

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

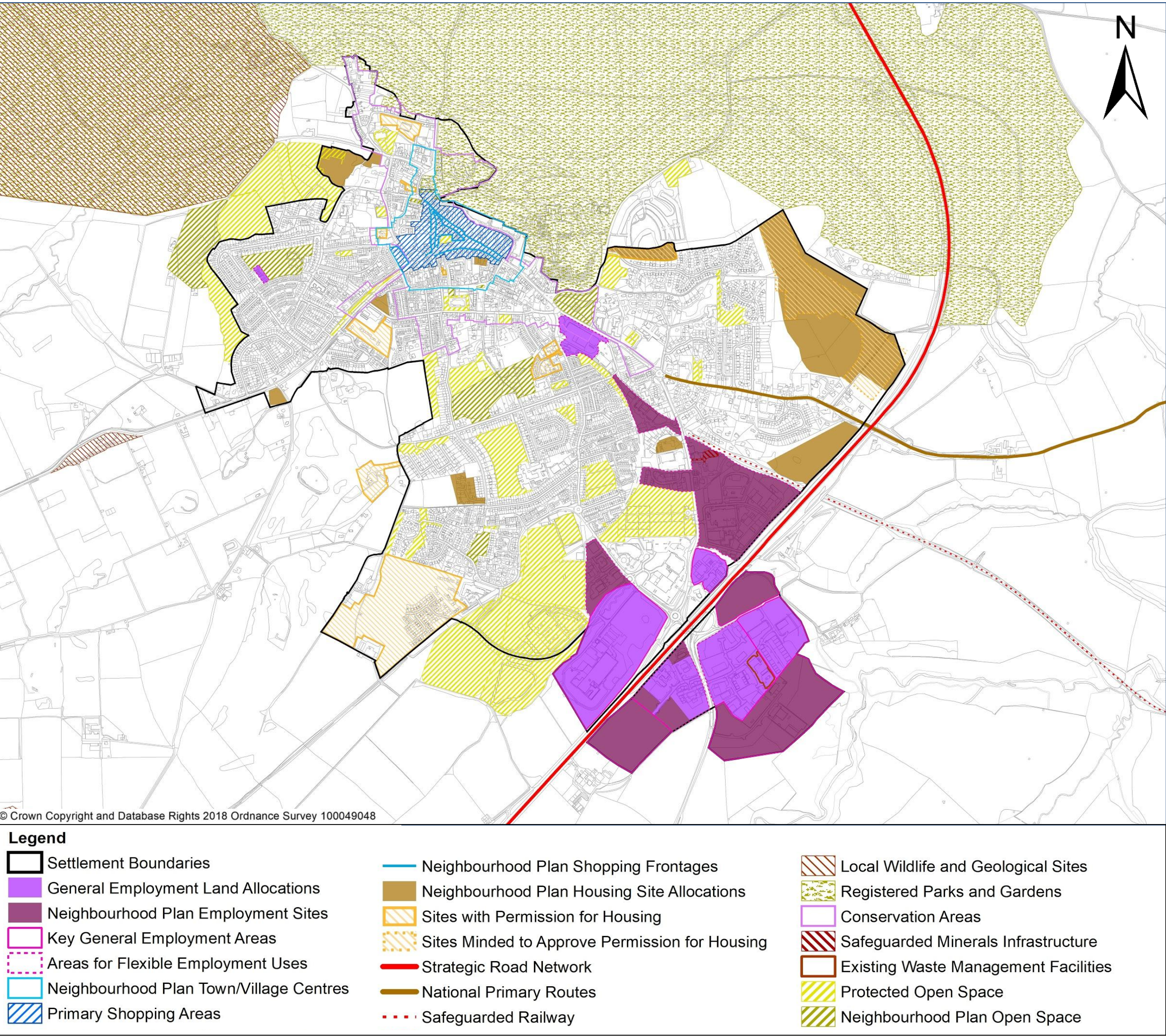


- Approximately 10 hectares of additional employment land allocated as part of the Neighbourhood Plan is endorsed by the Local Plan. This land will add to the range of sites available for employment uses, following the success of some of the town’s longer-established employment areas.
- The role of the 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.

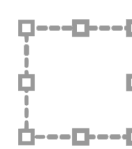
HOMES



- Requirement for around 950 additional homes over the Plan period (48 per year)
- No allocations proposed as requirement can be met through allocations in the Neighbourhood Plan, completions and sites with permission.



MANAGING DEVELOPMENT



- A settlement boundary was not defined in the neighbourhood plan. However, with the support of the Town Council, the Local Plan defines a boundary to contain the spread of development, and maintain the town as a sustainable settlement over the Plan period.

CONNECTIONS



- Scheme to dual the A1 is supported;
- 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.

Nearby Settlements:

- The settlement cluster of **Lesbury/Hipsburn/Bilton/Alnmouth**, and the villages of **Embleton, Felton, Longframlington, Longhoughton, Shilbottle** and **Swarland** are defined as Service Villages.
 - Settlement boundaries have been defined to Alnmouth, Felton, Longhoughton, Longframlington, Shilbottle and Swarland to contain the spread of development and maintain them as sustainable settlements over the Plan period.
 - Boundaries to settlements in Embleton Parish and Lesbury Parish are being defined in Neighbourhood Plans.
- Settlement boundaries are also proposed for the smaller settlements of **Craster, Dunstan, Newton on the Moor, Rennington** and **West Thirston**.



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 northwest. 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 modest supply of already serviced employment land, and there are other other employment land opportunities within reach, 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

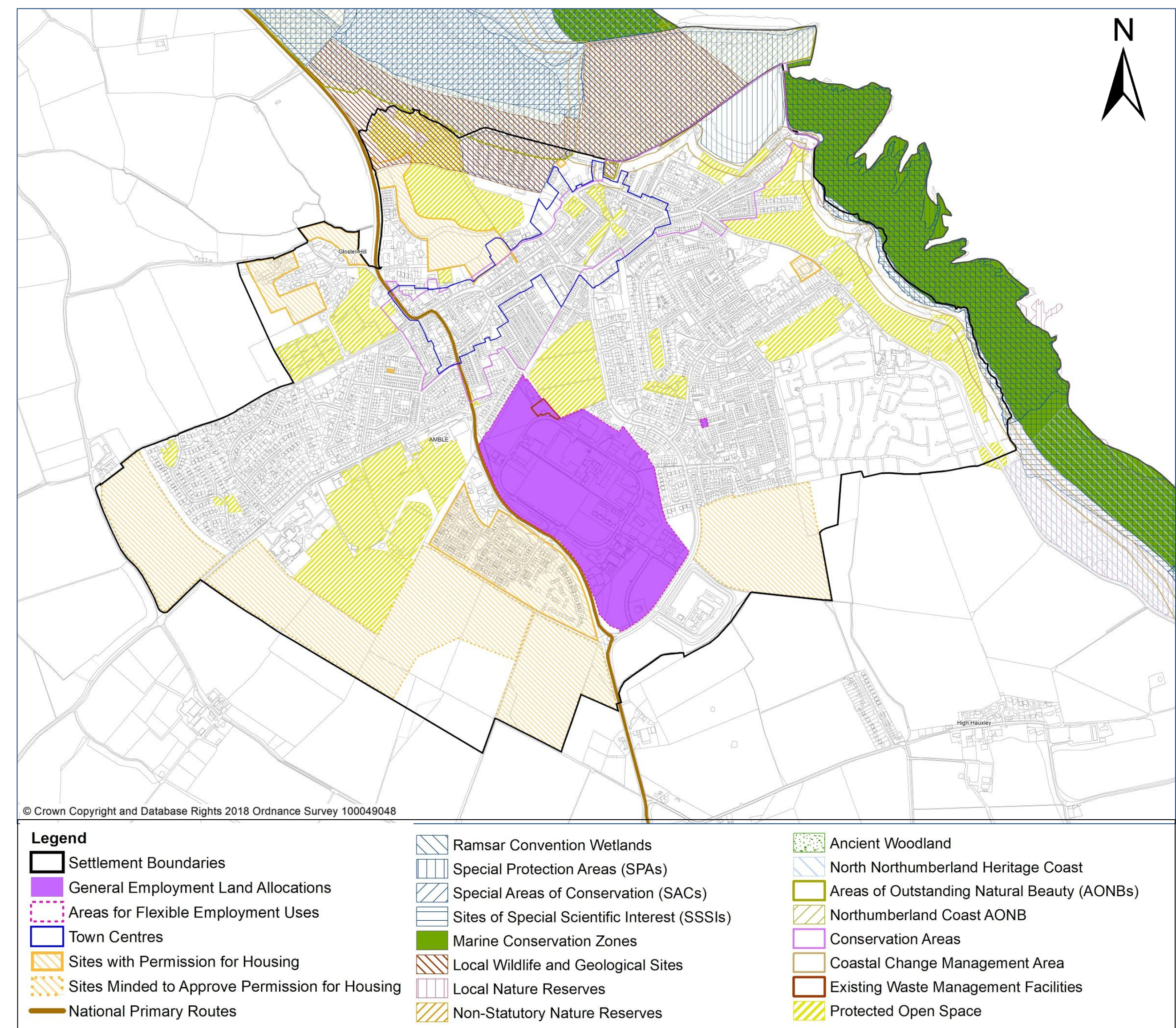


- A settlement boundary is defined to contain the spread of development and maintain the town as a sustainable settlement over the Plan period.

CONNECTIONS



- Development at Amble Port is supported.



Nearby Settlements:

- The settlement clusters of **Broomhill/Togston** and **Hadston/South Broomhill/Redrow** and the village of **Warkworth** are defined as Service Villages, and have settlement boundaries defined to contain the spread of development and maintain them as sustainable settlements over the Plan period.
- Settlement boundaries are also proposed for the smaller settlement of **Acklington**.



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.
- Pharmaceuticals and mixed manufacturing development proposals supported at Ashwood Business Park, a designated Enterprise Zone.
- 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.
- 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 supported to bring long-term empty homes back into use, particularly in the private-rented housing sector.

MANAGING DEVELOPMENT

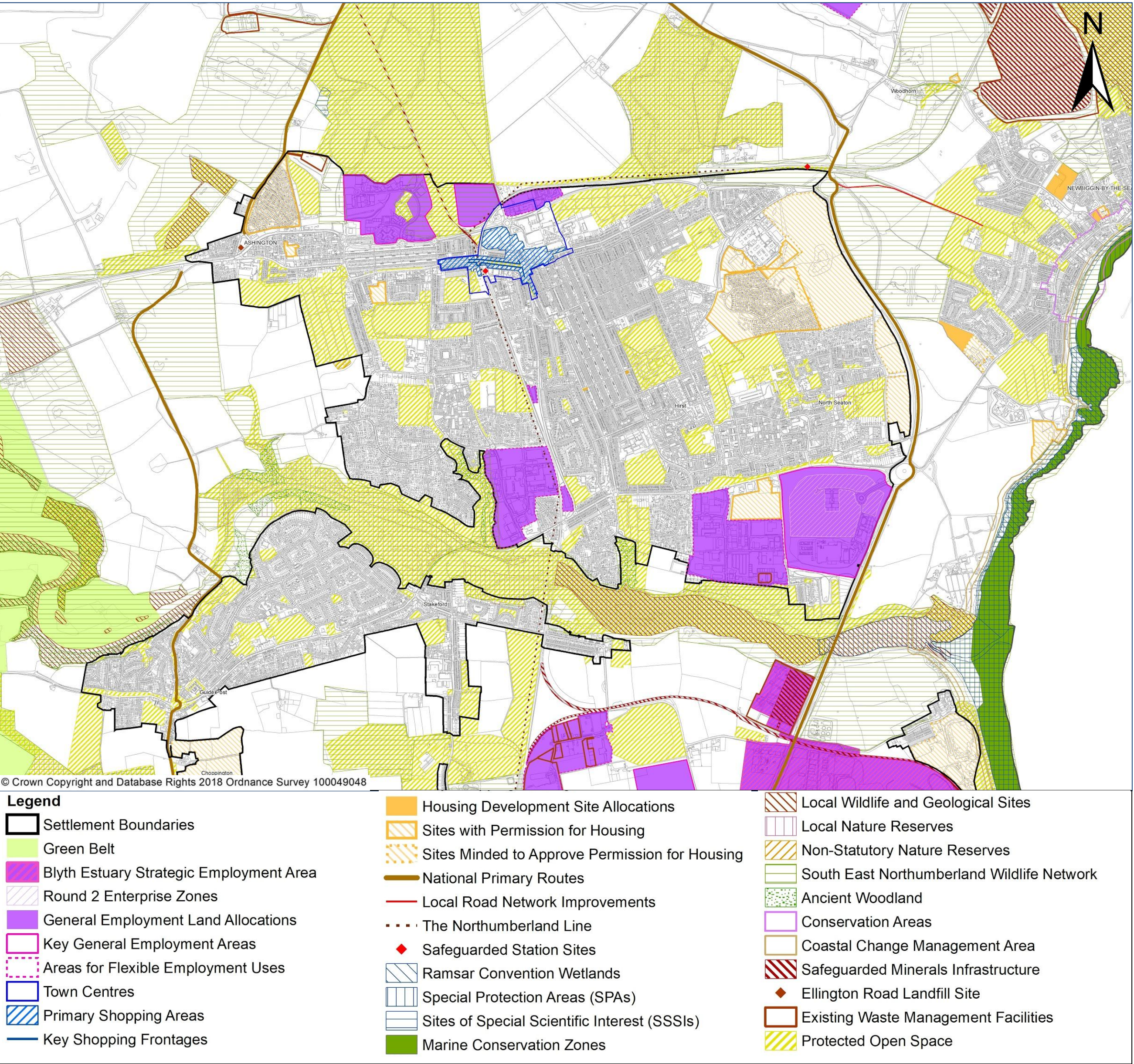


- Settlement boundary defined to contain the spread of development and maintain the town as a sustainable settlement over the Plan period.

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.



Nearby Settlements:

- The settlements of **Ellington**, **Lynemouth** and **Widdrington Station** are defined as Service Villages. All have settlement boundaries defined in the plan to contain the spread of development and maintain them as sustainable settlements over the Plan period.
- **Pegswood** is also defined as a Service Village. It is inset from the Green Belt. A settlement boundary for the village is defined in the Morpeth Neighbourhood Plan.
- Settlement boundaries are also proposed for the smaller settlements of **Cresswell**, **Linton**, **Stobswold** and **Widdrington**. **Bothal** is inset from the Green Belt.



Bedlington / Bedlington Station



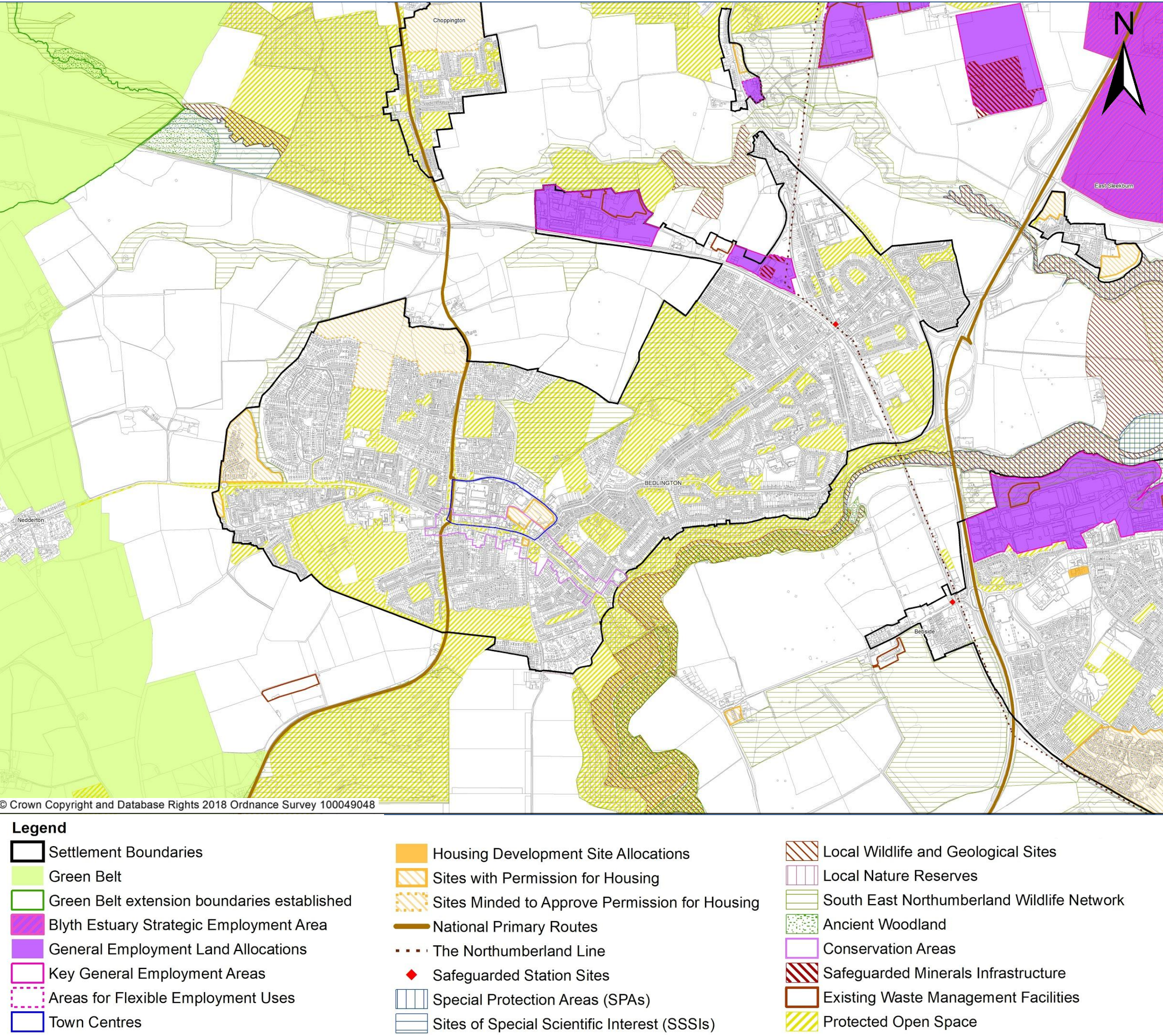
Bedlington and Bedlington Station are identified together as a Main Town in the South East Delivery Area. Bedlington and the linked settlement of Bedlington Station, provide housing for those working in these neighbouring towns and commuting to Tyneside but also offers places of employment serving an 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, and Bedlington has a strong relationship with nearby towns and the Blyth Estuary Strategic Employment Area, 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. A site for a station is safeguarded at Bedlington Station.

OPEN SPACE

- Significant areas of open space is protected both within and around Bedlington.

Nearby Settlements:

- The settlements of **Cambois**, **East Sleekburn** and **North Blyth** have settlement boundaries defined in the plan to contain the spread of development and maintain them as sustainable settlements over the Plan period.
- Hartford Bridge** and **Nedderton** are inset from the Green Belt, while a new inset boundary is defined for **Stannington Station**.

Berwick-upon-Tweed (Including East Ord)



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



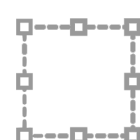
- As there is a good supply of already serviced employment land, no additional employment land allocations are proposed.
- High quality manufacturing supported at Ramparts Business Park, a designated Enterprise Zone.
- Role of the town centre, identified as a ‘main town – larger centre’, will be protected.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

HOMES



- Requirement for around 800 additional homes over the Plan period (40 per year).
- The housing requirement can be met by completions and sites with permission. However, to boost delivery, several sites are allocated in Berwick for 200 to 280 dwellings.

MANAGING DEVELOPMENT

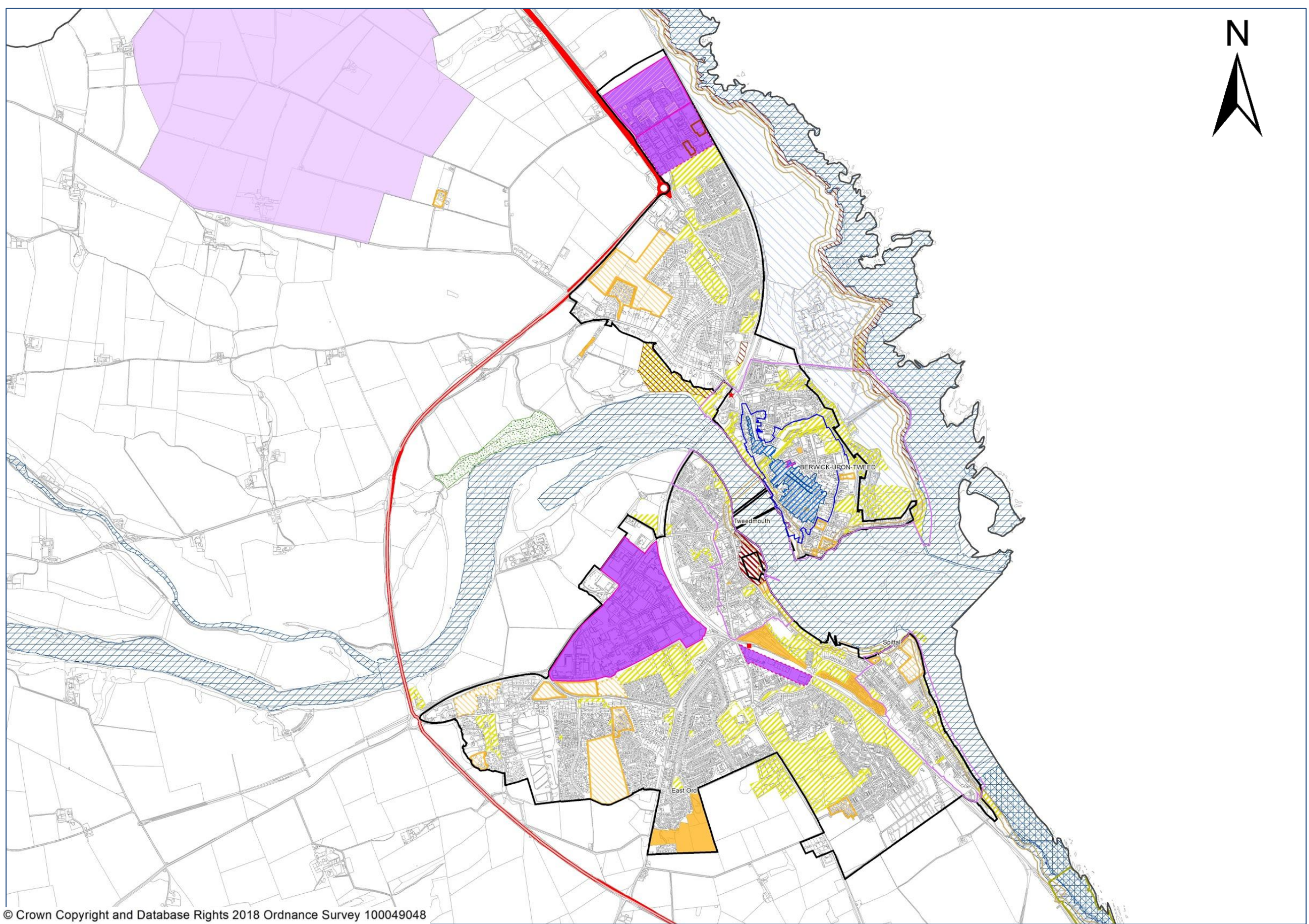


- A boundary is defined to Berwick and East Ord to contain the spread of development and maintain them as sustainable settlements over the Plan period. The boundary has been agreed with groups preparing the Berwick Neighbourhood Plan, and the Norham and Islandshire Neighbourhood Plan.

CONNECTIONS



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



Legend		
Settlement Boundaries	Sites Minded to Approve Permission for Housing	Ancient Woodland
Round 2 Enterprise Zones	Strategic Road Network	North Northumberland Heritage Coast
General Employment Land Allocations	A1 and A69 Dualling	Areas of Outstanding Natural Beauty (AONBs)
Key General Employment Areas	Safeguarded Freight Rail Services	Northumberland Coast AONB
Areas for Flexible Employment Uses	Improvements to Station Parking	Registered Battlefields
Town Centres	Ramsar Convention Wetlands	Conservation Areas
Primary Shopping Areas	Special Protection Areas (SPAs)	Coastal Change Management Area
Key Shopping Frontages	Special Areas of Conservation (SACs)	Safeguarded Minerals Infrastructure
Housing Development Site Allocations	Sites of Special Scientific Interest (SSSIs)	Existing Waste Management Facilities
Sites with Permission for Housing	Local Wildlife and Geological Sites	Protected Open Space

Nearby Settlements:

- The settlements of **Lowick** and **Norham** are defined as Service Villages. A settlement boundary is defined for Norham to contain the spread of development and maintain it as a sustainable settlement over the Plan period. A settlement boundary to Lowick is being defined in the Lowick Neighbourhood Plan.
- A housing allocation for 15 to 25 dwellings is proposed in Norham to support delivery.
- A settlement boundary for **Holy Island** is also defined.



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 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).
- New allocations proposed for 85–95 houses. Remaining requirement can be met through completions, sites with permission and minded to approve applications.
- Appropriate renovations will be supported to bring long-term empty homes back into use, particularly in the private-rented housing sector.

MANAGING DEVELOPMENT

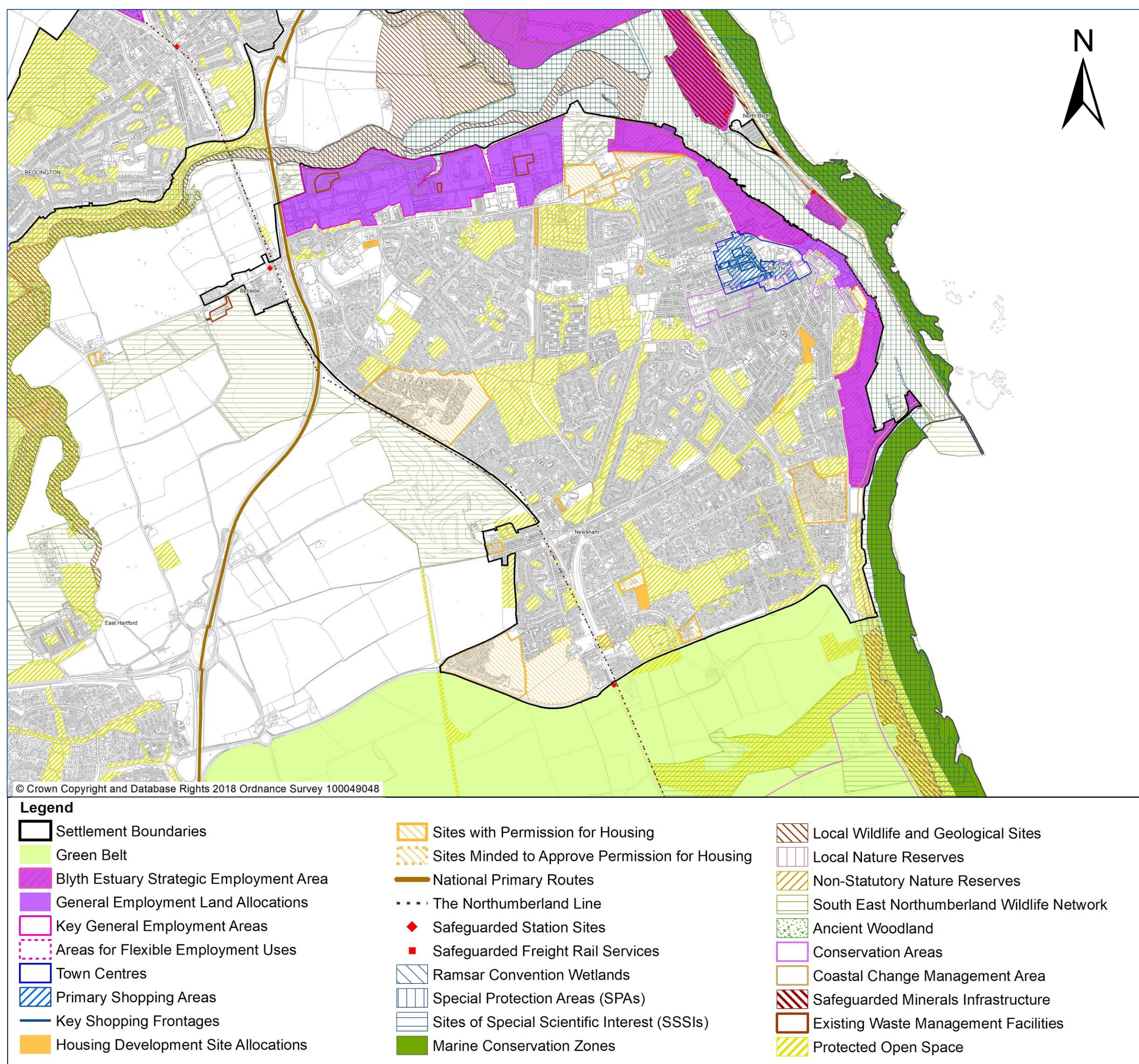


- Settlement boundary defined to contain the spread of development and maintain the town as a sustainable settlement over the Plan period.
- Green Belt restricts the spread of development south of Blyth.

CONNECTIONS



- Reintroduction of passenger rail services on the ‘Northumberland Line’ supported. Site for stations safeguarded at Bebside and South Newsham.
- Three potential routes for a Blyth relief road are identified.
- Development at Blyth Port is supported.



Nearby Settlements:

- The settlements of **Cambois** and **North Blyth** have settlement boundaries defined in the plan to contain the spread of development and maintain them as sustainable settlements over the Plan period.



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

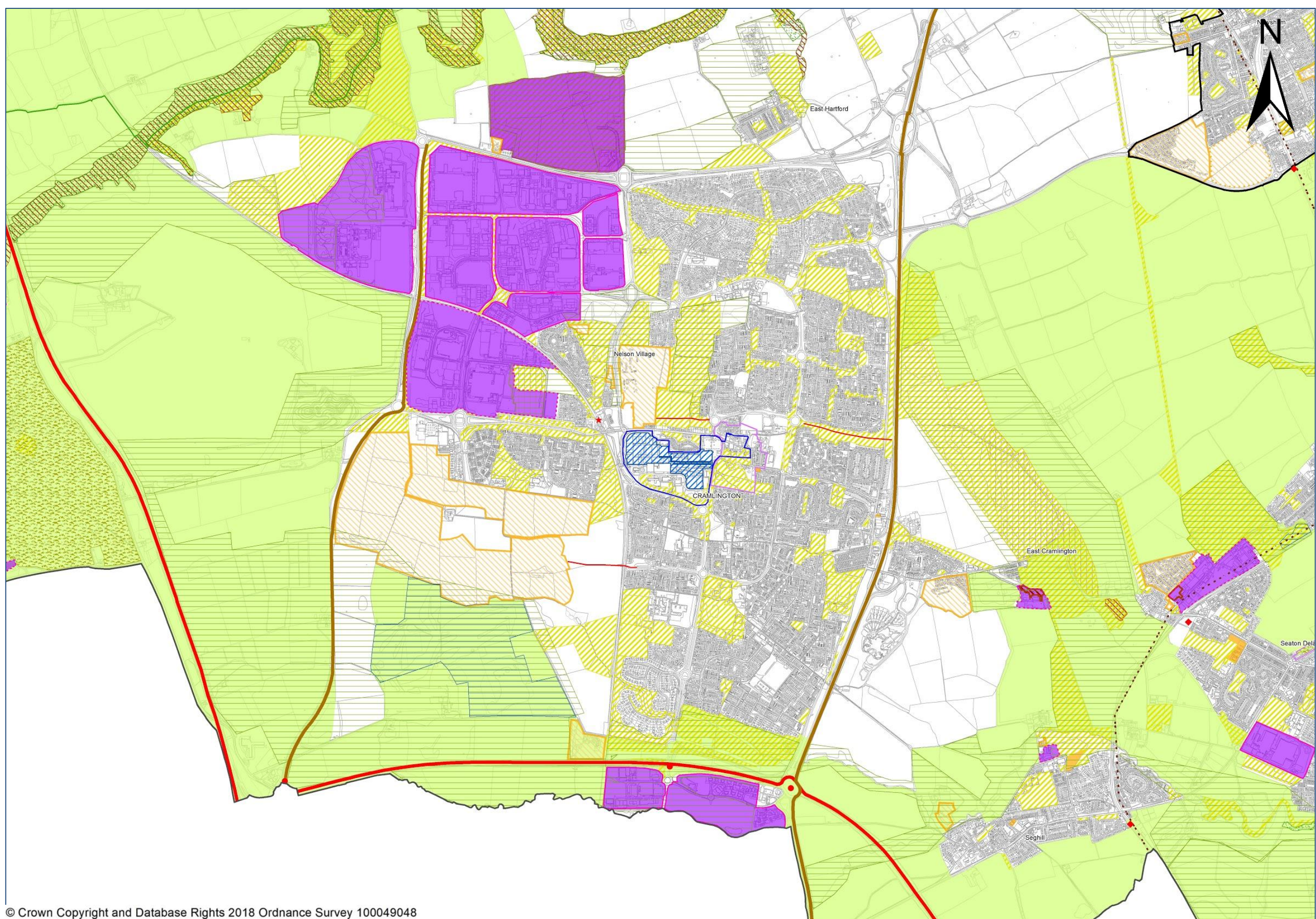


- The West Hartford Prestige Employment Area identified as a location where large-scale modern industry or offices will be prioritised.
- As there is a good supply of already serviced employment land within the NW sector of the town and at Northumberland Business Park close to Moor Farm Roundabout. No 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.

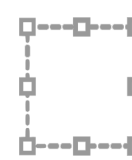
HOMES



- 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



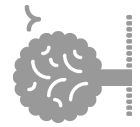
- The Local Plan does not define a settlement boundary for the town. A boundary is being defined in the Cramlington Neighbourhood Plan, to contain the spread of development.
- Green Belt contains further spread of development.

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.

OPEN SPACE



- A significant amount of open space is protected in Cramlington..



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



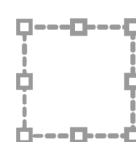
- As there is a supply of already serviced employment land, no additional employment land allocations are proposed.
- Role of the town centre, identified as a 'main town – smaller centre', will be protected and appropriate new town centre development will also be supported south of the B6322.
- Small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

HOMES



- Requirement for around 230 additional homes over the Plan period (12 per year).
- Haltwhistle has seen little housing development in recent years. Several sites are allocated for housing to boost delivery, totalling 155 to 191 dwellings. The remainder of the requirement can be met through completions and sites with permission.

MANAGING DEVELOPMENT

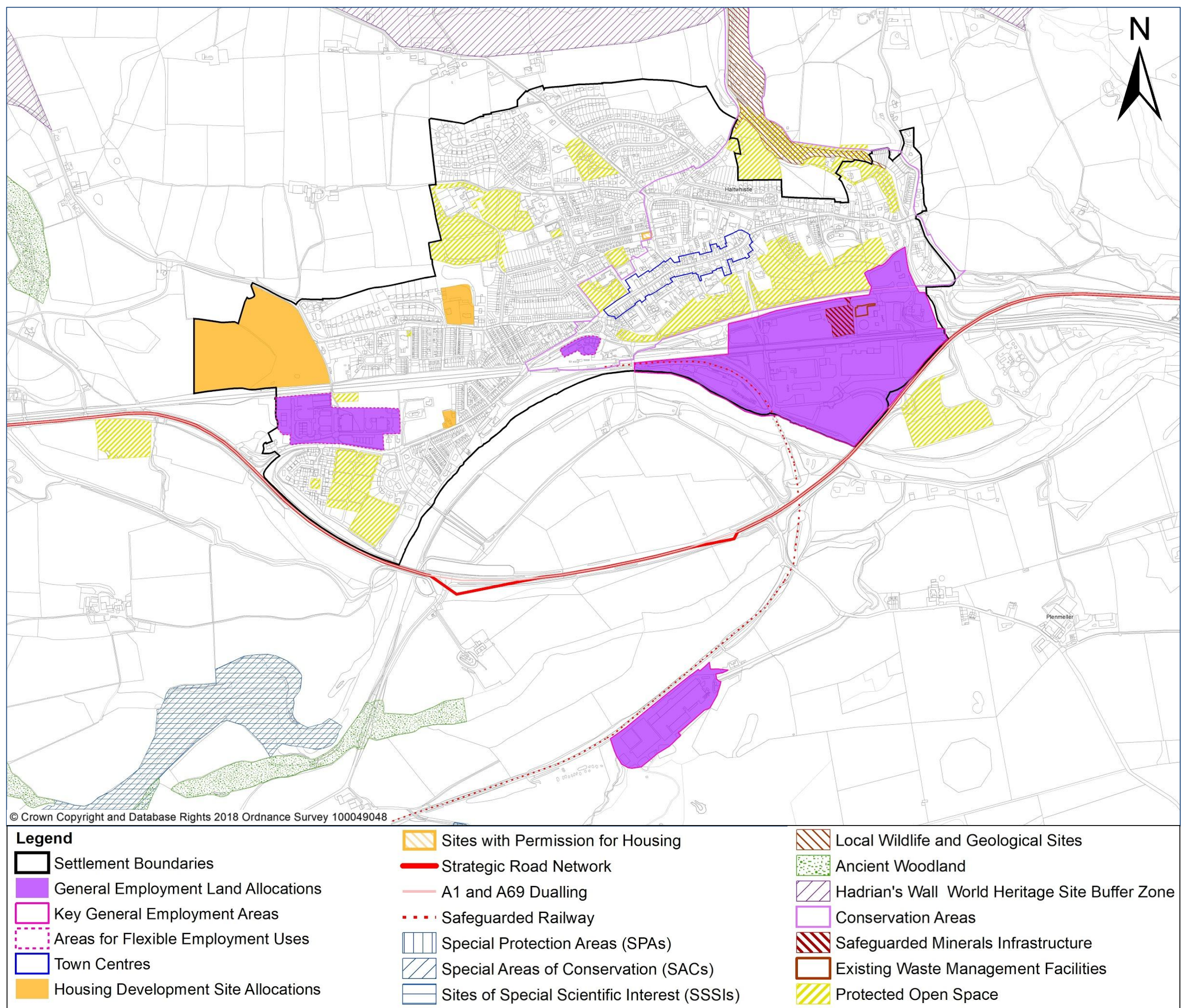


- Settlement boundary defined to contain the spread of development and maintain the town as a sustainable settlement over the Plan period.

CONNECTIONS



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



Nearby Settlements:

- The settlement cluster of **Bardon Mill/Henshaw/Redburn**, and **Gilsland** are defined as Service Villages with settlement boundaries defined in the plan to contain the spread of development and maintain them as sustainable settlements over the Plan period.



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.

HOMES



- Requirement for around 530 additional homes over the Plan period (27 per year).
- Sites are allocated for housing, totalling up to 188–234 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

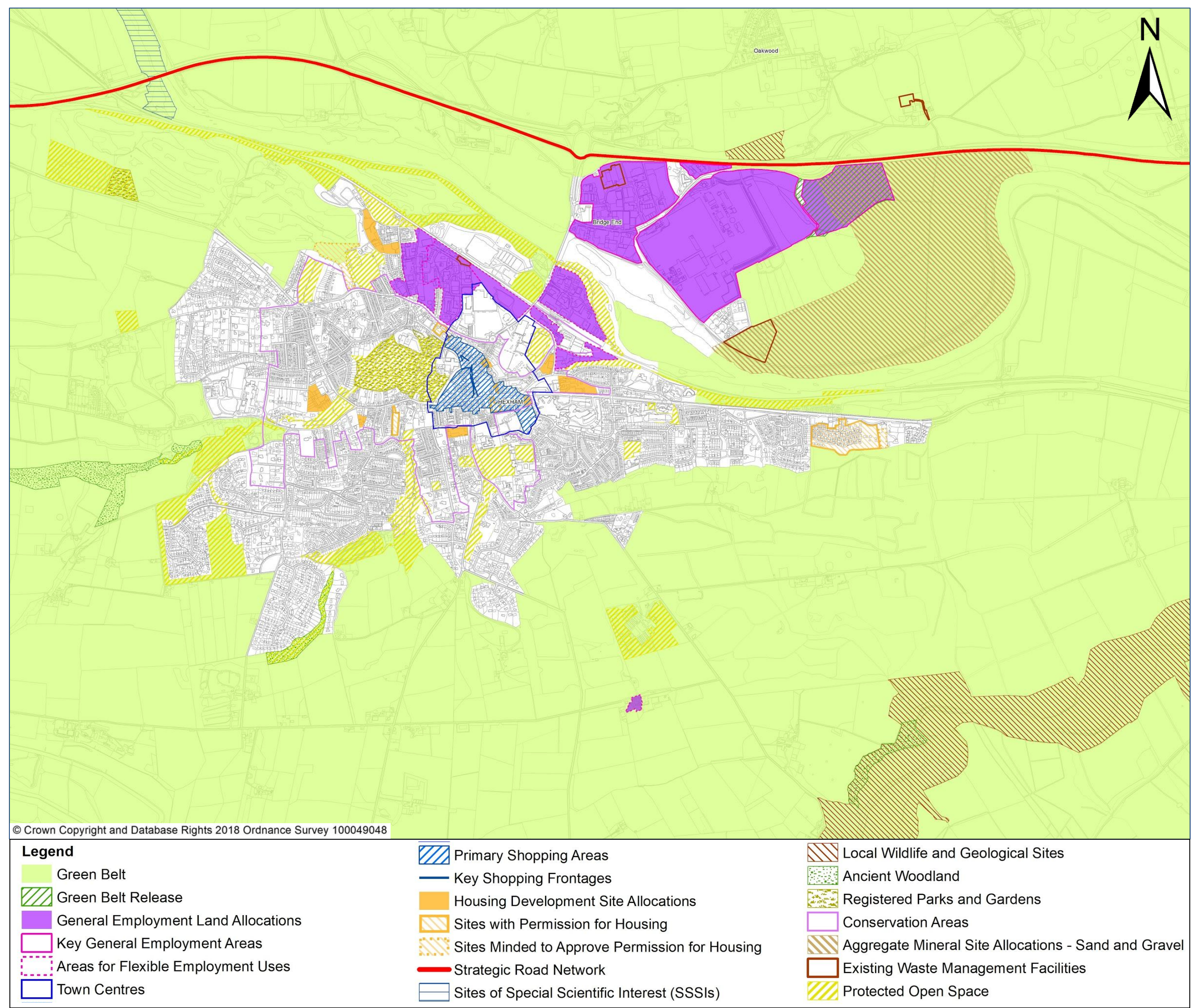


- Improved local links/junctions to the A69 are supported.
- Land safeguarded to support improvements to the A69/ B6531.

RESOURCES



- Preferred areas for the extraction of sand and gravel are identified at:
 - Anick Grange Haugh (90 ha)
 - West Wharmley (46 ha)



Nearby Settlements:

- The settlements of **Acomb, Barrasford, Chollerford/Humshaugh** and **Newbrough/Fourstones** identified as Service Villages.
 - Acomb and Newbrough/Fourstones are inset from the Green Belt.
 - Barrasford and Chollerford/Humshaugh have settlement boundaries defined to contain the spread of development and maintain them as sustainable settlements over the Plan period.
- The smaller settlement of **Wall** is inset from the Green Belt, while **Gunnerton** has a settlement boundary defined.



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

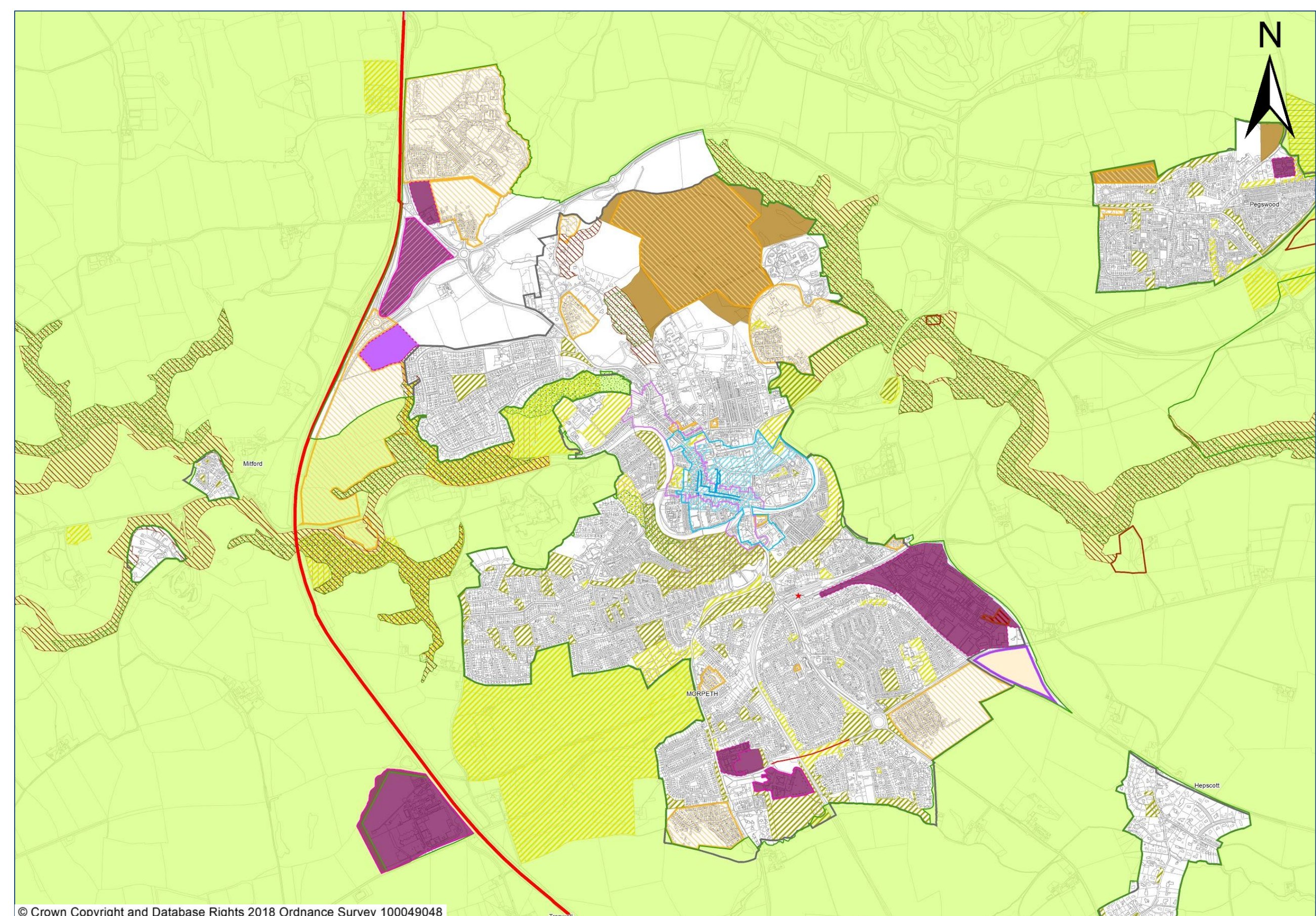


- The Morpeth Neighbourhood Plan allocates the majority of the employment land in the town. Additional land is allocated north west of Lancaster Park. 4.5 hectares of land south of the A196 is safeguarded for employment beyond the Plan period.
- Knowledge intensive office, light industrial and incubator 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.

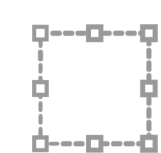
HOMES



- 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 to contain the spread of development and maintain the town as a sustainable settlement
- Detailed Green Belt boundaries are defined around Morpeth to maintain openness beyond the Plan period.

CONNECTIONS



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

Nearby Settlements:

- The settlements of **Longhorsley, Pegswood** and **Stannington** are defined as Service Villages. All are inset from the Green Belt. Settlement boundaries are defined for Longhorsley and Pegswood in neighbourhood plans.
- The smaller settlements of **Belsay, Hartburn, Hebron, Hepscoth, Longhirst, Mitford, Netherwitton, Ogle, Stannington Station, Ugham, and Whalton** are also inset from the Green Belt. Settlement boundaries are also defined for Hebron, Hepscoth and Mitford in the Morpeth Neighbourhood Plan.



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

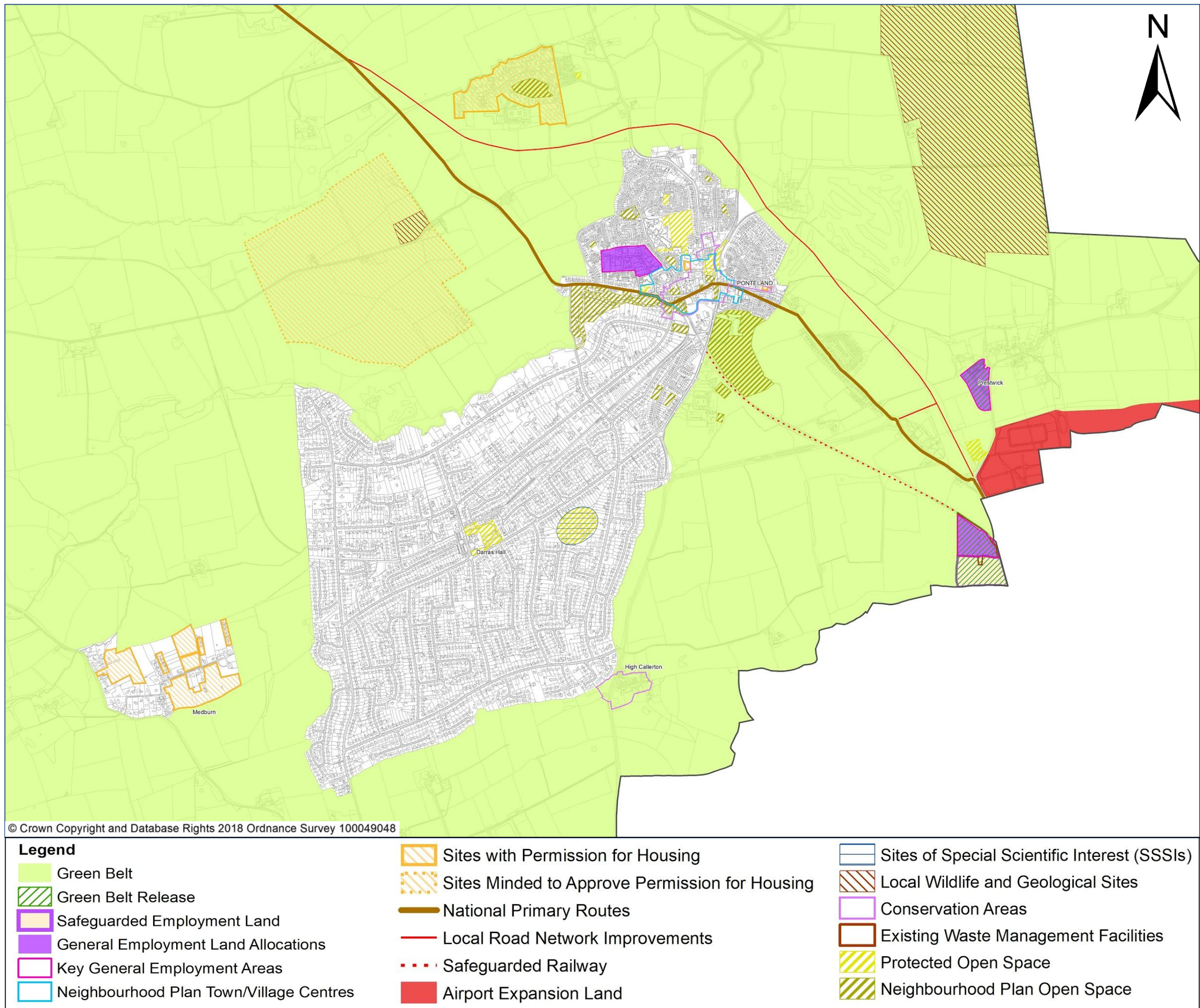


- Approximately 5 hectares of additional employment land allocated at Prestwick Park (2 hectares) and Prestwick Pit (3 hectares).
- 4 hectares of land at Prestwick Pit safeguarded for employment beyond the Plan period.
- Role of the town centre, identified as a ‘main town – smaller centre’, will be maintained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

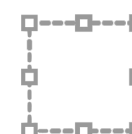
HOMES



- 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 uses 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.

Nearby Settlements:

- The settlement of **Stamfordham** is identified as a Service Village, and has settlement boundaries defined to contain the spread of development.
- The smaller settlements of **Belsay, Medburn, Ogle** and **Whalton** are inset in the Green Belt, while **Capheaton, Cambo, Ingoe, Kirkheaton, Matfen** and **Scots Gap** have settlement boundaries defined.



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

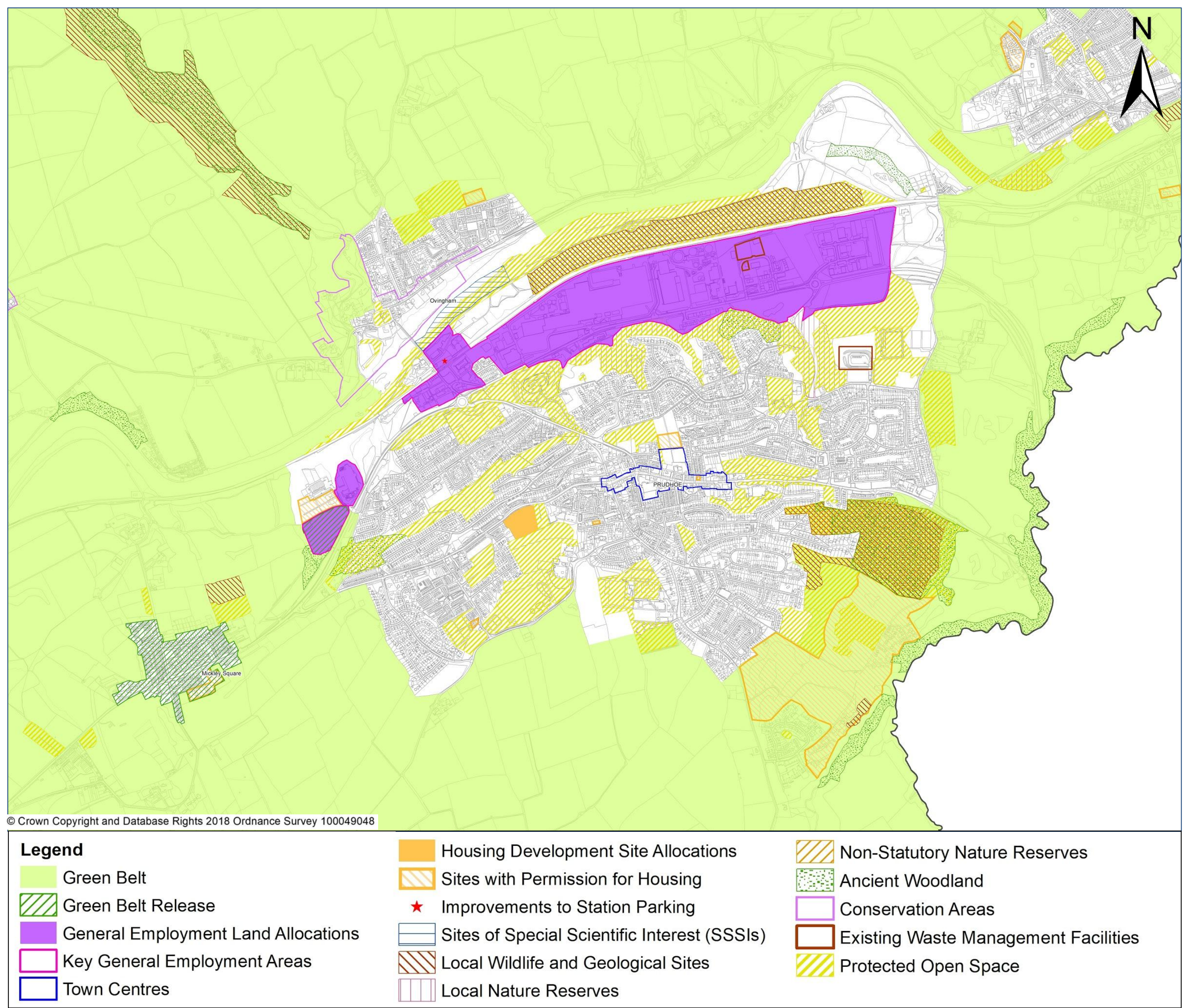


- Approximately 2.5 hectares of additional employment land allocated at Eltringham, close the existing Low Prudhoe Industrial Estate.
- Role of the town centre, identified as a ‘main town – smaller centre’, will be protected and appropriate new town centre development will also be supported to the rear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

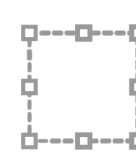
HOMES



- Requirement for around 600 additional homes over the Plan period (30 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 former Prudhoe hospital site.



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.

Nearby Settlements:

- The settlements of **Heddon on the Wall**, **Ovingham**, **Riding Mill/Broomhaugh**, **Stocksfield/Broomley**, and **Wylam** are identified as Service Villages and are inset in Green Belt.
- The smaller settlements of **Horsley**, **Mickley Square**, **Ovington** and **Whittonstall** are also inset in the Green Belt. Mickley Square and Whittonstall were previously washed over by the Green Belt.

