



## **Minutes of the Planning, Highways and Transport Committee held on February 14<sup>th</sup>, 2019 in St James Church Rooms, Pottergate, Alnwick at 6.00pm**

**Present:** Cllrs M Swinbank (Chair), P Broom, M Harrington, J Humphries, A Waton, G Watson, and L Wood-Mitchell.

**In attendance:** W R Batey, Chief Officer and Town Clerk; J Pibworth, Assistant to the Town Clerk.

**P18/64**

### **Apologies**

Councillors Edge, Symmonds, Wearn and Westendarp.

**P18/65**

### **Declarations of Interest**

Councillor Broom declared a non-pecuniary interest in application 18/03776/TREECA.

**P18/66**

### **Matters Arising from the minutes of the previous meeting**

P18/63 Yellow Signs – the Town Clerk reported that NCC would be contacted for an update.

#### Planning Outcomes:

**18/04109/PRUTPO Westfield, Alnmouth Road, Alnwick NE66 2PR** Tree preservation order application for A Oak Crown Lift and crown thin by 15%, B, D, F, G, H Lime x 5 crown lift and crown thin by 15%, C Horse Chestnut and E Sycamore. Remove epicormic growth on Line trees and basal growth on Sycamore, Oak and Chestnut. Remove 'crossing' branches on Oak and reduce two holly trees to 2-3ft to be maintained as bushes – **PERMITTED.**

**18/04144/FELTPO Land South East of 27 Arkle Court, Alnwick** Tree Preservation Order: Fell one Ash tree (T1) – **GRANTED.**

**18/02856/ADE Percy Street Hall, Percy Street, Alnwick NE66 1AE** Advertisement Consent for 2no. fascia signs to face of building and 2no. small signs to car park wall – **GRANTED.**

**18/04274/FUL 3 Augur Terrace, Alnwick NE66 1RP** Single storey extension to the rear of existing dwelling – **GRANTED.**

**18/03776/TREECA 37A Bondgate Within, Alnwick NE66 1SX** Trees in a Conservation Area: T5 Fir – Fell, T1 Ash remove ivy and tip prune limb overhanging boundary by 1m (to leave 2m), T2 Birch – Crown lift to 3.5m above ground, T3 Laburnum – crown lift to 3.5m above ground, T4 Pine – crown lift to 3m above ground level, T6 Oak – Reduce to 4m height and 3m spread – **NO OBJECTION.**

**18/03451/FUL Land North East of Plough Hotel, Bondgate Without, Alnwick** Proposed conversion of existing outbuilding into 3no. guest bedrooms with additional extension for 1no. guest bedroom – **WITHDRAWN.**

**18/04342/COU Bow House, 49 St Michael's Lane, Alnwick NE66 1TW** Change of use from Guest House to Private Dwelling – **GRANTED.**

**18/04512/FELTPO Garden Cottage, Alnmouth Road, Alnwick NE66 2QG** Tree preservation order application for T1 – Common Horse Chestnut – fell - **GRANTED.**

**18/04350/FUL Land East of the Pond, Willowburn Avenue, Alnwick** Installation of plant equipment and erection of trolley bays – **GRANTED.**

**18/04152/FELTPO Garden Cottage, Alnmouth Road, Alnwick NE66 2QG** Tree Preservation Order application for T1 – Common Horse Chestnut – fell – **GRANTED.**

**18/04350/FUL Land North East of The Pond Willowburn Avenue, Alnwick** Installation of plant equipment and erection of three trolley bays – **GRANTED.**

**Responses made since last meeting**

**18/04491/VARYCO Northumberland County Council The Old Post Office 1 Clayport Street Alnwick Northumberland NE66 1LA** Variation of condition 2 approved plans - To allow the addition of new Velux windows in roof of rear elevation; increasing width of window openings in rear extension from 890mm to 1000mm; removal of ground floor wall and re-render (Relating to planning permission 18/02149/FUL) – **NO OBJECTIONS.**

**18/04492/LBC Northumberland County Council The Old Post Office 1 Clayport Street Alnwick Northumberland NE66 1LA** Listed Building Consent to allow the addition of new Velux windows in roof of rear elevation; increasing width of window openings in rear extension from 890mm to 1000mm; removal of ground floor wall and re-render. (Relating to listed building consent 18/02150/LBC) – **NO OBJECTIONS.**

**19/00101/FUL 15 Mercers Way Swordy Park Alnwick Northumberland NE66 1DE** New porch – **NO OBJECTIONS** but the following Alnwick & Denwick Neighbourhood Plan policies need to be considered:

**HOUSING**

**H5 Existing Stock**

Extensions to existing dwellings beyond permitted development limits will be supported where:

- The scale and design of the extension complements and respects the scale and design of the original property;
- The extension respects the character of the street scene; and
- The privacy, daylight, sunlight and amenity of adjoining properties

**HERITAGE & DESIGN**

**HD5 Design in the Wider Town**

Outside the historic core of the town new development (including extensions, alterations and changes of use to existing buildings) is encouraged to take the following design principles into account:

- a) Footprint: expected to respect the density and grain of the surrounding distinctive suburban townscape;
- b) Design: expected to make a positive contribution to local character and distinctiveness whilst not discouraging appropriate innovation;
- e) Size and scale: expected to respond positively to local character;
- f) Materials: expected to be sympathetic to the local materials that are traditional in the surrounding suburban townscape;

**18/04528/OUT Outline application for the development of approximately 60 dwellings including access, open space, SuDS and associated infrastructure and a car park and bus terminal/stop for Alnmouth Station with all matters reserved. Land North of Alnmouth Station Lesbury Northumberland**

Because many Alnwick residents make use of the trains and, consequently, the car parks at Alnmouth for Alnwick station, Alnwick Town Council is interested in the car parking and public transport elements of this application, however it is stressed that ATC's comments on the car parking and public transport must NOT be taken as any suggestion of support of the whole development; it is not Alnwick Town Council's place to comment on the housing aspect.

Alnwick Town Council feels that to support the provision of sustainable travel:

1. The car park is needed to enable and encourage travel by train.
2. The car park must have adequate electric car charging facilities to reduce carbon emissions by encouraging electric car use.

3. There should be a cycle/footway connection to the station and a protected cycle/pedestrian route extended from the car park site to Lesbury village and the village school, linking Hipsburn and Lesbury/ Alnmouth and the school, as off-site works. This must also include safe crossing points on the main road for all users, links to the station and then onwards along the Aln Valley Railway route to Alnwick.
4. The bus stop and turning facility must have a shelter and good, preferably online/ electronically updated travel information

Alnwick Town Council also asks that the following points be clarified prior to a decision being made on this application:

1. Who will own, run and maintain the car park?
2. What will the parking charges be, if any?
3. Provision needs to be made to inform drivers of when the car park is full as they will not be able to see the site from the approach roads. This is essential to avoid drivers having to do a tour of three station car parks to find a parking space. Can electronic signage be provided?
4. Are the bus operators content with the design and are they committed to using the bus stops if the car park goes ahead?
5. Is a subsidy for a bus service to link Alnwick and other local communities regularly to meet the train timetable being considered? It should be.
6. Is there provision being made on the site for further car park expansion as the recent rate of required capacity increase at the station has been huge and as decarbonisation of travel accelerates, the need for additional capacity may increase rapidly?
7. If the car park capacity is not needed in the future, is there to be any protection on the site to preventing another housing application on what will have become a brownfield site?

The Town Clerk reported that the Town Council had submitted the following comments on the Draft Lesbury Neighbourhood Plan:

**Comments on Draft Lesbury Neighbourhood Plan by Alnwick Town Council, February 11th 2019**

For Alnwick Town Council, the key parts of the draft Lesbury Neighbourhood Plan centre on Alnmouth Railway Station and in particular to:

1. Railway parking
2. The development of a community/business/tourist hub at the station
3. Aln Valley Railway link to Alnwick

**1. Railway parking (Neighbourhood Plan Objective 5, Policy 9):**

**Relevance to ATC:** Many Alnwick residents commute to work or for leisure and to Edinburgh and Newcastle airports from Alnmouth station and depend on there being sufficient car parking space every day to catch trains so the ambition to provide additional car parking is of interest to ATC. The need for more parking may become more acute following reopening of Aln Valley Railway.

The Draft Lesbury NP policy supports a new car park, or extension of the existing car parks to alleviate the on-street parking problems that are suffered by residents in the area surrounding the station.

Alnwick Town Council supports these proposals as they will potentially increase the use of the rail network as a sustainable (low carbon) alternative to private car use: Increasing car parking space would be supported in the context that it reduces road traffic on longer journeys. Any new car parks should have adequate electric car charging points installed to further help reduce the environmental impact of the car use.

Alnwick Town Council would also like to see encouragement and enabling of a regular bus service to connect with **all** local communities as many people do not have access to a car and cannot afford regular taxi fares to and from the station: This of course also negates the requirement for increasing car park space which will be a continuing issue as the plan period moves forward based on recent levels of growth and the need for low carbon solutions to transportation in the very near future. This is now an Alnwick Town Council priority as we try to lead decarbonisation initiatives in our local community.

Not strictly a Neighbourhood Plan matter but Lesbury Parish Council needs to be aware (it probably already is) of the potential effects on Alnmouth station of the suggestion that fewer or no Cross-Country Franchise trains call there under the new franchise.

**2. Alnmouth Railway Station Hub: community hub; business opportunity within a station building for café, car and cycle hire, tourist information. (Neighbourhood Plan Objective 3, Policy 5)**

Alnmouth Railway Station itself (or an adjacent site) has been identified in the draft Neighbourhood Plan as the location of the hub and focus for significant new community, retail, business and visitor opportunities and facilities.

**Relevance to ATC:** The provision of a Tourist Information Centre, café and cycle hire at the station will generate a need for ATC and Alnwick-based partners (CoT, Castle, Garden, Tourism Association, tourist attractions, Alnwick TIC, etc) to ensure that these carry full information on Alnwick's offer and attractions and ensure full and convenient access to Alnwick town and to maximise transport links to and from Alnwick.

The extra facilities at the station would be supported in context with all of the above comments. The station is a sustainable transport hub/interchange and its importance will only increase in the future. It needs to be able to accommodate more travellers and provide them with good quality facilities as expected at any modern transport hub. This would include but is not limited to provision of good quality food and drink, toilet facilities, adequate warm waiting rooms on both platforms, ticket and service information for busses and trains, tourist information, cycle / car hire and secure cycle / luggage storage etc.

**3. Aln Valley Railway to Alnwick; cycle route; footpaths (Objective 5, Policy 10)**

**Relevance to ATC:** The restored rail line should bring more tourists and visitors to Alnwick's Lionheart Business Park and into the town centre.

Of major importance to ATC is the walking / cycling / accessible route (Alnwick Greenway) which will lie alongside the AVR route. This needs proper connectivity (both safe and convenient) at both the Alnwick and Hipsburn ends of the route. It will provide a safe, sustainable commuter, tourist, cycle tourism and, importantly, a route for local people to access Alnwick and the coast (the route is, of course, two way) with their children, in safety from the road. This can be cycling, walking, or disabled access and also facilitates connection with nature. The Hipsburn / Lesbury / Alnmouth / NCN 1 (Warkworth and south, and Boulmer / Longhoughton and north) connections need to be made safe and convenient for all users and this needs to have much greater emphasis within the Neighbourhood Plan. The improvement of the Steppy Lane footbridge is important in this regard, but so too would be safe routes **between** the station and Steppy Lane / the NCN 1 route. An alternative safe route from the station directly to Lesbury may also be appropriate.

The draft Neighbourhood Plan also suggests that the AVR could become a commuter route from Alnwick to Alnmouth for connections north and south on the ECML. The provision of a proper platform for the AVR services at Alnmouth Station in close proximity to the existing Network Rail platforms must be a priority.

The connection to Alnwick via the AVR is to be encouraged, but the usefulness of this will be heavily dependent on the level of service provision on that line and its use, as is suggested in the draft Neighbourhood Plan, as a commuter line is questionable given the likely seasonal nature of services and likely high fares which tend to be a feature of heritage railways.

## **P18/68**

### **Planning Applications**

**18/04466/FUL Plot 10, Chestnut Close, Lionheart Enterprise Park, Alnwick (in Denwick)** Porous hard surface site use for container self-storage (Use Class B8) with ancillary container sales. Creation of retaining wall – **NO OBJECTIONS** but the Town Council would request that NCC Planning Officer is satisfied with the height of the retaining gabion wall at the rear of the site.

### **19/00229/PRUTPO Crag View Cottage Alnmouth Road Alnwick**

**Northumberland NE66 2QG** Tree Preservation Order application: T1 and T2 (Fir) - crown thin by 50%, crown lift by 152cm and cut back in line with hedge. T3 (Sycamore) - crown thin by 20% and remove 2no limbs over flat roof to south west – **NO OBJECTIONS** but as there was no tree report with the application we would ask that NCC Tree Officer is satisfied with the proposed works.

### **19/00327/FUL 15 Lindisfarne Road Alnwick Northumberland NE66 1AU**

Construction of a new side extension over existing playroom - **NO OBJECTIONS.**

### **19/00178/LBC White Swan Hotel 16 Bondgate Within Alnwick**

**Northumberland NE66 1TD** Listed building consent to install 1 no. lodge – **OBJECTION** as the materials, style and design are out of character with the other properties in the conservation area. The following policies from the Alnwick & Denwick Neighbourhood Plan need to be considered with this application:

#### **HERITAGE & DESIGN**

##### **HD1 Protecting Landscape Setting**

Development proposed in the Parishes of Alnwick and Denwick will be expected to be designed to avoid:

- visual harm to the landscape character and setting of town and village;

##### **HD7 Design in the Historic Centre**

New development in the historic centre of Alnwick (including extensions, alterations and changes of use to existing buildings) will be supported if it adheres to the following design principles:

1. Footprint: expected to respect the grain of Alnwick's historic layout and to enhance the connectivity of the town's historic pattern of pedestrian lanes and alleyways;
2. Design: expected to make a positive contribution to local character and distinctiveness and help to reinforce a strong sense of place whilst not discouraging appropriate innovation;
3. Quality: expected to match the quality of Alnwick's historic townscape in design, materials, detailing and finishes;
5. Size and scale: expected to respond to local character and history;
6. Materials: expected to be sympathetic to the local materials that are traditional in the historic core.

### **19/00217/LBC Oscars 34 Narrowgate Alnwick NE66 1JG**

Listed Building Consent: Proposals include refurbishment to existing bar on ground floor including a new shop front and internal alterations to the currently disused first and second floors to form habitable accommodation with en-suites. Incorporate an opening internally to link 34 Narrowgate to 32 Narrowgate (The Dirty Bottles) at ground and first



floor level – **NO OBJECTIONS** and support the comments made by NCC Conservation Officer.

**P18/69 Planning Appeals**

**18/02881/LBC Wagonway Lodge, Wagonway Road, Alnwick NE66 1QQ**

The Town Clerk advised that the planning application had been REFUSED as NCC's Conservation on the grounds of loss of historical elements and the use of double-glazed replacement windows. Alnwick Town Council did not object to this application but now support the comments made by NCC's Conservation Officer.

**P18/70 Car Park Review meeting feedback**

The Town Clerk reported that a meeting had taken place with NCC to review the Car Park Action Plan, from which an update had been circulated to councillors. He reported that the meeting had been positive and that many of the actions had either been completed or were in progress. He advised that the only actions not started were regarding signage and disabled parking. He also advised that the date for the next review meeting which was scheduled to be May 2019 would now be June 2019.

Councillor Waton thanked Paul Jones from NCC for the work on the actions.

Councillor Broom asked if the yellow lines could be removed from outside the library in Green Batt to provide more parking spaces.

Councillor Harrington felt that changing the direction people were allowed to park on the Cobbles would help with some of the parking issues.

Councillor Humphries reported that some of the parking spaces outside M&Co on Narrowgate needed to be better marked out.

Councillor Swinbank advised that the Town Council's LTP for the Cobbles concentrated on the crossing areas. He advised that going forward he had asked NCC to use some of the money to design the whole area of the Cobbles in readiness for monies being available.

Councillor Harrington said it needed to be done correctly and felt that there could be a handrail across the whole area creating two separate parking areas.

Councillor Broom asked if the meter outside Iceland could be changed to have electric car parking points and whether any could be added to any of the street lights.

Councillor Swinbank advised that NCC's report of a potential park and ride scheme was due shortly.

**P18/71 NCC Local Plan**

Councillor Swinbank advised that there had been a consultation event on February 9<sup>th</sup>.

The Town Clerk advised that he the Town Council had received the settlement boundary map from NCC but that it did not include any of the changes the Town Council had requested. E.g. the buffer zone at Windy Edge.

Councillor Swinbank felt that the settlement boundary at Willowburn needed extending.

The Town Clerk advised that comments were due to NCC by March 13<sup>th</sup> so councillors should send their comments to the Project & Funding Officer who will consult with the Chair of Planning, Highways & Transport before submitting to NCC.

Councillor Waton felt that only broad area comments should be made and that details such as text changes would not be considered. The Town Clerk advised that the Local Plan needed to be accurate so NCC would be given a detailed report.

Councillor Broom felt the area near Barresdale could be used for future housing (social/elderly) so could be included in the settlement boundary. Councillor Swinbank advised that NCC had not previously thought this a good site as it was on a hill.

**P18/72 NCC Consultation on Residents Parking scheme on Clayport Bank**

The Town Clerk reported that NCC had sent a letter notifying of a resident consultation regarding parking on Clayport Bank.

Councillor Swinbank felt that if they cut the grass the removed the cobbled they would create more spaces which would be residents only parking.

Councillor Swinbank felt that some resident 'time limited' parking might be an option (e.g. 6pm to 8am).

**RESOLVED: To review residents' responses before commenting.**

**P18/73 Any Other Urgent Business**

Councillor Harrington explained that the light pollution in the town was becoming a real issue especially on the industrial estates.

Councillor Broom felt that the right hand Shilbottle turning near McDonalds needed to be two lanes. He also felt that the cycle lane was not wide enough to be used and that the footpath was not wide enough to be used by two people as the hedgerows were overgrown.

The meeting closed at 7.18 p.m.