



Our ref: NNP - AA.20.01.01  
Your ref:

Local Plan Programme Officer  
Northumberland National Park Authority  
Eastburn  
South Park  
Hexham  
NE46 1BS

Highways England



Direct Line:



30 April 2020

**F.A.O. Ms Margaret Anderson**

Dear Ms Anderson,

### **Northumberland National Park Local Plan – Consultation on Main Modifications.**

Highways England welcomes the opportunity to provide comments on the Local Plan Main Modifications (the Plan). The comments provided below and in the accompanying Schedule have been prepared taking into consideration Highways England's previous comments on the Local Plan Publication Draft in July 2019. This letter provides an overview of the Strategic Road Network (SRN) within the influence of the Plan, reiterated from our previous correspondence, and establishes the background in relation to the previous comments made and recommendations provided in the accompanying policy review titled '*Local Plan Policy Review Schedule*', which provides specific detailed comments against each Policy relevant to Highways England.

#### **The Strategic Road Network**

The Northumberland National Park does not contain any part of the SRN. However, the A69 provides an east-west link to the south of the National Park from the A1 across to Cumbria; and the A1 provides a north-south link to the east of the National Park ultimately connecting the south of England with the Scottish border.

#### **Background**

Highways England previously noted no particular concern with the policies and proposals in the Plan and, therefore, we were supportive of the aspirations and provisions therein. We have made recommendations during all consultation on the stages of the Plan, most recently the Publication Draft.

We responded to the Local Plan Issues Paper in January 2017 and provided our comments against the issues and questions posed. In general, we had no major concerns with the issues and aspirations for the Plan particularly given the likely scale of development to be allowed within the National Park, proximity of SRN and highlighted our general support for locating new development within named settlements and locations which reduce the need to travel, where development is

integrated with opportunities for housing, employment and community services and facilities to be accessible by public transport, walking and cycling, and promoting opportunities to reduce the dependency on travel by private car.

Highways England's most recent formal response to the Plan was in July 2019 with the review of the Publication Draft. Highways England carried out a review of the Plan's policies, proposals and infrastructure requirements in the accompanying Local Plan Policy Review Schedule and it was identified that we were generally supportive of several policies within the Plan and the overall strategy to deliver new housing and employment development whilst making a number of recommendation regarding minor modification that we believed would be beneficial in terms of minimising SRN impacts.

### **Review of the Main Modifications**

Highways England has reviewed the Plan's Main Modifications and maintain our previously expressed generally support of several policies and the overall strategy. However, we note that none of the recommendations made by Highways England in response to the Publication Draft have not been incorporated within the Main Modifications, which is disappointing, and, therefore, these remain applicable as detailed within the attached Policy Review Schedule, which incorporates a cross-reference to the Main Modification (MM..) reference number.

I trust this response is helpful and I would be grateful of confirmation that our comments have been received. Should you require any further information please do not hesitate to contact me.

Yours sincerely,



Paul Dixon  
Planning & Development  
Yorkshire & North East  
Email: 

# Northumberland National Park Local Plan 2017 - 2037

## Main Modifications (March 2020)

PREPARED FOR:	Paul Dixon
DATE:	29 April 2020
PROJECT NUMBER / SITE REF:	679066/ LPNONorthumberlandNationalPark
DOCUMENT REF:	Schedule 001
APPROVED BY:	Simon Snow

## Schedule Overview

The schedule below details our review of the Northumberland National Park Local Plan 2017 – 2037 Main Modifications (the Plan) with consideration given to Highways England’s previous response to the Local Plan Publication Draft consultation document in July 2019. With regards to the comments the following schedule is structure as follows:

- Section A – Those policies or proposals that Highways England can support; and
- Section B – Those policies or proposals that Highways England do not need to make comment on.

## A. Policies Highways England Support

Table 1 provides a consideration of the policies and proposals within the Plan which include provisions that Highways England can support. Cross reference is made to previous recommendations within Highways England’s response to the Publication Draft version of the Local Plan and recommendations for potential policy amendments. The Policy wording provided in Table 1 is presented in tracked changes format, as per that of the Plan document itself:

- red ~~strikethrough~~ is used for deletions and green underlining for additions of text.
- Unaltered text from the Publication Draft Local Plan is normal or bold for headings.

**Table 1 – Comments on policies that Highways England can support**

Policy / Mod Ref.	Policy wording	Policy review	Previous Recommendation	Recommendation
Policy ST1: Sustainable Development MM1 (prev SoM21)	<p>Northumberland National Park Authority will adopt a presumption in favour of sustainable development. Sustainable development in the Local Plan area is development that either achieves or does not prejudice the achievement of the following:</p> <ul style="list-style-type: none"> <li>a) makes the National Park a high-quality place to live and work – including: improving and supporting the use and retention of existing services, infrastructure and facilities (including the housing stock and workplaces);</li> <li>b) reduces the need to travel <u>and encourages sustainable modes of transport;</u></li> <li>c) contributes positively to the built environment by having regard to the site context;</li> <li>d) <del>conserves</del> <u>protects</u> or enhances the landscape character of the National Park through use of high-quality design, appropriate landscaping, and removal of unsightly development;</li> <li>e) improves biodiversity by <del>enhancing</del> <u>protecting</u> existing priority habitats and species or creates new priority habitat;</li> <li>f) conserves the quality and quantity of natural resources, including water, air, soils, <del>and</del> geodiversity <del>and biodiversity;</del></li> <li>g) makes efficient use of land and infrastructure, in particular by prioritising the use of previously developed land and buildings;</li> <li>h) improves public access to, and enjoyment of, the National Park's special qualities;</li> <li>i) reduces waste and greenhouse gas emissions through improved energy efficiency and making full use of small-scale renewable energy;</li> <li>j) <u>protects and enhances habitats that provide important carbon sinks, including peat habitats and woodlands;</u></li> <li>k) <del>j) avoids</del> development <del>which increases</del> <u>avoids increasing</u> flood risk, and allows for the natural drainage of surface water;</li> <li>l) <del>k)</del> conserves or enhances the historic environment and helps secure a sustainable future for the assets at risk; and,</li> </ul>	<p>This policy details the approach that will be taken when considering development proposals recognising the presumption in favour of sustainable development as reflected in the NPPF and includes support for development that would reduce the need to travel.</p>	<p>The policy reference has been amended from "Policy 1" to "Policy ST1". It is noted that the policy has been amended primarily with two additional points k and l. These additional requirements are not considered to be of any particular relevance to Highways England and do not represent a material change in terms of influence at the SRN. Therefore, support can be maintained for this policy and no further comment or representation is considered necessary.</p>	<p>The modifications to the wording principally strengthen the policy intent. Bullet point i) added, whilst admirable, the additional requirement is not considered to be of any particular relevance to Highways England and does not represent a material change in terms of influence at the SRN.</p> <p>The removal of 2. does weaken the Policy when considered in isolation but are covered by other policies and the Plan should be read as a whole. Therefore, support can be maintained for this Policy and no further comment or representation is considered necessary.</p>

LOCAL PLAN REVIEW SCHEDULE

	<p>m) <del>It</del> furthers the statutory National Park purposes and duty.</p> <p><del>2. Development will be deemed to be unsustainable if it would harm:</del></p> <p><del>a) the health and/or well-being of local communities;</del></p> <p><del>b) the diversity, quality and local distinctiveness of the natural and cultural landscape, wildlife, historic environment or other special qualities of the National Park;</del></p> <p><del>c) the local economy;</del></p> <p><del>d) the supply of housing to meet identified needs;</del></p> <p><del>e) access to local services and community facilities; and,</del></p> <p><del>f) the National Park statutory purposes.</del></p>			
<p>Policy ST2: General Development Principles MM2 (prev. SoM26)</p>	<p>To maintain and enhance the distinctive character of the National Park, development will be permitted where:</p> <p>a) The special qualities of the National Park will be conserved or enhanced;</p> <p>b) The proposal is of a high-quality design that will make a positive contribution to the National Park's special qualities and the local environment incorporating high quality construction materials and design details that reflect or complement the local vernacular;</p> <p>c) The siting, orientation, layout, scale, height, massing and density of the proposal are compatible with existing buildings and the local built form;</p> <p>d) The proposal is located in an area identified as being at the lowest risk of flooding unless it satisfies relevant sequential and exception tests and it can be demonstrated that the development will remain safe for users without increasing the risk of flooding elsewhere;</p> <p>e) The proposal will not have an unacceptable adverse impact upon the amenities of adjoining occupiers;</p> <p>f) Sustainable design and construction techniques are incorporated in the proposal <del>where proportionate</del> including <u>design features to ensure that they provide resilience to climate change</u>, measures to minimise waste and energy use and where appropriate use energy from renewable sources;</p> <p>g) <del>Where appropriate</del> incorporate a good quality landscaping and planting scheme <u>where appropriate</u>, which reinforces local landscape character, increases habitat connectivity and makes use of appropriate native species;</p>	<p>This policy details the practical application of the presumption in favour of sustainable development and identifies the principles that will be applied to new development proposals.</p>	<p>The policy reference has been amended from "Policy 2" to "Policy ST2", with the policy provisions having been significantly amended and expanded upon. In particular, Highways England was supportive of the previous policy provision which sought to ensure that new development, "does not prejudice highway safety or cause unacceptable levels of traffic that would harm the environment or capacity of the local road network". It is noted that, whilst criteria i) maintains the provision relating to highway safety, reference to unacceptable levels of traffic and detriment to capacity on the road network is no longer incorporated within the policy.</p> <p>Whilst we can generally maintain support for the policy, we consider that the removal of these provisions makes the policy less robust from a</p>	<p>The minor modifications to the Policy do not include Highways England's previous recommendation that the wording to ensure that new development, "does not prejudice highway safety or cause unacceptable levels of traffic that would harm the environment or capacity of the local road network" has not been reinstated. Whilst this Recommendation is maintained so is the general support for the Policy.</p>

LOCAL PLAN REVIEW SCHEDULE

	<p>h) Opportunities are taken to enhance local wildlife and biodiversity, <u>including providing net gain</u>, that are proportionate to the development proposed;</p> <p>i) <u>Opportunities are taken to incorporate multi-functional green infrastructure as an integral part of the scheme design and commensurate with the scale of the proposal</u>;</p> <p>J) <del>h</del> The proposal ensures the proportionate creation of an accessible, safe and secure environment for all potential users with appropriate cycling facilities and car parking provision and without compromising <del>local</del> highway safety, <u>the local road network</u> or public rights of way;</p> <p>k) <del>h</del> The proposal ensures the provision of appropriate and proportionate services and infrastructure to meet the needs of the development and that these are capable of being provided without compromising the quality of the landscape; <del>and</del></p> <p>l) <del>k</del> The proposal will be served by appropriate and adequate storage, waste management and other infrastructure proportionate to the scale of development proposed; <u>and</u></p> <p><u>m) The proposal will not give rise to unacceptable risks from contaminated or unstable land. If the proposal is located near to land known or suspected of being contaminated or unstable, an assessment shall accompany an application and shall include suitable remedial measures including timeframes for when such measures will be undertaken.</u></p>		<p>transport and infrastructure perspective. Whilst the implications are more pertinent to the local road network, this could potentially have implications for the SRN and as such we would recommend that this wording is reinstated.</p>	
<p>Policy ST3: Major Development MM3 (prev. SoM31)</p>	<p>1. Proposals for major development will only take place in exceptional circumstances and where it can be demonstrated that they are in the public interest. The applicant will be required to demonstrate:</p> <p>a) The need for the development including a national need and the contribution of the development to the national economy;</p> <p>b) The impact of permitting it, or refusing it, upon the local economy <del>of the National Park</del>;</p> <p>c) Whether, in terms of cost and scope the proposal cannot viably and technically be located elsewhere outside the National Park in a place that would avoid conflict with the National Park’s statutory purposes; or that the need for it cannot be met in some other way;</p> <p>d) The extent to which the proposal is designed and sited to respect the character of the landscape; and where appropriate, the settlement in which it lies; and</p>	<p>This policy identifies that major development will only be granted in exceptional circumstances and details the criteria that will be applied in the assessment of such applications.</p>	<p>The policy reference has been amended from “Policy 3” to “Policy ST3” and the policy text has been significantly amended; this includes the removal of the requirement for development to not have any detrimental effects on the transport network and the extent to which such impacts could be mitigated, which was previously supported by Highways England.</p> <p>Whilst we can generally maintain support for the policy, we consider that the removal of these provisions</p>	<p>Whilst Highways England’s previous Recommendation to reinstate the wording regarding the requirement for development to not have any detrimental effects on the transport network and the extent to which such impacts could be mitigated, which was previously supported by Highways England, has not been adopted the modified wording is not considered material and general support for the Policy is maintained.</p>

LOCAL PLAN REVIEW SCHEDULE

	<p>e) Whether all possible measures have been taken to minimise <u>and mitigate any adverse effects on the special qualities of the National Park, <del>the landscape and recreational opportunities</del> the ability for the public to understand and enjoy the special qualities: the setting of historic assets, natural resources and the transport network.</u></p> <p>2. When the activity for which the major development is required ceases the land will be required to be suitably restored or enhanced where it is appropriate to do so.</p>		<p>makes the policy less robust from a transport and infrastructure perspective. Whilst the implications are more pertinent to the local road network, given the proximity of the SRN, there is still the potential for major development to have implications for the SRN, either individually or cumulatively, such as when taking into consideration development in neighbouring authorities. As such, we would therefore recommend that this wording is reinstated.</p>	
<p>Policy ST4: Spatial Strategy MM5 (MM4 related to the policy's supporting text and no comment is made)</p>	<p><del>1. Development will be guided in accordance with the following settlement hierarchy:</del> <u>Local Centres Named Settlements</u> (Alwinton, <u>Charlton</u>, Elsdon, Falstone, Greenhaugh, Harbottle, Holystone, <u>Ingram, Kirknewton</u>, Lanehead, Rochester, <del>and</del> Stannersburn <u>and Stonehaugh</u>. <del>Smaller Villages</del> <u>Charlton, Ingram, Kirknewton, and Stonehaugh.</u></p> <p>2. Development should support the service function <del>of Local Centres</del> and the sustainability of <del>Smaller Villages</del> <u>the Named Settlements</u> by providing additional small-scale housing (principal residence or affordable) and employment premises, new facilities and services (including tourism and recreation) that would be proportionate to the size of each settlement. <u>Open Countryside (including farmsteads and hamlets)</u></p> <p>3. Development will only be permitted in Open Countryside in the following cases: a) Where development reuses a building in a way that supports an economic use or meets the need for principal residence or affordable housing, and is also in accordance with Policy DM6;</p>	<p>This policy establishes the hierarchy of local centres and villages and the intentions for development in each location. It identifies that the local centres will provide the main focus for new development within the National Park and the criteria that development should meet on the edge and outside of the identified settlements.</p>	<p>This policy was previously titled "Policy 4: Settlement Hierarchy" and has been re-worded and expanded upon as "Policy ST4: Spatial Strategy". In particular, support can be provided for the rewording of part 2 which clarifies that development will be supported in Local Centres and Smaller Villages where it would be proportionate to the size of the settlement as previously stipulated by Highways England. Given the remaining provisions remain consistent with the previous draft, support can be maintained for this policy and no further comment or representation is considered necessary.</p>	<p>The modifications remove the settlement hierarchy but otherwise are immaterial and, therefore, the previous Recommendations are withstanding.</p>

LOCAL PLAN REVIEW SCHEDULE

	<p>b) Where there is an essential need for development to meet the needs of farming, forestry, tourism, recreation and other rural enterprise or land management activities;</p> <p>c) Where it is essential to meet social or community needs, and it can be demonstrated that there are no other suitable and available locations within the <del>Named Settlements Local Centres and Smaller Villages</del>;</p> <p>d) Where the proposal is supported by other relevant Local Plan policies.</p>			
<p>Policy ST5: New Housing MM7 (MM6 related to the policy's supporting text and no comment is made)</p>	<p>1. Having regard to the existing housing stock in the locality, all new residential development (<u>of more than 5 dwellings</u>) will contribute towards the creation of sustainable, balanced and inclusive communities by ensuring a mix of dwellings (in terms of size, type and tenure), that will meet the needs of present and future generations.</p> <p>2. Development proposals will be assessed according to how well they meet the needs of those living in and seeking to move to Northumberland National Park, as identified in the most recent Strategic Housing Market Assessment <u>and other relevant guidance</u>.</p> <p>3. New housing will be permitted:</p> <p>a. Within <del>Named Settlements Local Centres and Smaller Villages</del> where it comprises conversion of an existing building or a small infill development providing principal residence or affordable housing.</p> <p>b. In Open Countryside, <u>providing Principal Residence occupancy</u>:</p> <p>i. where there is an essential need for a new dwelling to support established farming, forestry or other land management activities; or</p> <p>ii. Where the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or</p> <p>iii. the development would re-use redundant or disused buildings and enhance its immediate setting; or</p> <p>iv. the development would involve the subdivision of an existing residential dwelling; or</p> <p>v. the design is of exceptional quality; or</p> <p>vi. where an existing dwelling needs to be replaced; or</p>	<p>This policy details the range and mix of housing that will be supported including the size, type and tenure, to ensure sustainable communities will be achieved with housing development that meets the needs of local communities.</p>	<p>This policy was previously titled "Policy 10: Providing a range and choice of housing". It has been re-worded and expanded upon as "Policy ST5: New Housing". The amendments to the Policy do not represent a material change in terms of impact at the SRN. As such, support can be maintained for this policy and no further comment or representation is considered necessary.</p>	<p>The modifications do not represent a material change and, therefore, the previous Recommendations are <i>withstanding</i>.</p>

LOCAL PLAN REVIEW SCHEDULE

	<p>vii. where a building is being converted in accordance with Policy DM6.</p> <p>c. The replacement of an existing dwelling in the open countryside will only be permitted where:</p> <ul style="list-style-type: none"> <li>i. Residential use has not been abandoned;</li> <li>ii. The dwelling is not of architectural or historic importance;</li> <li>iii. If the replacement dwelling is not in the same position as the existing building, provision shall be made for the removal of the redundant building in a timely manner where it is appropriate to do so.</li> </ul> <p>4. <del>Custom and self-build</del> <u>Self-build and custom housebuilding housing</u> may be approved in accordance with other relevant housing policies, <u>and</u> as either:</p> <ul style="list-style-type: none"> <li>a) affordable housing: <del>where the house would be restricted to occupation by an eligible household and the value discounted by 25% in perpetuity;</del> or</li> <li>b) <u>principle residency local needs custom and self build housing;</u> <del>where occupancy of the house would be restricted to a Local Person in perpetuity.</del></li> </ul> <p>5. Affordable housing will be permitted in accordance with Policy DM3.</p>			
<p>Policy DM1: Community Facilities and Infrastructure MM8</p>	<p><u>Community Facilities</u></p> <ol style="list-style-type: none"> <li>1. Proposals that would result in the loss of or an unacceptable adverse impact on a community facility will not be permitted, unless it can be demonstrated that the facility is no longer suitable or viable in that location or that it is no longer needed.</li> <li>2. Applications for the loss of community facilities must be supported by appropriate and proportionate independent evidence, including appropriate financial, business planning, options appraisals, marketing and community engagement evidence.</li> <li>3. The provision of new community facilities will be permitted:             <ul style="list-style-type: none"> <li>a) Within one of the <u>Named Settlements Local Centres or one of the Smaller Villages;</u></li> <li>b) In other locations, as an exception to Policy ST4, where it can be clearly demonstrated that there are no suitable sites in a Local Centre or Smaller Village and that this would be in accordance with other relevant local plan policies.</li> </ul> </li> <li>4. Improvements to existing, community facilities, will be supported where it would be in accordance with other relevant local plan policies.</li> </ol>	<p>This policy seeks to prevent the loss or detrimental impacts on existing community facilities and infrastructure unless the stipulated criteria are met and provides support for new or improved facilities and infrastructure where they meet the stipulate criteria.</p>	<p>This policy was previously titled: "Policy 6: Community Facilities". It has been re-worded and expanded upon as "Policy DM1: Community Facilities and Infrastructure" to include provisions relating to infrastructure delivery and protection. The policy provisions relating to community facilities remains consistent with the previous draft and as such Highways England's previous comments remain applicable and support can therefore be maintained. With regards to the provisions relating to infrastructure, the policy and supporting text is worded as such that it is not clear as to the types of infrastructure to which it relates. It has therefore been assumed that it</p>	<p>The modifications respond purely to the removal the settlement hierarchy made to Policy ST4 (MM5) and, therefore, the previous Recommendations are <u>withstanding</u>.</p>

LOCAL PLAN REVIEW SCHEDULE

	<p>Infrastructure</p> <p>5. Proposals that would result in the loss of infrastructure will not be permitted, unless it can be demonstrated that the infrastructure is no longer suitable or required.</p> <p>6. Proposals for new, improved or supporting infrastructure will be permitted where:</p> <p>a) They represent the least harmful option reasonably available having regard to any operational requirements and technical limitations that are applicable;</p> <p>b) The design minimises impact on visual amenity, including the character and appearance of the locality and the wider landscape;</p> <p>c) There are no unacceptable adverse impacts on the National Park’s special qualities;</p> <p>d) They will not have a harmful impact on the wider environment particularly in relation to flood risk.</p> <p>7. When no longer required for its approved purpose all infrastructure shall be removed and the site suitably restored to its former condition where it is appropriate to do so.</p>		<p>is all encompassing and as such includes transport infrastructure. On this premise, Highways England has no particular concerns with the requirements identified in the supporting criteria for new and improved infrastructure but as noted, would recommend that the policy clarifies the scope of infrastructure to which it relates.</p>	
<p>Policy DM7: Rural Economy and Diversification</p>	<p>1. Development that contributes to the economic and social well-being of local communities within the National Park will be permitted where one or more of the following criteria are met:</p> <p>a) It promotes and protects existing businesses by providing flexibility for established rural businesses to diversify and expand;</p> <p>b) It provides opportunities for the operation of home-based businesses where appropriate;</p> <p>c) It helps maintain or increase job opportunities in the agricultural and forestry sectors;</p> <p>d) It provides for and supports small and micro businesses through the provision of small, flexible, start-up businesses or incubator uses;</p> <p>e) It provides additional facilities, or better use of existing facilities, including those which provide further opportunities to understand and enjoy the special qualities of the National Park.</p>	<p>This policy details the types of economic development that will be supported both through the creation of new businesses and the expansion of existing employment uses.</p>	<p>This policy was previously titled “Policy 18: A sustainable local economy”. It has been re-worded and expanded upon as “Policy DM7: Rural Economy and Diversification”. These amendments include more robust provisions relating to access and traffic generated by new economic development, including new provisions which state that proposals should have safe site access for development by the existing road network, and should not lead to unacceptable harm resulting from traffic impacts. Consequently, support can be maintained for this policy and no</p>	<p>No modifications are made to this Policy and, therefore, the previous Recommendations are withstanding.</p>

LOCAL PLAN REVIEW SCHEDULE

	<p>2. Proposals for new sustainable rural economic development (including the diversification of existing agricultural or forestry businesses) will be permitted where:</p> <ul style="list-style-type: none"> <li>a) The scheme is well designed and will make use of an existing building and complies with other relevant plan policies. New buildings will only be permitted if the diversified use cannot be suitably accommodated through the conversion or alteration of an existing building in accordance with Policy DM6;</li> <li>b) The proposed use is compatible with and subsidiary to an existing farming or forestry activity in terms of physical scale, activity and function;</li> <li>c) The proposal is of a quality, scale and design that takes into account and reflects the sensitivity of the local landscape;</li> <li>d) Existing access arrangements are appropriate for the proposed use and the site can be safely accessed by the existing road network;</li> <li>e) There are satisfactory arrangements for storage, parking and the manoeuvring of vehicles.</li> </ul> <p>3. Small-scale diversification proposals will be supported where they demonstrate sustainable practices and outcomes sustain the long term operation of the business and secure multiple wider public and environmental benefits.</p> <p>4. Proposals for tourism and recreational development will be permitted where:</p> <ul style="list-style-type: none"> <li>a) They conserve and enhance the natural beauty, wildlife, tranquillity and cultural heritage of the National Park;</li> <li>b) They provide and protect opportunities for people to increase their awareness, understanding and enjoyment of the special qualities of the National Park in a manner that will not undermine the enjoyment of those qualities by other visitors or the quality of life of residents;</li> <li>c) They are of a quality, scale and design that takes into account and reflects the sensitivity of the local landscape;</li> <li>d) They do not lead to unacceptable harm in terms of noise and activity (including traffic).</li> </ul> <p>5. In the case of new buildings for tourism and recreation uses development will be permitted where:</p> <ul style="list-style-type: none"> <li>a) It is located within one of the settlements listed in Policy ST4;</li> </ul>		<p>further comment or representation is considered necessary.</p>	
--	--	--	---	--

LOCAL PLAN REVIEW SCHEDULE

	<p>b) It uses existing buildings in open countryside or involves the adaptation or small-scale extension of an existing building;</p> <p>c) It is within the open countryside but in accordance with Policy ST4.</p>			
<p>Policy DM9: Transport and Accessibility</p> <p>MM13 (prev. SoM55)</p>	<p>In order to maximise accessibility and minimise the environmental and health impacts of traffic when assessing planning applications, the National Park Authority will seek to:</p> <p>a) Protect and where appropriate enhance existing networks of Public Rights of Way, National Trails, open access land and other access routes for use by pedestrians, cyclists and equestrians;</p> <p>b) Encourage the creation of new access routes particularly when they create links between existing routes and local services;</p> <p>c) Encourage small scale developments and facilities that contribute to the safe use of the right of way network;</p> <p>d) Minimise the overall need for journeys, whilst seeking to maximise the proportion of journeys made by: public transport, bicycle, and walking;</p> <p>e) Ensure that <del>proportionate</del> appropriate transport and accessibility needs are incorporated into new development proposals (including the provision of <del>eycling facilities</del> car and cycle parking and supporting infrastructure);</p> <p>f) Promote good design principles in respect of inclusive access; and</p> <p>g) Where appropriate support the delivery of reliable, safe and efficient transport networks, in partnership with other organisations, service providers and developers.</p> <p>2. New transport or access routes should take account of existing ecological networks and green corridors and where appropriate include measures to facilitate the safe movement of species across open spaces.</p>	<p>This policy details the requirements for development proposals to ensure that accessibility is maximised, and the impacts of traffic are minimised. It provides support for the creation of new access routes; seeks to minimise the overall need for journeys, whilst seeking to maximise the proportion of journeys made by: public transport, bicycle, and walking; and supports the delivery of reliable, safe and efficient transport networks, in partnership with other service providers.</p>	<p>This policy was previously titled: "Policy 20: Accessibility and Connectivity". and incorporates some minor re-wording as "Policy DM9: Transport and Accessibility". The amendments to the policy do not represent a material change and as such Highways England's previous support can be maintained. Therefore, no further comment or representation is considered necessary.</p>	<p>The modifications are immaterial and do not influence the previous Recommendation which remains extant, no further comment or representation is considered necessary.</p>

LOCAL PLAN REVIEW SCHEDULE

<p>Policy DM16: Minerals Development MM16</p>	<p>1. <del>Proposals for major minerals development will not be permitted in considered under the terms of Policy ST3, other than in exceptional circumstances and where it can be demonstrated that the proposal is in the public interest. In assessing proposals the National Park Authority will consider:</del></p> <p><del>a) the demonstrable wider need for the development;</del></p> <p><del>b) an objective assessment of alternatives outside the National Park;</del></p> <p><del>c) the impact upon the special qualities of the National Park; and</del></p> <p><del>d) strategic aims and objectives for the management of the National Park.</del></p> <p>2. The small scale expansion of existing quarries, or extension of time for minerals operations, will be permitted where it can be demonstrated that the socio-economic benefits of the development outweigh any impact upon the National Park's Special Qualities and where the proposal would accord with other relevant local plan policies.</p> <p>3. Small scale quarrying of traditional building stone will be permitted where it is demonstrated that there is an identified local need for the stone which will conserve, maintain or enhance the fabric or character of the National Park.</p> <p>4. In all cases:</p> <p>a) all reasonable mitigation measures must be provided for in the proposal, in order to minimise environmental and socioeconomic impacts and ensure the proposed operations do not have unacceptable adverse effects on the natural and historic environment or human health; and</p> <p>b) the proposal must be consistent with other relevant policies in this Local Plan.</p> <p>5. For all proposals for new or extended mineral operations, planning applications must be supported by:</p> <p>a) evidence of the presence of the mineral;</p> <p>b) Information relating to the need for the mineral, at a local, regional and/or national level;</p> <p>c) Details of the proposed working methods;</p> <p>d) Details of any proposed mitigation measures; and</p> <p>e) An assessment of the effects of the proposal on:</p> <p>i) assets of natural or cultural value;</p>	<p>This policy details the requirements for minerals related development and includes the requirement for proposals to be supported by an assessment of its effects on traffic.</p>	<p>Highways England can generally be supportive of this policy and the requirement for minerals related development to appropriately assess its effects on the road network, as part of a planning application, to ensure that it will not have an unacceptable impact on traffic. Notwithstanding this, it is recommended that the policy includes provisions requiring proposals to consider the cumulative impacts arising from minerals development and other forms of development, which is a particularly pertinent consideration for traffic impacts on the operation of the SRN.</p>	<p>The modifications principally relate to the inclusion of cross-reference to Policy ST3 - Major Development in place of the criterion by which minerals development will be considered permissible.</p> <p>The Recommendation previously made to reinstate the wording regarding the requirement for development to not have any detrimental effects on the transport network and the extent to which such impacts could be mitigated, within ST3 is even more relevant in the absence of modifications directly responding to the extant Recommendations made in response to DM16 itself.</p>
---	--	---	--	--

LOCAL PLAN REVIEW SCHEDULE

	<ul style="list-style-type: none"> <li>ii) levels of noise, dust and vibration;</li> <li>iii) amenity and a loss of privacy;</li> <li>iv) dark night skies and tranquillity;</li> <li>v) landscape character and visual intrusion;</li> <li>vi) habitats and species and geodiversity;</li> <li>vii) traffic and air quality;</li> <li>viii) water quality, quantity, flood risk and drainage;</li> <li>ix) land resource, including agricultural land, access land and public rights of way;</li> <li>x) soil, contamination and land instability; and</li> <li>xi) the economy.</li> </ul> <p>6. Applications must include a proposed restoration and aftercare strategy which sets out:</p> <ul style="list-style-type: none"> <li>a) how the proposed after-use responds to the site and its surroundings;</li> <li>b) the removal of plant and other infrastructure, final landform and retained features, reinstatement of soils, and landscaping and planting proposals;</li> <li>c) where applicable, any use of waste or other imported materials for restoration purposes;</li> <li>d) phasing arrangements including avoidance of sterilisation of remaining resources; and</li> <li>e) a programme of aftercare and monitoring of the site for a minimum of five years following completion of restoration.</li> </ul>			
--	--	--	--	--

LOCAL PLAN REVIEW SCHEDULE

<p>Policy DM19: Waste Disposal and Recycling Facilities</p>	<p>1. New waste management facilities or disposal sites will not be permitted unless they can demonstrate significant environmental benefits for Northumberland National Park.</p> <p>2. Small scale community-based reuse, recycling and composting facilities will be supported where they are located on a site within or adjoining the community they serve and provide principally for waste arising in that community. Facilities should maximise the opportunity for the use of previously developed land.</p> <p>3. In all cases development must mitigate against environmental and socioeconomic impacts.</p>	<p>This policy details the strategy for the management of waste and identifies the type of waste proposals that would be permitted.</p>	<p>This policy was previously titled "Policy 32: Waste Management"; It incorporates some minor amendments from the previous draft, but none that are considered to be material or of significant concern to Highways England. As such, it is considered that the previous comments remain pertinent and therefore no further comment or representation is considered necessary.</p>	<p>No modifications are made to this Policy and, therefore, the previous Recommendations are withstanding.</p>
---	---	---	---	--

## B. Policies not requiring Highways England comment

Whilst modifications have been made in relation to a number of the following (as identified below) these have been considered and Highways England maintain that it is not consider it necessary to make any comment on the following policies:

- Policy DM2 Householder Development
- Policy DM3 Affordable Housing (MM9)
- Policy DM4 Rural Workers' Housing
- Policy DM5 Accommodation for Gypsies, Roma, ~~and~~ Travellers and Travelling Showpeople (MM10)
- Policy DM6 Conversion of Buildings (MM11)
- Policy DM8 Agricultural Development
- Policy DM10 Habitats, Biodiversity and Geodiversity (MM14)
- Policy DM11 Landscape, Tranquillity and Dark Night Skies
- Policy DM12 Trees, Woodlands and Forests
- Policy DM13 Renewable Energy
- Policy DM14 Historic Landscape Assets and Built Heritage
- Policy DM15 Archaeological Heritage
- Policy DM17 Minerals Safeguarding Areas
- Policy DM18 Waste Prevention