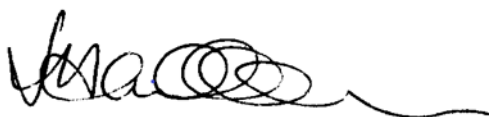


## Report by DB for EPC's Meeting (January 12<sup>th</sup> 2022) re: Neighbourhood Plan

1. Since my report ahead of the last PC meeting, members of the Steering Group have inputted on the suggested amendments to the draft policies following our last meeting with NCC. By the time of the meeting for which this report is prepared, the further proposed amendments will have been returned for NCC to consider. David Alston has kindly agreed to research & advance the proposed policy on non-designated heritage assets.
2. On the issue of the required Strategic Environmental Assessment (see last report), AECOM's officer has agreed/indicated a significantly truncated time-frame for this exercise such that we hope to have completed it by the end of February. He has sent us a draft Scoping Document to which we have responded (this is a complicated subject so anyone with any further questions should refer to me).
3. Then, if the SG think it appropriate (we wish to avoid 'consultation fatigue' and their will, in due course, be a referendum on the ENP, anyway!), it is proposed that, before a pre-submission draft is formally submitted to the County Council under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012, a further Parish-wide consultation will be undertaken.
4. When the pre-submission draft is formally submitted to it:
  - a. NCC will check that the necessary documents have been provided.
  - b. Following a minimum six-week period of publicity, NCC will arrange for an independent examination. It will also organise a public referendum, subject to the plan meeting the basic conditions at the examination stage.
  - c. Subject to successful completion of that process, the Neighbourhood plan's policies will, along with NCC's strategic policies, become part of the 'Development Plan' in accordance with which planning decisions are required to be made unless material considerations otherwise indicate.
5. **Action or resolutions required on January 12<sup>th</sup>:** None other than to note the content of this report.

### EGLINGHAM PARISH COUNCIL LOCAL HISTORY PROJECT - UPDATE

NCC Planning Conservation has given permission for the small, church noticeboard to be removed from the front wall of the Coach House. A time extension has been granted until 3 March to provide a more detailed design for the interpretation board to be mounted on the roadside wall of the Coach House. The initial meeting with MGH Consultants and the project team takes place on 24<sup>th</sup> January at South Charlton Village Hall. Sue Rudge, the consultant chosen for the internal boards in both Churches, has provided a mock-up of one of the St Maurice boards.



Jane Hamilton  
Councillor, Eglingham Parish Council  
2 January 2022

### **Report by DB for EPC's Meeting (January 12<sup>th</sup> 2022) re: Biodiversity Study**

1. The three agreed phases of the work were summarised in my penultimate report.
2. JL having contacted all identified landowners covering the larger areas of potential study & received agreement for ecoNorth's access from most of them, the consultants have carried out some but by no means all their fieldwork. They hope to complete the rest by mid-January but they say it will take until the end of February to write up their summary – I have pressed them to accelerate that process not least because their findings may feed into AECOM's SEA.
3. **EPC resolution or action required at November meeting:** None save to note the above.

### **Report by DB for EPC's Meeting (January 12<sup>th</sup> 2022) re: Flashing Speed Sign – Eglington**

1. NCC have provisionally agreed the approximate location of the proposed sign (upon which we will later consult with those affected) & suggested suitable contractors for the work.
2. JL has kindly agreed to obtain estimates & to work up a proposal for PC approval (subject to consultation as above).
3. As WP has declined to fund, the CF will be approached for funding.

### **Report by DB on Use of Bins at the Bottom of Tarry (for PC Meeting 12<sup>th</sup> January '22)**

1. No progress has been made because we await an estimate of cost (from David Robinson – he has been 'chased') for the proposed enclosure, the principle of which has been agreed by NCC & on the outside of which there will be a 'poo-bin'.
2. **Action required on 12<sup>th</sup> January:** None save to note this report.

### **Report by DB for EPC's Meeting (January 12<sup>th</sup> 2022) re: PC insurance; asset register & associated documents & annual audit.**

1. Following my last report, the more widely based problem of missing documents (see last report) has mostly been resolved but the insurance issue & that concerning the related issue of the SCVH lease renewal are still ongoing
2. On insurance, I remain concerned that the arrangements, especially regarding the two VH's, are not fit for purpose.
3. To remind you, the insurance issues fall into the following categories:
  - The two VH's – in both cases, the PC is the tenant & has insuring obligations but insurance is arranged by the respective VH committees. It appears that the PC is not 'the Insured' – so it has potential liabilities but no direct cover in relation to the VH's. In my opinion, that is unacceptable. While the co-operation of both VH committees is forthcoming to varying degrees (at SC, Lorna Turner is being extremely helpful & the PC's interest as leaseholder has now been noted on their policy. Lorna has also agreed

to pursue my suggestion that the SCVH insurance be extended beyond its renewal date of 7<sup>th</sup> January so that we can resolve the current deficiencies & I have offered to meet Lorna & her colleagues to that end), the fact remains that, as far as I can tell, neither set of Management Trustees have complied with the terms of the respective leases which expressly require insurance of the properties to be in the name of the PC. I'm still trying to find brokers who have the skill-set to advise us on this &, likewise, we need to agree with the SCVH Management Trustees on the appointment of solicitors who can handle the SCVH lease renewal commensurate with the needs of both the Management Trustees & the PC. The draft lease received from the Duke leaves out all the former cross-references governing the relationship between the PC & the Management Trustees.

- Other assets – see last report. I propose to deal with that part of the review when the immediate VH problems are grounded.

**4. Action required at meeting on 12<sup>th</sup> January:** None other than to note the above position.

### **Report by DB on 'Logging Routes/Heavy Vehicles to PC Meeting 12.01.22**

1. JH & I met David Faux & Graham Bucknell from NCC at SCVH on 10<sup>th</sup> December & there follows a copy of my email to them which summarises the meeting & its outcome but to which we have received no response (I may have wrongly subscribed David Faux's email address but it certainly reached his colleague Graham Bucknell)
2. They have been 'chased' for a speedy response.

David,

Thanks to you & Graham for your time, today. The problems to which we drew your attention & the possible remedial actions we discussed follow.

First, the problems:

1. **Eglingham** (a Conservation Area): While noting the relative importance of the B6346, its overall narrowness & passage through Eglingham make the village sensitive to the increasing number, width, weight & length of heavy lorries, particularly those used for transporting timber but also quarried stone & minerals. Residents complain that, whether travelling to or from Alnwick, Wooler or Chatton, they are often forced onto or towards the verges because lorries, sometimes travelling too fast, cross the 'white line'. The conflict between passing cars & lorries also means the many potholes in the road are often unavoidable. Aside from the poor general quality of the road surfaces, the edges of significant stretches of the roads between Alnwick & Wooler/Chatton are in a shocking state such that vehicles' wheels & tyres are often damaged as cars cannot avoid straddling them. In addition to the impact of the lorries on the character of the Conservation Area, the speed of the lorries is a special problem within Eglingham. The weight bearing capacity of the bridge over the Eglingham Burn is unknown.
2. **South Charlton:** While the B6347 bears the same classification as the B6346, it is far narrower & less suitable for use by heavy lorries. Between the village & the B6346, it is, essentially, a single track road - certainly, as Councillor Hamilton's photograph of a Manners' articulated truck showed, such vehicles leave no room for cars to pass them when they meet on this stretch of the road - there is also a narrow bridge the weight bearing capacity of which is unknown. As the lorries often cannot reverse because of their size, private cars often have to do so for considerable distances (note that many Parish residents are elderly & long-distance reversing can cause them special stress). More critically, as Councillor Hamilton noted, vehicular impasse could be critical if an emergency vehicle were to be impeded. In addition, there is a children's nursery in the village with heavy lorries causing attendant risk to children being dropped-off at or collected from the nursery - there are also other young children in the village as well as elderly & other dog walkers all of whom are endangered by the lorries.
3. **North Charlton:** Councillor Hamilton reported that the use of the, essentially, single track-road through the hamlet by heavy lorries has left it in a bad state of repair & deters residents & visitors from enjoying the road as it crosses the moor to Ross Castle.

4. **Generally:** The problems are caused or exacerbated by heavy lorries needing to pass between the A1 & the A697 (or finding it convenient to do so) through South Charlton & Eglington, combined with the limited availability of alternative routes.

Next, the possible solutions or ameliorations that we mutually agreed to explore:

1. **Generally:**

- The diversion of at least some heavy lorries away from our villages towards the B6348 (Adderstone - Wooler) & the B6341 would assist (perhaps, insofar as lorries cannot get through Alnwick, via the road which connects the A1, immediately north of Newton-on-the-Moor to the top of Lemmington Bank - this would need widening). Diversion might be achieved through the introduction of weight or other restrictions on vehicles; through directional signage; or through voluntary codes. While it might involve some additional mileage for lorries, that would have to be set against the excessive burden that our villages presently & unfairly bear - as a PC, we acknowledge & accept the need for haulage & other businesses to operate efficiently & profitably but believe there is scope for compromise between competing interests.
  - Another matter of importance was identified: the essential need for NCC's Highways & Technical Services Departments to ensure that when considering the grant of planning permission for new generators of heavy-lorry traffic, NCC ensure that a full assessment of the impact of the proposed development on our villages is carried out & taken into account - inexcusably overlooked when NCC granted retrospective consent to the 'chipping' plant at Rock Midsteads.
  - Finally, it occurred to me after the meeting that road-pricing should also be considered as a means of regulating flows of particular vehicles - the technology exists to monitor & charge lorries of a particular sort (remotely identified through their registration details & charged through the same systems as are used for congestion charges).
2. **Eglington:** Within the village, a 20 m.p.h. speed restriction is worth exploring as are speed cameras & other speed deterrents like speed bumps (however, there is considerable local resistance to garish road markings which impact the village's Conservation Area status). Early amelioration could be achieved by improving/resurfacing the B6346, between the A697, west of New Bewick & Alnwick (it is noted that the roads from Whittingham to both Callay & Eglington have been comprehensively resurfaced - why not those upon which our Parish relies?). In particular, strengthening the road edges, as NCC has done south-east of Old Bewick, would make a big difference, especially on bends in the road where lorries are particularly inclined to cross the 'white line'.
  3. **South Charlton:** It is difficult to see how the special issues raised above can be tackled other than diversion of heavy lorries or by some other restriction of their use of the B6347 - it would be impractical to materially widen the road through or west of the village - yet the South Charlton problems are probably the most acute, justifying more extreme measures. Diversion might involve the greater use & possible widening of the road from Heckley to the B6346 but major work to its junction with the old A1 would certainly be required.
  4. **North Charlton:** Though believed to be privately owned, the simple solution would be the diversion of heavy lorries to the road installed to build & service the Middlemoor Windfarm.

We acknowledge the difficulties involved in the identification, funding & implementation of appropriate solutions but believe that, with cooperation between the PC & NCC, the present & unsustainable problems that our villages face can be addressed & at least ameliorated. We look forward to hearing from you.

**In acknowledging this email, please set a time scale for NCC's full consideration of the issues.**

3. **Action Required on 12<sup>th</sup> January:** None other than to note this report.

## **DB Report on to EPC on EPC's Possible Response to Storm Arwen & its aftermath for the meeting on 12.01.22.**

1. I have discussed this topic informally with one or two of you & believe there is a recognition of the following:
  - a. While the storm was unprecedented, its principal impacts of no power; no water (in some cases); no communications; & isolation could potentially arise in a number of catastrophic circumstances, so some consideration of our role & response as a PC is appropriate;

- b. Communication is probably top of the list – my suggestion is that we press NCC to assume a more pivotal role as the recipient of information from, e.g. utility providers, central government & emergency services. They should have a point of contact within the PC (& a spare) through whom to relay that information (if necessary by sending an NCC rep. to see him/her). We would then decide on how best to disseminate that information within the Parish.
- c. The other idea is to use the two VH's as potential community hubs (e.g. including the provision of assembly; warmth; hot food or cooking facilities; & entertainment (one consideration arising from 'no power' in mid-winter was what to do when the sun went down!). To that end, I suggest we apply to the CF to fund the acquisition of generators for each VH. I initially agreed with JH's suggestion that portable generators would be preferable so that they could be transported to parts of the Parish in greatest need. However, I have since been persuaded by others of the probable impracticality of that approach:
  - i. Portable generators would be too small to do what is required of them at the VH's where I understand a capacity of 16 kva's would be required – far too large to move;
  - ii. We cannot provide everyone with generators & providing only a few would exacerbate 'what about me'.

Rather, there is probably no reason why individual communities should not either themselves fund small generators or apply to the CF, themselves. That would leave the PC to take a more generally 'community role', focused on the VH's – one issue will be whether the VH Management Committees should take on the project rather than the PC: may be a better solution. Meantime, RF has kindly agreed to research the appropriate size, make & cost of generators & I have written to Glenn Sanderson with the communication suggestion – he has replied effectively kicking the issue into NCC's 'general consideration bucket'. I think NCC will be consulting on these issues, shortly.

- 2. Action required on 12<sup>th</sup> January:** None save that I suggest we agree to discuss the matter in more detail at our next meeting with ideas being filed in advance or in response to my next report.

## Items 8.14

### ECA Requests and Suggestions

#### DEFIBRILLATOR COSTS FOR NORTH CHARLTON

Attached is a quotation from the British Heart Foundation for a fully functioning Defibrillator with all accessories necessary for connection to a mains electricity supply. With electrician's fees for fixing and connecting the proposed system, a spend of no more than £2,500 should be expected. Alyson McGarrigle, resident of North Charlton, has kindly agreed to the unit being fixed to her external wall and to connect it to her domestic supply. A battery operated unit is being investigated but it is proving difficult to find one which will be suitable to meet the community needs.

**To avoid any unnecessary delay, the PC is requested to make a resolution to proceed with a CF application to purchase the defibrillator and to delegate authority to me, Councillor Jane Hamilton to submit the application.**

Jane Hamilton  
Councillor, Eglington Parish Council  
8 January 2022

#### **PROPOSAL FOR A COMMUNITY DEFIBRILLATOR UNIT**

Subject: Re: Defibrillator enquiry from BHF website

Overall the cost Inc VAT would be as follows:

£1,170 - IPAD SP1 Semi Automatic Defibrillator

£589.99 - DefibSafe 2 External Cabinet (Lockable)

£0 - CPR training Kit

Maintenance - Weekly visual checks are preferred, fortnightly if not possible. Pads and batteries will need replacing over time but we would suggest having £250 aside to cover 5 years of consumables.

For training courses you may want to see what's available in your local area, due to Covid it seems as though the majority of these courses have stopped. The CPR training Kit should be all you'll need to self run a course but you may want to look at additional mannequins for a cost of £65 each.

So the total cost would be £1759.99 inc VAT but you may want to add an extra £312 on there to cover 2 sets of replacement pads (3 years and 6 years) and a replacement battery (5 years)