

NORTHUMBERLAND COUNTY COUNCIL

TYNEDALE LOCAL AREA COUNCIL

At the meeting of the **Tynedale Local Area Council** held at Meeting Space - Block 1, Floor 2 - County Hall on Tuesday, 14 September 2021 at 4.00 pm.

PRESENT

T Cessford (Chair) (in the Chair)

MEMBERS

A Scott
C Horncastle
D Kennedy
N Oliver
A Sharp
H Waddell

A Dale
JI Hutchinson
N Morphet
J Riddle
G Stewart

OFFICERS

K Blyth	Development Management Area Manager (West)
M Bulman	Solicitor
A Fisher	Construction Manager
C Harvey	Planning Officer
M Haworth	Planning Officer
D Hunt	Neighbourhood Services Area Manager
P Jones	Service Director - Local Services
C Mead	Highways Development Manager
M Patrick	Principal Highways Development Management Officer
N Turnbull	Democratic Services Officer

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

34 PROCEDURE TO BE FOLLOWED AT PLANNING MEETINGS

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

35 MINUTES

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

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b) 10 August 2021

36 **DISCLOSURE OF MEMBERS' INTERESTS**

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

37 **DEVELOPMENT CONTROL**

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**

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

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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.

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- 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**

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 re-rendered, 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

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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

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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**

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

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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

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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**

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

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seconded by Councillor Hutchinson.

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.

43 **19/03998/CCD**

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:

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- 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

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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

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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.

LOCAL AREA COUNCIL BUSINESS

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.

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- 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

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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 ISSUES**

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

Technical Services:

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- 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.

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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 PLAN TRANSPORT 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:

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- 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.

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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.....

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