

Alnwick



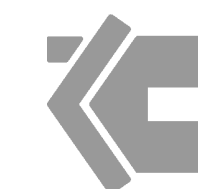
Alnwick is identified as a Main Town in the North Delivery Area. It is one of Northumberland's important historic market towns and popular tourist spots, providing services for a wide rural hinterland. Alnwick will continue to act as a key hub for housing, employment, education, healthcare, retail, transport and tourism, and will be the main focus for development to underpin its social, economic, environmental and cultural regeneration. The Made Alnwick and Denwick Neighbourhood Plan will continue to guide future development in the town, along with the Local Plan.

ECONOMY

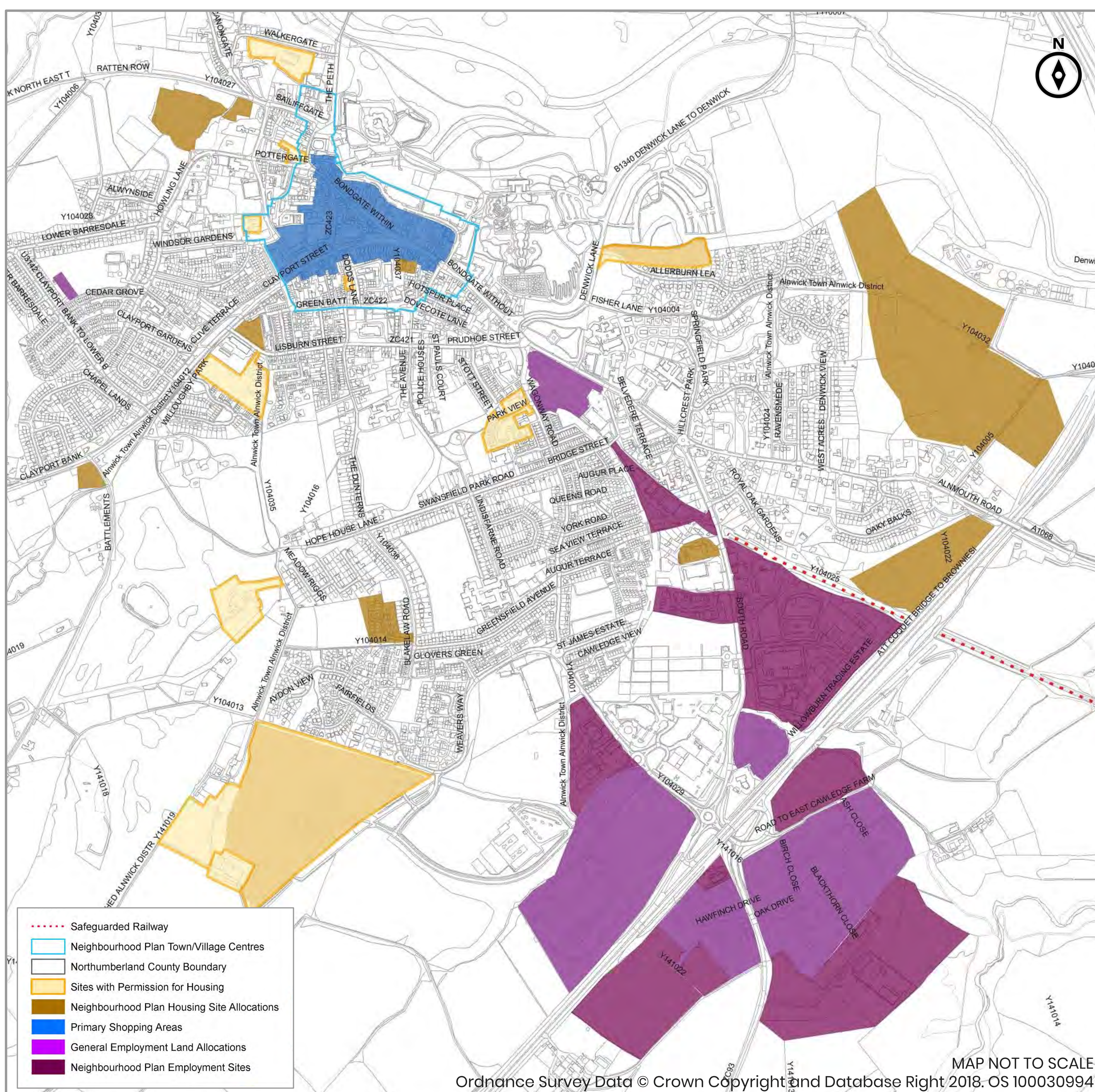


- Approximately 10 hectares of additional employment land allocated as part of the Neighbourhood Plan is endorsed by the Local Plan.
- The role of the town centre, 'identified as a main town - larger centre', will be protected by the Neighbourhood Plan, which defines a Town Centre boundary.
- Small scale opportunities supported for enhancement of the conservation area to bring additional retail space.

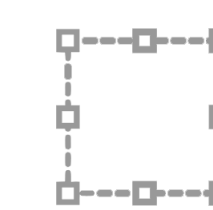
HOMES



- Requirement for around 1,100 additional homes over the Plan period (55 per year)
- No allocations proposed as requirement can be met through allocations in the Neighbourhood Plan, completions and sites with permission.



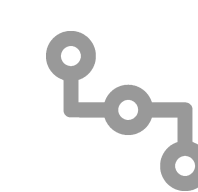
MANAGING DEVELOPMENT



The Neighbourhood Plan did not define a settlement boundary and, at the request of the Neighbourhood Plan group, the Local Plan does not define one. Development in settlements without settlement boundaries is supported within the built form and immediately adjacent to the built form, where it is of an appropriate scale and does not adversely impact upon the character of the settlement.

- Scheme to dual the A1 is supported;
- Issues with some highway junctions in town (A1068 and A1) are being investigated through the Infrastructure Delivery Plan;
- Possibility of reopening of the Aln Valley Railway is supported. This would provide a new visitor attraction and open a transport corridor between Alnwick and the East Coast Main Line at Alnmouth.

CONNECTIONS



KEY POLICIES

- Policy STP 1- Spatial Strategy
- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 18 - Defining Centres in Main Towns
- Policy TRA 4 - Rail Transport and Safeguarding Facilities



Amble



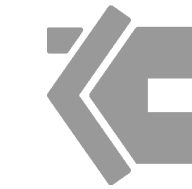
Amble is identified as a Main Town in the South-East Delivery Area. It is Northumberland's most important fishing centre and has an important tourism role. It has a small catchment area that takes in villages such as Warkworth and has strong functional links with the town of Ashington to the south and Alnwick to the north-west. Amble will continue to act as a key hub for housing, employment, education, healthcare, retail, transport and tourism. It will be the main focus for development to underpin its social, economic, environmental and cultural regeneration.

ECONOMY

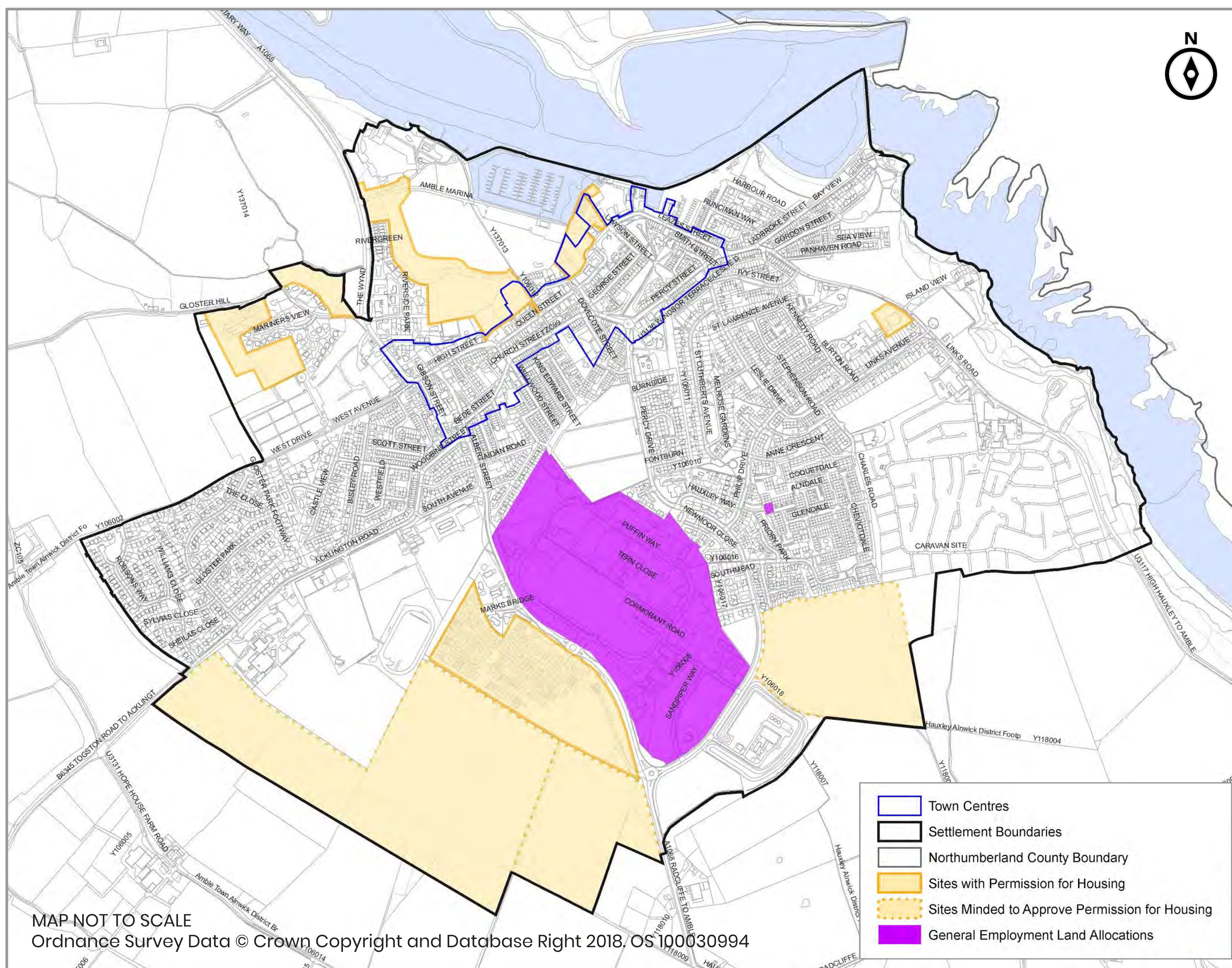


- As there is a good supply of already serviced employment land, no additional employment land allocations are proposed.
- Role of the town centre, identified as a 'main town - smaller centre', will be maintained and reinforced and appropriate town centre uses will be supported north west of Queen Street.
- Small scale opportunities supported for enhancement of the conservation area to bring additional retail space.

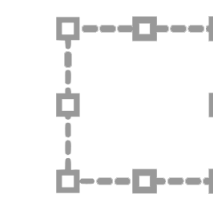
HOMES



- Requirement for around 540 additional homes over the Plan period (27 per year).
- No new allocations proposed as requirement can be met through completions, sites with permission and minded to approve applications.

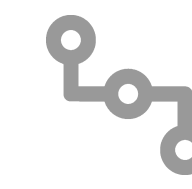


MANAGING DEVELOPMENT



Settlement boundary defined to contain the spread of development and maintain the town as a sustainable settlement over the Plan period.

CONNECTIONS



Development at Amble Port is supported.



KEY POLICIES

- Policy STP 1- Spatial Strategy
- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 18 - Defining Centres in Main Towns
- Policy ECN 19 - Maintaining and Enhancing the Role of Centres
- Policy TRA 6 - Ports, Harbours and Beach Launch Facilities

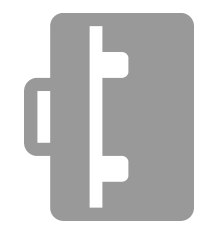


Ashington

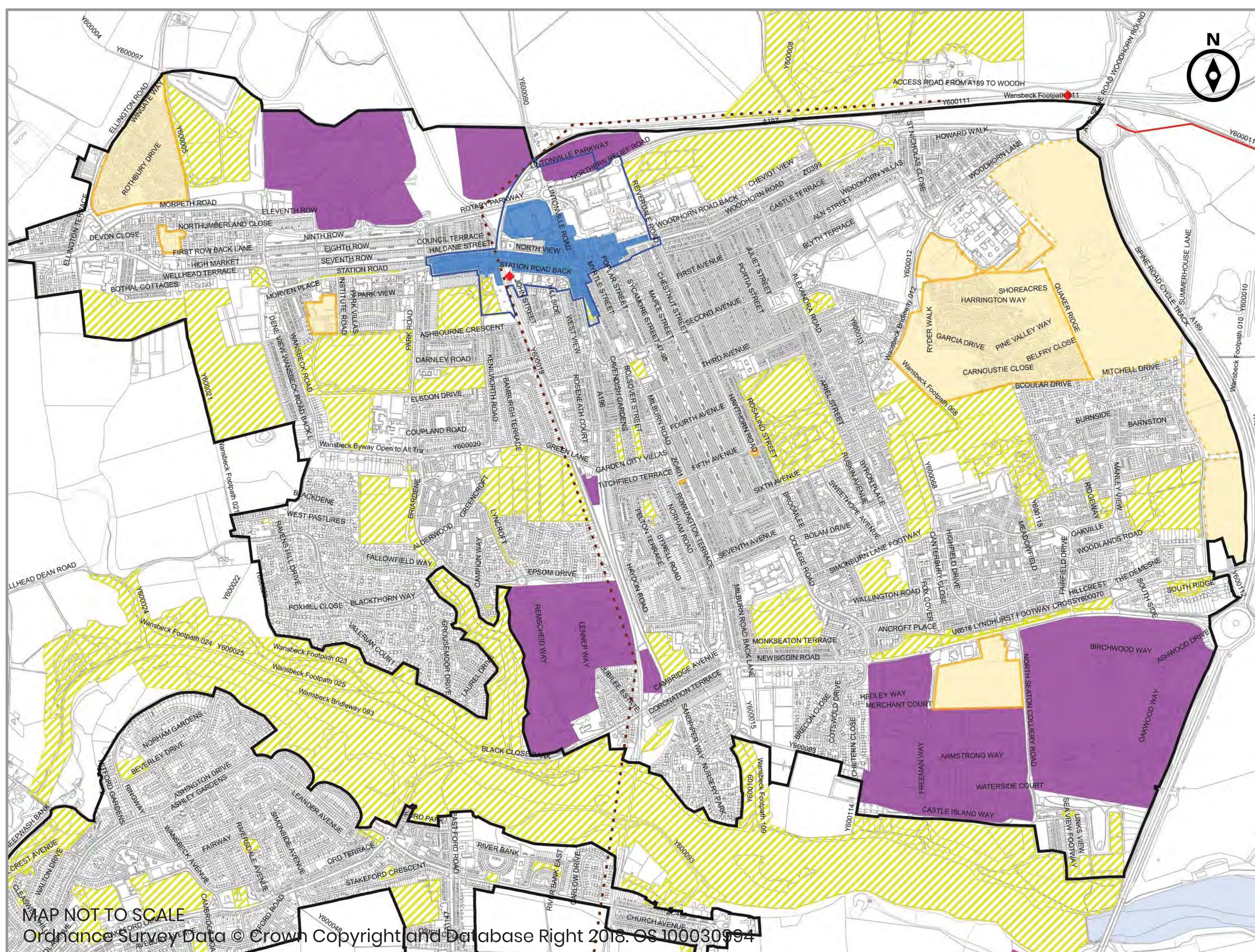


Ashington is identified as a Main Town in the South East Delivery Area. Ashington is one of the three largest towns in the County and it was once a centre of the coal mining industry. The town now plays an important employment role in the County and includes the strategically important Ashwood Business Park. Northumberland College and Wansbeck Hospital are also located in the town. Ashington will continue to act as a key hub for housing, employment, education, healthcare, retail, transport and tourism. It will be a main focus for development to underpin its social, economic, environmental and cultural regeneration.

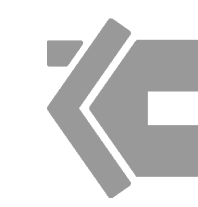
ECONOMY



- One additional employment site allocated in the north of the town, to supplement a good supply of already serviced employment land.
- Role of the town centre, identified as a 'main town - larger centre', will be protected and appropriate new town centre development will also be supported north east of the town centre.
- Pharmaceuticals and mixed manufacturing development proposals supported at Ashwood Business Park, a designated Enterprise Zone.
- Renewal of blocks and frontages along Station Road and Woodhorn Road supported.

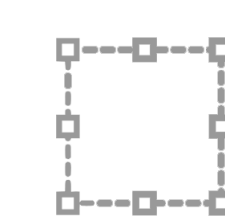


HOMES



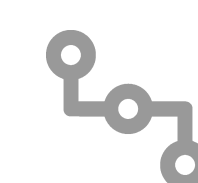
- Requirement for around 1,600 additional homes over the Plan period (80 per year) to extend choice and achieve a balanced housing market.
- No new allocations proposed as requirement can be met through completions, sites with permission and minded to approve applications.
- Appropriate renovations will be facilitated to bring long-term empty homes back into use, particularly in the private-rented housing sector.

MANAGING DEVELOPMENT



Settlement boundary defined to contain the spread of development and maintain the town as a sustainable settlement over the Plan period.

CONNECTIONS



- Reintroduction of passenger rail services on the 'Northumberland Line' supported. Sites for stations safeguarded at Woodhorn and Ashington.
- Land safeguarded to support progression of Newbiggin/Ashington link road.

KEY POLICIES

- Policy STP 1- Spatial Strategy
- Policy ECN 4 - 'Round 2' Enterprise Zones
- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 18 - Defining Centres in Main Towns
- Policy ECN 19 - Maintaining and Enhancing the Role of Centres
- Policy HOU 1- Making the Best Use of Existing Buildings
- Policy TRA 3 - Improving Northumberland's Core Road Network
- Policy TRA 4 - Rail Transport and Safeguarding Facilities
- Policy INF 6 - Open Space and Facilities for Sport and Recreation



Bedlington / Bedlington Station



Bedlington and Bedlington Station are identified together as a Main Town in the South East Delivery Area. Bedlington and the linked settlement of Bedlington Station, provide housing for those working in these neighbouring towns and commuting to Tyneside but also offers places of employment serving an area of south east Northumberland. Bedlington will continue to act as a key hub for housing, employment, education, healthcare, retail, transport and tourism. It will be a main focus for development to underpin its social, economic, environmental and cultural regeneration.

ECONOMY

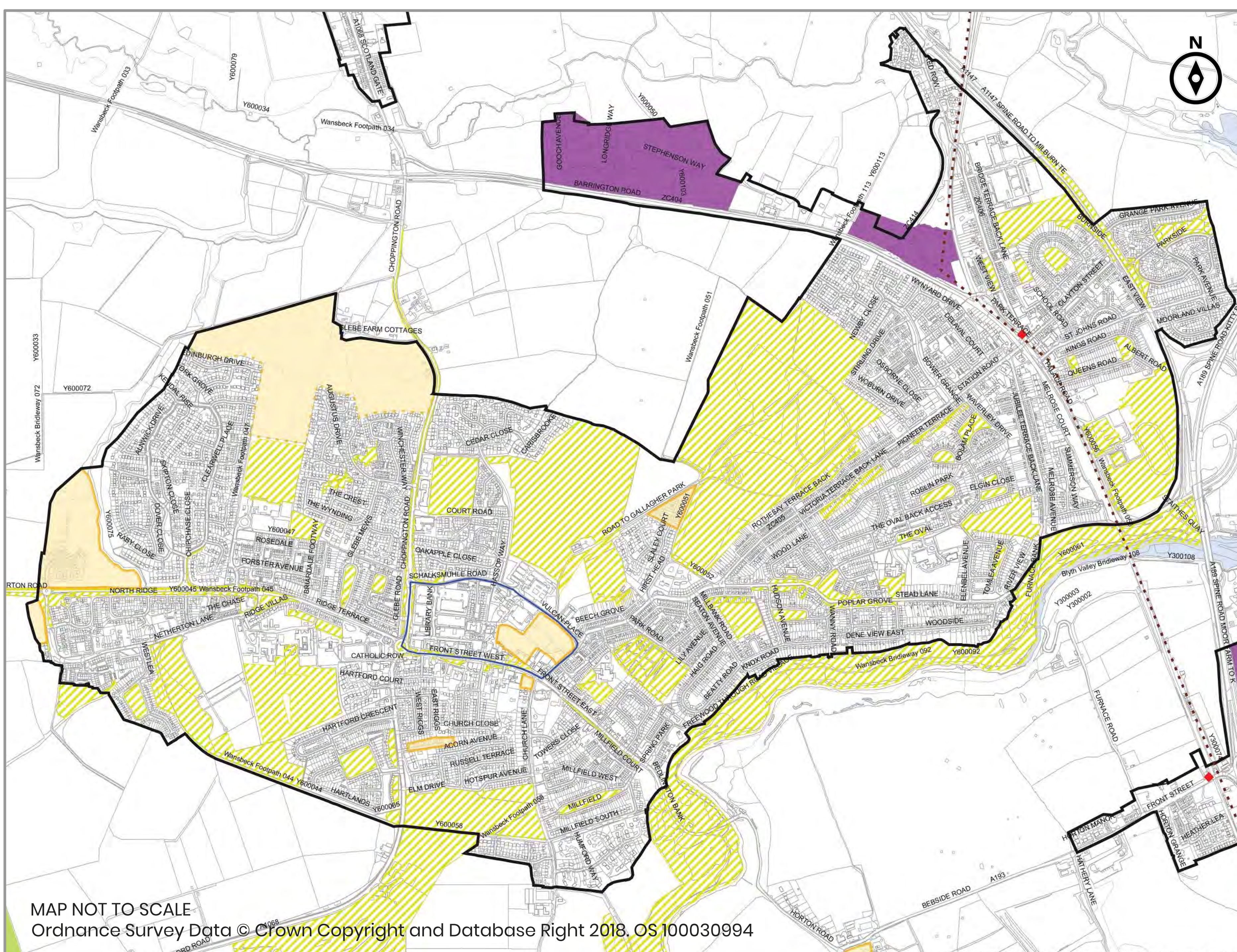


- As there is a good supply of already serviced employment land, no additional employment land allocations are proposed.
- Role of the town centre, identified as a 'main town - smaller centre', will be protected and appropriate new town centre development will also be supported north of Front Street.
- Small scale opportunities supported for enhancement of the conservation area to bring additional retail space.

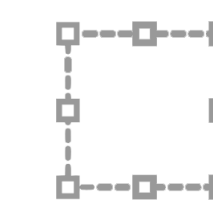
HOMES



- Requirement for around 840 additional homes over the Plan period (42 per year)
- No new allocations proposed as requirement can be met through completions, sites with permission and minded to approve applications.

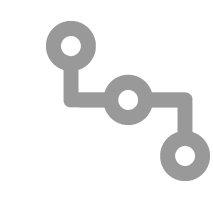


MANAGING DEVELOPMENT

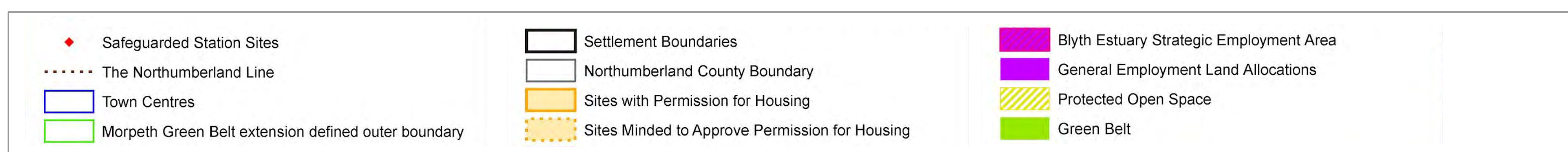


Settlement boundary defined to contain the spread of development and maintain the town as a sustainable settlement over the Plan period.

CONNECTIONS



Reintroduction of passenger rail services on the 'Northumberland Line' supported. Site for stations safeguarded at Bedlington Station.



KEY POLICIES

- Policy STP 1- Spatial Strategy
- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 18 - Defining Centres in Main Towns
- Policy ECN 19 - Maintaining and Enhancing the Role of Centres
- Policy TRA 4 - Rail Transport and Safeguarding Facilities
- Policy INF 6 - Protected Open Space



Berwick-upon-Tweed



Berwick-upon-Tweed is identified as a Main Town in the North Delivery Area. It is one of England's outstanding historic walled towns and a key hub between Edinburgh and Tyneside. Its history and geography give the town a unique sense of place and it is a popular tourist destination. The town is on the East Coast Main Line and the A1 trunk road and has a hinterland that extends well into the Scottish borders. It is proposed that Berwick continues to act as a key hub for housing, employment, education, healthcare, retail, transport and tourism. It will be a main focus for development to underpin its social, economic, environmental and cultural regeneration.

ECONOMY

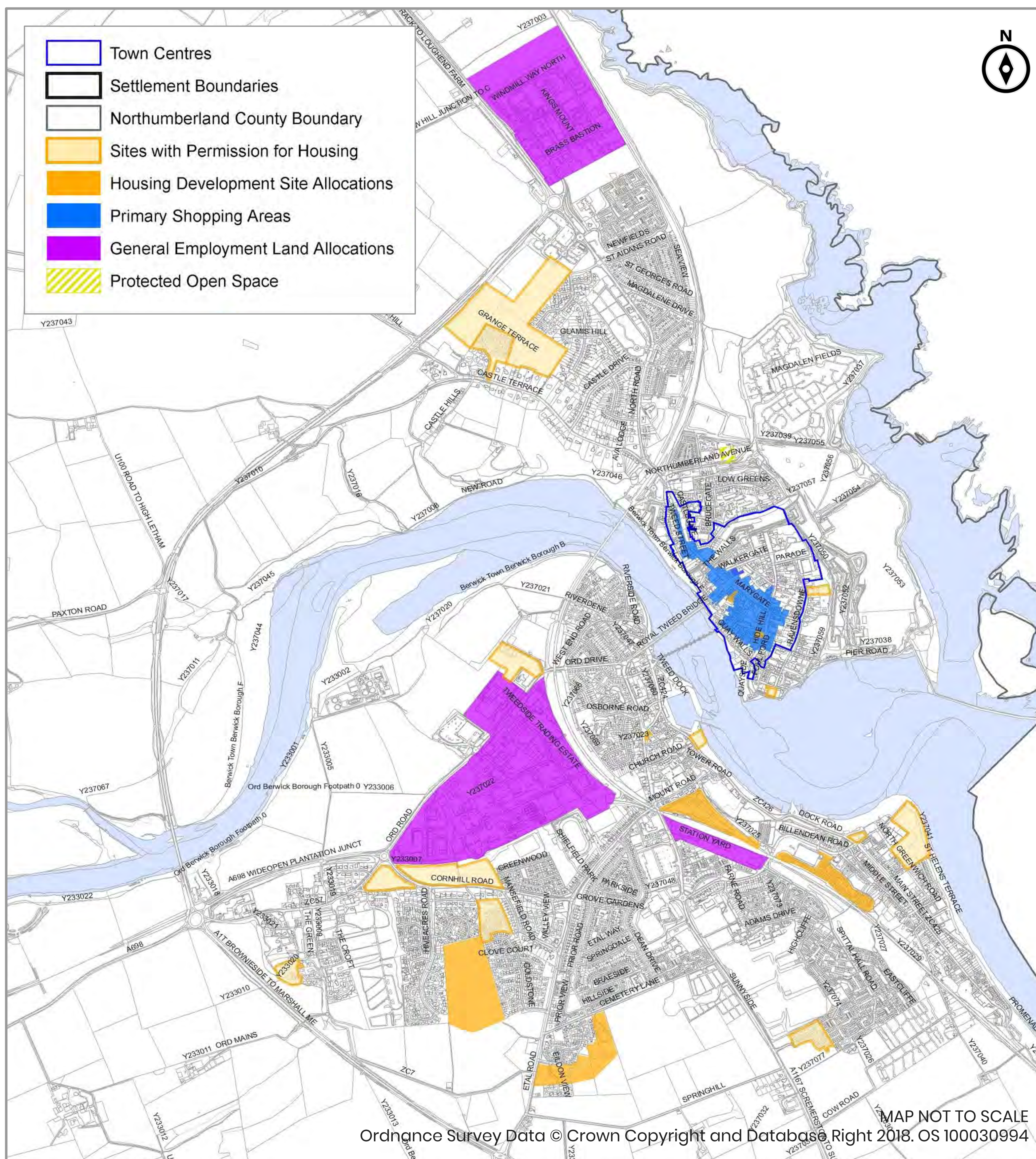


- As there is a good supply of already serviced employment land, no additional employment land allocations are proposed.
- Role of the town centre, identified as a 'main town - larger centre', will be protected.
- High quality manufacturing supported at Ramparts Business Park, a designated Enterprise Zone.
- Small scale opportunities supported for enhancement of the conservation area to bring additional retail space.

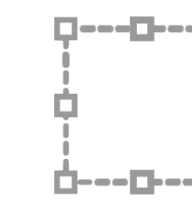
HOMES



- Requirement for around 610 additional homes over the Plan period (31 per year).
- Several sites are allocated for housing in Tweedmouth and East Ord for 300 to 390 of the required dwellings. The remainder of the requirement is met through completions and sites with permission.

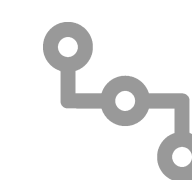


MANAGING DEVELOPMENT



The Local Plan does not define a settlement boundary for the town. Boundaries may be defined through the Berwick, Norham and Islandshire Neighbourhood Plan.

CONNECTIONS



- Land safeguarded for improved train station parking.
- Development at Berwick Port is supported.



KEY POLICIES

- Policy ECN 4 - 'Round 2' Enterprise Zones
- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 18 - Defining Centres in Main Towns
- Policy INF 6 - Open Space and Facilities for Sport and Recreation

- Policy TRA 4 - Rail Transport and Safeguarding Facilities
- Policy TRA 6 - Ports, Harbours and Beach Launch Facilities
- Policy HOU 3 - Housing Development Site Allocations



Blyth



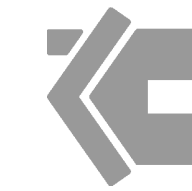
Blyth is a Main Town in the South East Delivery Area. It is the largest town in the County and has a strategically important employment function. There is significant economic growth potential around the Blyth Estuary. Opportunities exist that build on existing assets including the National Renewable Energy Centre (Narec), and the Port of Blyth which is a sizeable commercial port with deep-water harbour and warehousing facilities. Blyth will continue to act as a key hub for housing, employment, education, healthcare, retail, transport and tourism. It will be a main focus for development to underpin its social, economic, environmental and cultural regeneration.

ECONOMY

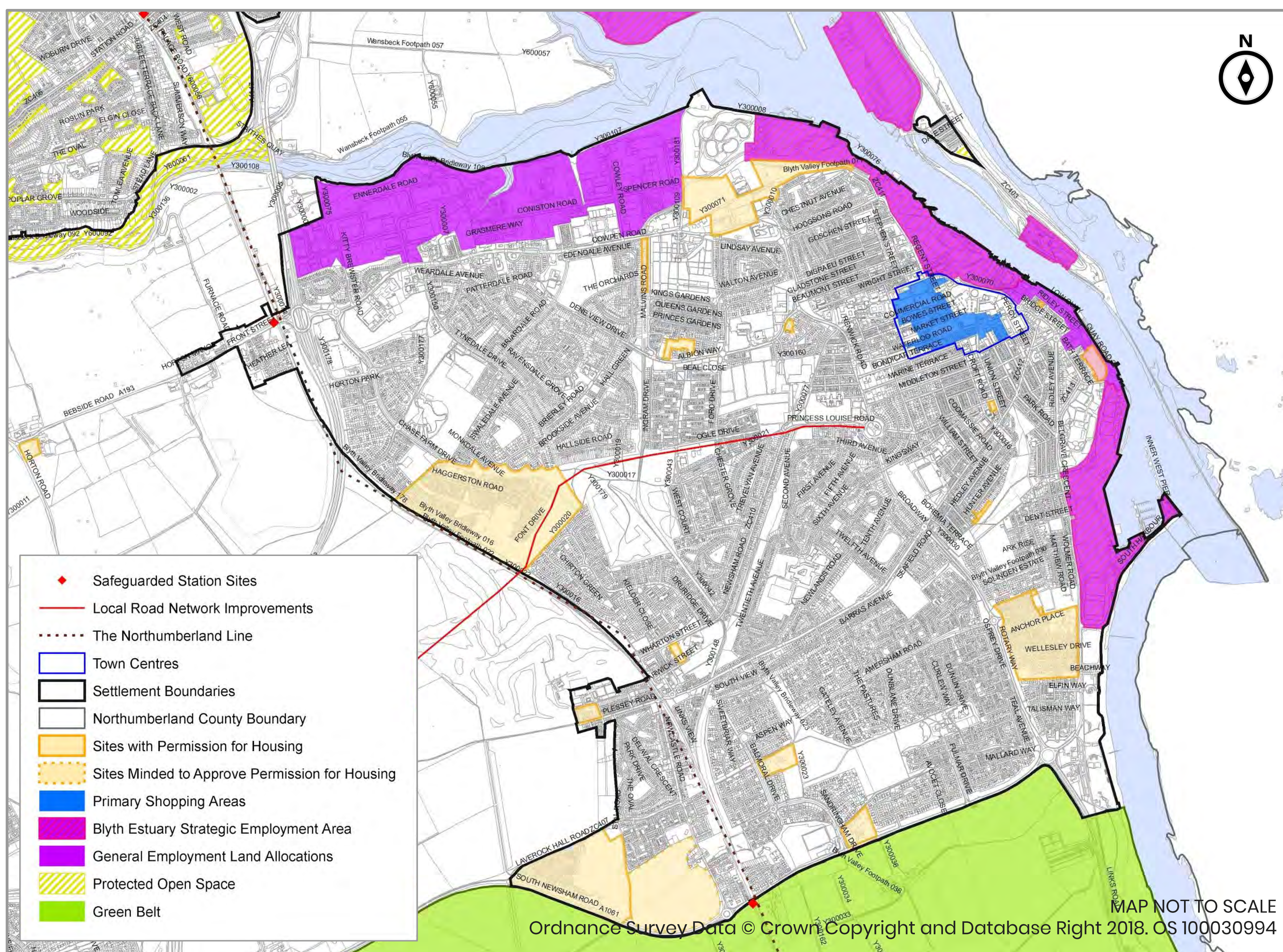


- The Blyth Estuary Strategic Employment Area offers upwards of 200 hectares of interconnected sites for anticipated growth in strategically important sectors – specialised uses relating to energy, the port, marine related activities. This extends northwards, around Cambois.
- The Plan does not propose any new employment allocations within the town but other areas within south east Northumberland provide nearby opportunities for general employers.
- Role of the town centre, identified as a ‘main town – larger centre’, will be protected and appropriate new town centre development will also be supported north and east of Keel Row.
- Renewal of frontages and blocks surrounding the Market Square, Bowes Street and Regent Street is supported.

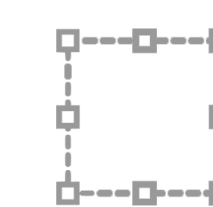
HOMES



- Requirement for around 1,800 additional homes over the Plan period (90 per year).
- No new allocations proposed as requirement can be met through completions, sites with permission and minded to approve applications.
- Appropriate renovations will be facilitated to bring long-term empty homes back into use, particularly in the private-rented housing sector.



MANAGING DEVELOPMENT



Settlement boundary defined to contain the spread of development and maintain the town as a sustainable settlement over the Plan period. Green Belt restricts the spread of development south of Blyth.

CONNECTIONS



- Reintroduction of passenger rail services on the ‘Northumberland Line’ supported. Site for stations safeguarded at Bebside and South Newsham.
- Land safeguarded to support the progression of the Blyth Link Road.
- Development at Blyth Port is supported.

KEY POLICIES

- Policy STP 1- Spatial Strategy
- Policy STP 8 - Strategic Approach to Green Belt
- Policy ECN 2 - Blyth Estuary Strategic Employment Area
- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 18 - Defining Centres in Main Towns
- Policy ECN 19 - Maintaining and Enhancing the Role of Centres
- Policy HOU 1- Making the Best Use of Existing Buildings
- Policy TRA 3 - Improving Northumberland’s Core Road Network
- Policy TRA 4 - Rail Transport and Safeguarding Facilities
- Policy INF 6 - Open Space and Facilities for Sport and Recreation



Cramlington



Cramlington is identified as a Main Town in the South East Delivery Area. It is one of the three largest towns in the County and is former new town. Cramlington has a sub-regional role as a centre for industry and houses the largest concentration of manufacturing businesses in Northumberland. The emerging Neighbourhood Plan for the town will, along with the Local Plan, guide future development. Cramlington will continue to act as a key hub for housing, employment, education, healthcare, retail, transport and tourism. The town will be the main focus for development to underpin its social, economic, environmental and cultural regeneration.

ECONOMY

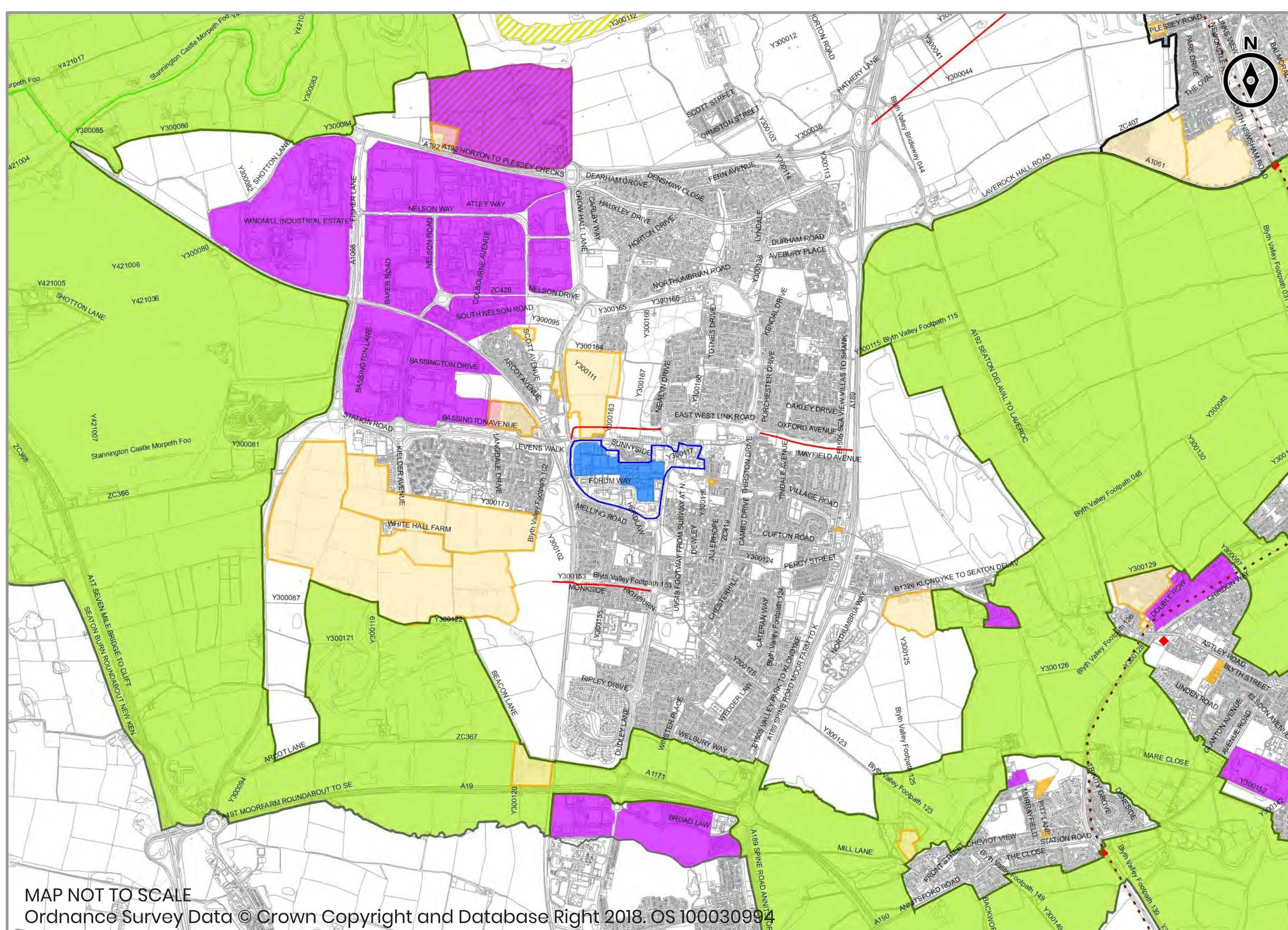


- The West Hartford Prestige Employment Area identified as a location where large-scale modern industry or offices will be prioritised.
- As there is a good supply of already serviced employment land, no additional employment land allocations are proposed.
- Role of the town centre, identified as a 'main town - larger centre', will be protected and appropriate new town centre development will also be supported, especially south of Manor Walks.
- Further intensification of uses within Manor Walks supported.

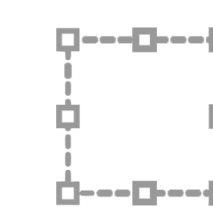
HOMES



- Requirement for around 2,500 additional homes over the Plan period (125 per year) to extend choice to achieve a balanced housing market.
- No new allocations proposed as requirement can be met through completions, sites with permission and those minded to approve.

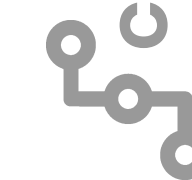


MANAGING DEVELOPMENT



The Local Plan does not define a settlement boundary for the town, as the Cramlington Neighbourhood Plan will define this in order to manage development. Green Belt contains further spread of development.

CONNECTIONS



- Land safeguarded to support A19/A189 Moor Farm and A19/Dudley Lane junction improvements.
- Land safeguarded to support A19/Fisher Lane junction improvements..
- Land safeguarded to support the progression of the East-West link and Lancastrian Road.
- Land safeguarded for improved train station parking.

KEY POLICIES

- Policy STP 1- Spatial Strategy
- Policy STP 8 - Strategic Approach to Green Belt
- Policy ECN 3 - West Hartford Prestige Employment Area
- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 18 - Defining Centres in Main Towns
- Policy ECN 19 - Maintaining and Enhancing the Role of Centres
- Policy TRA 3 - Improving Northumberland's Core Road Network
- Policy TRA 4 - Rail Transport and Safeguarding Facilities
- Policy INF 6 - Open Space and Facilities for Sport and Recreation



Haltwhistle



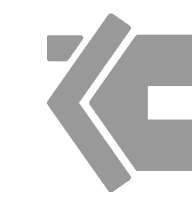
Haltwhistle is identified as a Main Town in the West Delivery Area. It grew as an industrial town when the Newcastle to Carlisle railway opened in the 1830s and is now the largest settlement in the South Tyne Valley. Haltwhistle is a hub for housing, employment, retailing and other services and has an agricultural hinterland. In terms of the visitor economy, Haltwhistle is one of the key gateways to Hadrian's Wall. Haltwhistle will continue to act as a key hub for housing, employment, education, healthcare, retail, transport and tourism. It will be the main focus for development to underpin its social, economic, environmental and cultural regeneration.

ECONOMY



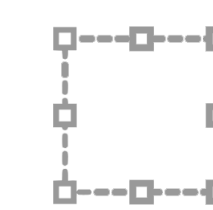
- As there is a supply of already serviced employment land, no additional employment land allocations are proposed.
- Role of the town centre, identified as a 'main town - smaller centre', will be protected and appropriate new town centre development will also be supported south of the B6322.
- Small scale opportunities supported for enhancement of the conservation area to bring additional retail space.

HOMES



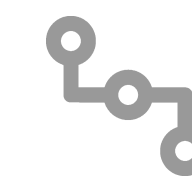
- Requirement for around 290 additional homes over the Plan period (15 per year).
- Several sites are allocated for housing, totalling around 100 to 140 of the required dwellings. The remainder of the requirement is to be met through completions and sites with permission and windfall development.

MANAGING DEVELOPMENT

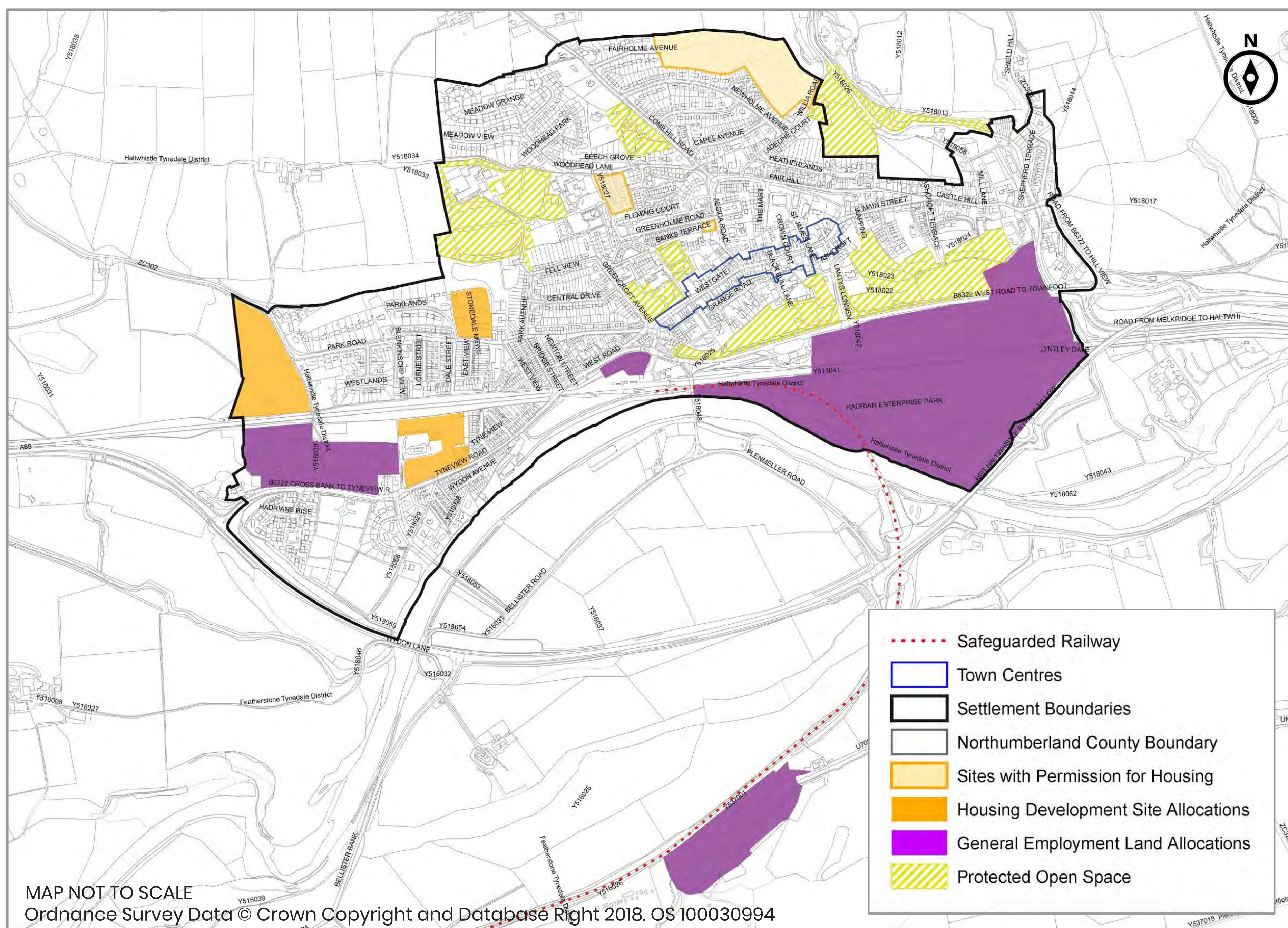


Settlement boundary defined to contain the spread of development and maintain the town as a sustainable settlement over the Plan period.

CONNECTIONS



South Tynedale Railway safeguarded to prevent development that would prejudice any future use as passenger or freight transport.



KEY POLICIES

- Policy STP 1 - Spatial Strategy
- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 18 - Defining Centres in Main Towns
- Policy ECN 19 - Maintaining and Enhancing the Role of Centres
- Policy HOU 3 - Housing Development Site Allocations
- Policy TRA 4 - Rail Transport and Safeguarding Facilities
- Policy INF 6 - Open Space and Facilities for Sport and Recreation



Hexham



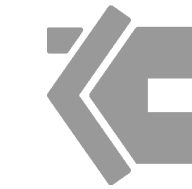
Hexham is identified as a Main Town in the Central Delivery Area. Hexham lies within the commuter area of Tyneside but also serves a wide rural hinterland. Its auction mart is regionally and nationally significant and it has an important role as a gateway to Northumberland National Park and Hadrian's Wall World Heritage Site. The emerging Neighbourhood Plan for the town will, along with the Local Plan, guide future development. The focus will be on retaining Hexham's role as a hub for the area that it serves providing employment, education, healthcare, shopping and other essential services for residents and visitors.

ECONOMY

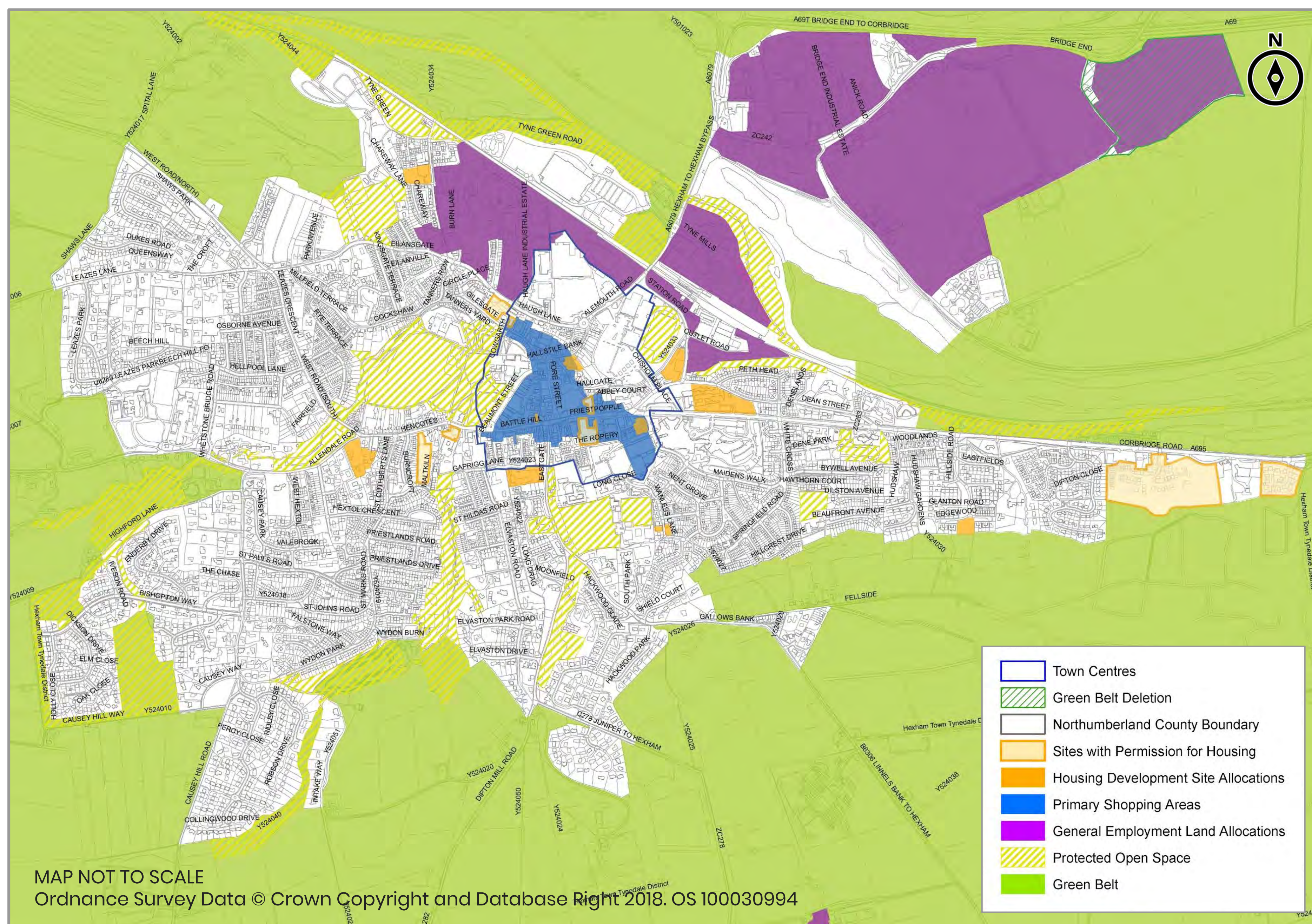


- Approximately 10 hectares of additional employment land allocated at Harwood Meadows, east of the Egger Plant..
- Role of the town centre, identified as a 'main town - larger centre', will be protected.
- Small scale opportunities supported for enhancement of the conservation area to bring additional retail space.
- 90ha land at Anick Grange Haugh (South East of Egger) is identified as a preferred area for sand and gravel extraction.

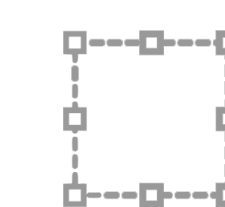
HOMES



- Requirement for around 530 additional homes over the Plan period (27 per year).
- Sites are allocated for housing, totalling up to 160 dwellings. The remainder of the requirement is met through completions and sites with permission, and those minded to approve.

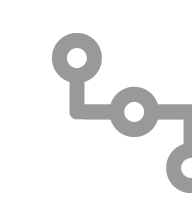


MANAGING DEVELOPMENT



- Green Belt contains the spread of development in Hexham. A major amendment to the Green Belt is proposed to release 10 hectares of land at Harwood Meadows for employment purposes.
- No land is proposed to be released for housing.

CONNECTIONS



- Improved local links/junctions to the A69 are supported.
- Land safeguarded to support improvements to the A69/ B6531.

KEY POLICIES

- Policy STP 1 - Spatial Strategy
- Policy STP 8 - Strategic Approach to the Green Belt
- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 18 - Defining Centres in Main Towns
- Policy ECN 19 - Maintaining and Enhancing the Role of Centres
- Policy HOU 3 - Housing Development Site Allocations
- Policy TRA 3 - Improving Northumberland's Core Road Network
- Policy MIN 6 - Aggregate Minerals
- Policy INF 6 - Open Space and Facilities for Sport and Recreation



Morpeth



Morpeth is identified as a Main Town in the Central Delivery Area. It is a historic market town, serving a wide rural hinterland. It has a commuter housing role, although significant numbers also work and use services within Morpeth. It also has a strong relationship with the South East of the County, particularly Cramlington, providing a workforce for major employers there. The Made Morpeth Neighbourhood Plan will continue to guide future development in the town, along with the Local Plan. Morpeth will continue to act as a key hub for housing, employment, education, healthcare, retail, transport and tourism. It will be the main focus for development to underpin its social, economic, environmental and cultural regeneration.

ECONOMY

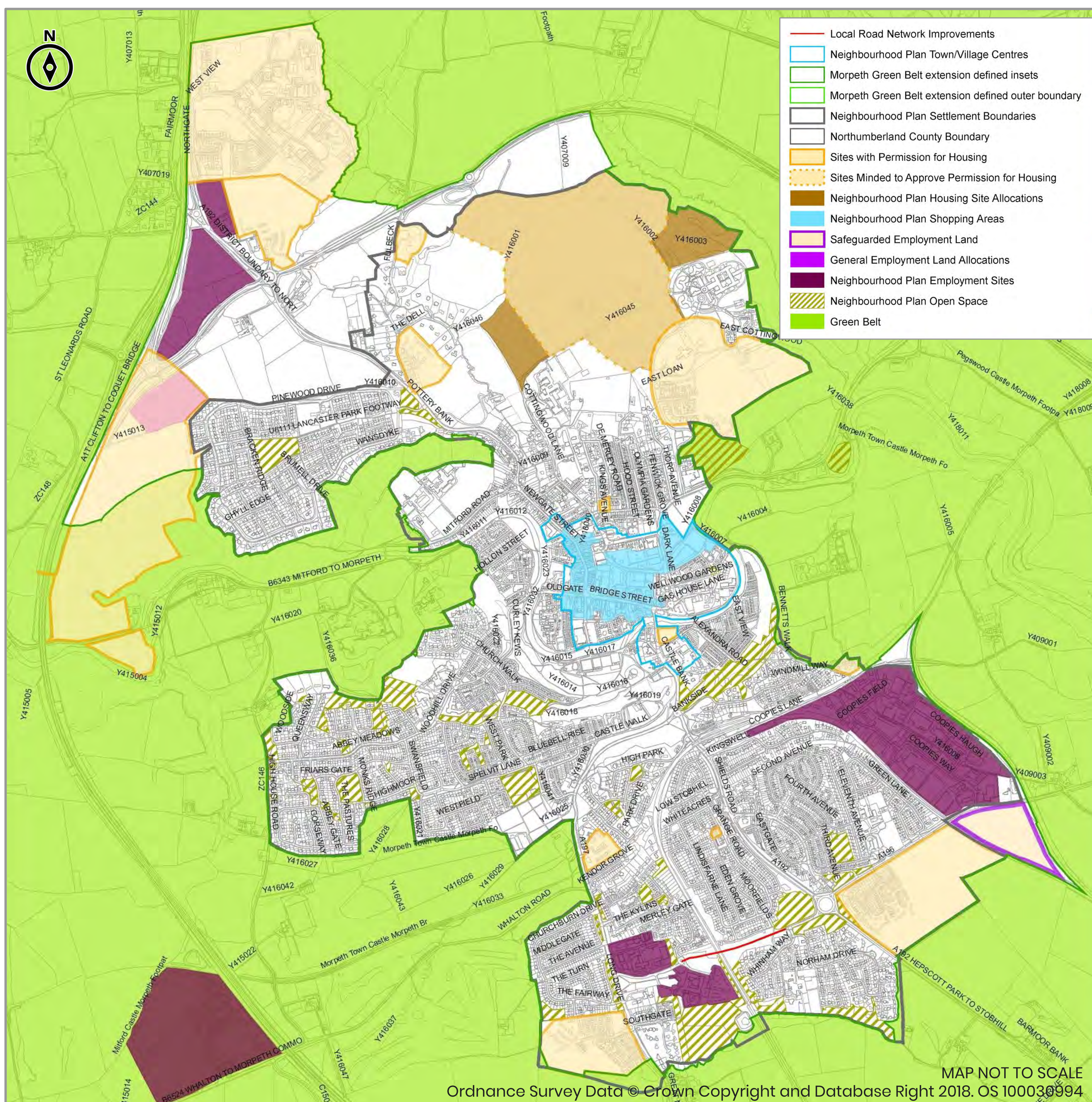


- The Morpeth Neighbourhood Plan allocates the majority of the employment land in the town. Additional land is allocated north west of Lancaster Park. 4.5 hectares of land south of the A196 is safeguarded for employment beyond the Plan period.
- Knowledge intensive office, light industrial and incubator premises supported at Fairmoor, a designated Enterprise Zone.
- Role of the town centre, identified as a 'main town - larger centre', will be protected by the Neighbourhood Plan, which defines a Town Centre boundary.
- Small scale opportunities supported for enhancement of the conservation area to bring additional retail space.

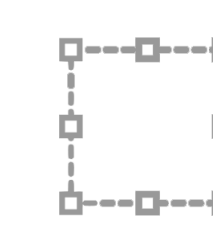
HOMES



- Requirement for around 1,700 additional homes over the Plan period (85 per year).
- The Made Morpeth Neighbourhood Plan allocates housing sites, which together with completions, sites with permission and minded to approve applications are sufficient to meet the housing requirement.

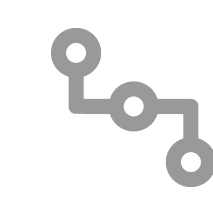


MANAGING DEVELOPMENT



A settlement boundary is defined in the Morpeth Neighbourhood Plan and it will continue to manage development. Detailed Green Belt boundaries are defined around Morpeth and will contain the spread of development over the Plan period and beyond the Plan period.

CONNECTIONS



- Land safeguarded to support the progression of the Stobhill Loansdean Link.
- Land safeguarded for improved train station parking.

KEY POLICIES

- Policy STP 1 - Spatial Strategy
- Policy STP 8 - Strategic Approach to Green Belt
- Policy STP 10 - Safeguarded Land
- Policy ECN 4 - 'Round 2' Enterprise Zone

- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 18 - Defining Centres in Main Towns
- Policy ECN 19 - Maintaining and Enhancing the Role of Centres
- Policy TRA 3 - Improving Northumberland's Core Road Network

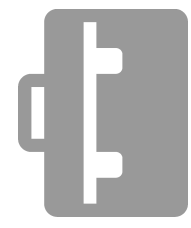


Ponteland



Ponteland is a Main Town in the Central Delivery Area. The town provides essential services to its residents and a rural area to its north and west. Ponteland looks to Newcastle upon Tyne for its main employment, retailing and services and provides an executive housing offer for those commuting to Tyneside and the wider region. The Made Ponteland Neighbourhood Plan will continue to guide future development in the town, along with the Local Plan. Ponteland will continue to act as a key hub for housing, employment, education, healthcare, retail, transport and tourism. It will be the main focus for development to underpin its social, economic, environmental and cultural regeneration.

ECONOMY

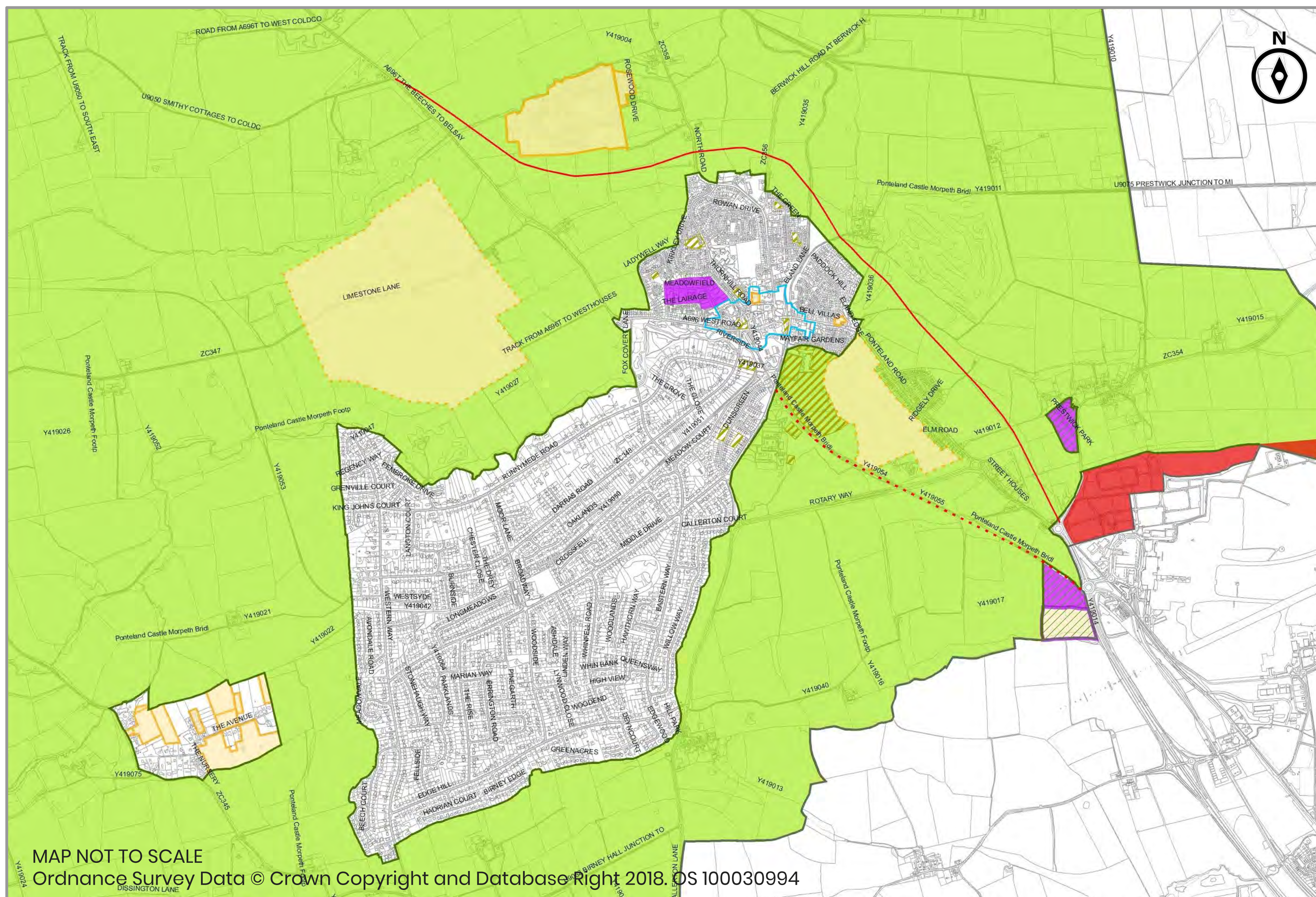


- Approximately 5 hectares of additional employment land allocated at Prestwick Park (2 hectares) and Prestwick Pit (3 hectares).
- 4 hectares of land at Prestwick Pit safeguarded for employment beyond the Plan period.
- Role of the town centre, identified as a 'main town - smaller centre', will be maintained and reinforced and appropriate town centre uses will be supported in the vicinity of Merton Road.

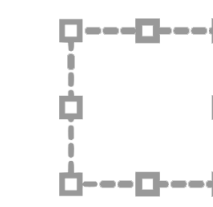
HOMES



- Requirement for around 530 additional homes over the Plan period (27 per year).
- No new allocations proposed as requirement can be met through completions, sites with permission and minded to approve applications.

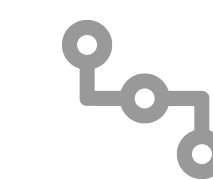


MANAGING DEVELOPMENT



- Green Belt contains the spread of development in Ponteland. Major amendments to the Green Belt are proposed to release 2 hectares of land at Prestwick Park and 3 hectares at Prestwick Pit for employment purposes within the Plan period. 4 hectares of land is safeguarded for employment beyond the Plan period.
- No Green Belt land is released for housing.

CONNECTIONS



- Land safeguarded to support the progression of the Ponteland bypass.
- The former railway track bed between Newcastle Airport Metro Station and Ponteland is safeguarded.

KEY POLICIES

- Policy STP 1 - Spatial Strategy
- Policy STP 8 - Strategic Approach to Green Belt
- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 19 - Maintaining and Enhancing the Role of Centres
- Policy TRA 3 - Improving Northumberland's Core Road Network
- Policy TRA 4 - Rail Transport and Safeguarding Facilities



Prudhoe



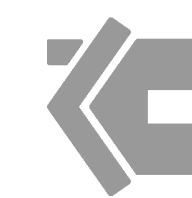
Prudhoe is identified as a Main Town in the Central Delivery Area. Within the influence of Tyneside, it has a commuter housing role but also has a longstanding local employment, housing and service centre role. The town is served by regular train services on the Tyne Valley line and, while road connections north across the river are poor, the town is linked with Tyneside and Hexham via the A695. Prudhoe will continue to act as a key hub for housing, employment, education, healthcare, retail, transport and tourism. It will be the main focus for development to underpin its social, economic, environmental and cultural regeneration.

ECONOMY

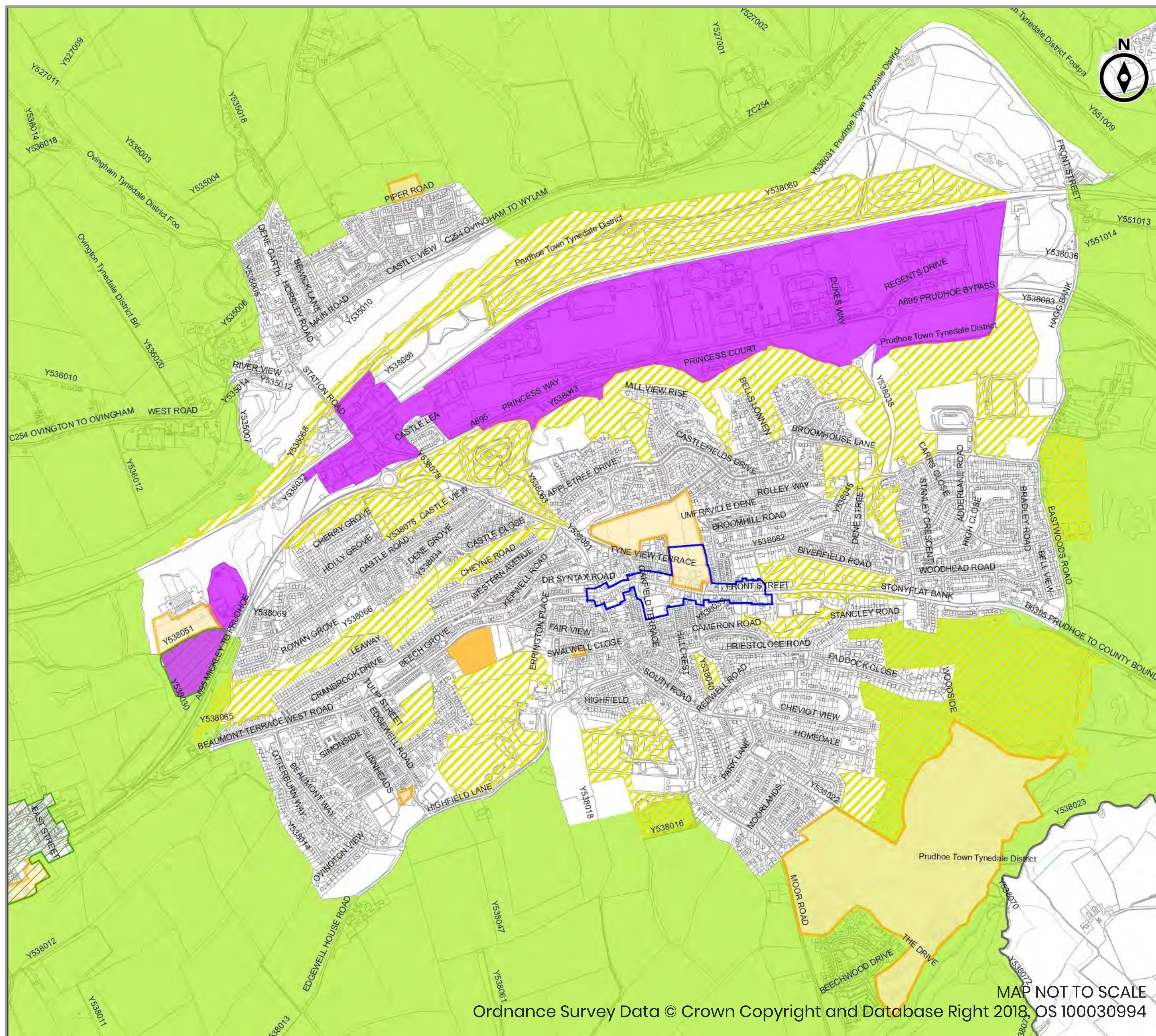


- Approximately 2.5 hectares of additional employment land allocated at Eltringham, close the existing Low Prudhoe Industrial Estate.
- Role of the town centre, identified as a 'main town - smaller centre', will be protected and appropriate new town centre development will also be supported to the rear of the north side of Front Street.
- Renewal of frontages and blocks along Front Street is supported.

HOMES

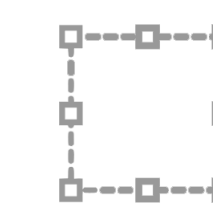


- Requirement for around 630 additional homes over the Plan period (32 per year).
- One site is allocated for 20-30 houses. The majority of the requirement can be met through completions and sites with planning permission - most notably on the Prudhoe hospital site.



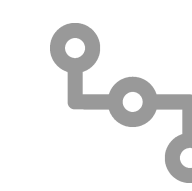
Town Centres	Housing Development Site Allocations
Green Belt Deletion	General Employment Land Allocations
Northumberland County Boundary	Protected Open Space
Sites with Permission for Housing	Green Belt

MANAGING DEVELOPMENT



- Green Belt contains the spread of development in Prudhoe. A major amendment to the Green Belt is proposed to release 2.5ha of land at Eltringham for employment purposes.
- No amendments to the Green Belt are proposed to accommodate housing.

CONNECTIONS



Land safeguarded for improved train station parking.

KEY POLICIES

- Policy STP 1 - Spatial Strategy
- Policy STP 8 - Strategic Approach to Green Belt
- Policy ECN 6 - General Employment Land (Allocations & Safeguarding)
- Policy ECN 18 - Defining Centres in Main Towns
- Policy ECN 19 - Maintaining and Enhancing the Role of Centres
- Policy HOU 3 - Housing Development Site Allocations
- Policy INF 6 - Open Space and Facilities for Sport and Recreation

