off.

**34.14.4** The sites identified will provide land for 405 new dwellings over the Plan period.

#### NEW HOUSING SITES

##### Auction Mart (N/P17)

**34.14.5** Ponteland Auction Mart and its Lairage (together with the adjacent Manners abattoir) were identified in the Deposit District Local Plan (1994) for residential redevelopment in order that the Mart would be able to finance its relocation to an alternative site. The Mart has not been relocated, however, but now cannot utilise the Lairage for its original intended purpose. The Lairage is, therefore, land attached to an (agricultural) business on an industrial estate which is now surplus to requirements. The site was identified for residential development in the District Local Plan and justified on the basis of the (then) need for the Mart to relocate, as stated above. This justification may not now be so apposite but, in considering the site, the Local Plan Inquiry Inspector indicated that residential development would be, on balance, preferable to industrial development. It, therefore, remains an important housing site in the Local Plan and also one where a proportion of affordable housing has been positively requested. The fact that noise generating industrial uses are immediately adjacent to the site creates problems which require mitigation. A potential developer has had a proposal for 42 dwellings considered at an inquiry and rejected. Accordingly a revised guideline allocation number of 25 is now included in the policy in order that appropriate design and noise mitigation measures can be introduced.

##### Newcastle Computer Services, Bell Villas

**34.14.6** This site was identified as part of the Urban Capacity Study and is considered suitable for development and likely to become available within the Plan Period, it is expected that owing to the quality of the Building and its location within the Ponteland village Conservation Area that conversion rather than redevelopment will be appropriate. However, the site is within the 1 in 100 year flood plain and the Council cannot formally allocate the site at present as there is now a requirement for a Flood Risk Assessment to be carried out to the satisfaction of the Environment Agency. It is possible that if this is provided, residential development could occur, but would have to be considered as a windfall site, on the basis of other criteria based policies within the Local Plan

##### Bell Villa Garage

**34.20.7** This site was identified as part of the Urban Capacity Study and is considered suitable for development (subject to resolution of flooding issues) and likely to become available within the Plan Period. Whilst it is expected that apartments are the likely form of development for the site, any proposals will need to reflect the densities of development on adjacent sites and respect the landscape corridor associated with Ponteland Road and existing protected mature trees adjacent to the site. The site is also adjacent to the Ponteland Conservation Area. As with the Newcastle Computer Services site, there is a significant risk of flooding and as a result, the site is not being formally allocated until a satisfactory flood risk assessment has been carried out.

Vicarage, Main Street (Bellway Offices)

**34.14.8** This site is currently in use as offices but is likely to become available during the plan. It was identified as part of the Urban Capacity Study and is considered suitable for development. Development of this site would need to respect the setting of the historic Pele Tower and the presence of mature protected trees on and adjacent to the site.

HOUSING DEVELOPMENT IN DARRAS HALL

**POLICY PH2**

**THE COUNCIL WILL REFUSE PLANNING PERMISSION FOR THE DEVELOPMENT OF SMALL SITES WITHIN THE DARRAS HALL ESTATE WHICH DO NOT CONFORM WITH ALL THE FOLLOWING CRITERIA:-**

- i) THE SITE SHALL HAVE A MINIMUM FRONTAGE OF 20 METRES TO AN ADOPTED HIGHWAY AND EXISTING PROPERTIES SHALL RETAIN A MINIMUM FRONTAGE OF 20 METRES TO AN ADOPTED HIGHWAY..**
- ii) THE CURTILAGE OF THE PROPOSED DWELLING SHALL BE DEFINED SO THAT SPACE AND PRIVACY STANDARDS ARE COMMENSURATE WITH THE SIZE AND QUALITY OF THE PROPOSED DWELLING AND IN ADDITION DO NOT MATERIALLY DETRACT FROM SPACE AND PRIVACY STANDARDS OF ADJACENT DWELLINGS.**
- iii) THE SIZE OF ANY RESIDENTIAL SITE SHALL NOT FALL BELOW THE MINIMUM OF 0.1 HECTARES AND SHALL ALSO BE SIMILAR TO THE AVERAGE PLOT SIZE IN ADJOINING AREAS.**
- iv) NEW DEVELOPMENT SHALL BE LAID OUT TO MAXIMISE THE PERPETUATION OF EXISTING BOUNDARY FEATURES OF AMENITY VALUE SUCH AS HEDGEROWS, WALLS, FENCES OR WATER COURSES.**
- v) THE SITING OF THE PROPOSED DWELLING SHALL GENERALLY CONFORM WITH STRONGLY ESTABLISHED AND PROMINENT BUILDING LINES.**
- vi) THE DEVELOPMENT OF THE SITE SHALL NOT REQUIRE THE FELLING OF TREES AND HEDGEROWS OF SIGNIFICANT LOCAL AMENITY VALUE.**
- vii) NO HABITABLE ROOMS SHALL BE CONSTRUCTED WITHIN 3 METRES OF A SITE BOUNDARY.**

**34.15.1** In considering its policies for the Darras Hall Estate the Council is particularly concerned about the overdevelopment of housing sites and has established the following objectives:-

- i) To maintain the Estate's diverse and varied character.
- ii) To maintain the wide variety of plot size to cater for a range of spatial requirements within the "executive" housing market.
- iii) To ensure that nearly all the large individual residential plots are maintained and not subdivided.
- iv) Where the construction of more than one new dwelling is proposed, to ensure that development is planned on a comprehensive basis so as to minimise problems of vehicular access, servicing and residential amenity.
- v) To protect existing areas of woodland and hedgerows.
- vi) To ensure appropriate space standards around houses, having regard to the size of individual dwellings and their settings.
- vii) To preserve existing standards of residential amenity with particular regard to the protection of privacy.

**34.15.2** In arriving at new policies to achieve these objectives, criteria need to be established to determine whether or not planning permission can be granted in particular circumstances. Some

criteria can be specific but others can only be stated in general terms. They include:-

- i) **Plot Size:** The present wide range of plot size reflects the diversity in size of buildings and development styles since the inception of the Estate. These variations contribute to the character of Darras Hall and should be retained so that any new development conforms generally with the average plot size in that part of the Estate.
- ii) **Frontage:** Individual building plots should have an adequate frontage to an existing adopted road. The minimum frontage considered appropriate to allow for double fronted houses to be accommodated and have adequate side space is 20 metres.
- iii) **Building Line:** Development should align generally with neighbouring properties to retain the existing appearance of the Estate and prevent individual buildings from being unduly prominent in the street scene.
- iv) **Space About Buildings:** Provision will generally be required for a substantial amount of space about buildings so that the setting of both existing and proposed houses is safeguarded. The setting will be related to the size and character of buildings so that more substantial dwellings will require a more extensive setting. Particular attention will be given to maintaining adequate distances between the side gable elevations of houses in order to prevent the appearance of a continuous line or terrace of buildings being established.

**POLICY PH3.**

**THE COUNCIL WILL REFUSE PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT WITHIN THE RUNNYMEDE AND DARRAS ROAD AREA, AS DEFINED ON THE PROPOSALS INSET MAP No. 26.**

**34.16.1** There are certain parts of the Darras Hall Estate which are notably more attractive and mature in character than others. The most apparent of these is the area on the north side of the estate centred around Runnymede and Darras roads. The characteristics which distinguish this area from the rest of Darras Hall are as follows: a lower dwelling density, deeper and wider plot sizes, more extensive areas of woodland and roadside hedgerows and a higher incidence of open fields and paddocks. All these features could easily be eroded by indiscriminate and unplanned development. The area has such special and distinctive qualities that they need to be retained. In order to preserve these outstanding qualities a general restriction on new residential development in the Runnymede and Darras Road Area is proposed.

EMPLOYMENT

**POLICY PE1**

**WITHIN THE POLICY ZONES AS DEFINED ON THE PROPOSALS MAP INSET No. 27 THE CHANGE OF USE OF PREMISES, OTHER THAN A1 SHOPPING USES, TO OFFICES WILL BE ACCEPTABLE, SUBJECT TO ALL THE FOLLOWING CRITERIA:-**

- i) **WHERE PROPOSALS INVOLVE THE CHANGE OF USE OF AN EXISTING RESIDENTIAL BUILDING THE DOMESTIC APPEARANCE OF THAT BUILDING SHALL BE MAINTAINED.**
- ii) **FOR OTHER BUILDINGS, THE APPEARANCE OF THE PROPERTY IS NOT ADVERSELY AFFECTED.**
- iii) **PROPOSALS DO NOT HAVE A DETRIMENTAL EFFECT ON THE AMENITY OF ADJACENT PROPERTY OR ON THE GENERAL CHARACTER OF THE VILLAGE CENTRE.**
- iv) **WHERE APPROPRIATE, PROPOSALS WILL INCLUDE PROVISION OF LANDSCAPING AND TREE PLANTING.**
- v) **ADEQUATE SERVICING SPACE IS PROVIDED.**
- vi) **ADEQUATE CAR PARKING SPACE IS PROVIDED TO A STANDARD OF ONE SPACE PER 30 SQUARE METRES OF GROSS FLOORSPACE.**

**34.17.1** An assessment of the potential for office development in Ponteland has been undertaken (See para 6.14.1). The study concluded that there was active private sector involvement in new build development and conversion and that no case could be made for public sector provision of office space. The recent development at Brewery Lane, together with the reuse of the first floor above the Walter Willson supermarket has maintained a supply of small and medium office floorspace.

**34.17.2** The former Ponteland Local Plan contained a series of policies relating to the use of buildings in the village centre, in which office use was generally identified as an acceptable alternative to the existing use. The central commercial area then defined is retained and it is considered appropriate to combine the previous detailed site specific policies into a more general policy relating to office use in Ponteland's central commercial area, subject to relevant development control criteria being satisfied.

## SHOPPING

**34.18.1** The commercial centre of Ponteland is located partly along the A696 trunk road and partly in a purpose-built centre at Merton Way/Castle Court, established in the 1960's and extended in the 1970's. The amount of shopping floorspace (see table 34.1) is 4,555 square metres gross. The local shopping centre at Broadway provides 1,770 square metres of gross floorspace.

**TABLE 34.1 - EXISTING FLOORSPACE: PONTELAND SHOPS**  
(In square metres)

		NET	ANCILLARY	TOTAL (Gross)
Merton Way & Castle Court	Convenience Goods	335	190	525
	Comparison Goods	575	110	685
	Services	325	105	430
	Vacant	325	250	575
		1,560	655	2,215
Rest of Ponteland Village	Convenience Goods	1,340	515	1,855
	Comparison Goods	170	50	220
	Services	185	80	265
		1,695	645	2,340
Broadway	Convenience Goods	830	270	1,100
	Comparison Goods	240	95	335
	Services	240	95	335
		1,310	460	1,770
TOTAL	Convenience Goods	2,505	975	3,480
	Comparison Goods	985	255	1,240
	Services	750	280	1,030
	Vacant	325	250	575
		4,565	1,760	6,325

Source: Borough Council Estimates 1991.

- Note:
- i) Convenience goods shops include all types of food shop and confectioners, tobacconists and newsagents.
  - ii) Comparison goods shops include all clothing, household goods, hardware, chemists and other non-food shops.
  - iii) Not included in the table are establishments such as banks, estate agents, building societies, solicitors and other offices.



**34.18.2** Ponteland is not self-sufficient for retail shopping purposes, even with the development of the Merton Way/Castle Court precinct and the Safeway supermarket on Main Street. However, the personal mobility of local residents (only 12.5% have no access to a car) and the availability of a wide range of modern retail facilities in and on the periphery of the Tyneside conurbation, mean that the provision of additional facilities within the settlement is not an essential or pressing requirement. A survey carried out in 1985 for the Council by consultants at Newcastle University indicated that an additional 1,530 square metres of gross shopping floorspace could be accommodated in the centre and this was taken up through the development of the Safeway supermarket. Although the survey has not been updated, the Council considers that there is no requirement for further retail floorspace to be developed during the Plan period.

**POLICY PS1**

**THE COUNCIL SUPPORTS THE RETENTION AND REINTRODUCTION OF USE CLASS A1 RETAIL SHOPPING USES AND WILL NOT PERMIT THE CHANGE OF USE OF THE GROUND FLOOR OF SUCH PREMISES TO USE CLASSES A2, A3 AND B1 WITHIN THE COMMERCIAL AND BUSINESS CENTRE AND THE BROADWAY PRECINCT. CHANGES OF USE WILL ONLY BE PERMITTED IN EXCEPTIONAL CIRCUMSTANCES AND BE SUPPORTED BY A MARKETING STATEMENT THAT NO ALTERNATIVE A1 USE CLASSES CAN BE OBTAINED.**

**34.19.1** Policy S1 of the Ponteland Local Plan has been substantially implemented through the construction of the Safeway supermarket on Main Street. The new store has had a considerable commercial impact on the Merton Way/Castle Court centre resulting in the closure of both the Co-op and Laws small supermarkets, now in alternative occupation.

**34.19.2** A study undertaken by the County Council ("Shopping Patterns in Tynedale Castle Morpeth and Wansbeck") in 1988/89 indicated that over 75% of Ponteland residents did most of their convenience goods shopping locally and the Council considers that this is unlikely to change significantly in the future. For comparison goods, Ponteland residents spend very little locally, the great majority of expenditure being in Newcastle. The opening of the Newcastle Western and Woolsington bypasses will maintain this trend, particularly with the increased accessibility of the Metro Centre. Ponteland is exceptional in the extremely high car ownership of residents, with only 12.5% of households having no car and 48.8% having two or more cars.

**34.19.3** In view of the above, the Council considers that while there is no significant requirement for additional A1 retail floorspace, there is a need to control the change of use of retail premises to non-retail uses if the viability of the local centres is to be maintained. It is generally accepted that when non-A1 shopping uses within a town centre shopping area reach 35% of the total shop frontage (URPI), that this is a critical level at which the overall commercial viability of the centre begins to diminish rapidly.

**POLICY PS2**

**A BOUNDARY IS DRAWN DEFINING THE COMMERCIAL AND BUSINESS CENTRE OF PONTELAND. PLANNING PERMISSION WILL BE REFUSED FOR NEW DEVELOPMENT AND CHANGES OF USE TO USE CLASSES A1, A2 AND A3 OUTSIDE THIS BOUNDARY AND WITHIN THE PONTELAND SETTLEMENT BOUNDARY AS DEFINED ON PROPOSALS INSET MAPS Nos. 26 AND 27.**

**34.20.1** One of the characteristics of Ponteland is the way in which buildings of domestic scale and character still predominate in the older part of the village centre. Not all of these remain in residential use but nevertheless there is a pattern of mixed land and building use. This characteristic does not apply to the shopping development at Merton Way and Castle Court, however this area is physically detached from the old village street area alongside the A696. The absence of continuous shopping frontages and the other characteristics of the modern shopping centre give rise to particular planning problems. The most pressing of these are the difficulties which arise when commercial uses spread into adjoining residential areas. If such trends were allowed to continue, it would be to the detriment of the amenity of residential areas and also destroy the compact character of the commercial centre itself. Therefore the Council considers it is

necessary to define a boundary to the shopping and business centre, beyond which commercial and business uses will not be permitted.

**POLICY PS3**

**IN ACCORDANCE WITH POLICY S5, THE COUNCIL WILL PERMIT THE ENHANCEMENT OF LAND WITHIN THE VILLAGE CENTRE THAT WOULD RESULT IN AN IMPROVED ENVIRONMENT.**

**34.21.1** At present there are restrictions to on-street parking covering Main Street and parts of North road, Thornhill road, Meadowfield, Darras Road, Callerton Lane and the Merton Road cul-de-sac. These restrictions are designed to improve traffic flows in and around the village centre. A consequence of these restrictions is that some vehicle owners mount the pavement to park in front of commercial properties. Some businesses together with the Parish Council have provided planters adjacent to the roadway in front of properties in an attempt to deter this illegal parking, with partial success.

**34.21.2** However, the Council recognises that there is a need for a comprehensive improvement scheme for the centre of Ponteland to improve the environment and enhance the Conservation Area. An environmental enhancement scheme designed principally to restrict vehicles from the Merton Way/Castle Court Shopping Precinct has been prepared and partially implemented. Additional proposals will be undertaken as Council resources permit.

ROADS AND TRANSPORTATION

**A696 PONTELAND BYPASS**

**POLICY PT1**

**IN ACCORDANCE WITH POLICY T1, THE COUNCIL SUPPORTS THE PROVISION OF THE PONTELAND BYPASS. THE LINE OF THE BYPASS WILL BE PROTECTED FROM DEVELOPMENT.**

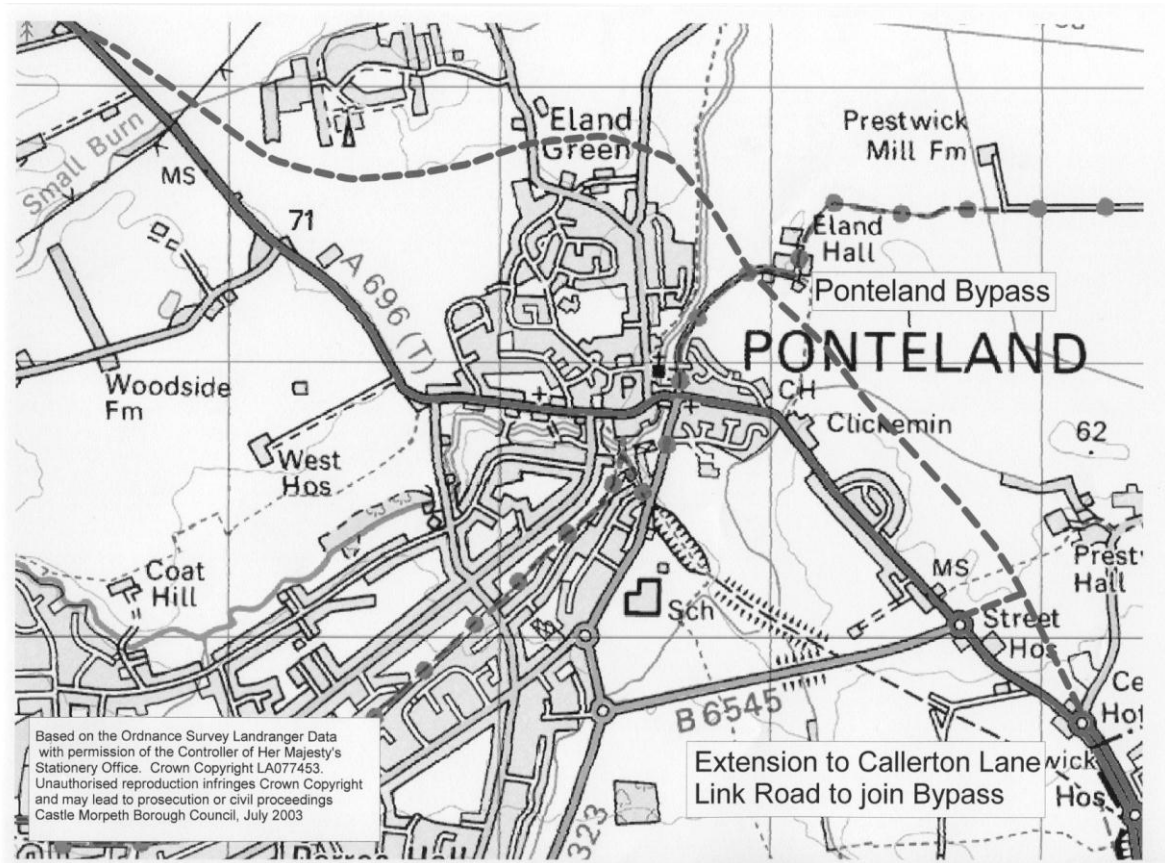
**34.22.1** A bypass has been proposed for Ponteland for over 50 years and, as recently as 1987, a scheme was included in the National Road Programme Reserve List, but in a more recent Government Report (Department of Transport, February 1990 - Trunk Roads, England into the 1990's), the bypass is not mentioned. However, the former Department of Transport had assisted the County Council in improving the local road infrastructure by grant aiding the development of the Callerton Lane Link Road, now completed. The former Department of Transport had also agreed that a reassessment of the need for the Ponteland Bypass will be undertaken following the opening of the Newcastle Western Bypass, the Callerton Lane Link Road and the Woolsington Bypass, with subsequent rationalisation of traffic patterns. This survey work was undertaken in May 1992.

**34.22.2** The A696 through Ponteland is currently part of the Trunk Road Network and a key element of the highway infrastructure that serves the Army Training Facilities at Otterburn. These will be expanded after having recently been granted approval by the Secretary of State after a Public Inquiry. As a result a greater number of larger Army convoys are expected along the A696 through Ponteland. Whilst the justification for the Ponteland bypass was not fully discussed at that Inquiry, the increased usage which is envisaged does further highlight the need for the bypass and whilst it is not currently included within the Current Local Transport Plan Programme (2001-2006) it is essential that advance works to promote and justify the scheme can continue and that the alignment of the route is protected.

**34.22.3** In the Ponteland Local Plan two alternative routes for the bypass were appraised, the inner route, preferred by the former Department of Transport, and an outer route which would take traffic further away from the built-up area of Ponteland and thus reduce the environmental impact on the community. At that time the Council's view was that the outer line should be included in the reassessment study of the need for the bypass.

**34.22.4** The Ponteland Golf Club, whose facilities are affected by both routes, has carefully considered its position with regard to its aim of improving and extending the facilities it provides to the community. The Club is now of the opinion that, while the preferred route adversely affects the golf course, the outer route would be more detrimental and would, in addition, seriously prejudice the proposals it has for the expansion of its playing facilities.

FIG. 34.1 - A696 PONTELAND BYPASS AND EXTENSION TO CALLERTON LANE LINK ROAD  
ILLUSTRATIVE DIAGRAM



**34.22.5** The Council supports the Golf Club in its objective of improving and extending the facilities it provides for the community. It is therefore appropriate for the Council to now abandon its own objective of having the outer line included in the forthcoming reassessment of the need for the bypass. The building of the bypass will necessitate the relocation of the Golf Club and the provision of new clubhouse, associated buildings and replacement holes. This reorganisation of the Club's landholdings would also provide the opportunity for the Club to extend its facilities in accordance with its long term objectives. In supporting only the preferred line of the bypass, the Council is aware of its relative proximity to residential properties in the north and east of Ponteland village and will require significant landscaping and screen planting to be included when the bypass is built, in order that the impact of the road on existing properties is minimised.

#### **EXTENSION TO B6323 CALLERTON LANE LINK ROAD**

##### **POLICY PT2**

**IN ACCORDANCE WITH POLICY T1, THE COUNCIL SUPPORTS THE PROVISION OF AN EXTENSION OF THE CALLERTON LANE LINK ROAD EASTWARDS FROM THE A696 TO JOIN THE PROPOSED PONTELAND BYPASS. THE LINE OF THE ROAD WILL BE PROTECTED FROM DEVELOPMENT.**

**34.23.1** The Link road was completed in 1990 and the bypass is proposed in Policy PT1. These separate roads will provide significant improvements to traffic flows in and around Ponteland.

However, a gap will remain in obtaining a comprehensive system of roads to remove through traffic completely from the centre of Ponteland. The short length of road proposed in this policy will complete the network of roads bypassing Ponteland village to the southeast, east and north, and also provide a direct route from the southwest around Ponteland to the northeast.

**34.23.2** At the present time the economic viability of the proposed link has not been established and the Council will encourage its evaluation as part of the forthcoming survey work for the Ponteland Bypass.

#### **MINOR ROAD IMPROVEMENTS**

##### ***POLICY PT3***

**IN ACCORDANCE WITH POLICY T3, A SCHEME FOR THE PROVISION OF TRAFFIC MANAGEMENT, TRAFFIC CALMING AND ROAD SAFETY WILL BE PREPARED IN CONSULTATION WITH THE COUNTY COUNCIL ALONG THE A696 WITHIN PONTELAND SETTLEMENT BOUNDARIES.**

**34.24.1** The A696 through Ponteland serves a number of purposes, It is the principal route through the village and currently part of the A696 Trunk Road from Newcastle to Jedburgh. It also serves as part of the village centre, being the historic Main Street with a number of commercial businesses along its length and in close proximity to the main street. There are also fairly high pedestrian flows at certain points.

**34.24.2** With the approval of expanded Army Training Activities at Otterburn, this road is likely to come under further pressure and the competing demands for the road space are being considered within the Local Transport Plan. There are also specific requirements of army convoys that need to be incorporated in any potential schemes. The County Council, District Council and, Parish Council are keen to see improvements to the Main Street and will need to consider many issues that have already been set out in the Transport Chapter of this Local Plan. Detailed local consultation on specific proposals will be carried out prior to implementation of improvements. In developing any proposals, the Authorities will also ensure co-ordination with any major schemes arising out of the Otterburn Inquiry, such as the renewed calls for the Ponteland Bypass and the opportunities that can then be created for prioritising space for other road users and improving the environment of the Main Street.

#### **CAR PARKING**

##### ***POLICY PT4***

**IN ACCORDANCE WITH POLICY T3, THE COUNCIL WILL NOT ALLOW THE REDEVELOPMENT OF EXISTING CAR PARKS THAT WOULD RESULT IN AN UNACCEPTABLE OVERALL LOSS OF CAR PARKING SPACES AND, IN ASSOCIATION WITH THE COUNTY COUNCIL, WILL DEVELOP A CAR AND LORRY PARKING STRATEGY TO IDENTIFY AND MEET THE NEEDS OF USER GROUPS.**

**34.25.1** Existing off-street parking provision in Ponteland amounts to approximately 650 spaces of which only 162 (25%) are in public control.

**34.25.2** The lack of parking facilities under public control is not a significant problem in the village centre, except on days when auctions are held either at the Mart or at Sutherland's Auction rooms on the Meadowfield Industrial Estate. Both public and auction car parks are fully utilised on these occasions without undue problems if only one establishment is conducting an auction. On some days however, two auctions are in progress and parking spills over onto fringe sites throughout the village centre. The Council has approached both companies with requests that they stagger their auction days, in order to reduce the overall parking demand. Recently Sutherlands have improved their on-site parking arrangements, however parking problems still occur. The Council will monitor the availability of parking at these peak periods, as the occasion demands, and may introduce

management of the car parks in its control should this be necessary. It is envisaged that this management would be by a disc and time-control system similar to that operating in Morpeth.

**34.25.3** The area south of Main Street has had parking problems which have been considered over a period of several years. There are some 54 spaces, all privately controlled, by Lloyds (9 spaces) and Midland Banks (18 spaces), 11 Main Street (6 spaces) and the Seven Stars public house (21 spaces). The parking problems are linked with problems of access from and egress to Main Street which is part of the A696 Trunk road. Any scheme for the provision of additional parking facilities and improved access/egress to the area will require the agreement of all landowners in this part of the Main Street and despite initiatives by the Council on more than one occasion, such an agreement has not been achieved. It remains the Council's aim to obtain improved parking and traffic circulation in this area.

## RECREATION AND LEISURE

### INTRODUCTION

**34.26.1** The Council is aware of the need to maintain and improve recreational facilities in the Ponteland area, especially as there is an increase in both leisure time and demand for recreation facilities. The objective of this plan, in this respect, is to assess the land use implications of the Council's recreational policies and in particular to ensure that adequate land is available for the sporting and recreational needs of the population of the area. The Council has recently developed a swimming pool at the Ponteland Leisure Centre and this has considerably enhanced the leisure facilities provided there.

**34.26.2** The following recreational issues have land use implications:-

- i) provision of open space and playing fields;
- ii) provision of a building for youth facilities;
- iii) joint use of educational facilities;
- iv) the demand for countryside recreation and potential conflict with nature conservation interests.

### PLAYING FIELDS

#### **POLICY PR1**

**THE COUNCIL WILL DEVELOP LAND IN ITS OWNERSHIP TO THE EAST OF THE PONTELAND LEISURE CENTRE FOR PLAYING FIELD FACILITIES SUBJECT TO NEED AND AS COUNCIL RESOURCES PERMIT.**

**34.27.1** The 1991 Census shows that Ponteland has an above average proportion of younger people (10-19 years) and also in the age group (40-54 years). An adequate provision of formal recreational open space is required to meet the differing needs of these sections of the population.

**34.27.2** The following areas of formal playing fields for organised games exist in Ponteland:-

<u>Site</u>	<u>Hectares</u>	<u>Games</u>
Ponteland Leisure Centre	11.78	football, rugby, cricket, archery, swimming
Bowling Club, Darras Road	0.44	bowls, tennis
<b>Total</b>	<b>12.22</b>	

At the Ponteland Leisure Centre the playing fields are fully used by the local community.

**34.27.3** In Ponteland a demand has been established for tennis courts and hockey pitches and land is available to the east of the Leisure Centre, amounting to 4.66 hectares, in the ownership of

the Council, to meet this need. The land is let on an annual agricultural tenancy and available to compensate for any other land needs arising from other changes of use within the existing Leisure Centre site. Car parking associated with the construction of the new swimming pool is currently being assessed to monitor its adequacy. Should provision prove to be inadequate, this land would be available to relocate the rugby pitch in order to provide new car parking to meet the needs of the swimming pool and to provide additional recreational facilities.

### **INFORMAL OPEN SPACES**

**34.28.1** The following open spaces are available in and around Ponteland for informal or casual recreational purposes.

<u>Site</u>	<u>Hectares</u>
Ponteland Park	6.52
Dunsgreen (2 sites)	0.61
Darras Hall Recreation Ground (Part)	3.65
Ladywell Way	0.28
Coates Green and Bridge Green	0.45
<b>Total</b>	<b>11.51</b>

**34.28.2** Ponteland Park provides an informal recreational facility which is well used by local residents throughout the year as well as by summer visitors and is equally accessible from the village or from the Darras Hall Estate.

### **PUBLIC FOOTPATHS AND BRIDLEWAYS**

#### **POLICY PR2**

**IN ACCORDANCE WITH POLICY R8, THE FOLLOWING ROUTES WILL BE CONSIDERED FOR STATUTORY RIGHT OF WAY DESIGNATION:-**

- i) DARRAS HALL RAILWAY WALK.**
- ii) CLICK-EM-IN BRIDGE TO THE LEISURE CENTRE.**
- iii) THE FORMER RAILWAY LINE FROM THE CRESCENT TO DISSINGTON ROAD AND TO SILVERHILL.**
- iv) THE FORMER RAILWAY LINE FROM CALLERTON LANE TO PRESTWICK TERRACE.**
- v) FROM HIGH CALLERTON TO HOLD HOUSE FARM AND BLACK CALLERTON.**

**34.29.1** In the Ponteland area additions to the right of way network are proposed in the above policy. The Darras Hall Railway Walk and the Click-em-in Bridge to the Leisure Centre lie within the built up area and are well used access and recreation footpaths which would benefit from statutory designation. In the countryside the routes in (iii) and (iv) generally exist on the ground as farm tracks and disused railway lines. Their designation as rights of way would not unduly adversely affect farming interests and would enhance the network of existing routes. Where feasible, the Council will consider possible provision for cycle and/or horse riding to be incorporated in countryside routes.

### **PUBLIC SERVICES**

#### **INTRODUCTION**

**34.30.1** From time to time there is a need to extend and improve public services and facilities to meet the requirements of new development. The threshold of development is often determined by the capacity of major public services, particularly water supply, sewerage and sewage disposal all of which are important factors in determining the location and phasing of future development at Ponteland.

## LAND DRAINAGE

### **POLICY PPS1**

**FOR NEW DEVELOPMENTS WITHIN THE DARRAS HALL ESTATE DEVELOPERS SHALL PROVIDE SEPARATE FOUL AND STORM WATER DRAINAGE SYSTEMS. DISPOSAL OF SURFACE WATER FROM UNDEVELOPED PARTS OF A DEVELOPMENT SITE SHALL BE AGREED BETWEEN THE DEVELOPER AND THE RELEVANT STATUTORY LAND DRAINAGE AUTHORITY. SOAKAWAYS WILL NOT BE PERMITTED.**

**34.31.1** Flood prevention work has been undertaken as a necessary part of development at Eland Lane and the flood protection bank will need to be extended as further development proceeds. No other flood protection measures have been undertaken in the Ponteland area. The River Pont will continue to be susceptible to flooding, putting some properties at risk.

**34.31.2** Darras Hall consists of low density housing in an area of clay soils which are not suitable for the construction of soakaways. The run off from undeveloped land (and field drains) constitutes a major part of the surface water drainage requirement. Past failures to cater for these flows have caused either direct flooding or, where illicit means of disposal have been used, surcharging of foul and surface water sewerage systems. These problems can be alleviated where new development is proposed by action in compliance with the former Department of Environment Circular 17/82 (Flood Risk, 1982) which provides for an assessment to be made of the potential flooding effect downstream of new development and what surface drainage works, if any, would alleviate it.

## SEWAGE DISPOSAL

**34.32.1** Foul sewage from Ponteland is disposed of through the pumping station at Eland Lane and rising main which connects into the Newcastle sewerage system in the vicinity of Newcastle Airport. The sewage then gravitates to the Howden Treatment Works for treatment and disposal. Northumbria Water has confirmed that the sewerage system for Ponteland is capable of dealing with the foul sewage flow from a population equivalent of 13,000. This is based on current water consumption and allowances for industrial discharge, commercial discharges and infiltration to the sewers. The 2001 estimated population is anticipated to be not greater than about 12,000; thus the existing system can cater for the developments proposed in the Local Plan at Ponteland. Northumbria Water's strategy is however to ensure that development would not be restricted by the lack of water services and that capital expenditure would be made available to reinforce the system as necessary.

**34.32.2** Parts of the sewerage system within the Darras Hall area are at or close to capacity and Northumbria Water state that checks will be required when considering proposals for development so that these sections will not become overloaded. There are a number of pumping stations throughout the built up area and surface water from proposed developments must not be discharged into them. Northumbria Water's stated policy on new developments is:

"Services will be provided to committed new housing, commercial and industrial development. A new development shall be considered as "committed" if the developer has entered into an agreement with Northumbria Water."

**34.32.3** It may not always be necessary to enter into an agreement with Northumbria Water but in that case a development would be considered as "committed" if the developer has entered into an agreement with an appropriate statutory undertaker. If required, new "off-site" sewers can be "requisitioned" under the provisions of Section 16 of the Water Act 1973 where there are no public sewers. Equally so if the existing sewerage system is unable to accommodate the drainage from a new development, the existing system will be reinforced by additional sewers. No development should therefore be refused on grounds of inadequate sewerage facilities.

## WATER SUPPLY

**34.33.1** The resources available are generally capable of meeting the demand anticipated from a small increase in population, according to the Newcastle and Gateshead Water Company. The

scale of any detailed reinforcement to the system which may be required would depend upon the precise location of individual developments within Ponteland village and the Darras Hall Estate.

ELECTRICITY

**34.34.1** No problems are envisaged in the supply of electricity to modest new housing developments in Ponteland village and the Darras Hall Estate.

GAS

**34.35.1** Gas supplies are generally sufficient, within the gas supply area, to cater for a modest amount of new housing although there are pockets of poor availability which might require feeder mains or reinforcement.

TELEPHONE SERVICES

**34.36.1** No problems or unusual costs are anticipated in providing services to new developments in Ponteland village and Darras Hall.

LIBRARIES

**POLICY PPS2**

**LAND IS ALLOCATED AT THORNHILL ROAD FOR AN EXTENSION TO THE LIBRARY AND IS SHOWN ON THE PROPOSALS MAP INSET No. 27.**

**34.37.1** The County Librarian has indicated that an extension of some 300-350 square metres to the present library will be required during the Plan period. This would be contained within the site owned by the County Council at Thornhill road and land is reserved for this purpose. Outlying parts of the Plan area are served by mobile libraries.



## CHAPTER 35 - SCOTS GAP (SG)

### INTRODUCTION

**35.1.1** Scots Gap village has a population of 125 and is located 11 miles to the west of Morpeth on the B6343. The village, situated in the upper Wansbeck valley, is characterised by the employment uses located in the village - the auction mart, two haulage firms and the National Trust offices. The main employer is the auction mart, which lies in the southern part of the village, adjacent to the now disused Wannie Railway Line.

**35.1.2** Village facilities include a shop, chapel, playing fields and garage. A regular bus service operates to Morpeth.

### THE STRATEGY

**35.2.1** The Council identifies Scots Gap as a settlement where modest new employment and residential development is appropriate and sites have been allocated for these purposes on part of the Auction Mart land, for employment and at Oakford, for housing. These proposals, together with recently approved housing sites on the B6343 within the village, will maintain the economic vitality of Scots Gap and its hinterland.

### SETTLEMENT BOUNDARY

**POLICY SGC1**  
**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR SCOTS GAP IS**  
**DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 28.**

**35.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1), the settlement boundary for Scots Gap was drawn to cater for a small private housing site. This development has not yet taken place due to the cost of providing surface water drainage on the site. However, this problem has been resolved and the site can be developed within the Plan period. This site is considered to be as much as the village can reasonably accommodate in the Plan period, without causing detriment to its built form and character. The settlement boundary as defined in the Rural Housing Land Study is amended, however, to accommodate a site for light industry or craft workshops, south of the Auction Mart.

### HOUSING

**35.3.2** At 30 June 2002 the following site had the benefit of planning permission and is likely to be developed within the Plan period.

Oakford	9 du
<b>Total</b>	<b>9 du</b>

It is possible that there are other small infill housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

## LANDSCAPE

### **AREAS OF HIGH LANDSCAPE VALUE**

#### **POLICY SGC2**

**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO, OR IN THE VICINITY OF HARTBURN, WEST GRANGE AND THEIR ASSOCIATED WOODLANDS AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 28.**

**35.4.1** The Hart Burn, West Grange and their associated woodlands are landscape elements which create a special setting for Scots Gap. This setting can be harmed or destroyed by unnecessary or insensitive development, accordingly they are included within the areas defined as being of High Landscape Value, the intention being to protect them from development which would detract from their character.

## EMPLOYMENT

#### **POLICY SGE1**

**IN ACCORDANCE WITH POLICY E1, LAND IS ALLOCATED FOR EMPLOYMENT PURPOSES IN SCOTS GAP AS SHOWN ON THE PROPOSALS MAP INSET No. 28.**

		<b><u>HECTARES</u></b>
<b>NE/SG10</b>	<b>- PART OF AUCTION MART SITE</b>	<b>0.4 ha</b>

**PROPOSALS FOR DEVELOPMENT SHOULD PROVIDE FOR PUBLIC ACCESS ALONG THE LINE OF THE FORMER RAILWAY LINE THERE. SCREEN PLANTING WILL BE REQUIRED IN ORDER TO REDUCE THE VISUAL IMPACT OF THE DEVELOPMENT. A PLANNING AGREEMENT WILL BE REQUIRED TO IMPROVE THE OFF-SITE JUNCTION WHERE ACCESS LEADING TO THE SITE WILL BE TAKEN FROM THE B6343.**

**35.5.1** There is potential to develop land to the south of the Auction Mart and a site is allocated on the disused railway line. There is scope for an extension southeastwards should demand for land and/or buildings exceed that allocated in the Plan. The site is open to the south and a satisfactory scheme of screen planting will be required in order to reduce the visual impact of the development. As part of the development proposed an improved junction at the B6343 will also be required. The site lies across the old Morpeth to Rothbury "Wannie" railway line which has potential to form the basis of along distance footpath network in the valley of the upper Wansbeck. In order that this concept is not unduly prejudiced provision should be made, in the development of the site, for public access across the site.

**35.5.2** It is understood that the future of the Auction Mart itself may be under review, but at this stage no new use is identified for inclusion in the Plan. Any proposals for the redevelopment of the Mart will be assessed against the relevant Local Plan policies and on their individual merits.

## CHAPTER 36 - STAMFORDHAM (SM)

### INTRODUCTION

**36.1.1** Stamfordham village has a population of around 500, and is located approximately 6 miles west of Ponteland, on the B6309 road, on the edge of the North Tyneside Green Belt. The village is situated in an attractive rural setting and has an historic core of buildings set around a long sloping village green. To the south of the main village and the River Pont, is Hawkwell a detached hamlet with some new dwellings on infill sites.

**36.1.2** The village is largely characterised by the terraces of houses on the opposite sides of the village green and was designated as a Conservation Area in 1975.

**36.1.3** The village facilities include a first school, shops, post office, village hall, public houses, churches and a garage. A regular bus service operates to Hexham and Newcastle and a twice weekly service to Morpeth.

### THE STRATEGY

**36.2.1** Stamfordham has not experienced any significant development for some considerable time and this has resulted in a reduction in the supply of housing available to meet local needs. This has been recently addressed through two small local needs housing sites that have been completed. The Council recognises that the character and environmental setting of Stamfordham is of importance and proposes that land between Hawkwell and Stamfordham itself should be protected from development. The valley of the River Pont which passes through Stamfordham is proposed for designation as an Area of High Landscape Value and the line of the River Pont is identified as a Wildlife Corridor. It is proposed to modify the Green Belt on the eastern side of the village to coincide with the settlement boundary.

### SETTLEMENT BOUNDARY

#### **POLICY SMC1**

**IN ACCORDANCE WITH POLICIES C1 AND C16, A SETTLEMENT AND GREEN BELT BOUNDARY FOR STAMFORDHAM IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 29.**

**36.3.1** The 1963 Green Belt boundary followed the B6309 through Stamfordham village so that a part of the village lay within the Green Belt. In 1987 the Council identified a settlement boundary which included the properties to the east and south of the B6309. The District Local Plan provides the opportunity to rationalise these two boundaries and it is considered sensible and appropriate to amend the Green belt boundary, excluding 3.52 hectares of land, to coincide with the settlement boundary.

**36.3.2** It is also considered appropriate to amend the settlement boundary as defined in the Council's Rural Housing Land Study (See para. 5.12.1) to release a small amount of land for general housing needs at Bridge End.

## LANDSCAPE

### **AREAS OF HIGH LANDSCAPE VALUE**

#### **POLICY SMC2**

**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO, OR IN THE VICINITY OF THE RIVER PONT, AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 29.**

**36.4.1** The River Pont, which runs through Stamfordham, is a landscape element which creates a special setting for Stamfordham. This setting can be harmed or destroyed by unnecessary or insensitive development, accordingly it is included within the areas defined as being of High Landscape Value, the intention being to protect the river corridor from development which would detract from its character.

## NATURAL ENVIRONMENT

### **WILDLIFE CORRIDORS**

#### **POLICY SMC3**

**IN ACCORDANCE WITH POLICY C12, THE COUNCIL HAS IDENTIFIED A WILDLIFE CORRIDOR FOLLOWING THE RIVER PONT AS SHOWN ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 29.**

**36.5.1** The River Pont flows through Stamfordham and is recognised as an important natural feature along which wildlife may move without hinderance as well as providing habitats for a variety of flora and fauna.

### **PROTECTED OPEN SPACE**

#### **POLICY SMC4**

**IN ACCORDANCE WITH POLICY C21, STAMFORDHAM VILLAGE GREEN AND LAND BETWEEN HAWKWEEL AND STAMFORDHAM IS DESIGNATED AS PROTECTED OPEN SPACE, AS SHOWN ON THE PROPOSALS MAP INSET No. 29.**

**36.6.1** The village green is an area of open grassland containing a number of mature trees which contributes significantly to the charm and traditional character of the village and is accordingly designated as an area of open space to be protected.

**36.6.2** The River Pont and its floodplain is an important landscape feature which contributes significantly to the setting of Stamfordham and Hawkwell. The land proposed for designation as protected open space extends northwards then westwards, from the B6309 in the southeast along the southern edge of the settlement boundary of Stamfordham, to the western extremity of the village.

**36.6.3** The land constitutes low-lying but undulating permanent pasture land, with several parkland trees and is liable to flooding in places. This feature is worthy of protection, but a small part of the land thus designated, adjacent to the B6309, may be developed for social needs housing. It is considered that social needs housing is an exceptional circumstance relating to the protection of open countryside and the establishment of settlement boundaries.

## **CONSERVATION AREA**

### **POLICY SMC5**

**WITHIN THE STAMFORDHAM CONSERVATION AREA, CONSERVATION POLICIES C27, C28, C29, C30, C31, C32, AND C34 WILL BE APPLIED.**

**36.7.1** The Council will require new developments within the Stamfordham Conservation Area to complement and enhance the character of the area and to be of an appropriate design. Buildings shall be constructed of good quality materials sympathetic to the local building tradition and particular attention should be paid to the appearance of buildings fronting onto the main streets.

**36.7.2** The siting and appearance of advertisements, landscaping, car parking and the control of vehicle movements are also development issues that will require careful consideration.

## **HOUSING**

**36.8.1** At 30 June 2002, the following site had the benefit of planning permission and is likely to be developed within the plan period.

Former Butcher's Shop (Conversion)	1 du
<b>Total</b>	<b>1 du</b>

**36.8.2** Although it is one of the larger villages in the rural part of the Borough with a good range of facilities, there has been little residential development in Stamfordham for some considerable time. This is due partly to its cohesive form centring on the linear village green, partly to the open nature and physical characteristic of land around the village, and partly to its location on the edge of the North Tyneside Green Belt. Villages in the rural countryside in the Borough are attractive locations for people wishing to live in a rural setting and commute to the Tyneside conurbation.



## CHAPTER 37 - STANNINGTON (SN)

### INTRODUCTION

**37.1.1** Stannington village has a population of 475 and is located approximately 5 miles south of Morpeth, on the former A1 Trunk road. The village, which lies on the edge of the North Tyneside Green Belt, is an attractive village flanked by mixed woodland to the west and surrounded by agricultural land.

**37.1.2** The majority of residential development is situated on land to the west of the former A1, however, the construction of the A1 Stannington Bypass to the east of the village in 1987 released land which has since been developed for housing.

### THE STRATEGY

**37.2.1** The Council's strategy for Stannington is to consolidate the village form through the completion of existing housing permissions within the village and to limit future residential development to windfall sites only. The village abuts the Green Belt and small modifications to the boundary are to be made to rationalise and strengthen this boundary. The village is attractive and of some historical interest and with the removal of through traffic has considerable potential for enhancement. Accordingly the establishment of a Conservation Area for the village is proposed and the landscape importance of the main highway approaches to the village will also be protected in order to enhance the village's setting. No new development is proposed for the village.

### SETTLEMENT BOUNDARY

#### **POLICY SNC1**

**IN ACCORDANCE WITH POLICIES C1 AND C16, A SETTLEMENT AND GREEN BELT BOUNDARY FOR STANNINGTON IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 30.**

**37.3.1** The 1963 Green Belt boundary followed the C354 to the west of the former A1 and a lane on the east side of the village so that part of Stannington lay within the Green Belt. In 1987 the Council identified a settlement boundary which included this southern part of the village. The District Local Plan provides the opportunity to rationalise these two boundaries and it is considered sensible and appropriate to amend the Green Belt boundary, excluding 3.72 hectares of land, to coincide with the settlement boundary.

### HOUSING

**37.3.2** It is possible that there are small infill housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against other relevant Local Plan policies.

### LANDSCAPE CORRIDORS

#### **POLICY SNC2**

**IN ACCORDANCE WITH POLICY C4, THE COUNCIL WILL CONTINUE TO MAINTAIN AND ENHANCE LANDSCAPE CORRIDORS ADJACENT TO THE MAIN APPROACH ROADS, BOTH WITHIN THE BUILT AREA AND IMMEDIATELY BEYOND THE VILLAGE, AS DEFINED ON THE PROPOSALS MAP INSET No. 30.**

**37.4.1** The policy will apply to land adjacent to the following approaches to Stannington.

- i) The former A1 road throughout its length from its junction with the A1 Bypass, north and south of the village.

- ii) The western approach on the C364 Catraw Valley to Church road from the West House Farm junction.

PROTECTED OPEN SPACE

**POLICY SNC3**  
**IN ACCORDANCE WITH POLICY C21, THE LAND AT BEECHLEA IS DESIGNATED AS PROTECTED OPEN SPACE, AS SHOWN ON THE PROPOSALS MAP INSET No. 30.**

**37.5.1** The playing field and associated land at Beechlea is an important recreational and community facility for the village which needs to be protected from inappropriate development and is proposed for designation as an area of protected open space.

PROPOSED CONSERVATION AREA

**POLICY SNC4**  
**IN ACCORDANCE WITH POLICY C26, THE COUNCIL WILL INVESTIGATE THE DESIGNATION OF A CONSERVATION AREA FOR STANNINGTON AS DEFINED ON THE PROPOSALS MAP INSET No. 30.**

**37.6.1** Stannington is a relatively unspoilt attractive village which has benefitted from recent high quality residential development at Green Close. Much of the village's character is derived from the tree-lined former A1 road which divides the settlement and around which the village is located. There are 18 listed buildings or structures in Stannington village. The Church of St. Mary and the Old Vicarage are listed buildings of considerable merit and the settings of which are also important. The above features and buildings, together with the attractive character of the village make it worthy of consideration for designation as a Conservation Area. When the Conservation Area designation is confirmed the following policies will apply: C27, C28, C29, C30, C31, C32, and C34.



## CHAPTER 38 - ULGHAM (UG)

### INTRODUCTION

**38.1.1** Ulgham village has a population of 355, and is located approximately 6 miles north of Morpeth on the B1337 road. The village, which lies at the western edge of the southeast Northumberland coal field area, has over the past ten years experienced a modest amount of housing development on its southern and eastern edges up to the line of the proposed bypass.

**38.1.2** To the north of the village there is a picturesque wooded stretch of the River Lyne. However, the attractiveness of the village is currently diminished due to the Stobswood opencast coal mine, which is situated close to the northwest edge of the village.

**38.1.3** The village facilities include a church, public house, womens institute, a hall and playing field. A regular bus service operates to Morpeth and Alnwick, and a school bus service to Ashington.

### THE STRATEGY

**38.2.1** The Council's strategy for Ulgham is to retain its pleasant character and to obtain environmental enhancement in association with the eventual restoration of the Stobswood Opencast Coal Mine.

### SETTLEMENT BOUNDARY

#### ***POLICY UGC1***

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR ULGHAM IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 31.**

**38.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn tightly around the existing village to retain its attractive character. Although a modest expansion of the village has taken place on the southeastern edge, it is considered that any change to the settlement boundary resulting in significant new development would adversely affect the built form and character of Ulgham, accordingly the existing boundary is retained.

### HOUSING

**38.3.2** There may be sites within the settlement boundary, and accordingly acceptable in principle for development, which become available for development within the Plan period.

### NATURAL ENVIRONMENT

#### ***WILDLIFE CORRIDORS***

#### ***POLICY UGC2***

**IN ACCORDANCE WITH POLICY C12, THE COUNCIL HAS IDENTIFIED A WILDLIFE CORRIDOR ALONG THE RIVER LYNE AS SHOWN ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 31.**

**38.4.1** The River Lyne flows through Ulgham and is recognised as an important natural feature along which wildlife may move without hinderance as well as providing habitats for a variety of flora and fauna.

## TRANSPORT

**38.5.1** The B1337 passes through the centre of Ulgham, which links Morpeth to the A1068 Road at Widdrington and is a hazard to pedestrians and other road users. Since 1976 a bypass route passing to the south and east of Ulgham had been protected from development, however, in 1982 the line was modified to allow a limited amount of infill development to take place at the western end of the village. There is a growing view within the local community that a bypass route to the west of the village would be both more appropriate and more likely to be achieved in conjunction with the eventual restoration of the Stobswood Opencast Coal Mine. As part of the Local Plan development process the County Surveyor was requested to assess this possible alternative option.

**38.5.2** Whilst the provision of the bypass is a long term objective of the County Council and the Borough Council, it is unlikely to be built within the Plan period and is not included in the current Local Transport Plan (2001-2006).

## CHAPTER 39 - WEST THIRSTON (WT)

### INTRODUCTION

**39.1.1** West Thirston village has a population of 195 and is located approximately 12 miles north of Morpeth, on the south bank of the River Coquet, adjacent to the larger village of Felton, which is on the north bank and in Alnwick District. It is an attractive roadside village situated in the north of the Borough on the route of the former A1 and the B6345 Amble road.

**39.1.2** The village, built on the steeply sloping wooded bank of the River Coquet, is of special architectural and historic interest, with many of the buildings being listed. The older core of the village is situated adjacent to the medieval bridge crossing the river, with the remainder of the village being situated above and directly south of this group of buildings on the B6345 road. Although many of the buildings are of recent origin, there are several older buildings which are important to the character of West Thirston. The village itself was designated as a Conservation Area in 1987.

**39.1.3** The village facilities include a first school, shops, post office, public houses, a village hall and playing fields (some of these facilities are in the neighbouring settlement of Felton). A regular bus service operates to both Morpeth and Alnwick.

### THE STRATEGY

**39.2.1** The Council's strategy for West Thirston, much of which is a designated Conservation Area, is to retain and enhance the pleasant character of the village and its setting on the south bank of the River Coquet. The valley of the Coquet within the Plan area is proposed for designation as an Area of High Landscape Value. No new development is proposed for the village.

### SETTLEMENT BOUNDARY

**POLICY WTC1**  
**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR WEST THIRSTON IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 32.**

**39.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn tightly around the existing village to retain its special architectural and historic character. It is considered that any change to the settlement boundary resulting in significant new development would adversely affect the built form and character of West Thirston, accordingly, the existing boundary is retained.

### HOUSING

**39.3.2** There may be sites within the settlement boundary, and accordingly acceptable in principle for development, which become available for development within the Plan period.

**39.3.3** The Council will require the development of any site to be in sympathy with the style of West Thirston, and in compliance with Policy C28 of the Local Plan.

### LANDSCAPE

#### **AREAS OF HIGH LANDSCAPE VALUE**

**POLICY WTC2**  
**IN ACCORDANCE WITH POLICY C3, THE COUNCIL WILL REFUSE DEVELOPMENT WHICH WILL HAVE A DETRIMENTAL EFFECT ON THE LANDSCAPE ADJACENT TO, OR IN THE VICINITY OF THE RIVER COQUET AS DEFINED ON THE PROPOSALS MAP AND PROPOSALS MAP INSET No. 32.**

**39.4.1** The River Coquet, which runs to the north of West Thirston, is a landscape element which creates a special setting for the village. This setting can be harmed or destroyed by unnecessary or insensitive development, accordingly it is included within the areas defined as being of High Landscape Value, the intention being to protect the river from development which would detract from its character.

#### NATURAL ENVIRONMENT

#### **SITES OF SPECIAL SCIENTIFIC INTEREST AND WILDLIFE CORRIDORS**

##### ***POLICY WTC3***

**IN ACCORDANCE WITH POLICY C8, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE RIVER COQUET AND RIVER COQUET VALLEY WOODLANDS SITE OF SPECIAL SCIENTIFIC INTEREST, EITHER DIRECTLY OR INDIRECTLY, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS OF OVERRIDING NATIONAL IMPORTANCE AND NO ALTERNATIVE SITE IS AVAILABLE.**

**WHERE DEVELOPMENT IS TO BE PERMITTED WHICH COULD ADVERSELY AFFECT THE ABOVE SITE, THE DEVELOPER WILL BE REQUIRED TO INCLUDE MEASURES TO CONSERVE AND ENHANCE THE NATURE CONSERVATION INTEREST AND, WHERE PRACTICABLE, TO PROVIDE REPLACEMENT HABITATS AND FEATURES WHERE DAMAGE IS UNAVOIDABLE. THE COUNCIL WILL IMPOSE CONDITIONS OR SEEK OBLIGATIONS TO SECURE THE LONG TERM MANAGEMENT OF SITES INCLUDING THE PROVISION OF FUNDS FOR NATURE CONSERVATION.**

##### ***POLICY WTC4***

**IN ACCORDANCE WITH POLICY C12, THE COUNCIL HAS IDENTIFIED WILDLIFE CORRIDORS IN WEST THIRSTON AS SHOWN ON THE PROPOSALS INSET MAP NO. 32.**

**39.5.1** The River Coquet, which lies on the northern edge of West Thirston, is an unpolluted river, with a diverse riverine and aquatic fauna and flora. Much of the length of the river is in steep-sided valleys with wooded slopes. A large proportion of the woodland is deciduous and is an important part of the habitat of the riverside birds and animals. The site is designated as a Site of Special Scientific Interest, with the main aim being to conserve the river's aquatic flora and to protect wildlife.

#### CONSERVATION AREA

##### ***POLICY WTC5***

**WITHIN THE WEST THIRSTON CONSERVATION AREA, CONSERVATION POLICIES C27, C28, C29, C30, C31, C32, AND C34 WILL BE APPLIED.**

**39.6.1** The Council will require new development within the Conservation Area to complement and enhance the character of the area and to be of an appropriate design. Buildings shall be constructed of good quality materials sympathetic to the local building tradition and particular attention should be paid to the appearance of buildings fronting onto the main streets.

**39.6.2** The siting and appearance of advertisements, landscaping, car parking and the control of vehicle movement are also development issues that will require careful consideration.

## CHAPTER 40 - WHALTON (WH)

### INTRODUCTION

**40.1.1** Whalton village has a population of 265 and is located approximately 6 miles to the southwest of Morpeth, on the B6524 road. It is an attractive long-established agricultural village, set on a gentle south facing slope, in a pastoral landscape.

**40.1.2** The village is characterised by its long, broad main street and the use of local stone and slate on the buildings. Whalton was designated as a Conservation Area in 1973. The character of Whalton and its Conservation Area status have been carefully maintained and modest recent housing developments have been designed to integrate into the existing village form.

**40.1.3** The village facilities include a first school, post office, shop, public house and church. A regular bus service operates to Morpeth and Ponteland.

### THE STRATEGY

**40.2.1** The special character and built form of Whalton is recognised by its designation as a Conservation Area and the Council's strategy is to maintain and enhance the village and its setting. Minor modifications are proposed to the boundary of the Conservation Area.

### SETTLEMENT BOUNDARY

#### ***POLICY WHC1***

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR WHALTON IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 33.**

**40.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1), the settlement boundary was drawn tightly around the existing village, to retain its special architectural and historic character. It is considered that any change to the settlement boundary resulting in significant new development, would adversely affect the built form and character of Whalton, accordingly, the existing boundary is retained.

### CONSERVATION AREA

#### ***POLICY WHC2***

**WITHIN THE WHALTON CONSERVATION AREA, AS SHOWN ON THE PROPOSALS MAP INSET No. 33, CONSERVATION POLICIES C27, C28, C29, C30, C31, C32, AND C34 WILL BE APPLIED.**

**40.4.1** Whalton Conservation Area boundary was designated in 1973 and there are a number of small inconsistencies in relation to the settlement boundary. The Council intends therefore to modify the Conservation Area boundary so that all land and buildings falling within the settlement boundary also fall within the Conservation Area. The Council intends to make no change to those parts of the Conservation Area falling outside the settlement boundary. The formal modification of the Conservation Area boundary will be undertaken separately in accordance with the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

**40.4.2** The Council will require new developments within the Whalton Conservation Area to complement and enhance the character of the area and to be of an appropriate design. Buildings shall be constructed of good quality materials sympathetic to the local building tradition and particular attention should be paid to the appearance of buildings fronting onto the main street.

**40.4.3** The siting and appearance of advertisements, landscaping, car parking and the control of vehicle movement are also development issues that will require careful consideration.

## HOUSING

**40.5.1** It is possible that there may be small infill housing sites within the settlement boundary appropriate for development, such sites will be considered as windfall sites and assessed on their individual merits and against the relevant Local Plan policies. The Council will require the development of any site to be in sympathy with the character of the village (C28).

## CHAPTER 41 - WIDDRINGTON (WD)

### INTRODUCTION

**41.1.1** Widdrington village has a population of 120 and is located approximately 10 miles northeast of Morpeth and ½ mile west of Druridge Bay, on the A1068 road between the larger communities of Hadston to the north, and Widdrington Station to the south. Despite a small private housing development being built in the late 1970's and early 1980's, the village is of a more ancient origin than most of the villages in this part of the Borough. The Holy Trinity Church incorporates work of both the 12th and 14th centuries, and is attractively situated amid a fine stand of mature sycamores on the south side of the village.

**41.1.2** The village facilities include a public house and two churches. A regular bus service operates to Morpeth, Ashington and Alnwick.

### THE STRATEGY

**41.2.1** Widdrington is a small village with little potential for growth and the Council's strategy is to allow limited infill development only and to protect the fine setting of the village. No new development is proposed within the village.

### SETTLEMENT BOUNDARY

#### ***POLICY WDC1***

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR WIDDRINGTON IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 34.**

**41.3.1** In the Council's Rural Housing Land Study (See para. 5.12.1) the settlement boundary was drawn tightly around the existing village to retain its special character. It is considered that any change to the settlement boundary resulting in significant new development would adversely affect the special character of Widdrington, accordingly the existing boundary is retained.





## CHAPTER 42 - WIDDRINGTON STATION AND STOBWOOD (WS)

### INTRODUCTION

**42.1.1** Widdrington Station is a settlement with a population of 2,270 located in the coalfield plain 8 miles northeast of Morpeth, and 1½ miles inland from Druridge Bay. The much smaller community of Stobswood, population 120, lies ¼ mile to the northwest of the main settlement and is separated from it by mixed deciduous woodland which gives Stobswood a degree of seclusion. The main employer in the area is the Stobswood Opencast Coal Mine, to the west of the settlement.

**42.1.2** Widdrington Station has a first school, churches, shops, garage, post office, health clinic, community hall, social club, playing fields and railway station with daily local services to Newcastle. There are frequent bus services to both Morpeth and Ashington.

### THE STRATEGY

**42.2.1** Widdrington Station is an important settlement as it is the most central of the former mining settlements in the northeast part of the Borough and is well located within the road network serving that area. Accordingly the Council considers that Widdrington Station is the settlement where it is most appropriate to concentrate the provision of sub-regional economic development and recreational facilities, together with improved commercial and community facilities. Widdrington Station benefits from good communications, having a commuter rail service to Morpeth and Newcastle and frequent local bus services.

### SETTLEMENT BOUNDARY

#### **POLICY WSC1**

**IN ACCORDANCE WITH POLICY C1, A SETTLEMENT BOUNDARY FOR WIDDRINGTON STATION AND STOBWOOD IS DEFINED AS SHOWN ON THE PROPOSALS MAP INSET No. 35.**

**42.3.1** There have been continuing housing developments at Widdrington Station and there are still several sites available for development within the existing boundary. A site at Mile road was recently approved on appeal and the settlement boundary is modified to take account of this decision. Despite the level of existing provision it is considered, due to Widdrington Station's location within easy commuting distance of the principal employment centres, that there is potential for additional residential and employment growth and additional land outside the existing settlement boundary has been identified for these purposes. The settlement boundary for Widdrington Station is accordingly modified to accommodate the new allocations. It is proposed that the boundary to development for Stobswood shall remain substantially unaltered, retaining the individual character of this community and protecting the woodland between it and Widdrington Station.

### NATURAL ENVIRONMENT

#### **OTHER SITES OF NATURE CONSERVATION VALUE**

#### **POLICY WSC2**

**IN ACCORDANCE WITH POLICY C10, THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD AFFECT THE INTEGRITY OF THE GRANGE WOOD SITE OF LOCAL CONSERVATION INTEREST UNLESS IT CAN BE DEMONSTRATED THAT THE BENEFITS FROM THE PROPOSED DEVELOPMENT OUTWEIGH THE NEED TO SAFEGUARD THE INTRINSIC NATURE CONSERVATION VALUE OF THE SITE.**

**42.4.1** Grange Wood, which straddles the Newcastle-Edinburgh railway line is an area of mixed

woodland with an interesting field layer and associated scrub vegetation. The site, which separates the two communities of Widdrington Station and Stobswood, is an important landscape feature to be protected. The site is designated by English Nature as an Ancient Semi-Natural Woodland and as an Ancient Replanted Woodland with the main aim being to conserve the existing tree cover and field layer.

## HOUSING

**42.5.1** At 30 June 2002, the following sites had the benefit of planning permission and are likely to be developed within the plan period.

School Site, Stobswood	13 du
Adj. Back Grange Wood Tce.	1 du
Grange Moor Farm	138 du
Northwood Works, Stobswood	1 du
Land Adj. Back Grange Wood Tce, Stobswood	1 du
1 & 2 Northwood Drift, E. Stobswood (C Of U)	- 1 du
Land South Of Station House	10 du
Stobswood House, Stobswood	1 du
St Marys Church Hall Site	1 du
Land East Of Ena Street, (Community Park)	- 6 du
Adj. Vicarage, Grangemoor Road	2 du
Land Adj. Grangemoor Farm	2 du
Land Adj Mini Market Ferneybeds	1 du
Land N Of Margaret St	19 du
Stobswood Brickworks, Stobswood	1 du
Land E Of Vicarage Grangemoor Road	1 du
<b>Total</b>	<b>185 du</b>

A variety of dwelling types, detached houses to terraced houses, and possibly sheltered housing for the elderly or social needs housing may be accommodated on the various sites, providing a more than adequate supply of new housing for Widdrington Station over the Plan period.

## SETTLEMENT REGENERATION

**42.6.1** The Council recognises that the communities in the northeast of the Borough have been most disadvantaged through the decline of the deep mining coal industry and that there is a need to expand and diversify the economic base of the area and make the coastal area of the borough more attractive as places to live and work. The Grange Moor Farm area is a key part of this regeneration process and offers the potential for a comprehensively designed development scheme, mainly providing for housing. However, the mixed development scheme also allows for the extension to the Widdrington Station shopping area. This development now has the benefit of planning approval.

**42.6.2** It will be important to include proposals for a landscape buffer zone to protect Grange Wood which is designated as Ancient Semi-Natural Woodland and Ancient Replanted Woodland and the Council has negotiated a Section 106 Agreement to ensure its provision.

**42.6.3** In order to support this regeneration, the Council will investigate opportunities to provide a

variety of sites to attract inward investment and encourage local enterprise. In order that such sites can compete in attracting industry they will need to be well located and offer a high quality of service and infrastructure provision. The Council intends to work with bodies such as One North East, British Coal Enterprise, the Northumberland County Council and the Countryside Agency in ensuring the successful development of these sites. The mixed use area at Widdrington Station fulfils the Council's requirements of a central location and good access to communications and is a green field site without undue development constraints. In addition the former Social Club at Mile Road has potential for conversion for employment generating uses in addition to development at Grange Moor Farm.

**42.6.4** Previous proposals for the Grange Moor Farm Site included open space on the frontage to the B1337, meeting residents' desire for a 'village green' to improve the appearance of the settlement, although other proposals for a larger community park on the South Side of the B1337 will provide much better recreational opportunities for the village. Permission was recently granted for this new community park.

#### COMMUNITY FACILITIES

**42.7.1** The Local Plan had previously allocated land within the Grange Moor Mixed Development Site for the improvement of public open space provision. However, it is now proposed to develop a new community park to the South of the B1337, which will become an important resource for the community and offer more opportunities for passive and active enjoyment. Other smaller areas of open space will be incorporated into the main Grange Moor Farm development.

**42.7.2** The Council has also considered the provision of indoor sports facilities in the eastern part of the Borough and has resolved that such a facility be located at Widdrington Station. The village has also been identified as lacking adequate shopping facilities and increased provision is expected at Grange Moor Farm. This centrally located site would be suitable for the development of any or all of these uses, together with the other elements mentioned in the policy. A community hall has recently been provided at the Grange View County First School.



## *CHAPTER 43 - IMPLEMENTATION OF THE LOCAL PLAN*

### LAND AND FINANCE

**43.1.1** It is an important function of the Local Plan to co-ordinate the efforts of the many agencies involved in the development of land. The Borough and County Councils, statutory undertakers, private businesses and other public bodies, groups and institutions, all have a role in the development process. An aim of the Local Plan is to co-ordinate and channel the competing interests of groups in order that the activities of one body do not prejudice or unbalance the activities of others.

**43.1.2** The statement of development proposals within the Local Plan will guide the Council in making the necessary budgetary provisions to implement proposals to which it is committed and act as a guide to help other public and private bodies to plan for future expenditure.

**43.1.3** Local Authority expenditure is rigorously monitored by Central Government and there appears to be little prospect of an easing of budgeting restrictions and severe cash limits. In this context it is important that the Plan does not contain proposals which cannot be undertaken during the Plan period, given the likely level of resource availability. These resources are finance and land and they can be supplied either by the Council itself, or by other public agencies, or from private sources.

**43.1.4** A number of major infrastructure proposals within the Plan, particularly those relating to new roads are unlikely to be realised in full without a significant element of funding from the private sector. The County Council in its Transportation Programme and Policy document outlines its programme for new roads and highway improvements on a prioritised basis (See para. 8.5.1). A number of the highway works within the Local Plan fall outside the County's current schedule and accordingly if they are to be implemented early in the Plan period, may require support from other bodies. The Council envisages that a significant proportion of new infrastructure will be provided as part of new housing, industrial and commercial developments. Nevertheless, the Council will continue to press the County Council and Central Government for adequate funding to realise the main objectives of the Plan.

**43.1.5** The Local Plan puts forward a comprehensive policy framework within which the Council intends to guide and control the many competing pressures for growth that will face it over the next 10 to 15 years and beyond. The Council recognises the increasing importance of the private sector as providers of funding for major capital projects. However, the Council is concerned that lack of adequate public funding should not result in a situation where the majority of new public development schemes are dependant solely upon private sector support.

**43.1.6** An increasingly popular means of funding works of a public or social nature is through associated "development gain", for example, the provision of social or low cost housing (in the past the role of Council Housing) through cross subsidy from a larger general needs housing scheme. This way of resourcing development is one that the Council would not normally be prepared to support where the resourcing element was contrary to Council policy or proposals contained within the Local Plan. However, in certain exceptional cases such a funding mechanism may be acceptable to the Council if it is fundamental to the realisation of other principal policies within the Local Plan.

**43.1.7** In addition to raising funds through the usual methods of Council Tax, Housing Investment Programme Finance and the locally determined sector allocation, the Council will utilise other sources of finance including Capital Receipt Funds and the various European Economic Community Regional Development Funds and other funding initiatives available at the time.

## PLANNING OBLIGATIONS

**43.2.1** The Council will encourage the use of planning obligations as contained in the Compensation Act 1991, Section 12, in order to achieve its land use and development objectives.

## PRIORITIES FOR COUNCIL EXPENDITURE

**43.3.1** The Council has published its strategic objectives for capital spending, service delivery and best use of resources and assets. The documents set out both the short and long term priorities for the Council's Capital Programme, reflecting its objectives for community support and development and have reference to appropriate proposals and policies contained within the Local Plan.

## MONITORING THE LOCAL PLAN

**43.4.1** Local Planning Authorities are required to keep the matters which may be expected to affect the development of their area or, the planning of that area, under review. As such the Local Plan has been prepared to meet existing and future requirements on the basis of facts and information available at the present time. It is likely that circumstances will change to a greater or lesser degree during the Plan period, and if the Plan is to have lasting relevance, it is important for it to be kept up-to-date. This can be achieved by "monitoring" which is a process of gathering information and assessing change and performance of the Plan in meeting its principal objectives.

**43.4.2** Effective monitoring of the Plan will establish whether proposals are being implemented and policies are performing as intended. Maintaining an awareness of emerging issues and public attitudes is also important and the Council intends to enable Local Councils, local societies, pressure groups, individuals and other bodies to participate fully in the Plan preparation and Plan monitoring procedures.

**43.4.3** To assist this process, the Council will, every two years from the adoption of the plan, prepare a monitoring statement which shows:-

- the extent to which new development has taken place;
- the proposals which remain to be implemented;
- any major departures from Local Plan policies;
- the identification of new pressures or trends which may require changes to policies or proposals;
- the need for additional new or modified policies;
- the prioritisation of possible future alterations to the Plan.
- the evaluation of plan policies in relation to their sustainability and impact on the environment. (See section 2.6)

**43.4.4** The monitoring statement will show where problems have arisen and provide a context for setting priorities in implementation. The statement will also be useful in terms of the provision of additional information reinforcing the relevance of the Local Plan for planning applications and appeals.

### ***POLICY I1***

**IN PROMOTING SCHEMES FOR ENVIRONMENTAL IMPROVEMENT, THE COUNCIL WILL ALLOCATE FINANCIAL AND OTHER RESOURCES TO THE AREAS AND TO THOSE PROJECTS WHERE THE GREATEST BENEFIT WILL OCCUR. THERE WILL IN PARTICULAR BE POSITIVE DISCRIMINATION IN FAVOUR OF THE COALFIELD AND COASTAL AREA IN THE EAST OF THE BOROUGH.**

**43.5.1** The constraints on Local Government expenditure have been and will continue to be strictly controlled by Central Government and it is important that Castle Morpeth Borough Council's limited resources for environmental improvements of all types are used wisely. The authority will therefore be targeting projects which make a significant and lasting impact. It will be particularly interested in joint projects where the Council's input is matched by resources from other local bodies, the County Council, the Government and the European Community.

**43.5.2** The coastal areas of the District are recovering from the environmental legacy of both deep mining and opencasting, although significant advances have been made in recent years in restoration techniques. They are disadvantaged both economically and environmentally and it is right that positive discrimination in favour of these areas should be exercised by the Council in its allocation of resources.

**POLICY I2**

**FOR MAJOR DEVELOPMENTS THE COUNCIL WILL, WHERE NECESSARY, SEEK THROUGH A PLANNING OBLIGATION TO MAKE PROVISION FOR RELATED HIGHWAY, INFRASTRUCTURE AND COMMUNITY FACILITIES. THESE MAY INCLUDE:**

- i) THE PROVISION OF HIGHWAY IMPROVEMENTS, AND FACILITIES WITHIN THE SITE, THAT ARE NECESSARY IN THE INTERESTS OF COMPREHENSIVE PLANNING AND/OR**
- ii) THE PROVISION OF OFF-SITE HIGHWAY IMPROVEMENTS AND FACILITIES WHERE THE DEVELOPMENT CAN BE SHOWN TO PUT ADDITIONAL STRAIN ON EXISTING RESOURCES.**

**43.6.1** Circular 1/97 "Planning Obligations" sets out policies and gives guidance on the proper use of planning obligations and their role in the planning system. They should be sought where they are necessary to make proposals acceptable in land-use planning terms and can be key elements in the implementation of planning policies for an area. They should also be relevant to planning, directly related to the proposed development, and fairly and reasonably related in scale and kind to the proposed development.

**43.6.2** New housing, employment or commercial development proposals may require the construction of new roads in order to access the development site and such roads will either precede the development or be part of the development proposals. Development proposals also create increases in traffic flows generally which may wish to utilise parts of the highway infrastructure proposals designed (inter alia) to relieve this congestion. In both such instances the Council will seek to obtain agreements from developers to contribute to the creation of an improved highway network which relieves congestion and enables potential development sites to be accessed.

**43.6.3** In particular, the County and Borough Councils have recognised that highways within Morpeth are congested and that additional housing, employment and commercial developments will increase such congestion. They agree that any additional housing, employment or commercial development in or adjacent to Morpeth would only be acceptable if strategic improvements to the highway network serving the town are implemented. For relevant development proposals contributions will be sought from developers to allow for the improvements to be carried out. Contributions may be through provision of new highways, financial payments or a combination of these. The form and scale of contributions from a developer will be negotiated and agreed at the planning application stage and will be appropriate to the impact of the development upon the highway network.

**43.6.4** New housing and related development creates a direct requirement for an appropriate increase in educational provision. Where sufficient spare capacity does not exist in local schools, the local planning authority may seek an appropriate legal agreement (normally under S106 of the Town and Country Planning Act 1990) to determine developer contributions towards the costs of increased educational provision, such agreements to be concluded prior to the issuing of the relevant planning permission.

**43.6.5** Requirements for social needs housing, social, recycling, recreational or community facilities may also be considered and negotiated by means of a planning obligation.

**43.6.6** Proposals for development may also have an impact upon sites of acknowledged conservation interest and importance. Where the need for development is judged to carry greater weight than the safeguarding of a nature conservation site of national or international importance, it will be appropriate to consider a planning obligation in respect of measures required to conserve and enhance the nature conservation interest. The consideration of such obligations is included in Policies C9A and C10 and accordingly has not been restated in Policy I2 above.

**43.6.7** During the life of the Plan, proposals for development which do not form part of the Plan's land use policies may come forward and be considered appropriate for approval and implementation. These "windfall" developments will be considered in respect of their impact on highways, infrastructure, education and other facilities and be assessed against the provisions of Policy I2.



## **APPENDIX A - RECOGNISED NATURE CONSERVATION SITES.**

Designated Nature Conservation Sites include:-

- a) All Sites of Special Scientific Interest (SSSI).
- b) All Sites of Nature Conservation Importance (SNCI).
- c) All Local Nature Reserves (LNR).
- d) All Ancient Semi-Natural Woodland (ASW).
- e) All Ancient Replanted Woodland (ARW).
- f) All Country Parks (CP).
- g) Other Nature Reserves (ONR).
- h) Other Sites, otherwise undesignated, which are known to have specific or general value for nature conservation (OS).

Such sites are listed below, with their designation, by Parish, in alphabetical order.

<b>PARISH</b>	<b>SITE NAME</b>	<b>SSSI</b>	<b>SNCI</b>	<b>LNR</b>	<b>ASW</b>	<b>ARW</b>	<b>CP</b>	<b>ONR</b>	<b>OS</b>
<b><u>Belsay</u></b>	Bantam Wood				X				
	Belsay Dene Wood				X				
	Bolam Lake		X				X		
	Village Wood		X						
<b><u>Capheaton</u></b>	Capheaton Quarry								X
	Kirkheaton Quarry								X
	Shaftoe Craggs		X						
	Sir Edwards Lake		X						
<b><u>Chevington (East)</u></b>	Chevington Wood				X				
	East Chevington Reedbeds							X	
	Druridge Bay Country Park						X		
	Hadston Links	X							
<b><u>Cresswell</u></b>	Chugdon Wood		X		X				
	Cresswell Hall Woods								X
	Cresswell Ponds	X							
	Cresswell and Newbiggin Shores	X							
	Lyne Dene		X		X				

PARISH	SITE NAME	SSSI	SNCI	LNR	ASW	ARW	CP	ONR	OS
<b><u>Ellington</u></b>	Chugdon Wood		X		X				
	Ellington Dene		X						
	Ellington Pond							X	
	Linton Lane Ponds							X	
	Lyne Dene		X		X				
	Warkworth Lane Ponds		X						
<b><u>Hartburn</u></b>	High Angerton Wood		X		X				
	Wansbeck & Hartburn Woods (Part)		X						
<b><u>Hebron</u></b>	Blackdean Woods					X			
	Blubbery Wood				X	X			
	Hagg Wood					X			
	Heighley Wood				X	X			
	Tank Plantation/Pond								X
	Willys Wood				X				
<b><u>Heddon</u></b>	Close House								
	Riverside	X	X						
	Ryton Island		X						
	Slacks Plantation								X
	Heddon Common			X					
	Tyne Riverside						X		
<b><u>Hepscott</u></b>	Blue House Woods		X		X				
	Northsteads Banks		X		X				
<b><u>Longhirst</u></b>	North Plantation								X
	Linton Lane Ponds							X	
<b><u>Longhorsley</u></b>	Ghyll Heugh Wood				X				
	Hedley Wood				X				
	Longhorsley Moor	X							
	Paxton Dene				X				
	West Howden Wood				X				
<b><u>Lynemouth</u></b>	Chugdon Wood		X		X				
	Lyne Dene		X		X				

PARISH	SITE NAME	SSSI	SNCI	LNR	ASW	ARW	CP	ONR	OS
<b><u>Matfen</u></b>	Ingoe Mines								X
	Ryal Quarry								X
	West Side Dene				X	X			
<b><u>Meldon</u></b>	Clay House Wood				X				
	Cockshot Wood					X			
	Font Woods		X		X	X			
	Harrys Wood		X		X				
	Mill Wood		X		X				
	Rivergreen Mill Wood		X		X				
	Wansbeck & Hartburn Woods (Part)		X						
<b><u>Mitford</u></b>	Borough Woods			X	X				
	Cockhill Plantation		X						
	Font Woods		X		X	X			
	Gubeon Woods		X						
	Mitford Dene		X		X				
	Mothers Wood								
	Scotch Gill Woods (Part)		X						
	Tranwell Reservoirs								X
	Wansbeck & Hartburn Woods (Part)		X		X	X			
	Well Hill Plantation		X						
<b><u>Morpeth</u></b>	Abbey Banks Wood								X
	Bluebell Wood		X		X				
	Castle Wood		X	X	X		Declared LNR in 2000		
	Chapel Wood		X		X	X			
	Cotting Wood		X		X				
	Davies Wood		X	X	X				
	Howburn Wood		X		X				
	Quarry Bank Wood		X		X				
	Scotch Gill Woods (Part)		X	X	X				

PARISH	SITE NAME	SSSI	SNCI	LNR	ASW	ARW	CP	ONR	OS
<b><u>Netherwitton</u></b>	Abshields Wood				X				
	Bellion Wood				X				
	Ewesley Burn Wood				X				
	Garden House Wood		X		X				
	Folly House Wood				X				
	Haredene Pond								X
	Keyhirst Gill				X				
	Low Healey Wood				X				
	Longwitton Dene				X	X			
	Newpark Wood		X			X			
	Oldpark Wood					X			
	Rayburn Lake		X						
<b><u>Pegswood</u></b>	Chapel Woods		X		X	X			
	Howburn Wood		X		X				
<b><u>Ponteland</u></b>	Benridge Bog		X						
	Darras Hall Grassland	X							
	Dissington Pond		X						
	Forsters Plantation		X						
	Prestwick Carr	X							
<b><u>Stamfordham</u></b>	Harlow Hill Quarry								X
	Whittle Dene Reservoirs		X						
<b><u>Stannington</u></b>	Blagdon Pond		X						
	Plessey Woods		X		X	X	X		
	Stannington Vale Woods		X		X				
<b><u>Thirston</u></b>	Catheugh Wood				X				
	Felton Park Woods		X		X				
	Mouldshaugh Grassland		X						
<b><u>Tritlington and West Chevington</u></b>	Causey Park Quarry								X
	Chevington Wood				X				
	Forest Wood				X				
	Robinhood Woods				X	X			

PARISH	SITE NAME	SSSI	SNCI	LNR	ASW	ARW	CP	ONR	OS
<b><u>Wallington Demesne</u></b>	Angerton Lake								X
	Elf Hills Plantation								X
	Hartburn Banks Woods		X		X				
	Wallington Dene		X		X				
<b><u>Whalton</u></b>	Cockhill Plantation		X						
<b><u>Widdrington</u></b>	Druridge Pools							X	
	Hemscott Hill Ponds								X
<b><u>Widdrington Station and Stobswood</u></b>	Grange Woods				X	X			
<b><u>Trans-Parish Sites</u></b>	River Blyth & Tributaries		X						
	Chevington Burn & Tributaries						X		X
	River Coquet & Coquet Valley Woodlands	X	X		X	X			
	River Lyne & Tributaries								X
	River Tyne & Tributaries		X (Part)						X
	River Wansbeck & Tributaries		X						
	Castle Morpeth Seashore*	X (part)	X (part)				X (part)	X (part)	X (part)





## **APPENDIX D - BUILDINGS OF ARCHITECTURAL OR HISTORIC IMPORTANCE**

### **1. Discussion of proposals before submission**

Within the Plan Area there are fourteen existing Conservation Areas and Conservation Areas are proposed at Cresswell, Dalton, Heddon-on-the-Wall, Kirkheaton, Mitford and Stannington. There are almost 1000 buildings and structures which are listed as being of architectural or historic importance in the Borough, and a number of the other buildings which, although not listed, are of considerable age. This appendix contains general design guidance on extensions and other forms of development to these buildings. Before submitting proposals for any development applicants are strongly advised to discuss proposals with Officers of the Planning Department in order to prevent design work being undertaken which may prove abortive.

### **2. General design considerations**

Great care needs to be exercised in the design and construction of extensions and other development connected with buildings of architectural or historical interest. Where the design of a new building or renovation work is inappropriate or modernisation has to alter radically the appearance of an existing building the resulting incongruity is readily apparent. Alterations which would adversely affect the proportions or fenestration of such buildings or introduce materials which contrast strongly with those currently used on the building should be avoided.

### **3. Details to consider in alterations to existing buildings**

- i) Any alterations should be in harmony with existing materials and match them in texture, quality and colour. The use of existing secondhand materials where possible is recommended. Refacing of brick or stone walls with roughcast cement render, especially where decorative features will be obscured or obliterated, should be avoided.
- ii) Extensions should not dominate the original building in scale, materials or position. Generally, traditional designs are most appropriate with care taken to follow the fenestration and detailing of the original.
- iii) Care needs to be taken to match bonding and pointing of new brickwork with the existing.
- iv) Cleaning of stone and brick or the sanding of brick should be carried out so as to avoid loss of detail and the retention of any features of construction or ownership.
- v) Existing openings should not be widened or heightened out of proportion to the elevation. Arches should be kept wherever possible or copied and the design repeated in any restoration work.
- vi) Architectural features such as parapets, pediments, gables, eaves and cornices may be important on an elevation and if they have to be replaced this should be in facsimile and wherever possible in natural materials. Porches and canopies should be designed in keeping with the character of the building.
- vii) The symmetry and traditional divisions of elevations should be observed. Doors and windows no longer required can sometimes be blocked from inside leaving a dummy or blind feature to the exterior.
- viii) Fire escapes should be located as inconspicuously as possible. Plumbing should remain concealed or kept to a minimum on front elevations.

### **4. Windows and their detailing**

- i) The pattern and proportion of window to wall is a major feature of the elevation of a building. Any alterations to the windows should not disturb this overall balance of solid and void. Existing window surrounds should not be altered and any new window openings should reflect the detailing of the existing building.



- ii) On the front elevations of buildings, dormer windows should not be enlarged. There is a general trend today to insert bow windows but these are not traditional in the Borough and would not normally be appropriate.
- iii) Mullions on existing windows should be retained where possible and traditional styles of windows should be chosen. On old buildings these are generally 8,12 or even 18 pane sliding sash windows. Pivot windows, louvre and top opening lights are all styles and features which are non-traditional in the Borough.

#### 5. Doors

Original doorways should be retained if possible, but if their replacement is essential any design should be appropriate to the character of the building. Details such as fanlights, pediments, pilasters and cornices should be retained wherever possible.

#### 6. Roofs

As the roofline is often as dominant feature, the retention of the original pitch and cladding is most important and any alterations should be in matching materials. Slates are the predominant roofing material on older buildings. Chimney stacks are often a feature of the roof and should be retained even when no longer required functionally.

**APPENDIX E Progress with Housing Sites (at 30/06/02)**

PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Belsay</u>					
89D433	Bolam White Farm (Conv.)	1	1	0	0
91D264	Wallridge Farm (Conv.)	1	1	0	0
92D476	Middle Part Farm, Belsay (Conv.)	1	1	0	0
93D287	Gallow Hill (Conv.)	1	1	0	0
93D334	Bolam Kennels, Belsay	1	1	0	0
94D630	West Bitchfield	1	1	0	0
95D99	Bounder House, Belsay (Conv.)	1	1	0	0
97D166	Edge House Farm (Conv.)	1	0	0	1
97D255	Middle Part Farm, Belsay (Conv.)	1	1	0	0
98D36A	South Of Lodge & North Of Black-Smiths Coffee Shop, Belsay	2	2	0	0
00D403	Nunhill Cottage	1	0	1	0
00D506	Gallowhill Hall Whalton	22	7	5	10
00D531	Middle Newham Farm Milbourne Ponteland	1	0	0	1
00D566	Gallowhill School Gallowhill Hall Whalton	2	2	0	0
01D203	Gallowhill Hall Whalton - Garden Cottages	-1	-1	0	0
01D544	Sandyford Farm, Belsay	2	0	0	2
		38	18	6	14
<u>Capheaton</u>					
90D440	Granery, Kirkheaton (Conv.)	1	1	0	0
93D628	Shaftoe Grange, Middleton (Conv.)	1	0	1	0
95D52	East Shaftoe, Middleton (Conv.)	1	1	0	0
96D271	Toft Hall, Kirkheaton	1	1	0	0
		4	3	1	0
<u>Chevington - East</u>					
89D649A	Country Park Inn, Car Park	1	1	0	0
90D80	Manor House, N. Broomhill	11	11	0	0
91D220	Primrose Hall, Swarland Tce.	2	2	0	0
92D232	Adj. Jawlyn, Red Row	2	2	0	0
92D434C	West Of Chevington Vicarage	2	0	0	2
93D107	11 Market Place, Red Row (Conv.)	2	2	0	0
93D520	12 & 13 Market Place (Conv.)	1	1	0	0
96D40	Country Park Inn (Conv.)	6	6	0	0
97D279	Former Radar Club, N.Broomhill (Conv.)	3	3	0	0
97D57	South Of Parkside, Broomhill	1	1	0	0
98D269	Meadowcroft, Station Road, N. Broomhill	1	1	0	0
98D395	1-24 Hazon Crescent, Hadston	-92	-76	0	-16
99D349	1 Radar Close, North Broomhill	2	0	0	2
99D486	Land East Of The Willows Red Row	3	0	0	3
00D187	Land North Of Hadston Road	26	17	0	9
00D428	Former Druridge Middle School	12	0	0	12
01D43	Nordstrom House North Broomhill	18	0	0	18
		1	-29	0	30

PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Chevington - West</u>					
		0	0	0	0
<u>Cresswell</u>					
90D159	West Lodge, Cresswell Road	2	2	0	0
92D140	Rear Of Rowan Tree Lodge	1	1	0	0
93D505	Drift Inn, Blakemor Drift	1	0	1	0
01D47	Cresswell Home Farm Cresswell	8	0	0	8
		12	3	1	8
<u>Ellington</u>					
74D539	Pimperine	1	0	1	0
88D589	Adj. Windmill Hill, Ellington	15	15	0	0
89D185	Woodside, Cresswell Road	10	10	0	0
90D618	Adj. Whinholme & Greenacre, Linton	7	7	0	0
9332 BN	2/3 Farm Cottages, S. Linton (Conv.)	-1	-1	0	0
93D361	High Farm, Ellington	10	10	0	0
93D605	Brookes Bar, 1st Row, Ellington	1	1	0	0
94D168	West Of Abbotsford, Cresswell Road	1	1	0	0
94D676	Gin Gan, Hagg Farm, Ellington	1	1	0	0
96D516	Abbotsford, Cresswell Road	1	1	0	0
97D353	Lilac Cottage, Cresswell Road	5	2	3	0
97D451A	The Quarry, Ellington	2	2	0	0
97D466	1 First Row, Ellington (Conv.)	1	0	1	0
97D527	Low Farm, Ellington	9	9	0	0
97D573	St. Aidans Church, Linton (Conv.)	1	0	1	0
98D387	Hubbway Garage	14	14	0	0
99D190	South Of Whinholme & West Of Annan, Linton	1	1	0	0
00D117	Rear Of Glenelg, Ellington	18	9	9	0
00D141	Colliery Tavern (C Of U)	1	0	0	1
00D239	Land Adj. Rock Villa, Cresswell Road	1	0	0	1
00D422	Rear Of Tarn Howes	1	0	1	0
00D632	Quarry Garage Site Ellington	1	0	0	1
		101	82	16	3
<u>Hartburn</u>					
92D125	The Workshop	1	1	0	0
94D162	Walled Garden, Angerton Hall	1	1	0	0
94D266	East Marlish Farm, Hartburn (Conv.)	1	1	0	0
01D299	Marlish Farm Hartburn (Conv)	5	0	0	5
		8	3	0	5
<u>Hebron</u>					
86D433	Coach House, Espley	1	1	0	0
89D229B	Warreners House, Northgate (Conv.)	2	0	2	0
90D412	North Of West House, Fairmoor	1	1	0	0
90D562A	East Shield Hill Farm (Conv.)	5	5	0	0
93D384A	Garden Area, Strathisla	1	1	0	0
94D300	Talstead, Fairmoor (Plot 6)	2	2	0	0
97D200	Low Espley (Conv.)	1	0	1	0
99D144	Rear Of "Fairmoor", Fairmoor	1	0	1	0
00D645	New Houses Causey Park Morpeth	1	0	0	1
00D75	Smithy, 1-3 East Farm Cottages (Conv.)	1	0	1	0
		16	10	5	1

PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Heddon on the Wall</u>					
94D425	Centurion Way, Heddon	3	1	0	2
81D586	Holmeside, East Heddon (Conv.)	1	1	0	0
82D55A	Close Lea, Heddon (Conv.)	1	1	0	0
91D269	North Of 40 & 42 Heddon Banks	6	6	0	0
91D574	Rudchester Manor (Conv.)	1	1	0	0
92D504	Land North Of 40 Heddon Banks	1	1	0	0
93D472LBC	Close House (Conv.)	1	1	0	0
93D588	East Heddon Farm (Conv.)	5	0	0	5
93D85	West Of 40 Heddon Bnaks	1	1	0	0
94D642	Bays Leap Farm	1	1	0	0
95D380	Iron Sign Farm (Conv.)	1	1	0	0
95D441A	Roman Wall Forge	1	0	0	1
96D123	Heddon Birks Farm, East Heddon	4	4	0	0
96D597	Adj. 3 Carters Cottage, Heddon	1	1	0	0
97D521	Birds Hill, E. Heddon (Conv.)	1	0	1	0
97D595a	Land East Of 14 Station Road	1	0	0	1
97D603	Site Of Former Tank House	1	0	1	0
98D407	Heddon Banks Farm (Conv.)	2	2	0	0
99/49BN	Stable Cottage, Rudchester Manor (Con)	1	0	1	0
99D468A	Heddon Banks Farm	1	0	0	1
00D464	Royal French Arms, Hexham Rd (Conv)	6	0	6	0
00D630	7a Hexham Road Heddon On The Wall	1	0	0	1
01D5	Heddon House Heddon On The Wall	4	0	0	4
01D276	44 Heddon Banks, Heddon (conversion from Factory to House)	1	0	1	0
01D509	10 Station Road, Heddon	8	0	0	8
01D756	44 Heddon Banks, Heddon (2 for 1)	1	0	0	1
		56	22	10	24
<u>Hepscott</u>					
81D192	Westfield (The Orchard)	1	1	0	0
90D211A	Rear Of Langdale	1	1	0	0
90D236	Rear Of Two Oaks	1	1	0	0
93D393	Rear Of Netherlea, Hepscott	1	1	0	0
93D495	Adj. Westfield, Hepscott	1	1	0	0
94D385A	East Of 1 The Orchard, Hepscott	1	1	0	0
94D92	South Lodge, Hepscott	5	5	0	0
95D30	Nicholas Garrow Home (Conv.)	2	2	0	0
95D96	Dunces Houses (Conv)	1	1	0	0
97D382	9 Field Close	1	1	0	0
97D4	Stobhill Manor (Phase III)	114	112	2	0
98D169	Adj. Howard House	1	1	0	0
00D508	Hepscott Manor Farm Hepscott	8	0	0	8
02D68	Hepscott Manor Farm Hepscott	2	0	0	2
		140	128	2	10

PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Longhirst</u>					
85D323	Middlesteads Farm (Conv.)	1	1	0	0
87D320	Longhirst Farm (Conv.)	1	1	0	0
87D8	Walled Garden, Longhirst Hall	1	1	0	0
88D72	Badgers Burn Farm (Conv.)	1	1	0	0
91D4	Fawdon House (Conversion)	5	5	0	0
92D188	Longhirst Farm (Conv.)	1	1	0	0
93D581	Pagoda Lodge, Longhirst (Conv)	1	1	0	0
95D543a	West Of Countryside Cottage	1	1	0	0
95D547	Site B, Piper's Field	1	1	0	0
96D433	Barnacres, Longhirst (Conversion)	1	1	0	0
		14	14	0	0
<u>Longhorsley</u>					
80D800	Low Hedley Wood (Conv.)	1	1	0	0
89D510A	Drummonds Close	8	8	0	0
93D370	East Of Greencroft, West Road	1	1	0	0
93D447	Fieldhead Farm	-1	-1	0	0
94D384	Garden Area, 46 Whitegates	1	1	0	0
94D726	Badgers Ford	64	64	0	0
96D153	South Birks (Conv.)	1	1	0	0
96D465	Harelow (Conv.)	1	1	0	0
97D65	Linden Hall Estate	17	16	1	0
98D287	Rose & Thistle (Conv.)	1	1	0	0
	Land To Rear Greencroft Wiowna Lodge Park				
98D404	Cottage West Rd Longhorsley	3	0	0	3
01D248	Cote Nook Linden Hall Longhorsely (3 for 1)	2	0	0	2
	Oak Tree House (Formerly Police House)				
01D498	Drummonds Close Longhorsley	1	0	0	1
		100	93	1	6
<u>Lynemouth</u>					
91D66	54 Eden Terrace	1	1	0	0
91D67	29 Dalton Avenue	1	1	0	0
91D68	13 Chester Square	1	1	0	0
91D69	84 Dalton Avenue	1	1	0	0
92D508	West Market Street / Dalton Avenue	2	2	0	0
94D192	25 Albion Tce.	1	1	0	0
01D160	9 West Market St Lynemouth	1	0	0	1
		8	7	0	1
<u>Matfen</u>					
85D42A	Adj. To Black Bull	1	1	0	0
85D524	West Farm	1	1	0	0
87D568	Adj. Robin Hood Inn, E. Wallhouses	1	1	0	0
88D510	Fenwick Shield Farm (Conv.)	6	6	0	0
89D107	Lynup Hill Farm, Ingoe	2	2	0	0
91D568	Rear Of 5 The Green, Matfen	1	1	0	0
92D134A	North Of Matfen Village	22	22	0	0
92D39	South Fens Farm (Conv)	2	2	0	0
93D375	North Of Matfen Church (Conv.)	1	1	0	0
95D81	East Farm, Ryal	1	1	0	0
96D440	South Farm, Wallhouses (Conv.)	1	1	0	0

PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Matfen (continued)</u>					
97D468	Vallum Farm, E. Wallhouses (Conv.)	1	1	0	0
01D415	Land Adj. Westend & Hillcroft, Ingoe	3	0	3	0
00D444	Land South Of Matfen Hall	4	4	0	0
00D500	Rear Of Black Bull Matfen	1	0	0	1
00D641	Black Bull Matfen	1	0	0	1
01D182	Kearsley Farm Ingoe	1	0	0	1
01D190	Bog House Near Matfen	1	0	1	0
		51	44	4	3
<u>Meldon</u>					
85D304	Unit 1, West Molesdon Farm (Conv.)	1	1	0	0
90D470	Opposite Dyke Neuk, Meldon (Conv.)	1	1	0	0
91D494	Nunriding Hall, Meldon (Conversion)	3	2	1	0
91D53	Newton Mill Farm (Conv.)	1	1	0	0
93D100	Rear Of Dyke Neuk, Meldon	1	0	1	0
00D153	Cottage Bastle Newton Underwood	1	0	0	1
00D333	Throphill Farm (Conv.)	2	0	0	2
		10	5	2	3
<u>Mitford</u>					
83D241	Tranwell Woods (Site 3)	1	1	0	0
83D704	Tranwell Woods (Site 1)	1	1	0	0
86D92	Tranwell Woods (Site 10)	1	1	0	0
90D516	Rear Of New Cottages	1	1	0	0
94D712	Woodside Cottage	1	0	1	0
95D162B	Stonewall, Tranwell Woods	1	0	0	1
96D121	Carriage House Stable Yard,Mitford Hall (Conv)	1	0	1	0
97D314	East Stable Yard, Mitford Hall (Conv.)	1	0	1	0
97D438	Mill Farm, Mitford (Conv.)	3	3	0	0
99D425	Mill House Farm (Conv)	1	1	0	0
99D427	Lightwater Farm, Mitford (Conv.)	2	2	0	0
00D149	Spital Hill Farm Mitford Estate Morpeth	3	0	0	3
01D240	Newton Red House Mitford	5	0	0	5
02D191	Redstacks, Tranwell	1	0	0	1
		23	10	3	10
<u>Morpeth</u>					
75D282	Thorp Avenue	1	1	0	0
84D16	Court House (Conv.)	9	9	0	0
85D223	Adj. Gatehouse, Stobhill	2	2	0	0
87D290	West Loansdean Gardens	1	1	0	0
87D528	21 Manchester Street	1	1	0	0
88D44	Springhill	12	12	0	0
88D606	Quarry Woods, Whorral Bank	1	1	0	0
89D420	Southgate	13	13	0	0
89D65	Bolland Hall, Pottery Bank	1	1	0	0
90D132	Rear 128 Newgate St & 14 Cottingwood	1	1	0	0
90D388	Adj. 10 St. Mary's Field	1	1	0	0
90D532	Carlisle Stores, St. Mary's Field	1	1	0	0
90D623	Police Houses, Castle Square (Conv)	-4	-4	0	0
90D651	Terravis, Choppington Road	1	1	0	0
91D155	Park House Farm (Conv.)	3	3	0	0
91D298	East Of High Stobhill Farm	50	50	0	0

PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Morpeth (continued)</u>					
91D33	Adj. Aarondfield, Station Bnak	1	1	0	0
91D394	Adj. 14 Mitford Road	3	3	0	0
92D22	Old Queens Head Yard	1	1	0	0
92D227	12 Manchester Street (C Of U)	-1	-1	0	0
92D353	Rear Of Old Grammar School	5	5	0	0
92D361	Waterford Lodge, Castle Square	1	1	0	0
92D427	Rear Of Engleby House	1	1	0	0
92D489	Claremont House, 25 North Place (C Of U)	-1	-1	0	0
92D73	14 Manchester Street (C Of U)	-1	-1	0	0
9321R	2 & 3 Curry's Buildings (Conv.)	-1	-1	0	0
93D281	Adj. 47 Mitford Road	1	1	0	0
93D559	The Willows, Gas House Lane	3	3	0	0
94D101	Land South Of The Chimes, Fulbeck	1	1	0	0
94D167	Cricket Club, Stobhill	39	39	0	0
94D311	Bow Villas, Pottery Bank (Conv.)	4	4	0	0
94D371	11 Newgate Street (C Of U)	1	1	0	0
94D43	Adj. Beeswing, 93 Newgate Street	1	1	0	0
94D49	Adj. Hillbrow, Pottery Bank	1	1	0	0
94D601	25-27 Howard Tce. (C Of U)	1	1	0	0
94D657	12-16 Oldgate (C Of U)	1	1	0	0
94D702	Adj. 1st Cottages	1	1	0	0
94D79	3 & 4 Auburn Place (Conv.)	-1	-1	0	0
9534R	1-2 West Cottingwood Cottages (Conv.)	-1	-1	0	0
95D14	Olivers Mill (Conv.)	16	16	0	0
95D149	10-12 Oldgate Morpeth	2	2	0	0
95D194	Adj. To Olivers Mill	14	14	0	0
95D381	1 Manchester Street (C Of U)	1	1	0	0
95D435	Rear Of Town Hall	17	17	0	0
95D462	Wellway	18	18	0	0
95D463	61 Newgate Street (C Of U)	2	2	0	0
95D516	Council Cottage, Gas House Lane	1	1	0	0
95D90	Dene View, Pottery Bank (Conv.)	4	4	0	0
96D114	Land South Of Elliott Centre	8	8	0	0
96D164	Wansbeck House, 1 Wansbeck Place (Conv.)	6	6	0	0
96D245	East Of High Stobhill Farm (Phase li)	27	27	0	0
96D281	10-12 Newgate Street (C Of U)	1	1	0	0
96D423	Swinneys Office Site	49	49	0	0
96D499	Mains Tce.	19	19	0	0
96D610	Sommersby Grange	3	3	0	0
96D611	Adj. Sweethope Dene	1	1	0	0
97D116	10-13 Staithes Lane (C Of U)	8	8	0	0
97D173	Land Adj. Wansdyke House, Lan.Pk	1	0	1	0
97D316	Garden Of Glencroft, Fulbeck	1	1	0	0
97D328 (A,B)	Rear Of 10 Cottingvale	2	0	0	2
97D33	Hillbrow, Pottery Bank (C Of U)	2	2	0	0
97D38	North Of The Mount	6	6	0	0
97D86	South Of Alma Pl, Gas House Lane	1	0	1	0
9810R	67a Bridge Street (C Of U)	1	1	0	0
98D172A	Ymca, Rear Of 61/63 Bridge Street (Admiral Collingwood Court)	24	24	0	0

PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Morpeth (continued)</u>					
98D196	Jennings Showroom, 53/55 Bridge St	21	20	1	0
98D209	New Phoenix Yard, Bridge St. (Conv.)	3	0	3	0
98D282	72-76 Newgate Street	6	6	0	0
98D30	Adj. 2 High Park, Deuchar Park	1	1	0	0
98D310	4 Castle Square (Conv.)	1	0	1	0
98D311	Rear 4 Castle Square	1	0	0	1
98D421	Adj. High Grates	1	0	0	1
98D424	Between 35a & 41 Newgate Stree	7	7	0	0
99D341	Garden , North Of Straithaird, Fulbeck	1	0	1	0
98D86	Bon Accord, 92 Newgate St. (C Of U)	5	0	5	0
99D203	3 Old Bakehouse Yard (Conv.)	1	1	0	0
99D251	25 Oldgate, Morpeth	1	0	1	0
99D324	Land East Of Lowford Cottage, Mitford Rd	1	0	1	0
99D40	50 Bridge Street	1	0	0	1
99D540	Land North Of 17 Kings Ave	1	0	0	1
99D548	East Of 85 Castle Close	6	6	0	0
99D597DEM	St. George's Hospital (Farm Buildings)	-2	0	0	-2
99D66	40 Buller's Green (Conv.)	1	0	0	1
00D119	Part Of Garden Area High House Morpeth	1	0	1	0
00D206	47 Bullers Green (Conv)	1	0	0	1
00D286	Westgate House, Dogger Bank (Conv.)	1	0	0	1
00D344	High House, Morpeth	1	1	0	0
00D475	Woodside Whorral Bank Morpeth	1	0	0	1
00D547	Land Adj Hilltop Pottery Bank Morpeth	1	0	0	1
01D441	Land adj 6 Cottinglea (43 The Pastures)	1	0	1	0
01D762	Stable Cottage, Westgate Flat	1	0	0	1
02D122	13 Dwellings, North Place, Morpeth	13	0	0	13
		467	427	17	23
<u>Netherwitton</u>					
87D170	Old School House (Conv.)	1	1	0	0
89D86	Stanton Town Head Farm (Conv.)	2	2	0	0
90D398	Beacon Hill Farm (Agric. Dwelling)	1	1	0	0
92D56A	Netherwitton Farm Steading	6	6	0	0
98D295	Linkham House, Stanton (Conv.)	1	1	0	0
01D755	Netherwitton Saw Mill	2	0	0	2
		13	11	0	2
<u>Pegswood</u>					
92D445	East Of Fairview, Butchers Lane	1	1	0	0
93D324	East Of Fairview, Butchers Lane	1	1	0	0
94D680 & 98D121	North Farm, Pegswood	118	118	0	0
95D461	Bentinck Crescent	2	2	0	0
96D489	Stanton Drive, Pegswood	8	8	0	0
97D534	374-375 Bolsover Tce	-2	-2	0	0
98D429	Pegswood Moor Farm (Conv.)	4	0	0	4
9926R	Co-Op Buildings, Front Street (C Of U)	2	2	0	0
99D546DEM	337-374 Bolsover Tce & 298-336 Welbeck Tce.	-76	-75	0	-1
00D663	Land W Of Pegswood County First School	39	20	6	13
		97	75	6	16



PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Ponteland (Rural)</u>					
83D407	Smallburn Farm	1	1	0	0
83D544	Prestwick East Farm (Conv.)	4	1	1	2
86D37	Apple Cottage, Beechwood, Medburn	1	1	0	0
91D568	West Of East Thorn Farm, Ponteland	1	1	0	0
92D43	Adj. Thorney Croft, Ponteland	1	1	0	0
93D174	Higham Dykes	1	1	0	0
93D484	Kirkley Mill Farm (Conv.)	1	1	0	0
94D294A	Ivy Cottage, Prestwick (Burnside)	1	1	0	0
94D361	1 Kirkley Park, Kirkley Hall (C Of U)	-1	-1	0	0
94D549	Block 59, Northumbria Police Hq ( C Of U)	-1	-1	0	0
95D4A	Abbottsford Nurseries, Coldcoates	1	0	1	0
95D5538	Low House Farm, Berwick Hill (Conv.)	1	1	0	0
96D354	Street Houses Farm, Ponteland (Conv.)	-1	-1	0	0
96D529	Coldcoates Moor Farm	2	0	2	0
96D536	Orchard House, Dissington Hall	1	1	0	0
96D572	Adj. Mayfair House, Prestwick Carr	1	0	1	0
96D90	Adj. Oakwood Cottage, Medburn	3	3	0	0
98D264	The Nursery, Medburn	9	0	8	1
98D331	Land At The Avenue, Medburn	1	0	1	0
98D7	Adj. Holly Lodge, Medburn	1	1	0	0
99D271	Newtongerrie, The Avenue, Medburn	1	0	0	1
99D318	Dissington Lane House Farm (Conv)	2	0	2	0
99D332	Garden Area South Of Little Brampton	1	0	1	0
99D352	Dissington Hall Dalton Ponteland	1	0	0	1
99D4	Adj. Medburn Cottage	2	0	0	2
99D506	Garden Area, South Of Fernwood, Medburn	1	0	1	0
99D582	The Stables,Pennyhill House,Ponteland (Conv)	1	0	0	1
99D607	Eland Hall Farm (Conv)	1	0	0	1
99D610	Callerton Grange Farm, Ponteland (Con)	4	0	0	4
00D148	Huntlaw Farm, Ponteland (Conv)	3	3	0	0
00D171	Callerton Hall, High Callerton (Conv.)	1	0	0	1
		46	14	18	14
<u>Ponteland (Village &amp; D.H.E.)</u>					
88D511	Eland Haugh	33	33	0	0
89D342	The Nursery, Darras Road, Dhe (The Drey)	14	14	0	0
89D552	17 Bell Villas, Ponteland	1	1	0	0
89D588	2 Woodvale, Dhe	1	1	0	0
89D622	The Wynde	1	1	0	0
90D102	Rear Of 149 Darras Road, Dhe	1	1	0	0
90D224	Contract House, Bell Villas (Cecil Court)	35	35	0	0
90D242	Rear Of 20 North Road	1	1	0	0
90D522	Deyncourt Close, Dhe	8	8	0	0
90D582	81 Edgehill, Dhe	1	1	0	0
90D593	Adj. 12 Darras Road, Dhe	1	1	0	0
90D676	Willow Way	1	1	0	0
91D32	Rear Of 103-111 Darras Road, Dhe	4	4	0	0
91D484	Rear Of Eland Lodge, North Road	3	3	0	0
92D359	34 Willow Way, Dhe	1	1	0	0
92D495	9 West Road, Ponteland (C Of U)	-1	-1	0	0
92D6	159 Runnymede Road, Dhe	1	1	0	0

PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Ponteland (Village and DHE, Continued)</u>					
92D97	Adj. 86 Edgehill, Dhe	1	1	0	0
93D120	Old Station Court, Dhe	20	20	0	0
93D40	Woodlands, Dhe	7	7	0	0
93D49	Rear Of 237-239 Darras Road	2	2	0	0
93D523	Old Rectory, Thornhill Road	1	1	0	0
93D53	Site 5, Errington Close, Dhe	1	1	0	0
93D557	36 Willow Way, Dhe	1	1	0	0
93D93	Eland Mews	51	51	0	0
94D131	Adj. 7 Middlebroock, Dhe	1	1	0	0
94D209	31a Broadway, Dhe (C Of U)	1	1	0	0
94D339	224 Western Way, Dhe	1	1	0	0
94D491	193 Westernway, Dhe	1	1	0	0
94D507	Rear Of 139-147 Darras Road	10	10	0	0
94D534	52a Edgehill, Dhe	1	0	1	0
94D666A	Rear 32 The Crescent, Dhe	1	0	0	1
94D73	Rear 159 Runnymede Road, Dhe	2	1	0	1
95D263	Site 11, Grenville Court, Dhe	1	1	0	0
95D318	Adj. Mayfair House	1	1	0	0
95D409	Ponteland Hospital	24	24	0	0
95D491	17a Bell Villas (C Of U)	-1	0	-1	0
97D10	Adj. 90 Eastern Way	1	1	0	0
97D156	Glebe Close	6	6	0	0
97D31	51 Parklands, Dhe	1	1	0	0
97D386	Garden Area, 80 Western Way	1	1	0	0
97D435A	1 The Crescent, Dhe	1	1	0	0
97D579	61/63 Whinell Road (Conv)	-1	-1	0	0
97D88	Fagans Nursery	16	4	0	12
98D297	Adj. 12 Middle Drive, Dhe	1	1	0	0
98D302	35 The Rise, Dhe	1	1	0	0
98D533A	Rear Garden Of 60 Edgehill, Dhe	1	0	1	0
99D291	Land Adj 12the Wynde Darras Hall Ponteland	1	0	0	1
99D39	Adj. 2 Middle Drive, Dhe	1	1	0	0
99D394	26-28 Merton Way, Ponteland (C Of U)	-1	0	-1	0
99D552	Eland Green, North Road, Ponteland	1	0	1	0
99D87	Rear Of 61/63 Whinell Road	1	1	0	0
00D499	68 Western Way Darras Hall	1	0	0	1
00D503	2 Kingswood Drive Darras Hall (2 For 1)	1	0	1	0
00D601	Land E Of 7a Woodside Darras Hall Ponteland	4	0	0	4
01D14	140 Darras Road, Darras Hall (2 For 1)	1	0	0	1
01D345	North Grange Farm North Road Ponteland	1	0	0	1
01D453	Collingwood House, Ponteland	16	0	0	16
01D572	Louisville, North Road, Ponteland.	22	0	22	0
		310	248	24	38
<u>Stamfordham</u>					
77D337	West End Of Village (Stannertow)	1	1	0	0
87D259	The Barns, Dalton Farm (Conv.)	1	0	1	0
89D100	Robsheugh Farm, Milbourne (Conv.)	-1	-1	0	0
90D358	Eachwick Moor Farm (Conv.)	3	3	0	0
91D309	Birney's Farm, Byerley Stud	1	0	1	0
91D538	Mill Farm, Dalton (Conv.)	1	1	0	0

PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Stamfordham (continued)</u>					
92D24	Cheeseburn Grange (Conv.)	1	1	0	0
93D607	Vallum Farm South (Conv.)	2	2	0	0
94D367	East Of Widdrington Drive	6	6	0	0
95D306A	North Lough Farm	1	1	0	0
97D280	Bridge End	10	10	0	0
99D136	Old Hawkwell Rc School (Conv.)	1	0	1	0
00D329	Bridge End Garage, Stamfordham	3	3	0	0
00D482	Land East Of Dalton Cottage	1	0	0	1
01D549	C/u Butchers Shop to Dwelling House	1	0	1	0
		32	27	4	1
<u>Stannington</u>					
86D401	Clifton Stables (Conv.)	1	1	0	0
87D120	Moor Farm (Conv.)	2	2	0	0
88D518	Hepscott Park	8	8	0	0
89D169	Land At Ladylaw	4	4	0	0
90D613	Adj. Cherry Tree Cottage	1	1	0	0
91D52	Glororum Farm, Clifton (Conv.)	6	6	0	0
92D233	West Duddo, Stannington (Conv)	9	6	2	1
92D271	Adj. North Clifton Farm (Conv)	4	0	4	0
93D268	Hepscott Park, Site 8 (Additional Plot, subdivide 88d518)	1	1	0	0
94D358	Oak Cottage, Hepscott Park (C Of U)	1	1	0	0
94D448	Elm Cottage (C Of U)	1	1	0	0
94D457	Land At Beechlea & The Glebe	6	6	0	0
94D598	Beech Cottage, Hepscott Park (C Of U)	1	1	0	0
94D692	Alder House, Hepscott Pk. (C Of U)	1	0	1	0
95D210	North Wing, Blagdon Hall	1	1	0	0
96D125	Pine House, Hepscott Park (C Of U)	1	0	1	0
98D343	High Clifton Farm (Conv)	1	1	0	0
98D86	Birchwood, Nurseries, Station Rd.	1	0	1	0
99D16	Clifton Lane, Clifton	1	0	0	1
99D396	Dovecote Farm, Clifton (Conv)	9	0	9	0
00D233	Tranwell Farm, Tranwell (Conv.)	7	0	7	0
00D266	1 Vale View, Stannington (C Of U)	-1	0	0	-1
00D622	West Duddo Cottages Stannington	-1	0	0	-1
01D57	Low House Farm Old Horton Grange Stannington	1	0	1	0
02D56	East of Saltwick House	1	0	1	0
		67	40	27	0
<u>Thirston</u>					
89D669	Wintrick Farm (Conv.)	3	3	0	0
90D273	Garden , Baliffs Cottage	1	1	0	0
90D552	Shothaugh Farm, Felton	2	2	0	0
91D36	Blackwood, West Moor	1	1	0	0
91D40	Thirston Waterside Farm (Conv.)	2	2	0	0
93D105	Land North Of Orchard View	1	1	0	0
93D340	East Thirston Cottages (Conv.)	1	1	0	0
94D12	Adj. Castle Farm	1	1	0	0
94D375	Bockenfield, Felton (Conv.)	3	1	2	0
94D713	Rear Of Meadowville, W. Thirston	1	1	0	0

PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Thirston (continued)</u>					
99D98A	South Farm, Eshott	2	0	0	2
96D163	Eshott Hall Estate	31	31	0	0
97D522	Burgham Farm	15	13	2	0
98D508	Peth Foot House (Conv.)	1	1	0	0
00D408	The Red Bungalow (River View)	1	1	0	0
00D587	Bywell Farm Felton	1	0	1	0
02D19	Thirston New Houses (Conversion)	5	0	0	5
		72	60	5	7
<u>Tritlington</u>					
87D74	Tritlington Demesne	-1	0	-1	0
91D303	Earsdon East Forest Farm (Conv)	2	1	1	0
92D491	Gorfenletch Farm (Conv.)	1	1	0	0
94D288	Middle Fenrother Farm (Conv)	3	2	0	1
97D283	Earsdon Hill Farm	1	1	0	0
		6	5	0	1
<u>Ulgham</u>					
89D71	Ulgham Grange Farm, Ulgham	4	3	0	1
90D652	South Croft Farm Stables, Ulgham	1	1	0	0
91D228	Townhead Farm, Ulgham (Part Conv.)	4	4	0	0
91D475A	Cockles Farm, Ulgham (Conv.)	1	0	0	1
92D501	Ulgham Grange Farm House (Conv.)	1	1	0	0
93D302	Grange Villa Kennels, Ulgham	1	1	0	0
		12	10	0	2
<u>Wallington</u>					
88D691	Oakford, Scots Gap	14	5	5	4
89D347	Post Office Farm, Middleton	1	1	0	0
91D564	Adj. Bircholme & Maryland, Scots Gap	10	10	0	0
95D523	Westwood Cottage, Wallington Hall (C Of U)	-1	-1	0	0
00D460	Margaretting Middleton	1	0	0	1
		25	15	5	5
<u>Whalton</u>					
91D553	Rear Of Beresford Arms	1	1	0	0
93D398	Twizell Farm (Conv.)	1	1	0	0
94D209	West Of The Croft	1	1	0	0
94D653	Twizell Farm (Conversion)	1	0	1	0
96D162	Rear Of Red House	1	1	0	0
96D33	Lynn Law, Whalton	6	6	0	0
97D428	Todhill Farm (Conv.)	3	3	0	0
98D115	Land North Of Whalton House	2	2	0	0
98D595	Whiteside North, Whalton	2	2	0	0
01D638	Startup Farm Ponteland	1	0	0	1
01D648	West Low House Farm, Whalton (Conversion)	2	0	0	2
		21	17	1	3
<u>Widdrington</u>					
98D113	Druridge Farm, (Conv.)	2	1	1	0
		2	1	1	0

PARISH & PLAN. No.	Location	NUMBER OF DWELLINGS			
		Approved	Completed	U/C	N/S
<u>Widd. St. &amp; Stobswood</u>					
75D177	Northwood Works, Stobswood Widdrington Station	1	0	1	0
82D311	End Of Mile Road, Widd. Station	1	1	0	0
88D562	Ferndale, Sea View, Mile Road, Widdrington Station (Chibburn Court)	27	27	0	0
88D563	Rear Of Ferndale, Mile Road	3	3	0	0
8951R	25/26 Grangewood Tce (C Of U)	-1	-1	0	0
89D692	Ferneybeds Farm	36	36	0	0
89D705	South Of Sandersons Tce.	3	3	0	0
90D582	Station Masters House, Widd. Station	1	1	0	0
92D327	Back Grangewood Tce & Lime Grove	2	2	0	0
92D328	Adj. Back Grangewood Tce. Stobswood	4	3	1	0
9413BN	9/10 Sandersons Tce (C Of U)	-1	-1	0	0
/97D492	Orabanda, Widd. St.	7	7	0	0
94D315	Land Adj. Back Grange Wood Tce, Stobswood	1	0	1	0
94D512	Adj. Sandersons Tce., Widd. St.	1	1	0	0
	Adj. Myositis & Grangemoor, Widdrington Station	1	1	0	0
95D113	Station	1	1	0	0
96D580	North Of Grangemoor Farm, Widd. St.	1	1	0	0
97/71BN	1 & 2 Northwood Drift, E. Stobswood (C Of U)	-1	0	-1	0
97D507	Land South Of Station House, W S	10	0	0	10
98D523	Stobswood House, Stobswood	1	0	0	1
98D176A	Former Stobswood School Site	13	0	0	13
99D215B	St Marys Church Hall Site Widdrington Station	1	0	0	1
	Land East Of Ena Street, Widdrington Station (Community Park)	-6	0	0	-6
99D587	Adj. Vicarage, Grangemoor Road	2	0	0	2
00D120	Land Adj. Grangemoor Farm	2	0	0	2
00D142	Land Adj Mini Market Ferneybeds Widdrington	1	0	0	1
00D442	Land N Of Margaret St Widdrington Station	29	10	18	1
00D541	Stobswood Brickworks Stobswood Morpeth	1	0	0	1
00D574	Grange Moor Farm, Widdrington Station	138	0	27	111
01D149	Land E Of Vicarage Grangemoor Road				
01D181	Widdrington Station	1	0	1	0
01D487	Junction Inn, Felton Lane, Widdrington	1	0	0	1
		280	94	48	138
Grand Total		2032	1457	207	368

## APPENDIX F – CAR AND CYCLE PARKING STANDARDS

### Introduction

1. In general a single standard will be applicable to the majority of developments in Northumberland (Column A), however lower standards will apply within defined urban areas such as town centres (Column B) where public parking is available or where there is good access to established public transport corridors (see Policy T8 and T8a).
2. Column A: Outside the central areas of Morpeth and Ponteland and outside Conservation Areas.  
  
Column B: Within the central areas of Morpeth and Ponteland and within Conservation Areas.
3. Note: Operational parking space is the space required for cars and other vehicles regularly and necessarily involved in the operation of the business of a particular building. It includes useable space for delivering and collecting goods at premises but not for storing or servicing vehicles except where this is necessary as part of the business carried on at the premises. In the case of residential or care homes space is required to park and manoeuvre ambulances. The minimum space will normally be 50 sq metres. NB. Additional space will be required for disabled drivers and for parking cycles.

### General Purpose Housing and Flats

4. Current experience suggests that car ownership increases in relation to the size of the dwelling and the age group of residents. It is becoming increasingly common for each eligible member of the household to have a car available and in general, for larger families to occupy larger houses. The proposed standard will therefore include an allowance for property size.
5. Parking provision for residents and visitors will normally be within the curtilage of dwellings. Where this cannot be achieved, the standards under "Communal Parking" will apply.

### Car Parking Spaces per Dwelling

		In curtilage			Communal		
		Column A	Column B		Column A	Column B	
			Max	Min		Max	Min
General Purpose	1/2 Bed	2	1	0	1.5	0.75	0
	3/4 Bed	3	2	0	2.5	1	0
	4+ Bed	4	3	1	3	2	1
Aged Persons		1	1	0	1	0.5	0
Non Sheltered							

6. On shared surface developments additional on-street visitor parking will be required:- 1 additional car space per 5 dwellings (1/5). This requirement will be reduced to 1/7 and 1/10 where Column B applies. Such spaces shall be distributed uniformly throughout the shared surface.

Other Development

		Column A	Column B	
			Max	Min
Aged Persons Sheltered	Warden	1	1	0
	Resident Staff	1/1 staff	1/2 staff	0
	Residents	1/4 residents	1/6 residents	0
	Visitors	1/4 residents	1/6 residents	0
Residential/ Care Homes	Staff	1/1 staff peak levels	1+1/2 staff	1+1/4 staff
	Residents	1/4 bedrooms	1/8 bedrooms	0
	Visitors	1/4 bedrooms	1/8 bedrooms	0
	Operational	50 sq m min	50 sq m min	0
Day Care	Staff	1/1 staff	1/2 staff	1/4 staff
	Patients	1/10 patients	1/20 patients	1/40 patients
	Operational	50 sq m min	50 sq m min	0
Places of Worship		1+1/10 seats (min 10)	1+1/25 seats (min 5)	1+1/100 seats (min 2)
	Operational	50 sq m min	50 sq m min	50 sq m min
		Column A	Column B	
			Max	Min
Assembly Hall	Staff	1/2 staff	1/5 staff	0
	Visitors	1/5 sq m	1/20 sq m	0
	Operational	50 sq m min	50 sq m min	50 sq m min
Hospitals	Staff	1/3 beds	1/5 beds	1/10
	Out Patients	1/3 beds	1/5 beds	1/10 beds
	Visitors	1/3 beds	1/10 beds	1/25 beds
	Operational	200 sq m min + 100 sq m per 1000 sq m floorspace	200 sq m min	200 sq m min
Clinics and Surgeries	Medical Staff	1/1	1/1	1/1
	Admin Staff	1/3	1/5	0
	Patients-(Appointment)	4/consulting room	2/consulting room	1/consulting room
	Operational	50 sq m min	50 sq m min	50 sq m min
Hotels/Guest Houses	Staff	1/3 staff	1/5 staff	1/10 staff
	Guests	1/1 bedroom	1/1 bedroom	1/1 bedroom
	Restaurant	1/5 sq m	1/10 sq m	0
	Bar	1/2.5 sq m	1/5 sq m	0
	Function Room	1/5 sq m	1/20 sq m	0
	Operational	50 sq m min	50 sq m min	50 sq m min
Restaurants	Staff	1/3 staff	1/5 staff	0
	Customers	1/5 sq m	1/10 sq m	0
	Bar	1/2.5 sq m	1/5 sq m	0
	Operational	50 sq m min	50 sq m min	50 sq m min
Public House (if there are rooms to let or function rooms consider as hotel)	Staff	1/3 staff	1/5 staff	0
	Customers	1/2.5 sq m	1/5 sq m	0
	Operational	50 sq m min	50 sq m min	50 sq m min
Libraries	Staff	1/2 staff	1/3 staff	0
	Customers	1/30 sq m	1/50 sq m	0
	Operational	50 sq m min	50 sq m min	50 sq m min
Offices	Staff	1/30 sq m gross	1/50 sq m gross	0
	Visitors	1/150 sq m gross	1/300 sq m	0

	Operational	50 sq m min	gross 50 sq m min	50 sq m min
Warehousing	Staff	1/200 sq m	1/300 sq m	0
	Operational (up to 1000 sq m)	150 sq m	100 sq m	70 sq m
	Operational (1000 sq m +)	600 sq m	600 sq m	600 sq m
		Column A	Column B	
			Max	Min
Industry	Staff	1/50 sq m gross	1/75 sq m	0
	Operational (up to 500 sq m)	150 sq m	gross 100 sq m	70 sq m min
	Operational (500 sq m +)	+100 sq m per 1000 sq m	+70 sq m per 1000 sq m	+50 sq m per 1000 sq m
Car Repairs	Staff	1/40 sq m gross	1/50 sq m	1/75 sq m
	Customers	3/50 sq m service area	gross 3/50 sq m	gross 3/50 sq m
	Operational	50 sq m min	service area 50 sq m min	service area 50 sq m min
Car Sales	Staff	1/40 sq m gross	1/50 sq m	1/75 sq m
	Sales	1/200 sq m display area	gross 1/240 sq m	gross 1/400 sq m
	Customers Operational	50 sq m min	display area 50 sq m min	display area 50 sq m min
Shops (up to 1000 sq m)	Staff	1/100 sq m gross	1/150 sq m	0
	Customers	1/20 sq m gross	gross 1/30 sq m	0
	Operational	150 sq m	gross 100 sq m	50 sq m
Supermarkets (above 1000 sq m)	Staff	1/100 sq m gross	1/50 sq m	1/200 sq m
	Customers	8/100 sq m gross	gross 8/100 sq m	8/100 sq m
	Operational	600 sq m	gross 600 sq m	gross 600 sq m
Non Food Retail (above 1000 sq m)	Staff	1/100 sq m gross	1/200 sq m	1/400 sq m
	Customers	4/100 sq m gross	gross 4/100 sq m	gross 4/100 sq m
	Operational	600 sq m	gross 600 sq m	gross 600 sq m



7. At schools and playgroups it is essential to provide space for parents and contract buses to set down/pick up pupils/students. The visitor provision shown below includes an allowance for this facility.

		Column A	Column B	
			Max	Min
Nursery School/ Playgroups	Staff Visitors Operational	1/1 staff 1/5 children 50 sq m min	1/1.5 staff 1/10 children 50 sq m min	1/2 staff 1/20 children 50 sq m min
First Schools	Teachers Visitors Operational	1/1 teacher 1/5 children 50 sq m min	1/1 teachers 1/10 pupils 50 sq m min	1/1 teachers 1/20 pupils 50 sq m min
Middle Schools	Teachers Visitors Operational	1/1 teachers 1/10 pupils 50 sq m min	1/1 teachers 1/20 pupils 50 sq m min	1/1 teachers 1/30 pupils 50 sq m min
High Schools	Teachers Staff Students/ Visitors Operational	1/1 teachers 1/3 staff 1/20 students 50 sq m min	1/2 teachers 1/5 staff 1/40 students 50 sq m min	1/4 teachers 1/10 staff 1/100 students 50 sq m min
Colleges	Lecturers Staff Students/ Visitors Operational	1/1 lecturers 1/3 staff 1/5 students 50 sq m min	1/2 lecturers 1/5 staff 1/10 students 50 sq m min	1/4 lecturers 1/10 staff 1/20 students 50 sq m min

#### Cycle Parking Standards

Facility	Standard Required
Retail/Office/Public Buildings	1 "Sheffield" style rack per 1000 square metres or part thereof.
Educational Establishments	1 "Sheffield" style rack per 8 students.
All Other Development	To be determined on an individual basis.

- All standards are MINIMA.
- The Cyclist Touring Club (CTC) have recommended that only "Sheffield" type parking stands (metal hoop 700 - 750 mm long, 750 - 800 mm high set in wall) are used. In these types the cycle frame is leant against the stand, thereby avoiding damage to wheels that the wheel clamp varieties tend to produce. Details of construction and installation of "Sheffield" type stands are available from The Borough Council.
- The location of cycle stands should be as close as possible to the destination they serve and they should be in secure positions or where surveillance by passers-by is available in order to deter theft.

**APPENDIX G - BUSINESSES WITHIN CASTLE MORPETH AUTHORISED UNDER PART 1 OF THE ENVIRONMENTAL PROTECTION ACT 1990.**

**EXISTING PROCESSES**

R S JOHNSON, COOPIES LANE INDUSTRIAL ESTATE	WASTE OIL BURNER
STANNERS, COOPIES LANE INDUSTRIAL ESTATE	WASTE OIL BURNER
NORTHGATE HOSPITAL, MORPETH	CLINICAL WASTE INCINERATOR
THE BURN FIRE CLAY CO. LTD, STOBWOOD	CERAMIC PROCESS
ELLINGTON COLLERY, ELLINGTON	- MINERAL PROCESS
WIDDRINGTON DISPOSAL POINT	MINERAL PROCESS
BUTTERWELL DISPOSAL POINT	MINERAL PROCESS
COLLIERSDEAN OCCS	MINERAL PROCESS
EAST CHEVINGTON OCCS	MINERAL PROCESS
LINTON LANE OCCS	MINERAL PROCESS
STOBWOOD OCCS	MINERAL PROCESS
BETTS LANE OCCS	MINERAL PROCESS
GUBEON OCCS	MINERAL PROCESS
MOOTLAW QUARRY, MATFEN	MINERAL PROCESS
LYNE COTTAGE, LYNE MOUTH AND FORESHORE	MINERAL PROCESS
TRANWELL OCCS	MINERAL PROCESS
P HARRISON, KIRKLEY MILL	FUR BREEDER
JENNINGS, MORPETH	COATING PROCESS

**HER MAJESTY'S INSPECTORATE OF POLLUTION REGISTRATION**

KEEGAN BROS LTD, WEST SHAFTOE, CAMBO	RADIO ACTIVE SUBSTANCE
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(OCCS = OPENCAST COAL SITE)

## **GLOSSARY**

- Abandonment** - The Council will deem the established use of buildings or land to have been abandoned unless satisfactory evidence is provided to the Council that the continuing use of such buildings or land has occurred within a period of ten years.
- Accredited Archaeological Bodies** - A member of the Institute of Field Archaeology or an independent Archaeological Consultant registered with the Northumberland County Council Bodies Archaeologist.
- Acknowledged Importance, Sites of.** - Sites with statutory designation such as SSSI's, SPA's, RAMSAR Importance, Sites Sites and Heritage Coast.
- Agricultural Alienation** - Where a farm stead of a registered agricultural holding is separated. Alienation by ownership from the land holdings formerly worked from these buildings.
- Airport Related Development** - Activities which have a direct relationship with the function or operation of the Airport and which are required to support the expansion of the Airport and which may include the following :-  
 Aircraft Apron  
 Aircraft Maintenance.  
 Airline sales, reservations and booking offices.  
 Airline Training Centres.  
 Aviation and vehicle fuel storage, supply and vending facilities.  
 Avionics maintenance and supply.  
 Car Hire Operations and Parking.  
 Flight Packaging - provision and supply units.  
 Hotel  
 Inflight and Terminal Catering, preparation and storage facilities.  
 Highways and Infrastructure.  
 Short Stay / Visitors / Service related Car Parking.  
 Offices for ancillary and supporting functions.  
 Passenger Terminal .  
 Service Vehicle Maintenance and Valeting Operations.  
 Transit Sheds, Warehousing and Offices for Air Freight Forwarders and agents.
- Amenity** - The pleasant or normally satisfactory aspects of a location or neighbourhood which contributes to its enjoyment by residents and visitors.
- Ancient Woodland** - Site where there has been continuous woodland cover since the last Woodland Ice Age.

Area of High Landscape Value

- An area of open countryside where woodland, water, upland or coast Landscape Value and associated features combine to create a landscape worthy of special attention and protection.

Associated Development

- Development not directly linked to the principal use of the land for its primary function.

At-Grade Junctions

- Where all traffic turning manoeuvres take place at one level.

Backland

- An area of land to the rear of an existing site or building, fronting onto a public highway.

Best Agricultural Land

- Grade 3a and above. (See para 4.6.1 Land Quality.)

Brownfield Land

- Previously-developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously-developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal[3] where provision for restoration has not been made through development control procedures.

The definition excludes land and buildings that are currently in use for agricultural or forestry purposes, and land in built-up areas which has not been developed previously (e.g. parks, recreation grounds, and allotments - even though these areas may contain certain urban features such as paths, pavilions and other buildings). Also excluded is land that was previously developed but where the remains of any structure or activity have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings), and where there is a clear reason that could outweigh the re-use of the site - such as its contribution to nature conservation - or it has subsequently been put to an amenity use and cannot be regarded as requiring redevelopment.

Bulky Goods Retailer

- A major retail development requiring large buildings and/or areas of open land for storage and display and which is likely to generate a greater volume of traffic than can be accommodated acceptably within an existing shopping centre.

Care in the Community

- Support for those in special need because of mental or physical illness or disablement so that they can live at home or in small institutions within the community.

Car Parking Standards

- Standards for the provision of car parking in association with development as approved by the Northumberland County Council as the Highway Authority (See Appendix F).

Comparison Goods

- Items such as clothing, footwear, furnishings, household equipment, leather goods and any other items which are occasional purchases generally made in large shopping centres to which customers may be prepared to travel some distance.

Community and Social Needs Uses

- The use of land for the purposes that will provide a benefit to the community in general such as village halls, social needs housing, health centres, meeting rooms etc, or provides for the special of sectors of the community, especially those groups who are particularly disadvantaged such as the elderly, disabled, single parent and low income families.

Conservation Area	- Area designated by the Borough Council under the Planning (Listed Buildings and Conservation Areas) Act 1990 as of special architectural or historic interest. Within Conservation Areas, there are additional controls over development and the felling or pruning of trees.
Development	- Defined for planning purposes, by Section 55 of the Town and Country Planning Act 1990, as "the carrying out of building, engineering, mining or other operations in, on, over or under the land or the making of any material change in the use of any building or other land".
Development Brief	- A general statement indicating the constraints and opportunities for development, together with any design advice the Council considers would assist a developer in producing a detailed scheme leading to formal planning approval.
Diversification	- In farming, refers to activities which are undertaken to support farm incomes and use surplus land. It may include forestry, leisure or tourism.
Dual Use of Schools	- Use of school facilities by the community and community groups as well as by pupils.
Employment Purposes	- Any undertaking or use of land which provides full time paid employment.
Established Shopping Centre	- A group of retail units developed as a purpose-built precinct or in close proximity to each other and forming the recognised commercial centre for a settlement or neighbourhood.
External Storage	- The storage of equipment, goods and materials outside a building.
Factory Shop	- A retail outlet as an integrated part of a manufacturing unit, restricted to the sale of items, goods or artefacts manufactured, processed or assembled on the premises.
Farm Shop	- A retail outlet as an integral part of a farm, market garden or nursery, restricted to the sale of produce grown on the premises.
Farm Steading	- The farmhouse and buildings excluding land holdings.
Fascia	- The moulded frame above a shop window which normally displays the shop name and business.
Formal Recreation	- Sports and games normally requiring purpose-designed facilities such as pitches, tracks etc (as opposed to informal recreation).
General Needs Housing	- Housing allocated within the local plan to meet the requirements of Policy H1 of the replacement Northumberland County Structure Plan.
Greenfield Site	- Site not previously built on.
GreenhouseGases	- Gases which cause global warming, particularly carbon dioxide (CO <sub>2</sub> ), methane (CH <sub>4</sub> ) and carbon monoxide (CO).
High Impact Countryside Sports	- Sports or recreational activities that by virtue of the noise generated may have an adverse effect on local amenity.
Housing Investment Programme	- An annual statement by the Borough Council of the extent of housing need, the strategy by which it hopes to deal with it, and a request for capital allocation from the Government.
Illuminated Signs	- Signs which are lit internally or externally by electric light.

Impermanent Building	- A building which by nature of its construction and design is not appropriate for permanent use.
Inappropriate Uses	- Uses of land and/or buildings that would by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit or their visual appearance be of detriment to the amenity of adjacent residential, employment and open space uses.
Infill/Infilling	- Infilling of small gaps within an otherwise continuously built up frontage.
Informal Open Space	- Open space provided for the enjoyment and amenity of residents and visitors which does not contain marked out pitches or other facilities.
Infrastructure	- Services which need to be in place to serve development, for example roads and footpaths, electricity, water and sewerage.
Institutional Use	- Sites occupied by public or quasi-public authorities or charitable bodies for the promotion of a public service.
Inward Investment	- The setting up of a business or office in an area by a company or organisation based outside that area.
Listed Building	- A building of special architectural or historic interest included in a list prepared by the Department of Culture, Media and Sport under powers currently contained in Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
Local Building Style/Tradition	- A distinctive form and quality normally using materials and methods of construction which reflect traditional Northumberland architecture and as may be embodied in nearby buildings.
Local Needs Shop	- A retail service to meet the short-term requirements, also known as "the corner shop".
Low Impact Countryside Sports	- Quiet informal recreational activities that generally do not require the development of formal facilities.
Major Development	<p>- For Dwellings, a major development is one where the number of dwellings to be constructed is 10 or more. Where the number of dwellings to be constructed is not given in the application a site area of 0.5 hectares or more should be used as the definition of major development. For all other uses a major development is one where the floorspace to be built is 1000 square metres or more, or where the site area is 1 hectare or more.</p> <p>Note: This Definition of Major Development is extracted from paragraph 12 of the Notes on completion of PS2 returns (Planning Application Statistics) provided by Department of Transport, Local Government and the Regions (Now the Office of the Deputy Prime Minister).</p>
Market Garden or Nursery	- A business producing plants, trees, shrubs and organic produce for wholesale or retail distribution.
Mass	- With respect to buildings, the arrangement of volume or bulk.
Mixed Development Area	- An area where the Council proposes that development will comprise the integration of a variety of land uses, the nature and extent of which will be identified as part of a formal planning brief.
Multiple Occupation	- A dwelling which is occupied by more than six persons who do not form a single household.

Noise Sensitive Development	- Development such as housing, hospitals and schools.
Non-Conforming Use	- A use which differs from and is not normally compatible with surrounding land uses.
Open Air Market	- A market open to the air, including markets protected from the elements but not in an enclosed building, where goods and produce are retailed from stalls or vehicles.
Open Weave Roller Shutters-	Security shutters that enable a shop window display to be visible from the street.
Out of Town Retail Development	- Retail uses that do not fall within or adjacent to the main shopping areas of the main settlements within the Borough.
Planning Agreement/ Obligation	- A legal agreement entered into either jointly by the Council and the developer or an unilateral undertaking by the developer alone relating to the granting of planning permission for the development of land.
Primary Shopping Area	- The heart of Morpeth's historic shopping centre where the Council will ensure that Use Class A1 Retail use predominate.
Principal Attractions	- Those natural, man-made and historic features which give the Borough its distinctive character and are of immediate interest to visitors and residents alike.
Professional Body, Appropriate	<ul style="list-style-type: none"> <li>i) With regard to agricultural matters, a member of the British Institute of Agricultural Consultants, Royal Institute of Chartered Surveyors, Agricultural Development and Advisory Service.</li> <li>ii) With regard to structural surveys of buildings, a member of the Royal Institute of British Architects, Royal Institute of Chartered Surveyors, Institute of Structural Engineers.</li> </ul>
Protected Open Space	<ul style="list-style-type: none"> <li>- Areas of land which have been identified by the Council as warranting protection from inappropriate development and include:- <ul style="list-style-type: none"> <li>i) Formal open space which has historically been important in relation to the functioning of a settlement or has been formally designed into a development scheme for recreational or landscape purposes.</li> <li>ii) Informal open space which through historical accident has remained undeveloped but which contributes to the landscape setting or quality of life within settlements.</li> </ul> </li> </ul>
Ruinous	- A building requiring works in excess of repair and maintenance in order to bring it to a state fit for occupation.
Screening	- The establishment of planted areas, or the building of embankments, to reduce the impact of noise or visual intrusion from a development or activity on its surroundings.
Self-catering Holiday Accommodation	- Accommodation where only basic facilities are normally provided for the preparation of food and other household activities for use by holiday makers.
Semi-natural Woodland	- Woodland consisting of tree species native to the area concerned.
Sequential Testing	- A search sequence test for the guidance of Local Authorities to be

applied to potential sites for housing being considered for allocation in the local plan, in accordance with the principles set out in paragraph 30 of PPG3 (Housing).

**Servicing and Operational Requirements**

- Land required for the loading, unloading or manoeuvring requirements for vehicles taking goods to and from premises or any other activities required for the pursuance of business activities.

**Settlement**

- Five or more dwellings forming a single group of buildings falling outside an identified settlement boundary.

**Settlement Boundary**

- A boundary identified by the Council around a town or village, beyond which development will be strictly controlled.

**Site of Special Scientific Interest (SSSI)**

- Sites designated under Section 28 of the Wildlife and Countryside Act 1981 by English Nature, afforded statutory protection on account of their national importance due to their flora, fauna, geological or physiographical interest.

**Sites of Heritage Value**

- A generic term to include Scheduled Ancient Monuments, archaeological sites recorded under the Schedule of Monuments and Remains (SMR), Listed Buildings, Scheduled Historic Gardens and Conservation Areas.

**Social Needs/ Affordable Housing**

- Appropriate housing for sale or rent available in perpetuity to those in housing need and who cannot normally afford housing on the open market.

**Special Executive Housing**

- Housing at the very pinnacle or top end of the executive housing market, over and above the detached house which has four bedrooms, two bathrooms and a double garage. Such housing normally standing in a site in excess of .15 hectare and having a high quality finish and set in a desirable location and environment.

**Static Caravan Site**

- A site which provides primarily for a caravan or mobile home to remain in situ for more than twenty eight days.

**Sterilisation**

- Rendering land incapable of appropriate development.

**Tandem Development**

- One dwelling situated immediately behind another and sharing the same access.

**Temporary Building**

- See impermanent building.

**Terrace**

- Three or more two storey dwellings linked at ground and first floor levels.

**Touring Caravan Site**

- A site which provides facilities primarily for caravans in transit and in any event for periods of less than twenty eight days.

**Tourism**

- A tourist is defined as anyone who stays the night away from home, other than someone who does so for a considerable period of time as a regular part of a job or course of study. The term thus includes those staying in tourist accommodation as holiday makers, visiting friends or relatives, or making a short-term business visit or attending a conference.

**Traffic Calming**

- Methods of slowing down traffic, usually in residential areas or shopping centres, such as "road humps" or narrowing the width of roads.

**Traffic Management**

- Methods of managing the flow of, or routes taken by traffic, such



as minor road construction, alterations to junctions, signalling and one-way systems.

Transport Policy and Programme

- Annual document produced by the Northumberland and County Council containing its transport policies and proposed programme of works. It includes a request for capital allocation from the Government.

Travel To Work Area (TTWA)

- A broad approximation of a self-contained labour market.

Tree Preservation Order (TPO)

- Order made by the Council under Section 198 of the Town and Country Planning Act 1990, to prevent the felling or pruning of trees of high amenity value without its consent.

Use Classes Order

- The Town and Country Planning (Use Classes) Order 1987 places uses of land and buildings into a number of categories. Planning permission is generally required for changes of use between classes but not within a class.

Class A1: SHOPS of all types including Superstores and retail warehouses; also includes hairdressers, sandwich bars, travel agents, showrooms, except car showrooms.

Class A2: FINANCIAL AND PROFESSIONAL SERVICES to visiting members of the public, including banks, building societies, estate agents, betting offices.

Class A3: FOOD AND DRINK including restaurants, pubs, winebars, take-aways.

Class B1: BUSINESS USE including offices (other than those falling in Class A2), research and development, and industrial processes, provided the use could be carried out in any residential area without detriment to amenity by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class B2: GENERAL INDUSTRIAL.

Class B8: STORAGE AND DISTRIBUTION warehouses including wholesale cash and carry.

Class C1: HOTELS AND HOSTELS.

Class C2: RESIDENTIAL INSTITUTIONS including hospitals, nursing homes, residential schools and colleges.

Class C3: DWELLING HOUSES occupied by a single person or family or by not more than six persons living together as a single household.

Class D1: NON-RESIDENTIAL INSTITUTIONS including religious buildings, public halls, museums, medical services.

Class D2: ASSEMBLY AND LEISURE including cinemas, bingo halls, casinos and indoor sports.

Sui Generis: Many uses do not fall within any Class, and are therefore described as Sui generis - a class of their own. For example, theatres, launderettes, amusement centres, car showrooms, petrol filling

stations and car hire offices are among uses which are specifically excluded from any of the defined Classes.

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|------------------------|---|
| White Electrical Goods | - Bulky household items such as refrigerators, deep freezers, washing machines and cookers.   |
| Wildlife Corridor      | - Route comprising a continuous or nearly continuous stretch of open land, woodland or water, which facilitates the movement of wildlife species between and within built-up areas.               |
| Windfall Site          | - Site which becomes available for development during the plan period which was not available when the plan was being prepared or which it would be inappropriate to allocate for a specific use. |