

**MINUTES OF A MEETING OF KYLOE PARISH COUNCIL HELD ON TUESDAY
3rd SEPTEMBER 2024 IN LOWICK VILLAGE HALL AT 7PM**

PRESENT:

Chairman: Mr Stephen Biglands
Vice-Chair: Mr Roger Birch
Parish Councillors: Mr Derek Eltringham, & Mrs M Murray

IN ATTENDANCE: Mrs S Henderson, Clerk to Parish

MEMBERS OF PUBLIC / GUESTS: Mr K Maloney, Community Foundation

APOLOGIES: C. Cllr. Colin Hardy & Cllr. Colin Wakeling

Chairman Stephen Biglands welcomed everyone to the meeting, the minutes of the previous meeting were proposed as a true record by Roger Birch, seconded by Derek Eltringham and signed by the Chairman.

Kevin Maloney presented the financial summary of the C D Leyland Fund. This shows that the closing balance for the Fund, as at 02 September, is £8,285.00, with a further £1,500.00 to be deducted in respect of donations to Bell View (£1000) and Cancer Cars Berwick (£500) agreed at the Parish Council meeting in July. The latter donation is awaiting verification of a change to Cancer Cars bank details. The third grant agreed in July has already been paid.

The net balance will thus be £6785.00. A discussion followed to clarify the processes involved in applying for, and awarding, grants by the Community Foundation in the name of the Capt. C. D. Leyland Fund. A link was provided to the Community Foundation website where details of the application process and criteria are explained: [Funding and Support Grants | Community Foundation](#)

In brief, applications for grants can be submitted in 2 ways:

- a) By donor nominated (PC), or by registered charities - The minimum grant is for £500.
- b) From other organisations - must be a constituted group, with a bank account and a safeguarding policy in place - the minimum grant is £1000. The purpose for the grant must not fund expenditure that should be provided by other statutory bodies.

It is expected that a minimum of two thirds of the grants from Capt CD Leyland Fund would be awarded to organisations benefiting the residents of Kyloe parish. Up to one third of grant funds could be awarded to organisations in the vicinity of Kyloe parish.

Stephen thanked Kevin for his attendance and making the grant process much easier to understand.

MATTERS ARISING

Berrington Footpaths – Colin has received a definitive statement from the Rights of Way team that the outstanding footpath work he identified in the Berrington area some while ago is now in its programme of works. At present they are working on arranging enabling works

such as brush clearance and checking the extent of badger activity in the area. They anticipate tackling the actual work during the coming winter and next summer.

Bus Stops – The government has introduced a £2 maximum fare scheme, which Arriva who run the X15 / X18 service along the coast have taken advantage of. However Border Buses operating the 464 has not. Colin has sought clarification from Northumberland Council. Bus stops are also being looked at, shelters are very expensive and are generally the responsibility of town / parish councils. County is being asked to road mark existing bus stops on the A1 and B6525 which are not presently identified enabling would be users and visitors to know where to catch a bus.

Local Transport Plan

Our top priority in the LTP 2023-2024 and for many years prior was street lights from Fenwick to the A1. Finally granted and now in place for switch on in September 2024.

LTP 2024-25 – all three of our priorities; hardstanding for parking in Fenwick, parking bays adjacent to Bernicia bungalows, & parking/rest area just off the A1 at Fenwick were not allowed as LTP funding cannot be used to provide car parking.

LTP 2025-2026 priorities - will focus on road safety issues, B6353 junction with A1 & A1 /Beal /Holy Island junction. Derek drafted out our concerns and the reasons for them, and although lengthy it will be sent in its entirety.

Kyloe Parish – Priority Issues & reason's for:

Kyloe Parish Council wishes to ensure that its views on some significant transport-related issues are recognised and addressed in the development of the Local Transport Plan (LTP) Capital Programme for 2025/26 and beyond.

The regional transport strategy (NETP) is summarised as being ‘centred on connecting people to good employment opportunities and generating economic growth, while enabling the region and its people to move to healthier and more sustainable ways of travel’ (LTP Capital Programme 2025/26 Guidance Notes).

Development of the LTP demands strategic thinking of a high order to reconcile these competing and sometimes conflicting objectives.

Kyloe Parish's location puts it, and its residents, firmly in the middle of complex and competing priorities that are involved in meeting the region's strategic goals. The key issues that concern the residents of this parish are set out below.

The A1 is the single most significant north/south transport route through Northumberland; the main towns north of Newcastle have been by-passed for many years. Whether the current dualling proposals are implemented, or not, Kyloe residents, whether travelling to/from work or going to Berwick or Alnwick for shopping must share this route with increasing levels traffic of all types:

- Increasingly large agricultural vehicles moving between farms and storage facilities (for example)
- All sizes of commercial vehicles (Note: the B6353 Fenwick -Lowick road is a designated route for the movement of 40ton log lorries as well as a diversion route if the A1 is closed either by RTCs or road maintenance)

- Tourist traffic - either visiting local sites or passing through to/from Scotland

The A1 as it is currently configured does not provide a reliably safe connection to either employment or healthcare locations. For example, emergency ambulances frequently must negotiate both heavy traffic and rough road surfaces for a 1-hour journey to NSECH. Additionally the majority of residents must access the A1 via junctions that are poorly laid out and potentially unsafe e.g. B6353 at Fenwick; B6525 at Oxford. Smaller settlements have similar issues with poorly marked junctions, particularly if crossing a stream of oncoming traffic.

There is considerable support for increased levels of tourism to assist the area's economic health. However the implications for transport infrastructure and other policies are significant and potentially costly. For example visitors will mostly travel to Holy Island and/or the Northumberland Coast National Landscape by private car. Access to the coast is predominantly via a small number of narrow unclassified (or at best B class) roads with an east/west orientation; there is no north/south 'coastal route'. At the coastal sites adequate parking and toilet facilities do not exist to meet even current demand. At what point does the provision of visitor facilities encroach on, or damage, the very features of the landscape were classed as special?

Healthier and more sustainable ways of travel are admirable goals. Currently these terms are most often assumed to denote cycling (with or without battery assistance) and electric vehicles in addition to buses. For the residents of Kyoie parish these options have little to recommend them

- **Bus stops** are few and far between and restricted to the A1
- **Cycling enthusiasts** who undertake the Sandstone Way route are guided onto B-roads and unclassified routes. Cyclists on the A1 are very few and far between for obvious safety reasons.
- **As with the spread of gigabit internet services**, the provision of EV charging capability for a thinly populated rural area has very low priority; this in turn discourages the adoption of non-polluting vehicles

KYLOE PARISH are two examples that illustrate the conundrums described above and are therefore our 2 LTP Priorities:

1. Holy Island

a) Access to and from the A1 to Holy Island

We believe the latest statistics suggest there are around 800,000 visitors to Holy Island per year; almost all must access the island from the A1 along a narrow and winding unclassified road. Traffic volume at the junction increases around the tide times when the causeway opens/closes. At its junction with the Holy Island road, the A1 northbound has a right-turn filter sufficient for 4 or 5 cars.

For vehicles wishing to turn right onto the northbound A1 from Holy Island there is no provision for safe or speedy movement.

b) The Causeway

Not every visitor wishes to cross the causeway to Holy Island. Traffic flows increase around the opening and closing of the causeway. On the 'mainland side of the causeway there is, currently, no provision for vehicle parking other than at the side of the road. Parked vehicles reduce the road to a single track. This is unsafe for vehicles going to/from Holy Island,

pedestrians including children and it can potentially impede emergency vehicle access to the island.

2. Fenwick village

a) The village has a mixture of properties (both detached and terrace houses), around 50 in number, mostly either side of the B6353 over a distance of about half a mile.

b) Travelling south on the A1 there is no effective right turn filter to the village; a right turn into the village can feel perilous in heavy traffic.

c) Turning right onto the A1, heading south, can frequently involve a long wait until a safe gap in both lanes of traffic opens.

d) Occupants of terrace houses in the village have little option but to park their cars on the road. The reduction in available road width is compounded by a bend in the road close to the junction with an unclassified road. The result can be a road reduced to a single carriageway combined with a blind corner. The regular passage of large agricultural vehicles and machinery as well as large fast-moving articulated goods vehicles pose safety hazards to both pedestrians as well as other vehicles.

e) A very small number of residents are using EVs, but the take-up of EVs could be improved if there were public-access charging points. Discussions with NCC identified a potential site for an EVCP, located on land that appears to be owned by NCC, has stalled because SEPN have submitted an estimated cost to install a power supply deemed to be too high.

Conclusions The issues highlighted above illustrate that the objectives of the NETP are complex and involve many trade-offs. Success will only be achieved by adopting a holistic approach involving multiple stakeholders and both capital and revenue expenditure

North Northumberland MP- A letter was sent to the new MP for North Northumberland David Smith outlining the problem we have getting Highways and National Highways to coordinate with each other regarding our safety issues. No reply as yet.

Parking / Electric Vehicle Charging Points (EVCP's) - Stephen had contacted Richard MacKenzie.....he has replied stating ownership is Highways. Therefore we need to get permission from Highways to go ahead.

Benches in Fenwick - ongoing

Book Box – After his meeting with Karen Froggett CEO of Glendale Gateway, Roger has been in contact with Martin Kelso who is a trustee for both Gateway and Glendale Connect. It is through Connect that Martin has offered to have a box built for Kyloe Parish, provided free, possibly by the end of October. As they do a lot of work in our and surrounding areas Roger suggested we could offer a donation.

Radar Speed sign for east end of village – Cllr. Colin Hardy will be approached regarding providing another one for the East end of Fenwick. We had a quote of £2298, but may have expired by now. Pole already in situ may need re-locating or some tree lopping.

Norham & Islandshire Neighbourhood Plan (NINHP) - no progress

Northumbria Connect leaflets – Sheila had contacted Mark Purvis with regard to leaflets to include with the next newsletter. He replied that he had sent a request to their printing dept. & hoped that some will be available. **UPDATE:** they are printed & ready, but just missed out on the newsletter delivery

CORRESPONDENCE – received by email & forwarded to Cllrs.

NCC – 12 week period of consultation on its Draft Rights of Way Improvement Plan. Any comments to be received by the 18th October.

DRAFT ROWIP for consultation 2024 v2 (northumberland.gov.uk)

NCC – Notice of Town & Parish Council Autumn Conference – Thursday 3rd October 2024 at County Hall. Booking by 27th September.

Mark Purvis 2880 – Constable Neighbourhood Policing (Rural)

Incidents and crimes –

(1) There are no crimes of note that we are able, to report on during the last eight weeks. The number of crimes that have been recorded is extremely low.

(2) An incident occurred on 21st August 2024 at approximately 11:45hrs whereby the railway barrier failed at Beal. This caused major disruption due to the volume of traffic of cars trying to leave Holy Island. Vehicles were backed up along the causeway. A number of trains were stopped, and a Network Rail Incident Team deployed. Traffic on A1 had to be stopped to allow hundreds of cars to leave and the area wasn't cleared until approximately 14:30hrs due to the high number of vehicles driving off the Island.

Community Issues –

ASB: There has been no youth ASB reported to Police. There has been no disorder reported by local pubs.

Community Engagement –

High visibility patrols are made in the area.

www.northumbriacconnected.co.uk - for the initiative named Northumbria Connected. Northumbria Police would like as many people as possible to sign up to the website as it is an easy way to send and receive messages with Northumbria Police. Police are able, to send information on matters you wish to receive effecting the community. People can also create their own groups and can help send feedback to Police in relation to problems in the local area. It's very easy to set up.

NHS - Stakeholder update

PLANNING

Planning Ref: 24/02567/FUL

Proposal: Erection of a self-build dwelling house with a detached garage

Location: Land adjacent to Cherry Trees, Fenwick, Berwick on Tweed TD15 2PJ

Parish Council Comments:

The Parish Council have no objections, it is single storey and does not represent any over-development of a vacant plot within the curtilage of an existing property, filling in a gap within the settlement.

Planning Ref: 24/02424/FUL **GRANTED**

Proposal: Single storey rear extension

Location: Woodland Fenwick Northumberland TD15 2PJ

Applicant: Colin Graham

Parish Council Comments:

The Parish Council have no objections

Planning Ref: 24/02303/ADE **GRANTED**

Proposal: Replacement of 16 existing signs on the building and within the curtilage of the site and replacement of 2 roadside signs on the A1 directing customers to The Lindisfarne Inn

Location: The Lindisfarne Inn, Beal, Northumberland TD15 2PD

Applicant: Mr Connor Hewitson

Parish Council Comments:

It seems as though they are basically all replacements on a like for like basis but with slightly different corporate branding – on that basis & the assumption that they have permission for all the current signage the Parish Council have no objection

Planning Ref: 24/01823/FUL & 24/01824/LBC REGISTERED

Proposal: Alteration/replacement of bituminous flat roof with zinc standing seam system, including replacement rooflights and lantern rooflight, demolition of conservatory, door opening partially blocked to create window and removal of 2no. first floor en-suites.

Location: Kyoelodge, Lowick, Berwick upon Tweed, Northumberland TD15 2PE

Applicant: Mr & Mrs Eoghainn Brown

Parish Council Comments:

The Parish Council have no objections.

This is a well argued application which does not compromise the listed building particulars. The only query we would raise is why a single glazed window is to be used as a replacement for the doorway to the demolished conservatory when double glazed are installed elsewhere.

**Planning Ref: 23/04056/FUL - REGISTERED
resubmission of planning application 22/00296/FUL**

Proposed 15no. unit glamping park, comprising of 11no. woodside cabins and 4no. shepherds huts (resubmission of planning application 22/00296/FUL
Land South East of West Mains House, Beal, Northumberland
Mr Shaun Dixon

Parish Council Comments:

The Parish Council see little, if any change from the original application since the amended plans seem simply a re-submission of documents submitted a couple of years ago with no assessment in the light of new conditions / layout / etc of the proposal.

The views of The Parish Council have not changed since the first submission and we object to this planning application on the following grounds: (see previous minutes)

The Parish Council strongly recommend that planning is refused

Planning Ref: 23/03275/FUL AWAITING DECISION

Development of six holiday chalets including access, parking, landscaping and associated works.

Land to South East of Fenham-le-Moor, Northumberland

Parish Council Comments:

The application has been prepared very thoroughly with detailed documentation to support it. The location is good and is a perfect way for the family to diversify their farming business to help make it sustainable for the future.

The Parish Council have no objections

FINANCE

Request for donation – HospiceCare North Northumberland. Agreed a donor nominated grant from C D Leyland Fund of £500.

Premium Account as at 3 September 2024 **£915.51**

Community Account as at 3 September 2024 2373.01

Payment agreed at meeting

Hire of Hall – September meeting	12.00
Newsletter – August 2024	25.00
Clerk’s pay & Expenses March – Sept 2024	167.40

Mid meeting payment

NCC – Insurance	<u>218 37</u>	422.77	£1950.24
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KPC/ Community Foundation Initiative

(held within Community A/c) 675.14

NEWSLETTER – Late November will include leaflets from police

ANY OTHER BUSINESS – no further business

There being no further business the meeting closed at 8.15pm

Next meeting dates: December 3rd

February 18th 2025

May 13th 2025 AGM + meeting