

Alnwick & Denwick Neighbourhood Plan

Proposed Post-Examination Further Modifications to Policies – November 2016

This document shows those modifications made to the Submission version of the Alnwick and Denwick Neighbourhood Plan, where a variation to the Examiner's recommendations has been considered appropriate. Those recommendations made by the Examiner which have been accepted by both Northumberland County Council and the qualifying body are not included within this document.

The policies shown below are taken from the Submission Draft Neighbourhood Plan. Within this document, proposed additions to the text are shown in red text underlined thus: Addition; and proposed deletions being scored through thus: ~~Deletion~~.

Policy H6: Existing Stock

Policy H5: Existing Stock

~~H6A~~ Extensions to existing dwellings beyond permitted development limits will be supported where allowed in the following circumstances:

- ~~• Where~~ The scale and design of the extension complements and respects the scale and design of the original property; AND
- ~~• The extension~~ respects the character ~~does not have a harmful impact on the character and appearance of the streetscene; AND~~
- The privacy, daylight, sunlight and amenity of adjoining residents are safeguarded; ~~There is no harmful impact on neighbours' light, privacy and outlook as a result of the positioning of the extension; AND~~
- ~~• Construction of the extension is taken as the opportunity to improve the energy efficiency of the whole property as evidenced by the Standard Assessment Procedure or successor methodology.~~

~~H6B~~ ~~Proposals for the adaptation, and alteration of vacant and disused living space within the town centre will be supported subject to there being no impact on the operation of town centre uses on the ground floor frontage and no harm to heritage assets and their setting.~~

Policy E5: Tourism Development

New tourism development in or adjacent to the town, particularly that which will help grow Alnwick and Denwick as a year round tourism destination, will be supported subject to all of the following being met:

- Development is located where it will complement business and services in the town and will not adversely impact on the vitality and viability of the town centre;
- Development will contribute positively to the weekend and evening economy of the town;
- The scale and character of development will not have an unacceptable adverse impact upon the natural and historic environment;
- Development can be accommodated within the ~~social and~~ physical infrastructure of the town;
- Development will not have adverse impacts on living conditions in residential areas;
- Development will not have a significantly detrimental impact on the transport network and travel patterns.

Policy TCR1: Primary Shopping Frontages

Within the area defined on the Proposals Map as Primary Shopping Frontages the predominant use at ground floor level will remain A1 use.

In order to maintain a viable balance between retail shops, service providers, and food and hospitality in the town centre, and to contribute to the weekend and evening economy beyond normal daytime opening hours, applications for change of use from retail within the Primary Shopping Frontages will be approved where the proposed use would:

- maintain or contribute to continue to encourage a high pedestrian footfall; and
- retain active frontages activity on the frontage and an attractive window display; and
- maintain the primacy of the area's shopping activity. not result in the frontage ceasing to be in predominantly retail use.

~~Change of use will not be granted where there is considered to be a viable retail future for the unit.~~

Policy CF5: Future Development of the Middle Schools

~~In the event that either or both the When Lindisfarne and Duke's Middle Schools vacate their present sites, the land is allocated for a mix of residential use, community education, open space and recreational uses.~~

Any proposals for the conversion, extension or alteration of the Duke's School shall respect the architectural and historic character of the listed building and its setting.

On the Lindisfarne site the facilities for community education and community sports should be retained and upgraded for ongoing community use or alternative equivalent or greater provision made within the site. Applications for ~~the development of both sites~~ should be accompanied by ~~will be the subject of a master planning exercise or preparation of a development brief involving community consultation~~ a master plan and/or a development brief that has emerged further to community engagement and consultation. Neither site will be exclusively developed for residential use. (See also policy ENV3.)

Policy CF9: Public Toilet Facilities

Policy CF8: Public Toilet Facilities

~~Opportunities presented by town centre redevelopment will be required to contribute to~~ The development of new public toilet facilities and/or the improvement of existing facilities, provided in partnership with the Town Council and developers will be supported.

Policy TRA1: Walking

Proposals for development will be required to have safe and convenient pedestrian access. The enhancement of provision for walking including public rights of way will be supported.

Throughout Alnwick and Denwick proposals for development and changes of use that improve the provision of safe and attractive opportunities for walking will be supported where they further the following principles:

- Conflicting movements between pedestrians and motor vehicles will be reduced by reducing permitted speeds and providing safe crossing places;
- Pedestrian priority will be enhanced by adjusting the crossing light sequences, providing cycle safe lane constrictions as informal crossing points and increasing the provision of traffic calming measures;
- Convenient walking routes and corridors will be protected and new routes developed to provide safe, pleasant access from residential areas to the town centre and the industrial, business and commercial locations in and around the town;
- The school sites released now and in the future will be used to enhance the green infrastructure, pavement and footpath networks;
- The former rail route towards Wooler within the plan area will be preserved for a potential walking route.

In Alnwick town centre and conservation area, changes will be made to traffic arrangements and public realm floorscape in favour of greater, safer and more enjoyable pedestrian use.

Policy TRA2: Cycling

Proposals for major development and changes of use that improve cycling provision in Alnwick and Denwick will be required to have safe and convenient cycle access. The enhancement of provision for cycling including existing cycle routes will be supported. supported where they further the following principles:

- Safe and continuous cycle routes will be developed progressively for functional use to and between the residential areas of Alnwick and Denwick, the town centre and the industrial, business and commercial locations in and around the town;
- Where compliance by drivers is or can be made a reasonable expectation, restricted speed limits will be used for residential and town centre streets to improve cycle safety and develop routes that reduce the need for cycle tracks and cycle lanes;
- The former rail route towards Wooler within the plan area will be preserved for a potential cycling route.

Policy TRA3: Bus, Coach and Related Services

Proposals for the development and changes of use at the of Alnwick Bus Station to provide a transport hub that will be assessed against the extent to which they improve access to and services for passengers using public buses, private hire coaches and other public service vehicles will be supported, subject to the achievement of high quality design.

Proposals for the bus station site will be supported if they deliver on site, a transport hub with facilities redesigned to improved, modern standards providing a high quality gateway for residents, visitors and tourists alike.

Proposals for the bus station site will also be supported where alternatively they deliver a The development of the site, as part of a wider comprehensive redevelopment scheme, which involves the incorporation of an enhanced transport hub, including involving relocation of the bus station and the establishment of improved facilities for passengers and vehicles on a better and more accessible site. will also be supported, subject to the achievement of high quality design.

Policy TRA5: Transport Links

Policy TRA4: Transport Links

Proposals for development and changes of use that improve links to the wider transport network around Alnwick and Denwick will be supported.

Where the original alignment exists, the former rail route towards Alnmouth Station within the plan area will be safeguarded protected for potential re-use by the Aln Valley Railway and compatible walking and cycling use.

Policy ENV2: Providing New Green Space Through Development

Policy ENV1: Providing New Green Space Through Development

Plans for major developments will:

- Incorporate proposals for the provision of amenity green space and semi-natural green space in the site, or
- Alternatively, include proposals for the improvement of existing parks and gardens where they are in the vicinity of the development site and immediately accessible to it.

~~need to specify how they would make a contribution to provision of parks and gardens, amenity green space and natural and semi-natural green space, and must as a minimum~~ In both instances proposals should meet the standards recommended by Northumberland County Council in its 2011 Open Space, Sport and Recreational Facilities assessment or any successor replacement documents. They will also be expected to demonstrate how these different areas of green space will be connected.

Policy ENV4: Protecting Green Space

Policy ENV2: Protecting Green Space

Development that results in the loss of existing valued and valuable parks and gardens, or amenity green space and natural and semi-natural green space will only be permitted when the development makes provision for alternative green space in the vicinity, which is equivalent or larger in size, and with an equivalent or greater level of accessibility and quality.

Policy ENV7: Protecting Biodiversity

Policy ENV4: Protecting Biodiversity

~~Developments within Local Wildlife and Geological Sites or within Habitats of Principal Importance will only be permitted where there is no loss of biodiversity.~~

In considering development proposals where ~~where~~ exceptionally loss of biodiversity is unavoidable, provision should be made for creation of equivalent areas of habitat in the vicinity of the site, which are equal in size to, or larger than, those lost.

Policy ENV11: Protecting Green Infrastructure

Policy ENV8: Protecting Green Infrastructure

Local green infrastructure including rivers and streams, former rail trackbeds, greenways, and woodland belts which provides corridors and habitats for wildlife ~~as well as pedestrian, cycle and bridleway access between residential areas, the town centre, the new High School site and associated playing pitches~~ will be protected and new provision supported. ~~, maintained and enhanced in association with new developments, with a focus on increased biodiversity.~~

The enhancement of public rights of way in the plan area will be supported.

~~Policy ENV15: Reducing Light Pollution~~

Policy ENV11: Reducing Light Pollution

All street lighting in new developments should be designed to be dimmable, capable of part-night operation and to minimise upward light-glow.

Where floodlighting is subject to planning permission it will only be permitted where the developer can robustly justify why it is necessary.

In rural parts of the plan area, all new street lighting and lighting within new developments should be set at the lowest intensity compatible with community safety in order to preserve dark skies.

~~Policy HD6: The Approaches to the Town~~

Policy HD4: The Approaches to the Town

In considering development proposals visible from the suburban routes to the historic core of Alnwick listed in Table HD23, design that is in keeping with local character the planning authority will expect to see locally distinctive design and the use of structural landscaping to reinforce the feeling of approach and improve the appearance of the attractive entrances and routes into the town and to improve unattractive entrances and routes will be supported.

~~Policy HD7: Design in the Wider Town~~

Policy HD5: Design in the Wider Town

Outside the historic core of the town A new development (including extensions, alterations and changes of use to existing buildings) in or close to distinctive suburban townscapes must respect and enhance the character of these townscapes by adhering 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;
- c) Quality: expected to respect and enhance the quality of the surrounding suburban townscape and any historic content, in design, materials, detailing and finishes;
- d) Use: expected to be appropriate to the surrounding urban area and to function well not just in the short term but over the life-time of the development;
- 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;
- g) Landscape and open space: expected to enhance local character and distinctiveness and create attractive places to live, work or pass through;
- h) Access and safety: expected to create a safe and accessible environment where crime and disorder does not undermine local quality of life and community.

~~Policy HD8: Protecting Town Gateways~~

Policy HD6: Protecting Town Gateways

The protection and enhancement In considering proposals for development along major routes into the town, the quality of the gateways into the historic core identified in Table HD34 will be sought when considering development in their vicinity. ~~above must be protected and enhanced.~~ Developments which add to the significance of the 'gateway' through complementary and distinctive architecture, will be supported.

~~Policy HD9: Design in the Historic Centre~~

Policy HD7: Design in the Historic Centre

~~In a~~ **New development in the historic centre of Alnwick** (including extensions, alterations and changes of use to existing buildings) **will be supported if it** ~~opportunities should be taken to preserve and enhance the historic qualities of the historic centre of Alnwick by adhering~~ **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;
4. Use: expected to be appropriate to the historic area and to function well not just in the short term but over the life-time of the development;
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;
7. Landscape and open space: expected to enhance local character and distinctiveness and create attractive places to live, work or visit;
8. Access and safety: expected to create a safe and accessible environment where crime and disorder does not undermine local quality of life and community;
9. Existing guidelines: development expected to be in accordance with guidelines on shop fronts, stonework, windows and colours produced by Alnwick Civic Society in association with the former Alnwick District Council.