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Northumberland County Council

Your ref:

Our ref:

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Tel direct: 01670 622617

Date: 1 November 2021

Dear Sir or Madam,

Your attendance is requested at a meeting of the **TYNEDALE LOCAL AREA COUNCIL** to be held in **MEETING SPACE - BLOCK 1, FLOOR 2 - COUNTY HALL** on **TUESDAY, 9 NOVEMBER 2021** at **4.00 PM**.

Yours faithfully

Daljit Lally
Chief Executive

To Tynedale Local Area Council members as follows:-

T Cessford (Chair), C Homer (Vice-Chair), A Scott (Vice-Chair (Planning)), A Dale, C Horncastle, JI Hutchinson, D Kennedy, N Morphet, N Oliver, J Riddle, A Sharp, G Stewart and H Waddell

Any member of the press or public may view the proceedings of this meeting live on our YouTube channel at <https://www.youtube.com/NorthumberlandTV>. Members of the press and public may tweet, blog etc during the live broadcast as they would be able to during a regular Committee meeting.

Members are referred to the risk assessment, previously circulated, for meetings held in County Hall. Masks should be worn when moving round but can be removed when seated, social distancing should be maintained, hand sanitiser regularly used and members requested to self-test twice a week at home, in line with government guidelines.



Daljit Lally, Chief Executive
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AGENDA

PART I

It is expected that the matters included in this part of the agenda will be dealt with in public.

1. APOLOGIES FOR ABSENCE

2. MINUTES

Minutes of the meeting of the Tynedale Local Area Council, held on 14 September 2021, as circulated, to be confirmed as a true record, and signed by the Chair.

3. DISCLOSURE OF MEMBERS' INTERESTS

Unless already entered in the Council's Register of Members' interests, members are required to disclose any personal interest (which includes any disclosable pecuniary interest) they may have in any of the items included on the agenda for the meeting in accordance with the Code of Conduct adopted by the Council on 4 July 2012, and are reminded that if they have any personal interests of a prejudicial nature (as defined under paragraph 17 of the Code Conduct) they must not participate in any discussion or vote on the matter and must leave the room.

NB Any member needing clarification must contact Legal Services, at monitoringofficer@northumberland.gov.uk. Please refer to the guidance on disclosures at the rear of this agenda letter.

LOCAL AREA COUNCIL BUSINESS

4. PUBLIC QUESTION TIME

To reply to any questions received from members of the public which have been submitted in writing in advance of the meeting. Questions can be asked about issues for which the Council has a responsibility. (Public question times take place on a bimonthly basis at Local Area Council meetings: in January, March, May, July, September and November each year.)

As agreed by the County Council in February 2012, the management of local public question times is at the discretion of the Chair of the committee.

Please note however that a question may possibly be rejected if it requires the disclosure of any categories of confidential or exempt information, namely information:

1. relating to any individual;
2. which is likely to reveal the identity of an individual;
3. relating to the financial or business affairs of any particular person;

4. relating to any labour relations matters/negotiations;
5. restricted to legal proceedings;
6. about enforcement/enacting legal orders;
7. relating to the prevention, investigation or prosecution of crime.

And/or:

- is defamatory, frivolous or offensive;
- it is substantially the same as a question which has been put at a meeting of this or another County Council committee in the past six months;
- the request repeats an identical or very similar question from the same person;
- the cost of providing an answer is disproportionate;
- it is being separately addressed through the Council's complaints process;
- it is not about a matter for which the Council has a responsibility or which affects the county;
- it relates to planning, licensing and/or other regulatory applications;
- it is a question that town/parish councils would normally be expected to raise through other channels.

If the Chair is of the opinion that a question is one which, for whatever reason, cannot properly be asked in an area meeting, he/she will disallow it and inform the resident of his/her decision.

Copies of any written answers (without individuals' personal contact details) will be provided for members after the meeting and also be publicly available.

Democratic Services will confirm the status of the progress on any previously requested written answers and follow up any related actions requested by the Local Area Council.

5. PETITIONS

(Pages 1
- 6)

This item is to:

- a. **Receive any new petitions:** to receive any new petitions. The lead petitioner is entitled to briefly introduce their petition by providing a statement in writing, and a response to any petitions received will then be organised for a future meeting;
 - i. **Allendale Road (external e-petition)**
 - ii. **Community campaign to amend the use of Military Road B6318 (e-petition)**

As this e-petition spans more than one Local Area Council area, should it reach the required number of signatures, a report will be prepared for the Petitions Committee.

- b. **Consider reports on petitions previously received:**
 - i. Wylam Right of way path closure; Stephenson Terrace to Country Park repair riverbank subsidence
- c. **Receive any updates on petitions for which a report was previously considered:** any updates will be verbally reported at the meeting.

6. LOCAL SERVICES ISSUES

To receive a verbal update from the Area Managers from Technical Services and Neighbourhood Services in attendance about any key recent, ongoing and/or future planned Local Services work for the attention of members of the Local Area Council, who will also then have the opportunity to raise issues with the Area Managers.

The Area Managers have principal responsibility for highway services and environmental services, such as refuse collection, street cleansing and grounds maintenance, within the geographic boundaries of the Local Area Council.

7. NORTHUMBERLAND COMMUNITIES TOGETHER

To receive a presentation on the work of Northumberland Communities Together.

8. YOUTH SERVICE PROVISION

To receive a presentation on the Youth Service within West Northumberland.

9. WINTER SERVICES PREPAREDNESS AND RESILIENCE

(Pages 7
- 14)

The report provides an overall update of the pre-season preparations ahead of the forthcoming winter services season.

10. LOCAL AREA COUNCIL WORK PROGRAMME

(Pages
15 - 20)

To note the latest version of agreed items for future Local Area Council meetings (any suggestions for new agenda items will require confirmation by the Business Chair after the meeting).

11. DATE OF NEXT MEETING

The next meeting will be held on Tuesday, 14 December 2021 at 4.00 p.m.

12. URGENT BUSINESS

To consider such other business as, in the opinion of the Chair, should, by reason of special circumstances, be considered as a matter of urgency.

IF YOU HAVE AN INTEREST AT THIS MEETING, PLEASE:

- Declare it and give details of its nature before the matter is discussion or as soon as it becomes apparent to you.
- Complete this sheet and pass it to the Democratic Services Officer.

Name (please print):
Meeting:
Date:
Item to which your interest relates:
Nature of Registerable Personal Interest i.e either disclosable pecuniary interest (as defined by Annex 2 to Code of Conduct or other interest (as defined by Annex 3 to Code of Conduct) (please give details):
Nature of Non-registerable Personal Interest (please give details):
Are you intending to withdraw from the meeting?

1. Registerable Personal Interests – You may have a Registerable Personal Interest if the issue being discussed in the meeting:

a) relates to any Disclosable Pecuniary Interest (as defined by Annex 1 to the Code of Conduct); or

b) any other interest (as defined by Annex 2 to the Code of Conduct)

The following interests are Disclosable Pecuniary Interests if they are an interest of either you or your spouse or civil partner:

(1) Employment, Office, Companies, Profession or vocation; (2) Sponsorship; (3) Contracts with the Council; (4) Land in the County; (5) Licences in the County; (6) Corporate Tenancies with the Council; or (7) Securities - interests in Companies trading with the Council.

The following are other Registerable Personal Interests:

(1) any body of which you are a member (or in a position of general control or management) to which you are appointed or nominated by the Council; (2) any body which (i) exercises functions of a public nature or (ii) has charitable purposes or (iii) one of whose principal purpose includes the influence of public opinion or policy (including any political party or trade union) of which you are a member (or in a position of general control or management); or (3) any person from whom you have received within the previous three years a gift or hospitality with an estimated value of more than £50 which is attributable to your position as an elected or co-opted member of the Council.

2. Non-registerable personal interests - You may have a non-registerable personal interest when you attend a meeting of the Council or Cabinet, or one of their committees or sub-committees, and you are, or ought reasonably to be, aware that a decision in relation to an item of business which is to be transacted might reasonably be regarded as affecting your well being or financial position, or the well being or financial position of a person described below to a greater extent than most inhabitants of the area affected by the decision.

The persons referred to above are: (a) a member of your family; (b) any person with whom you have a close association; or (c) in relation to persons described in (a) and (b), their employer, any firm in which they are a partner, or company of which they are a director or shareholder.

3. Non-participation in Council Business

When you attend a meeting of the Council or Cabinet, or one of their committees or sub-committees, and you are aware that the criteria set out below are satisfied in relation to any matter to be considered, or being considered at that meeting, you must : (a) Declare that fact to the meeting; (b) Not participate (or further participate) in any discussion of the matter at the meeting; (c) Not participate in any vote (or further vote) taken on the matter at the meeting; and (d) Leave the room whilst the matter is being discussed.

The criteria for the purposes of the above paragraph are that: (a) You have a registerable or non-registerable personal interest in the matter which is such that a member of the public knowing the relevant facts would reasonably think it so significant that it is likely to prejudice your judgement of the public interest; **and either** (b) the matter will affect the financial position of yourself or one of the persons or bodies referred to above or in any of your register entries; **or** (c) the matter concerns a request for any permission, licence, consent or registration sought by yourself or any of the persons referred to above or in any of your register entries.

This guidance is not a complete statement of the rules on declaration of interests which are contained in the Members' Code of Conduct. If in any doubt, please consult the Monitoring Officer or relevant Democratic Services Officer before the meeting.

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Agenda Item 2

NORTHUMBERLAND COUNTY COUNCIL

TYNEDALE LOCAL AREA COUNCIL

At a meeting of the **Tynedale Local Area Council** held at County Hall, Morpeth on Tuesday, 14 September 2021 at 4.00 p.m.

PRESENT

Councillor T Cessford

(Chair, in the Chair for agenda items 34 – 36 and 43 - 51)

(Planning Vice-Chair Councillor A Scott in the chair for items 37 - 42)

MEMBERS

A Dale
CR Homer
C Horncastle
I Hutchinson
D Kennedy
N Morphet

N Oliver
JR Riddle
A Sharp
G Stewart
HR Waddell

OFFICERS

K Blyth

M Bulman
A Fisher
C Harvey
M Haworth
D Hunt

P Jones
C Mead
M Patrick

N Turnbull

Development Management Area
Manager (West)
Solicitor
Construction Manager
Planning Officer
Planning Officer
Area Manager (West),
Neighbourhood Services
Service Director – Local Services
Highways Development Manager
Principal Highways Development
Management Officer
Democratic Services Officer

Police Inspector Garry Neil, Northumbria Police and 7 members of the public were also present.

34. PROCEDURE TO BE FOLLOWED AT A PLANNING MEETING

The Chair advised members of the procedure which would be followed at the meeting.

35. MINUTES

Ch.'s Initials.....

RESOLVED that the minutes of the following meetings of Tynedale Local Area Council, as circulated, be confirmed as a true record and signed by the Chair

- a) 13 July 2021
- b) 10 August 2021

36. DISCLOSURE OF MEMBERS' INTERESTS

Councillor Riddle declared a personal and prejudicial interest in planning application 20/04216/FUL.

DEVELOPMENT CONTROL

Councillor Cessford then vacated the Chair, for Planning Vice-Chair Councillor Scott to chair the development control section of the agenda, as was the arrangement for all Local Area Councils.

37. DETERMINATION OF PLANNING APPLICATIONS

The committee was requested to decide the planning applications attached to the report using the powers delegated to it. Members were reminded of the principles which should govern their consideration of the applications, the procedure for handling representations, the requirement of conditions and the need for justifiable reasons for the granting of permission or refusal of planning applications.

RESOLVED that the information be noted.

Councillor Riddle, having previously disclosed an interest, left the room whilst the following application was considered.

38. 20/04216/FUL

**Installation of 20KV Standard Distribution Sub Station and associated access arrangements in conjunction with existing planning approvals (primarily 16/04680/OUT and 19/02033/REM), to allow removal of current poles and overhead power lines
Land North East of 8 Bridgeford View, Bellingham, Northumberland**

The Planning Officer introduced the application with the aid of a powerpoint presentation and reported the following:

- An additional paragraph which had been omitted from the report, should be inserted after paragraph 7.11 to read:

'The impact on noise and amenity has been considered due to the proximity of the station next to existing and proposed dwellings. Public

protection have been consulted and have no objections to the proposed development and it is not considered that neighbouring amenity would be significantly impacted by the development in terms of light, outlook or noise in accordance with Tynedale Local Plan Policies GD2 and CS22 and the NPPF.'

Mr. P. Chard spoke on behalf of Mr. P. Bell in objection to the application. He made the following comments:-

- The proposed access was in an unsafe location. They believed that the visibility splay required by Highways could not be achieved, making the condition unenforceable.
- There was no reference to any site visits having taken place by Highways only reference to a review of planning documents which were two dimensional. Visibility needed to be considered in both the horizontal and vertical plane.
- The proposed substation was situated significantly below the level of the carriageway so the access would inevitably be sloping, adversely affecting visibility.
- There was a significant downward dip in the road (forming a crest) which compromised visibility of the proposed access from both directions.
- The section of road was on a steep hill, requiring increased stopping distances, particularly in adverse weather and road conditions, and for HGV farm vehicles, wagons and quarry lorries for which this was the principal route to the A68.
- If the proposed Visibility Splay was achievable, it would require removal of the one remaining tree, which it had been pledged to retain within the Tree Protection Plan, and the subject of planning conditions.
- There were 2 other vehicular entrances in the immediate area as well as a new footpath to the recently enlarged development of holiday homes and a proposed new roadside footpath as part of this development. These were potential distractions for drivers as well as the kink in the road and the steepness of the hill.
- Speeding was a known issue on this section of road with evidence of vehicles having to take evasive action with tyre marks on kerbs and grass verges. Cars and lorries mounted the pavement at that location.
- In view of the aforementioned reasons, this location as a point of access had not been considered suitable by the Applicant at Outline stage. If nothing had changed, they asked why it was now suitable.
- The above issues had been highlighted by locals who were familiar with the road including members of Bellingham Parish Council who had also objected.
- A much safer access had been proposed from within the development, with an internal street only 2.5 metres away from the proposed substation compound. They queried why has this not been evaluated and selected as the safest option. Safety issues should not be disregarded or be the subject of unsubstantiated and unwarranted compromise. It was the duty and responsibility of Councillors to satisfy themselves that the proposed access was safe. The application should be refused if this could not be done.

Mr. R. Murphy, the applicant, spoke in support of the application. He wished to highlight the following key points:-

- The application related to the approval of the housing development on the wider site which allowed for the removal of existing overhead power lines and cables.
- It was a standard prefabricated design although a condition was proposed requiring that the colour specification be agreed in advance.
- It was a requirement of Northern Powergrid that access be taken from a main road to allow for easy maintenance of the facility.
- Drainage for the sub station was via the wider system for the housing development and this proposal had been agreed by the Lead Local Flood Authority (LLFA).

In response to questions from Members the following information was provided:-

- Applications of this nature could be submitted at the same time as a housing development or as in this case, after. Either situation was not unusual, depending on the circumstances of the case.
- Access was proposed from the main road, Pennine Way, as required by Northern Powergrid and not through a residential garden.
- A member of the Highways team had visited the location to assess the site and ensure that visibility splay standards could be met.
- The speed limit was 30 mph from the main road to access the site. It had been concluded that no additional speed deterrents were required as part of the assessment for the original housing development.
- The LLFA were satisfied that the proposal would not have any further impact on flooding. Discharge of conditions for the wider site would cover this site although the applicants would be asked to resubmit drainage information to include the substation site as the conditions had not included it.

Councillor Hutchinson proposed acceptance of the recommendation to approve the application subject to the conditions contained in the officer's report. This was seconded by Councillor Horncastle and unanimously agreed.

RESOLVED that the application be **GRANTED** permission for the reasons and with the conditions as outlined in the report.

Councillor Riddle returned to the meeting.

39. 21/01206/FUL
Proposed garage conversion to holiday let with 1 bedroom, bathroom, living area and kitchen
Riding Dene House, Riding Dene, Mickley, Stocksfield, Northumberland, NE43 7BL

The Planning Officer introduced the report with the aid of a powerpoint presentation and advised that there were no updates following publication of the report.

Mr. A. Lamb, who lived next door to the proposed development, spoke in objection to the application. He raised the following points:-

- The western wall of the garage had 2 large windows which formed the boundary wall to his rear garden. There had been very limited visible activity during the 5 years they had lived there. He had only seen the gym used once and current activity, noise and disruption was minimal.
- He and his wife worked from home and spent most of their free time in their home and garden due to his wife's disability.
- They disagreed with many of the issues raised in the residential amenity section of the officer's report, particularly that there would not be any significant or unacceptable level of noise or activity that would affect their amenity. Also, that the garage/gym was described as a residential building.
- They expected that there would be a considerable increase in noise and activity from the proposals that would have a negative and an unacceptable impact on privacy noise and activity of their home, garden and working environment. Any noise would be audible to them and activity visible at nights when lights were on inside, despite frosted glass.
- Their rights to a private life and home would not be respected by the proposal and that their protections under the Human Rights Act would be interfered with.
- He personally would not object to the proposal if the two windows were removed and the garage wall rerendered, however this suggestion had been ignored.
- Many other neighbours in the vicinity had also objected with very little support.
- There would be an unavoidable increase in noise and activity from cars and people accessing the property which would have a negative effect on the amenity of people living close to the proposed site.
- Parking proposals appeared unworkable with cars needing to be shuffled to allow visitors to the holiday let to enter and exit. It was likely they would need to reverse out of the gates and turn around in the street.
- Residents of the bungalows at the rear had objected as they felt their privacy and safety would be jeopardised by use of a gate in the hedge and they did not want movements by strangers so close to their home.
- The proposal was almost solely to the financial benefit of the applicants and to the detriment of everyone who lived close by. This was undemocratic and they could not understand why it had been recommended for approval in view of the opposition to it.
- A suggestion that the development might in future be used as a 'granny flat' or as an independent living space for growing children would have a greater impact on their amenity if used as a permanent residence and were reassured regarding use of the building only as a holiday let.
- Different neighbours had been given different accounts regarding the change of use of the building.
- There had been little concern for the impact on the health and mental wellbeing of neighbours who were elderly and disabled.

In response to questions from Members the following information was provided:-

- The concerns regarding the existing windows and overlooking were understood, however they were already in position. It had been suggested that a higher standard of obscured glazing be installed than the level currently in, e.g. Pilkington level 3 or above.
- The applicant could make many internal alterations to the building and parking spaces which would not require planning permission.
- Officers had recommended approval and a higher level of obscured glazing for the opening rather than removal of the window openings as in officers view the mitigation measures would lead to an unacceptable impact on the amenity of the neighbours and it was not necessary to block the windows up.
- The proposed use was different to existing use but would be similar in intensity as what could be carried out under permitted development
- If members did not think the officers proposals for obscured glazing were acceptable, they could request that the windows be removed and blocked up as the room was served by other openings. In that case it was suggested that the decision be made that they were minded to grant the application, subject to receipt of amended plans, rather than the addition of a condition.
- The proposed use would be restricted to holiday accommodation.
- The degree of obscurity was measured by a scale with levels ranging from Pilkington level 1 to 5. The wording of the condition could be amended to require double glazing and increase the obscurity to a higher level.
- The gates opened into the curtilage of the property and there would be sufficient space to maneuver within the site and park in front of the building. A condition required that the 4 parking spaces be retained.
- The distance between openings on the neighbour's dwelling and the proposed holiday let was acceptable.
- Condition no 6 required that measures remain in place during the lifetime of the development and could be enforced. The applicants had been requested to install a fire escape on one of the other elevations.
- The proposed core strategy was not yet adopted and therefore carried limited weight with officers being unable to insist on the installation of solar panels on an existing building at the present time as it was more difficult to retrofit energy measures compared to installation on a new build. This requirement would be reviewed when the status of the plan changed.
- The application was for change of use from garage to holiday accommodation.
- Officers were confident that more onerous conditions regarding removal of the window suggested by Councillors could be defended if the applicant appealed. Also, if the applicant declined to agree to the amended conditions, the application would need to come back to committee.

Councillor Cessford sought advice regarding the best way to word a proposal to approve the application with removal of the window to the living area of the holiday let with clarification being provided by the Solicitor and Development Management Area Manager (West). This was seconded by Councillor Dale

who requested that the window to the garage be double glazed to reduce impact of noise as well as being obscured with frosted glass.

It was moved and seconded that:

‘The Committee were **MINDED TO GRANT** permission for the reasons and with the conditions as outlined in the report subject to the amendment of condition no. 6 to only refer to the garage window on the western elevation and require it to be double glazed and glazed in Pilkington level 3 or above and that delegated authority be given to the Director of Planning to confirm the wording of condition no. 6 and receipt and approval of amended plans to show the removal of the window opening from the proposed living area.’

Upon being put to the vote the results were as follows:-

FOR: 10; AGAINST: 2; ABSTENTION: 1.

RESOLVED that the Committee were **MINDED TO GRANT** permission for the reasons and with the conditions as outlined in the report subject to the amendment of condition no. 6 to only refer to the garage window on the western elevation and require it to be double glazed and glazed in Pilkington level 3 or above and that delegated authority be given to the Director of Planning to confirm the wording of condition no. 6 and receipt and approval of amended plans to show the removal of the window opening from the proposed living area.

**40. 21/00437/FUL
Proposed new build dwelling
Land west of Tyne View Terrace, Well Bank, Corbridge, Northumberland**

The Planning Officer introduced the report with the aid of a powerpoint presentation and advised that the recommendation should read:

‘That Members **GRANT** planning permission, subject to recommended conditions and the completion of a Section 106 Agreement’.

Mr. B Milburn, spoke in support of the application on behalf of the applicant. He highlighted the following:-

- The proposal was for a modestly contemporary two-bedroom property that would be a positive addition within the street scene following discussions by the applicant and officers over a significant number of months, particularly Highways and Building Conservation Officers. It was respectful of the local area and provided a design solution to an area of mixed residential character within the Corbridge Conservation Area.
- It would reflect the attractive construction methods of the conservation area and add to its character. It aimed to provide a new, high quality build, combining the best in traditional building materials with modern building systems, such as sedum, to ensure the building would remain an attractive addition to the local area.

- The applicant had worked with officers to overcome objections raised by neighbouring properties in Tyne View, above the site.
- The plans have been amended to address highways concerns to include parking within the site and suitable visibility splays. Officers had concluded that the proposal would not have an adverse impact on highway safety, subject to conditions.
- Issues regarding the retaining party wall was a matter for Building Control and not a material consideration to be given any weight when determining the planning application.
- Appearance of the sedum roof, like a grass lawn, would have a varied green colour as the moisture content fluctuated throughout the year. The overall design approach with a flat roof, had the support of the Building Conservation Officer and Planning Officer and accepted as being high quality contemporary dwelling with a flat roof but with high quality, tradition materials meeting stringent policies of the development plan and the NPPF.
- Corbridge Parish Council had objected on grounds of design which they had considered were not in keeping with the locality, vehicular access and impact on highway safety. It was emphasised that the design had been derived from discussions with the Building Conservation Officer and Planning Officer. Reconsultation following amendments to the scheme to address highways concerns had not resulted in any further comments.
- There were no technical constraints to restrict the proposal coming forwards as it met and exceeded every technical and design requirement that had been raised. Concerns regarding highways safety and visual amenity had been met and exceeded in consultation with officers who supported the proposal.
- The property and how it sat within the site had been carefully designed, reflecting the best characteristics of the village, using natural stone and slate to ensure the property was reflective of the local vernacular.
- The proposal could demonstrate that it would not cause harm or affect amenity of neighbouring properties and it was requested that it be approved, as set out in the report.

In response to questions from Members the following information was provided:-

- The gradient of the road had been taken into account in the equation for the visibility calculation but did not have a great impact. They had ensured application of the normal rules e.g. 1.05 metres from the drivers eye line down to the kerb edge for vehicle visibility to give 43 metres visibility in both directions on a 30 mph road. However, it would be difficult to achieve 30mph on Wellbank. They had also ensured pedestrian and cycling protection of 2m by 2m usual visibility to protect footpath amenity to ensure that pedestrians and motorists could see each other performing any movement.
- Neighbours who had contacted the Planning Officer had been informed of the proposal to include a condition which required that details of the access be secured, agreed and implemented before the development was occupied. Technical matters would need approval from the Highways section.

- The proposal utilised a contemporary approach which may not be suitable at all locations. However, each application was considered on its own merits. The site was only visible if in close proximity and would therefore not have an adverse impact on the nearby St Andrew's Church which was a listed building. Officers were of the view that the development was not unacceptable in the street scene and the material palette was acceptable at this location. Condition no. 3 required material samples be submitted to check that the colour and hue was in keeping with the surroundings.
- Neighbours had also been advised to raise their concerns regarding the retaining wall with Building Control who would be considering proximity of the building to the retaining wall, foundation design amongst other matters before it was signed off. The building regulation approval process was separate and independent of the planning system.
- Whilst there was more scope to consider micro-renewable energy sources, such as solar panels on new build developments, standards for the differing scale of developments were not specified within policy EN1 of the Core Strategy. On this scheme there were large window openings and roof lights which sought to maximise solar gain and a sedum roof. However, the local planning authority had limited powers at the current time to insist on the implementation further measures.

Councillor Stewart proposed acceptance of the recommendation to approve the application, subject to the conditions contained in the officer's report and completion of a Section 106 agreement. This was seconded by Councillor Horncastle and unanimously agreed.

RESOLVED that the application be **GRANTED** permission for the reasons and with the conditions as outlined in the report and subject to completion of a Section 106 agreement.

41. 21/02542/CCD
Provision of single storey modular classroom Corbridge Middle School, Cow Lane, Corbridge, Northumberland, NE45 5HY

The Planning Officer introduced the report with the aid of a powerpoint presentation and advised that there were no updates following publication of the report. The application had been referred to the committee as the land was in the ownership of the county council.

In response to questions from Members the following information was provided:-

- The Council was proposing to reuse an existing building already in the ownership of the Council and therefore a sustainable use. The Education department were working with Planning regarding the sustainability of buildings going forward.
- The application was for full or permanent planning permission although the modular building would have a limited lifespan of possibly 20 – 30 years. It was replacing a dilapidated modular building which had reached the end of its life.

Councillor Homer proposed acceptance of the recommendation to approve the application, subject to the conditions contained in the officer's report. This was seconded by Councillor.

Upon being put to a vote the proposal was unanimously agreed.

RESOLVED that the application be **GRANTED** permission for the reasons and with the conditions as outlined in the report.

42. PLANNING APPEALS UPDATE

The report provided information on the progress of planning appeals.

In answer to a question regarding enforcement performance, the Solicitor agreed to forward the request for information to the Director of Planning. She suggested that updates on particular issues could be sought from Planning Officers outside of meetings as it would be inappropriate for these to be discussed at committee.

RESOLVED that the information be noted.

On the conclusion of the above items, Councillor Scott vacated the Chair. Councillor Cessford returned to the Chair and continued the meeting.

43. 19/03998/CCD Redevelopment of Queen Elizabeth High School: Update on proposed Highways works

The Local Area Council received a report which provided a review and update on the highways issues raised by Cllr Kennedy and in response to objections received in relation to the discharge of the planning condition for the highways works.

The Chair confirmed that Members had received and had an opportunity to read the updated copy of the report which had been circulated electronically to the Councillors prior to the meeting with a paper copy had also been made available before the meeting commenced.

Chris Mead, Highways Development Manager, stated that the report set out the background, context and matters arising with respect to highways works associated with the redevelopment at Queen Elizabeth High School along with discussion and options on the highways works under review.

He thought it relevant to highlight that the Highways Development Management team (HDM) had reviewed the Road Safety Audit stages 1 and 2 along with the submitted design when considering the discharge of condition for the highways works. The review for the purpose of the discharge of the condition concluded there were insufficient grounds for the greater extent of waiting restrictions, on the basis of road safety, as there would not be a behavioural change, nor would the outcome of a collision change if one was to

occur. HDM therefore recommended that revised drawing reducing the scope of waiting restrictions but retaining all other features as submitted.

On the basis that revised plans are submitted the HDM response to the Discharge of Conditions application will be to recommend:

- To implement the highways works as follows including waiting restrictions in accordance with Peter Brett Associates drawing
- All other highways work in accordance with 'Final Design following Road Safety Audit Stage 2 drawing including:
 - Tactile paving crossing points
 - Improvements to controlled crossing points
 - Footway widening
 - New vehicle and pedestrian access points to school
 - Resurfacing of Whetstone Bridge Road
 - 20mph zone extension

The work was to be delivered in accordance with the agreed programme at Appendix B. and monitored with a travel plan expectation to promote any further parking restriction, if required.

Councillor Kennedy highlighted the following issues on behalf of residents' groups:

- The impact on local residents, given it was a densely populated area with lots of housing and parked cars, needed to be balanced against the needs of the school. The school was larger, there would be more buses, children being dropped off and also students driving to school as well as pedestrian and cycling movements at the start and end of the school.
- They had concerns regarding the use of 24/7 double yellow lines and waiting restrictions, although reduced in part, when the problems only arose 30 minutes before the start and after the end of the school day.
- If West Thornbridge Road was deemed safe with the lifting of some of the waiting restrictions, could the same not be applied to the top of Tynedale Terrace, where double yellow lines were to remain.
- Could early discussions be held regarding the re-routing of coaches on to Allendale Road before the coach park became operational.
- Previous emphasis had been on the parents waiting and student parking residents did not feel that their concerns had been listened to.
- Why proper consultation with disability groups had not taken place.
- Should the crossing on Whetstonebridge Road be staffed?
- Formation of a working party which included representatives from the school users, parents, residents, councillors and officers.

Councillor Kennedy commented that road safety measures and a reduced speed of 20 mph on roads in the vicinity of the school had been successful resulting in a very low accident rate since an incident more than 10 years previously. The proposed additional measures would have a significant impact on residents parking their cars as they would be displaced elsewhere which would create problems and pinch points in new areas for buses in streets where there were parked cars were parked on both sides. He asked what happened next.

The Highways Development Manager explained that the HDM recommendation would be considered by the Planning Case Officer and lead to discussions with the applicant regarding requirement for amended plans to remove HDM's objection to the proposals. Technical Services would need to be contacted to reconsult on the Traffic Regulation Order with the amendments to reflect the planning drawings. If successful, the order could be made, and the scheme implemented.

He suggested that the school needed to use its school travel plan and talk to nearby residents, pupils, other users of the road when it was most busy including bus operators. Issues for consideration included staggered arrival and departures, holding areas etc. He suggested that they needed to see how things operated, keep things under review and make functional changes as needed to see how it could best operate. Early discussions had been held and he believed officers would be proactive to ensure that the travel plan and the area worked as safely and as well as possible.

The school was due to open imminently and the programme for the highways works was set out in the report. The school travel plan operated for the lifetime of the development and would need to be promoted annually to ensure new users of the facility were educated and kept as safe as possible. If it was believed that they would benefit from a school crossing patrol it could be considered in the future but they did not want to implement measures if they were not necessary. HDM were satisfied that the highway would be safe for users.

The following comments were made by members of the committee:

- The new school was one of the best things to happen in Hexham for a long time.
- 2 schools had been built on one site with younger students who would find the simplest and quickest route to school. This might not be the safest route and therefore they needed a position in the best interest of the school pupils and residents adjacent to the school which was densely populated area.
- Consultation had been held throughout the planning of the project and should continue now to enable residents to have an opportunity their voices and concerns heard.
- Alterations to the original proposals had been welcomed.
- There was sympathy for the concerns raised regarding the timings of the road safety audits as they did not appear to have been carried out at the busiest times.
- Residents would have to live with the restrictions all of the time when the issues only arose 30-40 minutes before the start and end of the school day, Monday to Friday during term time.
- The traffic problems were likely to be displaced to a wider area and it was felt that the optimum solution had not yet been achieved.
- Signage.
- Reference to the concerns raised by the Royal National Institute of Blind People.

- The school had a wide catchment area and use of school transport needed to be maximised to reduce separate car journeys.
- Could the school travel plan to be shared with councillors whose wards fed into the catchment area.
- Opportunities were being missed to encourage staff and pupils to walk or cycle to school e.g. discounting of school streets and parking strides initiatives.

The Highways Development Manager stated that Technical Services had sought to promote an inclusive design with dropped crossings and tactile pavement for visually impaired users. The role of the Road Safety auditors was to review a proposal to see whether it could be made safer and had supported the provision of the aforementioned features. He did not have a good planning reason to do otherwise as inclusivity was a priority within the NPPF. He confirmed that he would request that the walking routes be reviewed to ensure they were correct.

He explained that the waiting restrictions were necessary with the increased bus movements and access to the school to protect opposite sides of the road where there were double yellow lines. The waiting restrictions via use of single yellow lines were needed to ensure clear visibility splays at school times. Parking could occur when access was not in use, It was unfortunate that in some instances a design solution would have a repercussion and displace existing parking. He noted that this was the same plan proposed at the planning stage. The proposals had been given the full opportunity to be scrutinised by members of the public and councillors prior to determination at committee.

The school travel plan would need to be monitored and reviewed 6 months after commencement of the first term. This would include assessment of initial travel to school surveys, specify targets to change modal shift, monitoring review and effectiveness of the travel plan and a scheme provided to the local planning authority. If disappointed with the modal shift, officers would engage to ensure that the school was supporting sustainable modes of transport. Promotion of walking and cycling and public transport were modes of transport that would be supported.

Highways powers were used to protect school frontages where pupils were most active and reduce interaction with motorised vehicles via use of waiting restrictions, school keep clear markings and single yellow lines. It was recognised that double yellow lines were the most intrusive and lead to displacement of parked vehicles. The current scheme had been in place 10 years and concerns had been raised when it was proposed to be enlarged. Waiting restrictions were enforceable, could be ticketed and supported by a Traffic Regulation Order. The school could request visits by Parking Attendants if included as an initiative within the school travel plan to ensure that the area was used appropriately.

RESOLVED that the contents of the report in respect of the update provided by Highways Development Management to the discharge of conditions application, be noted.

The meeting adjourned at 6.22 p.m. until 6.30 p.m.

Councillor Sharp left the meeting.

44. POLICING AND COMMUNITY SAFETY UPDATE

Inspector Garry Neil was in attendance to give an overview and answer questions about policing and community safety matters in the East and West Tynedale command areas which he was responsible for, as well as the Rural Crime team. He reported that crime was low in Tynedale and it was a safe place to live. Priorities which they concentrated on included:

- Domestic abuse and safeguarding of high-risk domestic abuse victims at high risk of serious injury or murder and those at medium risk.
- Monitoring of registered sex offenders and compliance with orders.
- Repeat victims of crime (2 crimes within 3 months).

A significant amount of time was also spent on road safety, speeding and parking. He advised that Community Speed Watch volunteers were recruited and vetted through the Northumbria Police website. Concerns could also be reported through the Citizen & Policing Section of the website. Police Community Support Officers also carried out speed watch duties leading to the issuing of letters to educate motorists. Enforcement was carried by constables and sergeants. The van was deployed to locations where they received complaints, accidents or data that speeding was a problem. Any areas where Councillors were receiving reports of speeding issues could also be passed on.

Local issues included:

- Drug related investigations were currently focused in Haltwhistle, Hexham and Prudhoe due to a common link between the towns. Warrants had recently been exercised which had resulted in the recovery of a significant amount of Class A drugs. They needed intelligence.
- Antisocial behaviour. Previously any report of a Covid breach had been logged under this category. Levels had now reduced with the relaxation of restrictions.
- Off road motorbikes in Slaley, Wark and Kielder. Unfortunately, due to the distances involved, riders had dispersed by the time the police arrived. Further work would be carried out during the winter months when the problem was more prevalent.

Key crime categories:

East Tynedale – 522 incidents violence against the person primarily without injury (harassment, stalking, public order offences). A significant amount of these related to assaults on staff or other residents of care homes and at Ferndene Hospital. 87 burglary offences in last 12 months including shops,

vacant properties, building sites as well as houses. 55 incidents of vehicle crime which included cars, quad bikes from farms and damage.

West Tynedale – incidents of violence against the person primarily without injury (harassment, stalking, public order offences) in institutions such as care homes, young people’s homes and Hexham Hospital. 55 burglary offences in last 12 months mainly in industrial estates at council depots and builders’ merchants whereas the incidents in dwellings was low. 53 incidents, damage, theft of TWOC.

The following issues were raised by Members:

- Graffiti and damage to the surface at the Sele play park. CCTV was to be checked by officers in Public Protection. Inspector Neill stated that it was useful to know if a particular ‘tag’ had been used.
- Information on registered sex offenders was not shared with anyone unless they needed to know for monitoring in case the information leaked and they became the victim of a serious attack.
- Information on speed monitoring activity on Allendale Road, Hexham would be provided to Councillor Kennedy.
- Joint young drivers events by the police and fire and rescue service were beneficial and he would check if these could be resumed.
- Speeding motorbikes were an issue on roads around Allendale, Brampton and Hartside. Some riders were holidaying in the county so that they could use their bikes and unfortunately there had been a recent fatality. It was not an offence to have a noisy bike although they tried to engage with riders at popular gathering places. He agreed to raise at a monthly partnership meeting which included representatives from the fire and rescue service. The Inspector requested details of speeding locations be forwarded to him so they could monitor.
- The police required intelligence regarding drugs so the police could investigate and take action. The Inspector was willing to speak to individuals regarding concerns and confidentiality.
- Registration had recently re-opened for Community Speed Watch volunteers.
- The police worked with all schools regarding drug prevention.
- Publicity regarding police activity could only take place when cases went to court.

The Chair thanked Inspector Neil for attending.

RESOLVED that the update be received.

45. PUBLIC QUESTION TIME

There were no questions from members of the public.

46. PETITIONS

This item was to:

a) Receive any new petitions:

No new petitions had been received.

A report was expected to be presented to the meeting in November to consider an electronic petition on a right of way path closure in Wylam.

b) Consider reports on petitions previously received:

There were none to consider.

c) To consider updates on petitions previously considered:

There were none to consider.

47. LOCAL SERVICES UPDATE

Members received the following updates from the Area Managers from Neighbourhood Services and Technical Services:

Technical Services:

- Highway Inspections were being carried out and were up to date in the Tynedale area with actionable defects being repaired within the specified timeframe. The number of defects following the winter damage had reduced but extra resources were still in place. A new hot box had been delivered which had a larger capacity.
- The gully wagon was working along its route.
- The hedge-to-hedge scheme which looked at all aspects was currently working at Donkley Wood.
- Drainage repairs by the dedicated team had been operating recently in Longbyer and would be moving to Hexham, Moonfield and St Pauls.
- A new Senior Construction Team Leader would be commencing in Tynedale in the near future and would lead on drainage schemes, local safety schemes and Members schemes.
- 17 of 28 Local Transport Plan schemes had been completed to date.
- Footway repairs were being carried out with slurry sealing.

The following issues were discussed:

- Resurfacing works would continue as long as weather conditions permitted. It could not be carried out in very wet or snowy conditions or when salt had been applied to the road surface. The best time to lay it was when it was cold and dry. Slurry sealing activity would likely cease at the end of October. Surface dressing had finished.
- Additional gully cleaners were required to meet demand. Older vehicles were being replaced with larger capacity tankers and wider versatility with jetting equipment. More background investigative work was needed to identify problems and make a case for additional funding, this would be

carried out during the year to make a robust bid which was evidence based to achieve the standards that were required.

- More consideration be given to the programme of works and spacing out road closures if there were a number planned in one location as it was problematic for visitors to find alternative routes.
- Road closures which overran had caused problems with the time limitations for HGV drivers and access for school transport, It was confirmed that the latter would be escorted through road closures. An explanation was provided for a number of problems experienced recently which included late delivery of material and unseasonably warm temperatures which had prevented material from hardening. Officers were liaising with the external contractor and the Monitoring, Compliance and Enforcement Officer.
- Road markings and 'SLOW' and safety features such as rumble strips had not been replaced when areas had been resurfaced. Recent schemes would be reviewed. Details of locations would be checked with Councillors.
- The extent of utility works in some areas was having a significant impact on road surfaces. A request for notification to Councillors would be passed to Street Works. Reference was made to 'one.network'.
- Durability of some road markings was questioned such as 20 mph road markings which were lasting less than 12 months. These would be referred to the Highways Inspector.

Councillors Homer and Kennedy left the meeting.

Neighbourhood Services:

- Grass cutting remained on target to achieve the required number of cuts and standards. Some areas had experienced challenging conditions with warm and wet weather resulting in fast growth and would continue until mid-October.
- Preparation work had commenced on the winter grounds maintenance works schedules, focusing mainly being on council owned overgrown hedges and shrubbery. Privately owned hedges would be dealt with by Highways Inspectors giving owners 28 days' notice.
- A report on the results of the glyphosate alternative weed trial was to be produced around November and would be shared with Members.
- The street sweeper was working on the normal schedule but would be moving to leaf hotspots in the next month. They had worked in partnership with Highways preparing for the Tour of Britain cycle race.
- A new mobile pick up had been delivered for 1 of 3 routes with increased capacity and other improvements to stop litter blowing out.
- Residual, Recycling and Garden waste collection services were all operating well with a few minor vehicle breakdowns, staffing shortages and covid restrictions. A collection had been missed in Charlton due to road resurfacing and would be revisited when they could gain access.
- Income from garden waste and bulky items had exceeded target with extra slots being created to meet demand. There had been a reduction in income from commercial waste due to Covid and closure of business earlier in the year, it was hoped it would recover. Existing collection

rounds were to be reviewed. Extra collections were required at bottle recycling facilities due to increased use.

- Operational adjustments had been made to cope with the higher than normal domestic waste tonnages. The situation remained a significant challenge for the service.
- Verge cutting has been completed county wide in June and July.
- The assisted bulky waste collections were being reviewed with a view to reinstating the service.
- Members were requested to notify them of any areas requiring attention for leaves or winter grounds maintenance.

Responses to issues raised by Councillors included:

- Ownership of land near Tanners Garth was being investigated.
- Highways Inspectors were identifying areas of overgrown hedges or shrubs which could become a safety issue by obscuring sight lines and potentially damage large vehicles. It was agreed proactive action was required.
- The team were thanked for their work and specifically the speedy removal of material which had recently been fly tipped in Allendale.

RESOLVED that the updates be noted.

48. LOCAL TRANSPORT PLAN UPDATE

The Service Director – Local Services gave an update on progress with the delivery of the approved Local Transport Plan for 2021/22. He reported that:

- The actual LTP programme for 2021/22 had increased from the anticipated draft of £19 million to £25.6 million following confirmation from the Department for Transport of actual funding allocated to NCC which had enabled schemes to be extended as well as including reserve schemes within the programme.
- Additional capital investment of £15 million had been approved by the Council to improve U and C roads, footways and cycleways with a £5 million allocation in the current year.
- The complex programme included maintenance work, resurfacing and safety schemes as well as significant structural projects including bridge maintenance and repairs and geotechnical investigations for a landslip, which would likely result in a scheme the following year.
- Work was progressing to enable the provision of a quarterly update report on LTP schemes to Members in the future.

The Local Area Council were provided with an update on schemes in the Tyndale area, some of which had been covered in the Local Services Update earlier in the meeting. Progress on the LTP Programme included:

- Integrated Transport: 16 of 57 schemes completed including implementation of 20 mph speed limits near schools and 8 works orders

issued on other schemes. 31 schemes were at various stages of design including a further 6 20 mph school schemes.

- Maintenance: 27 of 47 projects completed including 12 surface dressing schemes, 2 micro surfacing schemes and 13 structural Maintenance and resurfacing schemes completed.
- U and C Road network improvements. Works orders had been issued on a number of schemes with 3 further projects at the design stage. 6 schemes were to be programmed of which 3 were pending due to legal issues on way leave agreements to gain access. 1 micro surfacing had been deferred until next year due to being out of the weather window.

Notification had been sent to Town and Parish Councils and County Councillors regarding submission of priorities for 2022/23 by 8 October 2021 deadline. These would be assessed, ranked and prioritised. The results would be presented to a workshop to seek Members' views on priorities. Discussions would be held with the Portfolio Holder on the draft programme which would be presented to Local Area Councils in February 2022 before being finalised as part of the budget setting process in March 2022.

Councillor Riddle, the Portfolio Holder for Local Services, confirmed that although the introduction of 20 mph speed limits, was a 5-year programme, the remaining schemes would be completed during the current year, where this was possible. The process was involved and had resulted in some delays during negotiations, review of traffic measures and consultations on schemes. A member stressed the importance of ensuring that crossings on busy roads needed to be within 20mph section to enable children to walk to school and therefore it had been necessary to extend the 20 mph beyond the frontage of schools. Clarification would be provided to Councillor Horncastle regarding the Slaley First School scheme.

RESOLVED that the report be received.

49. OUTSIDE BODIES

Members considered a list of appointments to outside bodies for 2021/22.

RESOLVED that the following list of appointments be confirmed:

- Haltwhistle Partnership Limited - **Vacancy**
- Prudhoe Community Partnership – **A Scott**
- Rede Tyne & Coquet Sports Centre – **JR Riddle**
- Tyne Valley Community Rail Partnership Board – **H Waddell**

50. LOCAL AREA COUNCIL WORK PROGRAMME

A list of agreed items for future Local Area Council meetings was circulated. (A copy is enclosed with the minutes.)

Members were invited to email any requests to the Chair and / or Democratic

Services Officer between meetings.

Items to be referred to the LAC Chairs Briefing for consideration for inclusion in the work programme:

- Ambulance Service

The Democratic Services Officer reported that the Police and Crime Commissioner had agreed to attend the meeting in May 2022.

RESOLVED that the work programme be noted.

51. DATE OF NEXT MEETING

The next meeting would be held on Tuesday 12 October 2021 at 4.00 p.m.

CHAIR _____

DATE _____



Northumberland County Council

COMMITTEE: TYNEDALE LOCAL AREA COUNCIL

DATE: 09 NOVEMBER 2021

Petition Regarding Wylam Riverside Footpath

Report of the Director of Local Services, Paul Jones

Cabinet Member: Councillor John Riddle, Cabinet Member, Local Services

Purpose of report

To acknowledge and respond to the petition and seek the views of the Local Area Council.

Recommendations

It is recommended that members consider the report and:

a) note and support the approach taken to date in responding to this matter, and;

b) note that the County Council is not the land owner and therefore has no legal or financial responsibility for the land and that taking any responsibility for this private land would set precedents for how the Council responds to other similar land stability issues elsewhere in the County which would create significant and long-term financial liabilities for the Council.

Link to Corporate Plan

This report is relevant to the “We want you to love where you live” priority included in the NCC Corporate Plan 2020-2021.

1. Key issues

1.1 The land where the public footpath was located has slipped into the river and is no longer safe to use, officers have fenced the area off and erected signage warning people to stay out.

1.2 The County Council has undertaken low level work to protect access to the public footpath over several years but since 2013 the progressive regression of this land has been too advanced for this approach to be viable.

1.3 The County Council's in house Technical Services team has advised that a budget estimate for the site investigation and design works would be in the order of £70,000. It is not possible at this stage to provide an informed estimate of the cost of implementing a scheme to address the landslip, as an engineering solution has not been developed. However, given the extent of the area involved and the physical and ecological constraints of working in this confined location it is clear that any solution would be in excess of £500,000 and could easily be significantly higher than this. It should also be noted that in addition to the implementation costs, the Council would also face an on-going maintenance liability for future years and set a precedent should any further significant capital works be required to address regression of land in this or other similar locations.

1.4 The land which is subject to the landslip and upon which the Right of Way is located is owned by Wylam Parish Council.

1.5 The land immediately above Wylam Parish Council's eroded land is in private ownership and includes a private access road to Wylam Nurseries and two residential properties. Without remedial action it is likely in time the access road will be lost and that the business and residential properties will also be adversely affected.

1.6 The County Council is not in a position to comment on the presence of any insurance cover held by any of the affected parties in relation to damage/loss caused by ground movement via landslip or subsidence.

1.8 Without financial support from the County Council it is unlikely either landowner will be able to resource the work required to prevent further loss of this riverbank and that will adversely affect the business and residential properties.

1.9 To protect the public, the County Council have now made a temporary closure order to close the affected section of footpath and have erected appropriate barriers and signage. The Council is also considering a permanent deletion of the footpath, though this is subject to due process and will entail a period of public consultation.

1.10 The footpath at Wylam was very well used and is part of a popular network of rights of way in this area which gives people access to the riverside and is one of a number of routes providing access to the Tyne Riverside Country Park. If it is not maintained going forward and is permanently lost then practically there is a viable short diversion that could be made via the Wylam Waggonway which would still afford good access to all existing public open spaces, except for this short stretch of riverbank. This approach would be in accordance with normal practice.

1.11 There are currently at least 11 other landslips on private land affecting public rights of way in Northumberland and this issue is a common problem across the county, so any decision taken in relation to Wylam should take the issue of setting precedents into consideration.

2. Background

2.1 A request for an e-petition was received in April 2021 seeking support from interested people in asking Northumberland County Council to repair a riverbank, restore and reopen a footpath. The wording of the petition request was:

'Wylam Right of way path closure; Stephenson Terrace to Country Park repair riverbank subsidence.

Path has been closed by NCC from the end of Stephenson Terrace Wylam to the Newburn Country Park since 2013 due to riverbank erosion on land owned by Wylam Parish Council, near Tom and Joes Garden Nurseries. Existing fences have been broken down numerous times. Safety hazard as people still go along the dangerous path. NCC to repair Riverbank and restore footpath so route is reopened. The riverbank erosion and ground stability of the land upon which the footpath runs is also affecting the private access road for the adjoining Garden Nurseries business.'

2.2 The County Council in its statutory role as a Highways Authority is responsible for the management and maintenance of the rights of way network. The right of way which is the subject of this report is a footpath (footpath 9) running alongside the River Tyne from the eastern end of Stephenson Terrace, Wylam that connects into the Tyne Riverside Country Park and the Wylam Waggonway (bridleway), which in turn connect into Newcastle City Council's Tyne Riverside Country Park. The route is therefore well used by walkers and has good connectivity to the wider rights of way network. (See location plan below).

Wylam Footpath – Location Plan



2.3 The ~280m length of footpath highlighted in orange just to the east of Stephenson Terrace has suffered from ground instability issues for many years, in part caused by the toe of the steep bankside at this location being eroded by the River Tyne causing the land above to slip down and the bankside to regress backwards. These are naturally occurring processes which take place in river valleys.

2.4 County Council officers have made local operational decisions over the years to undertake relatively minor/low level maintenance works using general rights of way revenue maintenance budget provision to repair and maintain the footpath, and up to around 2013 they have also undertaken minor ad hoc works to the bankside in an attempt to protect the access to the public footpath. However, once the progressive regression of this land was too advanced for this approach to be viable, and due to safety concerns over the continued use of the footpath, action was taken to put in place a 'temporary closure' and to fence off the access.

2.5 Following discussions with both the parish council and the adjoining landowner/business, officers have sought to assist in finding a solution to this problem and to try and quantify the financial costs of such works. This has entailed agreeing to seek quotes from suitably qualified consultancies/contractors for the development of potential design solutions for a scheme to stabilise the bankside. Unfortunately, despite their best efforts no company has been prepared to provide a cost for undertaking the design works.

2.6 Officers have therefore sought to be as helpful as they can in trying to support stakeholders to identify a potential way forward to progress a viable solution to the problem but, given the highly complex nature of the issue, they have not been able to do so.

2.7 The regression of the bankside is continuing and has accelerated over this last year. The regression is extending into adjoining private land which includes the private access for a Garden Nursery business. This is their only vehicular access to their popular Garden Nursery and the ground movement therefore threatens the long-term viability of the business, as well as their home.

2.8 The Council's Technical Services Design Team has advised that in order to progress any design work it would first be necessary to undertake comprehensive ground investigation activity. This would provide a much more detailed understanding of the site and its geology, hydrology, drainage arrangements and ground movement in order to understand all of the factors currently in play. This ground investigation work would then enable a viable scheme design to be developed.

2.9 However, given the scope of the ground investigation works required and the significant physical and ecological constraints of the site, it is considered that a budget estimate for the site investigation and design works would be in the order of £70,000. It is also advised that whilst there is insufficient information / work undertaken to determine the cost of implementing the final engineering solution, it is envisaged this would be at least £500,000 and could be significantly more expensive given the ecological and physical constraints of the site. Any solution would also require on-

going monitoring and maintenance creating an on-going financial liability to ensure its long-term effectiveness.

2.10 If the ground stability issue is not resolved and the footpath is permanently lost there is a viable short diversion of approximately 700 metres that could be made via the Wylam Waggonway (bridleway), which would still afford good access to all existing public open spaces, except for the short stretch of riverbank where the landslip is occurring. This approach would be in accordance with normal rights of way practice.

2.11 In determining what the Council's response to this particular issue should be, it is also important to note that there are other landslips affecting public rights of way in Northumberland, almost all of which are on private land. So, any decision that entails the County Council taking on any responsibility to develop and implement an engineering solution at Wylam risks setting a precedent that could expose the County Council to significant financial liabilities in at least 11 other locations currently, notwithstanding any new cases that may arise in future.

Implications

Policy	It is an accepted practice for a Highways Authority when exercising its duties with regards to the maintenance and management of the rights of way network, to make temporary closure orders on public rights of way and, where it is necessary to permanently stop up a section of public right of way, can make diversion or extinguishment orders. A viable diversionary route is available in this case.
Finance and value for money	The cost of designing and implementing a remediation scheme to resolve the river bank erosion/landslip and reinstate the short section of footpath is estimated to be in the order of several hundred thousand pounds. It is not considered that this offers good value for money as the Council is not responsible for the land upon which the footpath runs and a viable diversionary route is available.
Legal	The Council is not the landowner and is not responsible for the stability of the land upon which the footpath runs. The Council is able to apply to close the footpath and use a diversionary route.
Procurement	None
Human Resources	None
Property	The County Council is not the landowner. The regression is affecting a private residence, their access road and their Garden Nursery business.

Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	The Wylam Waggonway provides an accessible alternative right of way.
Risk Assessment	None
Crime & Disorder	None
Customer Consideration	The footpath is well used; however, an alternative diversionary route is available that still maintains access to all of the green spaces and connections to the rights of way network.
Carbon reduction	None
Wards	Wylam

Background papers:

None

Report sign off.

	initials
Monitoring Officer/Legal	NM
Service Director Finance & Interim S151 Officer	JW
Relevant Director	RM
Chief Executive	DL
Portfolio Holder(s)	JR

Author and Contact Details

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COMMITTEE: TYNEDALE LOCAL AREA COUNCIL

DATE: 9 NOVEMBER 2021

TITLE OF REPORT: Winter Services Preparedness and Resilience Report

Report of Interim Executive Director – Rob Murfin

Cabinet Member: Councillor John Riddle

Purpose of report

The purpose of this report is to provide an overall update of the pre-season preparations ahead of the forthcoming winter services season.

Recommendations

The Local Area Council is recommended to accept this report as an information item.

Key Issues

The County Council undertakes its winter services activities to ensure, 'as far as is reasonably practicable' that the highway is maintained in a safe condition in accordance with our legal obligations under the Highways Act 1980.

There has been no change to the service standards or winter maintenance policy since last winter. The Council is still treating the same lengths of road within the same agreed timeframes and meeting all of the Council's agreed policies and standards for winter services.

Arrangements are still in place to ensure operations are Covid-19 compliant to protect the operational teams delivering the service throughout the winter period.

Background

Staffing and Control of Operations

Winter Services are carried out by the Technical Services division within Local Services. Kris Westerby, Highways Delivery Manager, has countywide responsibility for winter services, with Michael Carle, Lead Highways Delivery Manager, acting as countywide operational lead.

The Council undertakes its winter services activities to ensure, 'as far as is reasonably practicable' that the highway is maintained in a safe condition in accordance with our legal obligations under the Highways Act 1980. All of our primary and secondary routes remain unchanged from the 2020/21 season. Following the completion of previous contracts, the arrangements for additional support from agricultural contractors for dealing with snowfall and prolonged periods of extreme cold weather have been re-procured.

The delivery of the winter service overall requires 105 staff, including managers, supervisors, drivers and operatives. Staffing rotas are in place to ensure sufficient staffing resource is available on the three-shift rota.

The majority of staff involved in winter services come from Technical Services, with a small number of drivers also coming from within Neighbourhood Services.

Highways have 2 Winter Services Delivery Managers (Michael Carle and Andrew Olive) who operate on a two-week rota (24/7) and whose job it is to consider the variable forecasting information and make a decision on the most appropriate course of action and what, if any, treatment is necessary based on the forecast information provided by our forecaster (Meteogroup) and bureau provider (Vaisala). The Winter Services Delivery Managers then pass instructions on to the Winter Services Supervisors who manage the gritting operations. The Winter Services Supervisors also work on a rota basis with their shifts.

The rota for the Winter Services Delivery Managers will be circulated to Members shortly. As you can imagine, this role can be very stressful and hectic at times. Members are, therefore, asked to only contact them directly in an **emergency situation**. All non-emergency situations should be reported through the Council's contact centre and the out of hours arrangements via Northumberland Fire and Rescue Service in the usual way. Similarly, Members are requested not to contact Winter Services Supervisors out of hours as their rotas can change and officers not on call or on rest periods can be unnecessarily disturbed.

Weather Monitoring

Arrangements are in place for the winter services manager to use the web based Vaisala weather system which collates all of our local weather station data. This also gives the Council direct access to regional forecasting information across neighbouring authorities. The Council has access through the MeteoGroup system and the Met office Hazard Manager for accurate weather data/forecasts.

Vaisala is a company who collect weather information from various sources including the Meteogroup and their own weather and road surface temperature monitoring equipment on site. They then run a large amount of weather models with this information to accurately predict weather conditions over the next 24 - 36 hrs using weather stations which are positioned around Northumberland. This allows the Council to make informed decisions on road surface treatment.

Forecasts are received on three occasions through the day to allow operational decisions to be made, with any change of forecast also notified to the Winter Services Delivery Manager at any time 24/7 so that changes to planned actions can be made as necessary.

Covid 19 Measures

The Highways team have reviewed existing processes and brought them in line with the current Covid 19 guidance. This has meant the introduction of revised risk assessments and operational procedures to make sure we keep all staff involved in winter services as safe as possible. To minimise the potential impact Covid 19 may have on the delivery of winter services we have reviewed how we deliver the services and introduced new operational guidance to staff and additional checks to ensure the working environment is as safe as possible. Any necessary PPE has been provided to all winter services drivers. Antibacterial wipes are available for vehicle cleaning between shift swaps. All staff involved in winter services have also been strongly encouraged to have a flu jab.

Managers and supervisors will conduct winter services activities remotely using the web-based software systems we have available, as well as on site should the requirement arise. Supervisors and managers will have the ability to communicate with operational staff through a new radio communication which is installed on laptops. All staff involved in Winter Services are available on mobile communication. This allows the teams to still ensure the operation is being conducted in an efficient and effective manner.

During the summer we have set up and are now completing the testing and introduction of a new IT system and vehicle hardware for specialist winter maintenance route management and automated salt spreading technology

across the Council's gritter fleet. This will provide a system that allows enhanced vehicle tracking, route management, automated navigation, automated gritting spread patterns, improved data collection and recording, and improved live monitoring of operations. This will improve the resilience of operations considerably as we will be able to deploy any driver with any gritter to any of the routes across Northumberland without them needing prior training on navigation and gritting spread patterns on the particular route. It also improves driver health and safety by automating the control of the spreading rate and patterns for the salt, so that they can focus on driving the vehicle in often very challenging weather conditions. This new system once fully installed and tested will be extremely valuable given the risks of potential driver absence due to seasonal illnesses and coronavirus.

Vehicles and Gritting Routes

The fleet of 28 multi-purpose gritting vehicles with plough attachments have been serviced and prepared ahead of the winter so that all vehicles are on station by mid to late October. In addition to the front line gritters, we also have 2 purpose built snowblowers for use in the high areas of the County to be deployed when conditions dictate, as well as a fleet of 4 gully tankers that are deployed throughout the County, which are available to assist should the need arise with flooding caused by rapid snow melt.

This coming season, we have 28 primary gritting routes. These routes are gritted regularly throughout the winter period in accordance with forecasts as a precaution against icing. In addition, we have 26 secondary gritting routes which are treated in more severe conditions and after the primary routes have been satisfactorily treated.

As part of the ongoing Fleet Replacement programme we are about to take delivery of nine state of the art Mercedes/Econ 6m³ and 9m³ capacity gritters. These will be put into service as the winter commences replacing selected existing fleet.

Fleet Services supply all the necessary expertise to keep the vehicle's operating at full capacity throughout the winter period.

Five Hiltip spreaders and ploughs have been put in service and fitted to NCC 4x4 vehicles. These are placed across the operational areas and provide another highly useful piece of equipment that can be deployed rapidly to some of the more difficult areas across the network. This will reduce demand on our gritting fleet and allow it to continue to be dedicated to the primary and secondary network during snow events.

Salt Management

The operation is delivered from 11 manned or unmanned depots across Northumberland. Michael Carle has the responsibility for ordering and management of salt and will oversee the ordering, delivery and ongoing monitoring of stock levels throughout the winter period for each depot assisted by the area based Quantity Surveyors. As mentioned above our new route optimisation software will also monitor exact salt use across the entire fleet and across the network. This will provide the most accurate salt usage data the Council has ever received.

At the end of last season, we had 14,000T of salt in stock across Northumberland. This is being replenished in all of our main depots and we will have a starting stock of 44,000 tonnes at the commencement of winter. This includes our strategic reserve in Powburn which holds 6,000 tonnes to add to Northumberland's resilience levels.

The service is continuing to progress the construction of new salt barns. The Council has constructed a new salt barn in Otterburn highways depot. We are also going through the process of identifying locations for two more salt barns/strategic storage structures in Bellingham and Morpeth, so that once these final two salt barns are constructed all of Northumberland's 42,000 tonnes of salt will be covered. This investment in salt barns is essential to deliver increased efficiency, better consistency of gritting, reduced wastage of rock salt.

Grit Bins/Heaps

All grit bins and salt heaps throughout the County are currently being inspected and replenished as necessary. This includes removing litter etc and making sure the existing condition is to standard. The service supports an inventory of over 1,600 grit bins and over 200 heaps. Each bin has a notice and serial number attached giving contact details so members of the public can report a bin or heap requiring a refill during the winter period via the website or the Councils call centre.

Whilst the majority of grit bins are bright yellow, you may notice some green grit bins. These bins have been provided by the town or parish council who remain responsible for their upkeep and replenishment although, in practice they generally ask NCC to carry out this service on their behalf on a rechargeable basis.

Customer Services

For all winter service requests for additional gritting, grit bin replenishment and general enquiries please contact our customer services and out of hours teams on **0345 600 6400**.

Winter services information contained on the NCC website is being reviewed and updated accordingly to accurately reflect our operations. There will also be ongoing meetings between Technical Services and Customer Services to ensure call handling procedures and internal communications are in place so that a joined-up service is delivered to the customer with one point of contact.

As with previous years, we will again be producing our customer information leaflet titled 'Highway Services in Winter', that provides useful information to the public on all aspects of the service. The leaflet, which includes when gritting will take place and on which roads and footpaths, as well as giving general advice on how to drive in winter conditions, will be available by the end of November following a thorough review of the information it contains. Given Covid considerations this will be distributed electronically rather than in the usual paper format, with paper copies available on request. The document will be distributed to all County Councillors and Town and Parish Councils. Information on the website includes details of our policies and maps of our primary gritting routes, along with those showing our strategic footpath network which will be treated in severe conditions such as snow or heavy icing.

Alerts are sent out daily during the winter using social media. This will advise people on weather conditions and our proposed response. This information is also made available on the Northumberland County Council website.

Additional Support

We have recently renewed our Snow Clearing contract with local Farmers and sub-contractors to assist our operations by removing snow from the more remote roads in rural Northumberland. We are currently issuing pre-start letters to the farmers and contractors. The Council has requested copies of insurance documentation and a schedule of equipment to be made available to provide support. We are conducting an audit of the equipment and its condition. This is ahead of the winter period and the exercise will be completed by the end of October early November 2021. The new contract will provide the farmers and sub-contractors with designated routes. This will ensure that we are clearing the area in the most efficient way we can during a snow event and not revisiting areas which have been cleared. The contractor's plant and equipment will be integrated into our new automated gritting system to allow the Council full visibility of resources during intense periods of weather.

The Council has still retained the 5 voluntary groups which we refer to as "snow squads" who help with snow clearing from footpaths in villages such as Wooler, Belford and Bamburgh; Hexham Town Council also aid with snow clearance. The offer to be included in the 'Snow Squads' will be rolled out again this winter. All volunteers have been trained, equipped with tools, and supplied salt to assist the Council and clear local footpaths around the County helping to keep residents safe.

In addition, we rely on our colleagues from Neighbourhood Services to assist with snow clearing and gritting of key car parks and footpaths.

Cross Boundary Working

Arrangements are in place with Newcastle City, Durham County Council, Cumbria County Council & Scottish Borders Council, Colas and Highways England to aid each other in periods of heavy snow, to ensure that the strategic routes such as the A69, A686 and A68 are kept clear as far as possible. It should also be noted that the County Council supplies a management service to Newcastle City Council, whereby we decide when precautionary salting is needed across their administrative area as well as in Northumberland. This service is provided under a contractual arrangement and generates added income for the County Council, which helps protect front line services from budget cuts.

Severe Weather Procedures

During heavy snow conditions, it is normal for a "snow room" to be set up to coordinate our response to ensure efficient service delivery on the ground. Also, if required due to the severity of the event we will open the incident support room and work alongside the civil contingencies team and all emergency services within the area.

Winter Storms/ Flooding

Staff on the Winter Service rota will respond to precautionary gritting and winter events as normal. Where applicable and when the weather dictates, they will also respond to flooding issues supporting the existing Out of Hours rota in anything above and beyond the normal response levels. The authority receives severe weather warnings many days in advance from several sources including the Met Office Hazard Manager. This gives us the ability to track storms and plan resources around the potential impact.

Implications

Policy	There are no changes to winter services policy or gritted network for the 20/21 winter season.
Finance and value for money	None
Legal	None
Procurement	None
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
Risk Assessment	Additional risks due to coronavirus have been considered in operational processes
Crime & Disorder	None
Customer Consideration	The delivery of winter services will assist the public to travel safely during the winter period.
Carbon reduction	None
Wards	All

Background papers:

None

Report sign off.

Authors must ensure that officers and members have agreed the content of the report:

	Full name of officer
Monitoring Officer/Legal	N/A
Executive Director of Finance & S151 Officer	N/A
Relevant Executive Director	Rob Murfin
Chief Executive	N/A
Portfolio Holder(s)	John Riddle

Author and Contact Details

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Northumberland County Council

Tynedale Local Area Council

Work Programme 2021 - 2022

Nichola Turnbull: 01670 622617 - Nichola.Turnbull@northumberland.gov.uk

TERMS OF REFERENCE

- (1) To enhance good governance in the area and ensure that the Council's policies take account of the needs and aspirations of local communities and do not discriminate unfairly between the different Areas.
- (2) To advise the Cabinet on budget priorities and expenditure within the Area.
- (3) To consider, develop and influence policy and strategy development of the Council, its arms-length organisations, and other relevant bodies, to ensure that they meet local requirements and facilitate efficient and transparent decision making.
- (4) To receive information, consider and comment on matters associated with service delivery including those undertaken in partnership agencies, affecting the local area to ensure that they meet local requirements, including matters relating to community safety, anti-social behaviour and environmental crime.
- (5) To consider and refer to Cabinet any issues from a local community perspective with emerging Neighbourhood Plans within their area, and consider local planning applications as per the planning delegation scheme.
- (6) To consider and recommend adjustments to budget priorities in relation to Local Transport Plan issues within their area, and to make decisions in relation to devolved capital highway maintenance allocations.
- (7) To engage, through the appropriate networks, with all key stakeholders from the public, private, voluntary and community sectors to facilitate the delivery of area priorities. This will include undertaking regular liaison with parish and town councils.
- (8) To inform, consult and engage local communities in accordance with Council policy and guidance, through the appropriate networks.
- (9) To, as appropriate, respond or refer with recommendations to local petitions and councillor calls for action.
- (10) To make certain appointments to outside bodies as agreed by Council.
- (11) To determine applications for grant aid from the Community Chest, either through Panels for individual Local Area Councils, or through the Panel of Local Area Council Chairs for countywide applications.
- (12) To refer and receive appropriate issues for consideration to or from other Council Committees, and as appropriate invite Portfolio Holders to attend a meeting if an item in their area of responsibility is to be discussed.
- (13) To exercise the following functions within their area:-
 - (a) the Council's functions in relation to the survey, definition, maintenance, diversion, stopping up and creation of public rights of way.
 - (b) the Council's functions as the Commons Registration Authority for common land and town/village greens in Northumberland.
 - (c) the Council's functions in relation to the preparation and maintenance of the Rights of Way Improvement Plan.
 - (d) the Council's functions in relation to the Northumberland National Park and County Joint Local Access Forum (Local Access Forums (England) Regulations 2007.
 - (e) the Council's role in encouraging wider access for all to the County's network of public rights of way and other recreational routes.

ISSUES TO BE SCHEDULED/CONSIDERED

Standard items updates: Planning Applications (monthly), public question time (bimonthly, not at planning only meetings), petitions (bimonthly, not at planning only meetings), members' local improvement schemes (quarterly)

To be listed: Off-street Electric Vehicle Charging Points, Cycling and Walking Board, Enforcement

Northumberland County Council Tynedale Local Area Council Work Programme 2021-22	
9 November 2021	
	<ul style="list-style-type: none"> • Planning and Rights of Way • Local Services Update • Wylam Petition • Northumberland Communities Together - Presentation • Youth Services Provision • Winter Services Preparedness and Resilience
14 December 2021	
	<ul style="list-style-type: none"> • Planning and Rights of Way • Mickley CLVG
11 January 2022	
	<ul style="list-style-type: none"> • Planning and Rights of Way • Budget Presentation

Page 37

	<ul style="list-style-type: none"> • Local Services Update
15 February 2022	
	<ul style="list-style-type: none"> • Planning and Rights of Way • Local Transport Plan
15 March 2022	
	<ul style="list-style-type: none"> • Planning and Rights of Way • Local Services Update • Members Local Improvement Schemes • Enhanced Services with Town and Parish Councils
12 April 2022	
	<ul style="list-style-type: none"> • Planning and Rights of Way
10 May 2022	
	<ul style="list-style-type: none"> • Planning and Rights of Way • Local Services Update • Police Crime Commissioner

Northumberland County Council
Tynedale Local Area Council Monitoring Report 2021-2022

Ref	Date	Report	Decision	Updates (if any)
1	13 July 2021	OUTSIDE BODIES	<p>RESOLVED that the following list of appointments be confirmed:</p> <p>Groundwork North East - Land of Oak and Iron Project Board – G Stewart Haltwhistle Partnership Limited - Vacancy Haltwhistle Swimming & Leisure Centre Man. Cttee - A Sharp Hexham TORCH Centre Management Committee - T Cessford Prudhoe Community Partnership - Vacancy Queens Hall Arts Trust - CR Homer Rede Tyne & Coquet Sports Centre – Vacancy Sport Tynedale – N Oliver Tyne Valley Community Rail Partnership Board - Vacancy</p>	
2	13 July 2021	MEMBERS LOCAL IMPROVEMENT SCHEMES – PROGRESS REPORT	RESOLVED that the report be noted.	

3	14 September 2021	POLICING AND COMMUNITY SAFETY UPDATE	RESOLVED that the update be received.	
4	14 September 2021	LOCAL TRANSPORT PLAN UPDATE	RESOLVED that the report be received.	
5 Page 40	14 September 2021	OUTSIDE BODIES	RESOLVED that the following list of appointments be confirmed: Haltwhistle Partnership Limited - Vacancy Prudhoe Community Partnership – A Scott Rede Tyne & Coquet Sports Centre – JR Riddle Tyne Valley Community Rail Partnership Board – H Waddell	

NT 28.10.21