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Northumberland County Council

Your ref:

Our ref:

Enquiries to: Nichola Turnbull

Email: nichola.turnbull@northumberland.gov.uk

Tel direct: 01670 622617

Date: Monday, 6 March 2023

Dear Sir or Madam,

Your attendance is requested at a meeting of the **TYNEDALE LOCAL AREA COUNCIL** to be held in **CEREMONY ROOM - HEXHAM HOUSE** on **TUESDAY, 14 MARCH 2023** at **4.00 PM**.

Yours faithfully

Dr Helen Paterson
Chief Executive

To Tynedale Local Area Council members as follows:-

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



Dr Helen Paterson, 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

(Pages
1 - 24)

Minutes of the following meetings of the Tynedale Local Area Council, as circulated, to be confirmed as a true record and signed by the Chair:

- a) 10 January 2023
- b) 14 February 2023

3. DISCLOSURE OF MEMBERS' INTERESTS

Unless already entered in the Council's Register of Members' interests, members are required where a matter arises at a meeting;

- a) Which **directly relates to** Disclosable Pecuniary Interest ('DPI') as set out in Appendix B, Table 1 of the Code of Conduct, to disclose the interest, not participate in any discussion or vote and not to remain in room. Where members have a DPI or if the matter concerns an executive function and is being considered by a Cabinet Member with a DPI they must notify the Monitoring Officer and arrange for somebody else to deal with the matter.
- b) Which **directly relates to** the financial interest or well being of a Other Registrable Interest as set out in Appendix B, Table 2 of the Code of Conduct to disclose the interest and only speak on the matter if members of the public are also allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain the room.
- c) Which **directly relates to** their financial interest or well-being (and is not DPI) or the financial well being of a relative or close associate, to declare the interest and members may only speak on the matter if members of the public are also allowed to speak. Otherwise, the member must not take part in discussion or vote on the matter and must leave the room.
- d) Which **affects** the financial well-being of the member, a relative or close associate or a body included under the Other Registrable Interests column in Table 2, to disclose the interest and apply the test set out at paragraph 9 of Appendix B before deciding whether they may remain in the meeting.
- e) Where Members have or a Cabinet Member has an Other

Registerable Interest or Non Registerable Interest in a matter being considered in exercise of their executive function, they must notify the Monitoring Officer and arrange for somebody else to deal with it.

NB Any member needing clarification must contact monitoringofficer@northumberland.gov.uk. Members are referred to the Code of Conduct which contains the matters above in full. Please refer to the guidance on disclosures at the rear of this agenda letter.

4. PUBLIC QUESTION TIME

To reply to any questions received from members of the public, which may be received in writing in advance of the meeting or asked at the meeting. Questions can be asked about issues for which the Council has a responsibility. If questions are received in advance of meetings it will increase the likelihood of an answer being provided at the meeting. (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
25 - 34)

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) Traffic Calming Measures – Woodlands, Hexham E-petition opened for signatures on 14.02.23

“The speed drops from 30 to 20 in front of this row of houses but is rarely adhered to, leading to a lot of near misses for people entering or exiting Dene Street and Monk’s Terrace. Further traffic calming measures are required, ideally a speed camera but rumble strips or other methods which encourage motorists to slow down would be welcomed by all road users who regularly use these junctions.”

b. Consider reports on petitions previously received:

i) Request to Impose a Speed Limit on a Section of the C234 Between Warden Bridge and Fourstones (attached)

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. POLICING AND COMMUNITY SAFETY UPDATE

Acting Inspector Kate Benson will be in attendance to give an overview and answer questions about policing and any community safety matters in the Tynedale area.

8. NE DEVOLUTION UPDATE AND REGIONAL CONSULTATION

To receive a presentation from Councillor G Sanderson, Leader of the Council and Sarah McMillan, Service Director.

A consultation on the proposed Devolution Deal for the North East, which would see significant funds and powers transferred to the region, was launched on 26 January 2023.

The cabinets of the seven local authorities have now agreed the terms and process for the devolution deal and have approved the next stage of the plans, which include a public consultation. This is an important opportunity for residents, businesses and other stakeholders to give their feedback on the proposed changes. The item will provide a briefing on the Devolution Deal and consultation and provide an opportunity for members to ask questions and provide their views on the proposed plans.

9. LOCAL AREA COUNCIL WORK PROGRAMME

(Pages
35 - 42)

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).

10. DATE OF NEXT MEETING

The next meeting (planning only) will be held on Tuesday, 28 March 2023.

11. 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 discussed or as soon as it becomes apparent to you.
- Complete this sheet and pass it to the Democratic Services Officer.

Name:		Date of meeting:	
Meeting:			
Item to which your interest relates:			
Nature of Interest i.e. either disclosable pecuniary interest (as defined by Table 1 of Appendix B to the Code of Conduct, Other Registerable Interest or Non-Registerable Interest (as defined by Appendix B to Code of Conduct) (please give details):			
Are you intending to withdraw from the meeting?		Yes - <input type="checkbox"/>	No - <input type="checkbox"/>

Registering Interests

Within 28 days of becoming a member or your re-election or re-appointment to office you must register with the Monitoring Officer the interests which fall within the categories set out in **Table 1 (Disclosable Pecuniary Interests)** which are as described in "The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012". You should also register details of your other personal interests which fall within the categories set out in **Table 2 (Other Registerable Interests)**.

"Disclosable Pecuniary Interest" means an interest of yourself, or of your partner if you are aware of your partner's interest, within the descriptions set out in Table 1 below.

"Partner" means a spouse or civil partner, or a person with whom you are living as husband or wife, or a person with whom you are living as if you are civil partners.

1. You must ensure that your register of interests is kept up-to-date and within 28 days of becoming aware of any new interest, or of any change to a registered interest, notify the Monitoring Officer.
2. A 'sensitive interest' is as an interest which, if disclosed, could lead to the councillor, or a person connected with the councillor, being subject to violence or intimidation.
3. Where you have a 'sensitive interest' you must notify the Monitoring Officer with the reasons why you believe it is a sensitive interest. If the Monitoring Officer agrees they will withhold the interest from the public register.

Non participation in case of disclosable pecuniary interest

4. Where a matter arises at a meeting which directly relates to one of your Disclosable Pecuniary Interests as set out in **Table 1**, you must disclose the interest, not participate in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a 'sensitive interest', you do not have to disclose the nature of the interest, just that you have an interest.

Dispensation may be granted in limited circumstances, to enable you to participate and vote on a matter in which you have a disclosable pecuniary interest.

5. Where you have a disclosable pecuniary interest on a matter to be considered or is being considered by you as a Cabinet member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

Disclosure of Other Registerable Interests

6. Where a matter arises at a meeting which **directly relates** to the financial interest or wellbeing of one of your Other Registerable Interests (as set out in **Table 2**), you must disclose the interest. You may speak on the matter only if members of the public are also allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a 'sensitive interest', you do not have to disclose the nature of the interest.

Disclosure of Non-Registerable Interests

7. Where a matter arises at a meeting which **directly relates** to your financial interest or well-being (and is not a Disclosable Pecuniary Interest set out in **Table 1**) or a financial interest or well-being of a relative or close associate, you must disclose the interest. You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a 'sensitive interest', you do not have to disclose the nature of the interest.
8. Where a matter arises at a meeting which **affects** –
- a. your own financial interest or well-being;
 - b. a financial interest or well-being of a relative or close associate; or
 - c. a financial interest or wellbeing of a body included under Other Registrable Interests as set out in **Table 2** you must disclose the interest. In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied
9. Where a matter (referred to in paragraph 8 above) **affects** the financial interest or well- being:
- a. to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
 - b. a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise, you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

If it is a 'sensitive interest', you do not have to disclose the nature of the interest.

Where you have an Other Registerable Interest or Non-Registerable Interest on a matter to be considered or is being considered by you as a Cabinet member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

Table 1: Disclosable Pecuniary Interests

This table sets out the explanation of Disclosable Pecuniary Interests as set out in the [Relevant Authorities \(Disclosable Pecuniary Interests\) Regulations 2012](#).

Subject	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain. [Any unpaid directorship.]
Sponsorship	Any payment or provision of any other financial benefit (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
Contracts	Any contract made between the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners (or a firm in which such person is a partner, or an incorporated body of which such person is a director* or a body that such person has a beneficial interest in the securities of*) and the council — (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land and Property	Any beneficial interest in land which is within the area of the council. 'Land' excludes an easement, servitude, interest or right in or over land which does not give the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners (alone or jointly with another) a right to occupy or to receive income.
Licenses	Any licence (alone or jointly with others) to occupy land in the area of the council for a month or longer
Corporate tenancies	Any tenancy where (to the councillor's knowledge)— (a) the landlord is the council; and (b) the tenant is a body that the councillor, or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners is a partner of or a director* of or has a beneficial interest in the securities* of.
Securities	Any beneficial interest in securities* of a body

	<p>where—</p> <p>(a) that body (to the councillor’s knowledge) has a place of business or land in the area of the council; and</p> <p>(b) either—</p> <ul style="list-style-type: none"> i. the total nominal value of the securities* exceeds £25,000 or one hundredth of the total issued share capital of that body; or ii. if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the councillor, or his/ her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners has a beneficial interest exceeds one hundredth of the total issued share capital of that class.
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* ‘director’ includes a member of the committee of management of an industrial and provident society.

* ‘securities’ means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

Table 2: Other Registrable Interests

You have a personal interest in any business of your authority where it relates to or is likely to affect:

- a) any body of which you are in general control or management and to which you are nominated or appointed by your authority
- b) any body
 - i. exercising functions of a public nature
 - ii. any body directed to charitable purposes or
 - iii. one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union)

Agenda Item 2

NORTHUMBERLAND COUNTY COUNCIL

TYNEDALE LOCAL AREA COUNCIL

At a meeting of the **Tynedale Local Area Council** held at Hexham House, Gilesgate, Hexham, Northumberland, NE46 3NH on Tuesday, 10 January 2023 at 4.00 p.m.

PRESENT

Councillor T Cessford
(Chair, in the Chair)

MEMBERS

A Dale
SH Fairless-Aitken
C Horncastle
I Hutchinson
D Kennedy
N Morphet

N Oliver
JR Riddle
A Scott
A Sharp
G Stewart
H Waddell

OTHER MEMBERS

G Sanderson

Leader

OFFICERS

A Fisher
D Hunt
R McCartney
N Turnbull

Construction Manager – Local Services
Neighbourhood Services Area Manager
Infrastructure Manager
Democratic Services Officer

ALSO PRESENT

1 member of the public and 1 press.

90. MINUTES

RESOLVED that the minutes of the meeting of Tynedale Local Area Council held on 15 November 2022, as circulated, be confirmed as a true record and signed by the Chair.

LOCAL AREA COUNCIL BUSINESS

Ch.'s Initials.....

91. PUBLIC QUESTION TIME

There were no questions from members of the public.

92. PETITIONS

This item was to:

a) Receive any new petitions:

There were none to consider.

b) Consider reports on petitions previously received:

i) **Wentworth Car Park & Hexham Alemouth Road Car Park, Hexham**

The following statement was read out by the Democratic Services Officer on behalf of Mari Stewart, the Lead Petitioner:

“My apologies for not attending the meeting in person due to work commitments.

The decision to keep 100 white / long stay bays seems to be an arbitrary number and my original points in the petition still stand.

There are currently 283 white / long stay bays in Wentworth. This will reduce to 100. There are 250 white/ long stay bays at the bunker site – this will give overall capacity of 350, 67 more than we currently have. On the basis that Travelodge guests will use some of the spaces at the bunker site (google advises they have 69 rooms) – the ‘overall net gain in long stay parking spaces’ mentioned on Page 27, Point 5 does not take into consideration the spaces that will be used by the Travelodge and is slightly misleading.

How was it decided that leaving 100 white / long stay bays would address the issues highlighted in the petition?

The white bays at Wentworth are used by a variety of people. Guests at Railway Hotel, Coach & Horses, County Hotel and The Beaumont (who have limited parking) all use Wentworth long stay – by making parking more difficult for their guests, there is a risk that independent local businesses will lose out as the Travelodge has ‘on site’ parking. We should be encouraging the independent businesses. Do you know how many of these businesses will be affected?

There are a number of local residents who live in the centre of Hexham without on or off street parking. Have you assessed how many? I assume as these households cross a number of wards and an accurate number is not known. These residents are not allowed residents permits.

Another impact which will not have been captured in the report of 2017 where these parking recommendations were highlighted, is the large number of flats being built in the centre of Hexham. While some have parking, most will only have one allocated space. We can safely assume that some will use the all day parking provision in Hexham.

The blue / medium stay bays at Wentworth usually have the most spaces available and the white bays at Wentworth are always full. Hexham as a town is holding more and more all day events and we should be encouraging visitors to spend more than 3 or 4 hours here.

The bunker site white / long stay bays have the opportunity to increase significantly the current demand for long stay parking in Hexham. But even with the decision to keep 100 white bays in Wentworth, it is keeping the likely number available to the public as is, just not as accessible – the walking route from the bunker site into the centre of Hexham is either up Hallstile Bank or through Wentworth. Hallstile Bank is not accessible for many and Wentworth Car Park itself is not an easy car park to navigate as a pedestrian.

I urge you to reconsider. As we approach Spring and Summer with more tourists coming to Hexham (who I assume we want to encourage to stay more than 3 or 4 hours!) we should keep Wentworth as is (with 283 white / long stay bays and seemingly enough blue / medium stay bays) and add signage for the Long Stay parking at the bunker site as you approach the railway bridge to encourage visitors and highlight to those who live locally to use the much needed spaces.

From the responses to my petition and my own view, you are not aligning to the Corporate Plan of:

How - "We want to be efficient, open and work for everyone"

Enjoying - "We want you to love where you live"

Connecting - "We want you to have access to the things you need"

The white / long stay bays are the highest in demand. You have the opportunity to give extra capacity but are choosing not to. Residents, businesses and workers alike will be negatively affected."

Robin McCartney, Infrastructure Manager, provided a summary of the report. Following the opening of the e-petition and concerns raised by County Councillors and other local stakeholders, there had been a review of the decision with approximately 100 long stay spaces being retained instead of all of the long-stay parking spaces in Wentworth car park being converted to medium stay.

He reported that car parks were provided by use by members of the public and they were not required to make provision for hotels and businesses within the town centre. He also made reference to the concept utilised by most towns and cities where the highest tariffs were paid in the centres for short stay

parking with lower rates and longer stay car parks on the periphery to encourage use of car parks located further away.

It was hoped that the right balance had been achieved for the location of long and medium stay car parks at Wentworth Road with the provision of an additional 250 spaces in the new car park at Alemouth Road. It was believed this would meet the demand forecast in the 2017 parking study, required by 2031.

Several of the members welcomed the review of the initial decision and the extra car parking provision in the town. The following comments were made:

- Parking provision needed to balance the needs of tourists and residents.
- The residents parking permit scheme had ended in 2014 with the introduction of free car parking. The Town Council had enquired whether it would be possible for residents parking permits to be reintroduced with the administration of the scheme being transferred to them.
- An extra 250 spaces with a 72-hour maximum parking limit would be beneficial.
- Well-lit walking routes from the Alemouth Road car park were available via Aldi or Lidl.
- The Alemouth Road car park would likely be preferred for visitors to flats at the Wool House, Hexham General Hospital etc.
- The reasoning for retaining 100 spaces at Wentworth Road car park was queried as this could be too few.
- The Alemouth Road car park was in close proximity to a number of residential areas although some residents may have to walk slightly further.
- The Travelodge would be of benefit to the town.
- Alemouth Road car park had opened in November 2022 and was not being used to its capacity as yet.
- Whilst car parking was free to the motorist, it was not free for the taxpayer as there were business rates and maintenance costs.
- Hexham needed to be a business friendly centre able to be used by all including visitors and employees. A 4-hour parking limit made this difficult for some users with a number of businesses relocating elsewhere. Permit parking had been beneficial, and its return would be welcomed.

The following information was provided in response to comments and questions:

- The conversion from long stay to medium stay parking at Wentworth had not yet been implemented and therefore motorists who needed to park for longer periods had not yet transferred to the new Alemouth Road car park.
- Implementation of a residents parking permit scheme administered by a town council would set a precedent and be anomalous with other residents parking schemes elsewhere in the county. Discussions would continue.
- The correct balance was needed between short, medium and long stay car parking spaces. Short and medium stay parking provided transitional spaces for visitors.

- 4-hour parking had been implemented in other towns and worked well.
- The administration had committed £10 million to improve town centre car parking across the county.
- Use of the car parks would be reviewed in time to assess whether the correct balance of short-medium and long stay parking had been implemented.

RESOLVED that the contents of the report be noted including the implementation of the decision report 'Introduction of and Amendments to Off-Street Car Parks, Hexham' attached as Appendix A to the report.

c) To consider updates on petitions previously considered:

There were none to consider.

93. BUDGET 2023-24 AND MEDIUM-TERM FINANCIAL PLAN

Councillor Sanderson, Leader of the Council gave a presentation to outline the approach being taken to set the budget for the next financial year with focus on 3 key priorities, namely value for money services, tackling inequalities and delivering growth and jobs. The detail regarding initiatives and schemes would be presented at a meeting of the Corporate Services Overview and Scrutiny Committee which all members would be invited to. (A copy of the presentation is enclosed with the signed minutes.)

The presentation highlighted:

- Commemoration schemes at country parks across the county for quiet reflection of the life of the late Queen Elizabeth II.
- A summary of what the Council was doing to help address inequalities in health, education and poverty with details of hardship and financial support available including support to refugees from Ukraine, Syrian and Afghanistan.
- Allocation of over £806 million in the Capital Programme in 2022-2026 to drive future growth and job creation with further investment of £452 million through the Borderlands Partnership and additional funding from the North of Tyne Combined Authority.
- Investment in Education and skills at a number of school and training establishments across the county to grow the skills needed by local employers and industries.
- Investment in sport and leisure facilities with new premises and improvements at others.
- Delivery of high quality, value for money services with Children's Services rated as 'Good' at its last inspection in January 2020 and an improvement in the number of schools judged Good or better by Ofsted, bringing results for the county above the national average.
- A commitment to maintain frontline services with increased funding for highways maintenance and grass-cutting.

- Continued support for vulnerable residents in the county including praise for the support available to those being discharged from hospital.
- The new Chief Executive was due to commence on 8 February 2023 and would be supported by a new Executive Team, the recruitment of which was in progress.
- A Strategic Change Programme had been developed to deliver the things that were most important to residents in a cost-effective way.
- The provisional settlement from the Government had been welcomed with more provided for Social Care and Education.
- New legislation would give the Council more power to address issues related to second or vacant homes to balance the needs of communities on the rights of property owners.
- It was hoped that compulsory redundancies would be avoided.
- Details of the proposed budget would be released at the beginning of February with an invitation for all Members to attend meetings of the Corporate Services and Economic Growth Overview and Scrutiny Committee.

The following comments were made in response to members questions:-

- The Council and other partners had signed the Tackling Inequalities Plan with £1 million investment.
- Inequalities would also be assisted with the creation of jobs and therefore there was significant investment in skills and training to provide opportunities for residents.
- A commission had been formed to address jobs in rural areas with a report and recommendations due to be considered by Cabinet on 14 February. It was hoped that a conference be organised with the Department for Environment, Food and Rural Affairs, farmers and other local employers.
- Free parking was important to residents, particularly those who lived in rural areas and were reliant on their own transport. Funds were also to be utilised to ensure that bus services operated in the right places at the right time and could connect to other public transport including the Northumberland Line project which was progressing.
- An opportunity had been given to all employees to be considered for voluntary redundancy. The details were confidential. It was hoped that compulsory redundancies would be avoided but could not be guaranteed.
- Clarification of any new skills training provision in the West area would be obtained outside of the meeting.
- The Joint Transport Committee had been allocated £163 million across the North of Tyne Combined Authority Area.
- Projects funded in the West in recent years included the Queen Elizabeth Hugh School in Hexham and funding for the Hexham Heritage Action Zone.

The Chair thanked Councillor Sanderson for his presentation.

RESOLVED that the presentation be received.

94. LOCAL SERVICES UPDATE

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

Technical Services:

- Highway inspections were up to date and carried out in accordance with the Council's statutory duty. At 30 November 2022, 5,997 actionable defects had been recorded on footways and carriageways with 96.4% repairs carried out in line with the Council's policy.
- Following recent frosts, parts of the network were starting to deteriorate with road surfaces breaking up in some areas. Area inspectors were concentrating on the main arterial routes (A68, A695, A696). Additional resources would be brought in if required.
- From 8-19 December a total of 4,212 hours had been worked by 112 members of staff rotating across 3 shifts covering a 20-hour period every day. 5,679 tonnes of salt had been spread over 41,120 miles of network by 35 gritters
- Grit bins and grit heaps were replenished when required throughout the winter period with an additional 14,000 tonnes of salt on order.
- Requests regarding winter services during snow and ice events should be directed through the customer contact number 0345 600 6400. These were transferred to the Fire and Rescue Control Room when made out of hours who would contact the relevant members of staff on duty.
- LTP projects were expected to be completed before the end of the financial year.
- A summary of the safety schemes scheduled to be carried out in January was provided if the weather permitted.

Comments made by members included:

- The ground was saturated given recent wet weather and it was important that gulleys and drains were cleared of leaves and other detritus to remove water from the road network.
- The salt did not work at temperatures of -12c which had been experienced during the extremely cold weather in December. It was therefore essential that motorists drove appropriately according to the road and weather conditions at the time.
- Staff were thanked for their swift response to issues reported, particularly during the poor weather.
- Areas to be investigated / followed up included
 - Ditching required to remove surface water on the A68 Low Fotherley to Scales Cross.
 - Surface water from land at the rear of Queen Elizabeth High School, Hexham.

Neighbourhood Services:

- Staff were thanked for the work carried out during the year and the recent festive period.
- The refuse collection service had worked well over the festive period with a 20% increase of normal tonnages, in part due to extra days rubbish.
- Publication of an incorrect collection date in Northumberland News had been rectified with a leaflet drop to affected households and a targeted media campaign. There had been a 95% presentation of bins on all days which suggested the communication campaign had been successful.
- The winter grounds maintenance programme continued but had been impacted by the aforementioned leaflet drop and deployment to winter gritting. Any areas of overgrown hedges/shrubs should be reported as soon as possible for inclusion in the schedule. Recruitment of seasonal summer staff would commence in the near future.
- The kerbside glass collection trial would be moving to a 6-week collection frequency from 20 January to assess whether the level of service would meet the needs of residents, deliver savings and provide good value for money. The collection could revert back to 4-week frequency if necessary.
- A 10-month weekly kerbside food waste collection trial had commenced on 10 November 2022. Approximately 4,800 properties were in the trial in areas of Morpeth, Bedlington, Pegswood, Hebron, Longirst and Ulgham.
- It was hoped that parts to enable the street sweeper to be fixed would be received soon to enable it to resume cleaning of routes.

In answer to a question, it was confirmed that it was more cost effective to undertake a leaflet drop rather than place stickers on bins to correct the refuse collection date misprint.

The Chair and Councillors expressed their gratitude to the officers and staff for the excellent service during difficult and busy periods. Reference was also made to a compliment received from a member of the public for the professional service carried out by refuse staff.

RESOLVED that the updates be noted.

95. 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.

RESOLVED that the work programme be noted.

96. DATE OF NEXT MEETING

The next meeting would be held on Tuesday 14 February 2023 at 4.00 p.m.

CHAIR _____

DATE _____

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NORTHUMBERLAND COUNTY COUNCIL

TYNEDALE LOCAL AREA COUNCIL

At a meeting of the **Tynedale Local Area Council** held at Hexham House, Gilesgate, Hexham, Northumberland, NE46 3NH on Tuesday, 14 February 2023 at 4.00 p.m.

PRESENT

Councillor T Cessford
(Chair, in the Chair for agenda items 97-99, 107)

A Scott
(Vice-Chair (Planning) in the Chair, agenda items 100-106)

MEMBERS

A Dale
SH Fairless-Aitken
C Horncastle
I Hutchinson
D Kennedy (103-107)
N Morphet

N Oliver
JR Riddle
A Sharp
G Stewart
H Waddell

OFFICERS

N Armstrong
K Blyth

T Crowe
C Harvey
R McCartney
H Parkin
M Patrick
D Rumney
N Turnbull

Principal Planning Officer
Development Management Area
Manager (West)
Solicitor
Senior Planning Officer
Highways Infrastructure Manager
FCERM Officer
Highways Development Manager
Highway Asset Manager
Democratic Services Officer

ALSO PRESENT

10 members of the public and 1 member of the press.

97. MINUTES

RESOLVED that the minutes of the meeting of Tynedale Local Area Council held on 13 December 2022, as circulated, be confirmed as a true record and signed by the Chair.

Ch.'s Initials.....

98. DISCLOSURE OF MEMBERS' INTERESTS

Councillor Stewart confirmed that he would be speaking as the local member on agenda item no 7 planning application 20/00230/FUL and would sit at the rear of the room and not participate in that item.

99. LOCAL TRANSPORT PLAN PROGRAMME 2023-24

The Local Area Council received a report which set out the draft Local Transport Plan (LTP) programme for 2023-24 for consideration and comment prior to final approval of the programme by the Interim Executive Director of Planning and Local Services in consultation with the Cabinet Members for Environment and Local Services. (A copy of the report is enclosed with the signed minutes).

The Highways Infrastructure Manager reported that final confirmation from Department for Transport funding (DfT) was awaited; but a programme totalling nearly £23.5 million had been assumed, based on the allocation received the previous year. A sum of £62,500 would be retained by the North East Joint Transport Committee to cover central support costs.

The programme was split across four keys areas, sustainable transport, safety, roads and bridges, structures and landslips, with the detail set out in Appendices A – D.

The final LTP Programme would be reviewed and refined in line with the actual level of funding received from the DfT and following consideration of feedback from the Local Areas Councils.

The following information was provided in response to questions:

- Work on the A6097 at Acomb was scheduled in 2 phases across 2023/24 and 2024/25. Detailed evaluation was still to be carried out with the work being accelerated if it was determined that the second section was more urgent. Councillor Cessford was concerned that the section identified for phase 2 was in a worse condition than phase 1.
- Installation of changes to horizontal kerb alignments was expensive and therefore not used frequently.
- Due to the landslip between Corbridge and Riding Mill, part of the right of way had fallen into the river. Councillor Dale requested urgent action and information for the parish council. It was understood that the creation of an alternative route was being investigated. An update would be obtained from the Area Countryside Rights of Way Officer.

RESOLVED that:

- a) The report be received and noted.

- b) Members' comments be considered in the finalisation of the LTP Programme for 2023-24.

DEVELOPMENT CONTROL

100. PROCEDURE TO BE FOLLOWED AT MEETINGS

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

101. 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.

102. 20/00230/FUL

**Full planning permission for 63no. dwellings with associated infrastructure and landscaping (as amended)
Land south of Broomhouse Lane, Station Road, Prudhoe,
Northumberland**

There were no questions arising from the site visit videos which had been circulated prior to the meeting.

The Principal Planning Officer introduced the application with the aid of a powerpoint presentation and made reference to the following updates:

- The LLFA had requested Condition 28 regarding groundwater and springs. Plan references in the condition needed to be updated to refer to the latest SuDS Location Plan as Revision K. The following sections should now read:

“28. Prior to the commencement of development, a scheme to mitigate groundwater and springs emanating within the development shall be submitted to and approved by the Local Planning Authority. This scheme shall be in general accordance with QD1600-00-05 Rev K “SuDS Location Plan” from Queensberry Design and provide further information / details on:....

- E) Dwelling foundations (in the golden hatched area as denoted in drawing QD1600-00- 05 Rev K “SuDS Location Plan” from Queensberry Design) shall be submitted.”

- Reference to “Part C) Land drainage interceptor details within the apartment area;” be deleted from Condition 28.
- In condition no 43, the reference to Condition 41 should be replaced with reference to Condition 42. It should now read:

“43.No plot construction works shall be undertaken until a validation and verification report demonstrating that any required ground stabilisation and remedial works to address any identified ground stability issues highlighted by the intrusive site investigation in Condition 42 have been undertaken, and which has been approved in writing by the Local Planning Authority.”

Mr David Sinclair spoke in objection to the application and raised the following concerns:

- He was speaking on behalf of residents. Many were opposed to the access from Tilley Crescent, flooding and other issues.
- They were concerned about highway safety due to congestion on Tilley Crescent with parked vehicles. Access for service and emergency vehicles would be nearly impossible, particularly in the evening.
- Homes on Tilley Crescent had parking provision for one car although most owners had 2+ cars. If there were another 24 properties added, assuming most had 2 cars, there would be another 100 vehicle movements on Tilley Crescent daily.
- The area at the top of Tilley Crescent where 2 cars could be parked would be lost to create the access to the new houses, if the planning application was granted.
- A recent traffic survey indicated that there had been a massive increase in the number of vehicles using Castlefields Drive from December 2018 to April 2022. To add more vehicles would be unacceptable to residents and a danger to the public.
- Speeds of 51.3 mph had been recorded eastbound and 54.1 mph westbound.
- Large numbers of families and children lived in Tilley Crescent, chosen for its cul-de-sac location. Their safety would be compromised.
- Nearby roads were used a school route from the Castlefields Estate, increased traffic would result in serious safety concerns.
- The site was prone to flooding, particularly Broomhouse Lane which always floods after a downpour.

Councillor Stewart spoke as the local member. He stated that:

- He had spoken with a large number of residents when visiting properties close to the application site.
- He had spoken about the application on social media and in the press as he had wanted to raise awareness that the application was not appropriate. There had been some tweaks but were short of the needs of the community.
- The site visit had been enlightening and worthwhile for members.

- There were a large number of objections from residents, and also the Town council, who had raised real and serious concerns after consideration of all of the facts. The proposals had led to anger and sleepless nights as residents feared for the future of the estate.
- Residents from neighbouring streets had also been impacted by the increase in traffic as well as from the recently opened retail park.
- Page 46 of the officer's report referred to a recent nearby traffic survey.
- Tilley Crescent was used as a safe walking route to a nearby first school. Parents had indicated that in the future they would drive their children to school rather than walk.
- Tilley Crescent and Cross Street were quiet cul-de-sacs where children would no longer be able to play. This would also have an impact on community spirit.
- A request had been made that the access from Tilley Crescent be removed and consideration given for a route via Castlefields Drive/Broomhouse Lane. Whilst it might be more cost effective to use Tilley Crescent, monetary interest should not be put above the safety and welfare of many.
- Officers were requested to elaborate on how the narrow street would cope with the change.
- There was a lack of footpaths from the site to the town centre, which was a concern and would create additional problems.
- The area was renowned for flooding issues and a history of contamination and answers were sought as to how these issues would be solved. A SuDS pond at the foot of a steep bank close to a home was not the answer.
- The main access route off Station bank was a steep road, close to a junction and not far from the busy town centre. This would be difficult for construction traffic and deliveries and there was a fear that access for construction would be sought via Tilley Crescent.
- It was queried whether the community contributions for affordable housing and education were sufficient.
- The site had been untouched for years and had its own eco system for birds and other wildlife. There was also no plan for screening for the benefit of nearby homes.
- The profits of the developer should not be placed ahead of the welfare and safety of many residents. The aforementioned reasons should be sufficient to refuse the application.

Mr Alastair Willis, Planning Director at Lichfields spoke in support of the application on behalf of Northumberland Estates. He commented as follows:

- The officers report and presentation were endorsed. A lot of work had been undertaken to ensure that the best scheme was delivered on the site. This was also reflected in the amount of time taken to get this stage and number of different options tested to address concerns raised by the speakers.
- Planning permission had been granted previously, but due to the recession, the site had not been developed. The scheme included detail

which had previously not been available including details of ground conditions which allowed a better understanding of the construction requirements for the site. Additional evidence provided greater clarity on a variety of issues raised by residents including surface water flows and ground stability. It had been demonstrated that the technical details of the site were suitable for the proposed development and concluded that previous schemes would not have been deliverable with the site constraints.

- Various changes had been made to the scheme including a reduction in the unit numbers from 89 dwellings (including 15 apartments) down to 63 dwellings with no apartments. There had also been changes to proposed elevations which had previously been more of a contemporary style.
- The number of properties access from Tilley Crescent had also been nearly halved from 46 to 24 dwellings.
- The original consent for the site permitted 118 dwellings and approval for 70-80 dwellings had been granted in a later application.
- No objections had been raised by the following consultees:
 - Highways
 - Northumbrian Water
 - LLFA - contribution to local drainage works
 - Public Protection
 - Built heritage
 - Ecology
 - NHS - contribution to local healthcare provision
 - Education - contribution to local school provision
- They were aware that whilst officers supported the application, access from Tilley Crescent was one of the main concerns for local residents which had led to a rigorous assessment of alternative options which had been submitted with the application. These included:
 - Access to the site solely from Station Road involving wide sweeping roads and significant retaining walls to achieve required levels. It had been agreed that this was a worse design solution.
 - Access from Broomhouse Lane and / or Castlefields but due to changing levels there would be extensive tree loss along the northern boundary resulting in a worse design solution to the proposed development.
- The Council's Highways officers had agreed that Tilley Crescent was suitable for the proposed development.
- Benefits of the proposed development included:
 - Development of a sustainable location identified as a main town in the Council's recently adopted Local Plan.
 - Development of properties which could easily be adapted for sustainable future energy sources, including air source heat pumps, roof mounted PV and wastewater heat recovery.
 - Delivery of affordable homes.
 - Development of homes to the M4(2) accessible and adaptable homes standard.
 - Provision of public footpath connections and on-site open and play space.

- 2/3 bedroom homes amounting to almost 60% of the proposed scheme.
- In summary, the development was in a sustainable location with good access to services and facilities in Prudhoe Town Centre, consistent with policy in the recently adopted Local Plan and NPPF and should be supported in line with the officer's recommendation.

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

- The planning application had been submitted some time ago with officers concerned about the scale, design, layout, character, number of houses and impact on amenity of opening the access via Tilley Crescent. The developer had been requested to consider all options before the current scheme had been presented. This scheme included fully worked up plans including the roads, which had not been available previously. Other options had been discounted by the applicant due to practicalities. Access to the lower northern section via Station Road would require sweeping roads, large embankments and retaining walls beyond the site boundary. This would also have sterilised part of the site. There were no objections from Highways on safety grounds however there were concerns with the scale and design, the cul de-sac road and the visual impacts this would have and the impact it would have on amenity. Access via Tilley Crescent would be for an additional 24 properties and extend the cul-de-sac. The scheme presented was finely balanced and required determination by Members.
- Access via a central road north/south with horizontal branches would require a gradient of 1:6 which would be too steep. Significant engineering works would be required to create embankments and retaining walls and had been discounted by the applicant and their engineers. The steepest gradient accepted by Highways under modern standards for an adopted road was 1:12, although it was noted that other developments in Hexham, approved decades earlier, had steeper gradients which would not be acceptable now.
- The harm caused by proposals to amenity and highway safety were assessed by the relevant consultees. Members of the committee would need to weigh these and determine whether the application be recommended for approval.
- It was acknowledged that the proposed access via Tilley Crescent would change the character of the area. Tilley Crescent would become an extended cul-de-sac with the properties at the furthest end now being situated in the middle under the proposed scheme. The width of the road had been measured as part of the assessment to ensure that it could provide safe access to the additional properties.
- Tilley Crescent would not be an acceptable route for construction traffic and therefore a Construction Management Plan had been requested with access via Station Road. An element of access would be required when the builder broke through to connect the development to Tilley Crescent and would require advance permission.

- The developer had been asked to create a road which meandered to slow traffic. A chicane could also potentially be installed in the northwest corner as long as it did not obstruct access to properties.
- The initial submission had not contained all of the information required to comply with the National Planning Policy Framework (NPPF), best practice and enable an assessment by the statutory consultees, including the Lead Local Flood Authority (LLFA). The report contained a summary of the key issues which had now been satisfied, subject to conditions. Drainage arrangements had been assessed against the likelihood of a 1 in 100-year flood event and for the life of the development. The financial contribution of £15,000 was the maximum amount the LLFA could request via a Section 106 agreement to put towards the improvement and maintenance of a filter drain to alleviate flooding in the vicinity of the development.
- Storm Desmond had been less than a 1 in 100-year flood event.
- The amenity, design and visual impact of the proposed scheme were finely balanced. Officers had concluded that the development would not have significant or unacceptable adverse impacts on the amenity of existing residents. Approval had previously been granted for 8 additional properties via Tilley Crescent. The change in character and increased disturbance had been mitigated by a reduction in the number of properties accessed via Tilley Crescent. Members would need to assess whether the harm from the proposed scheme outweighed the delivery of housing on the site.
- The addition of the development did not require funding for infrastructure improvements on Station Road to make the proposals acceptable. The Local Cycling and Walking Infrastructure Plans were evolving for the area.
- The proposed conditions required that further details be submitted in respect of climate change mitigation measures and sustainable design with the informative setting out the detail of measures expected for the condition to be discharged.
- The County Ecologist had recommended the inclusion of an informative regarding measures to protect hedgehogs.
- The contribution of £243,000 to mitigate the impact of the development on local educational infrastructure had been assessed by the Education team and based on capacity.
- The scheme had been reviewed by HDM who raised no objections to the application on highways safety grounds, subject to conditions.
- Fully worked up drawings had not been received in respect of the other options explored. Detailed discussions had been held regarding the layout of the site before coming to the recommendation. The decision was finely balanced.
- Provision of 8 affordable housing dwellings met policy requirements. The suggestion for shared ownership took into consideration affordable housing units to be delivered at the Prudhoe hospital site.
- Officers were unable to predict determination of an appeal by the Planning Inspectorate, particularly if HDM had no objection on highways safety grounds. The road at Tilley Crescent was an adequate width and acceptable to the highway network. The LLFA also had no objection subject to conditions with mitigation measures. The access at Tilley

Crescent had previously received planning approval, albeit for a smaller number of properties. It was suggested that if the applications were refused, it should not be on highway safety grounds and that other finely balanced issues could be considered, such as the impact on amenity and character of the area.

- It was believed the other highways options would be more costly, difficult to engineer, make visibility difficult and had therefore been dismissed by the applicant.
- The data from a nearby recent traffic survey had been taken into consideration by HDM before submission of their most recent comments. The speeds recorded near the retail park could not be associated with those on Tilley Crescent. Even with the anticipated increased number of vehicles at peak periods, the junction to access Tilley Crescent was suitable.

Councillor Horncastle proposed acceptance of the of the officer's recommendation to approve the application with the amendments to conditions requested by the Principal Planning Officer. The proposal was seconded by Councillor Dale.

Members discussed the application and raised a number of concerns including:

- The number of larger properties when the Strategic Housing Market Assessment (SHMA) suggested a greater need for smaller properties.
- The tenure of the affordable housing units which were proposed as shared ownership given that 80% of market value in an expensive area would not be affordable. Whilst the minimum requirement of 10% affordable housing was met, there was a suggestion that there would be greater demand for rented properties.
- The access arrangements and sloping nature of the site.
- The impact on the amenity of residents of Tilley Crescent given the relatively narrow width of the road.
- Whilst it was proposed that the dwellings would be easily adapted for sustainable future energy sources, it was cheaper for these measures to be installed at the construction stage.

The development of the site was welcomed although the cost of engineering solutions was not a matter of relevance to Members. Reference was made to the layout on similar steeply sloping sites in Hexham. Whilst there had been some reassurance from the information given by the officers from the LLFA and HDM, it was felt that there should have been further exploration and discussion of other options which did not require access from Tilley Crescent.

Members of the Local Area Council discussed the grounds on which the application could be refused. It was noted that there had been no objections from statutory consultees on the scheme presented. The Solicitor and Development Management Area Manager (West) made reference to the presentation given by the Principal Planning Officer and areas which were subjective and where he had stated that the recommendation had been finely

balanced including visual impact, impact on future residents of the development and current nearby residents, house design, location of properties on the northwest corner of the site. It was not recommended that any refusal refer to highway safety grounds or flooding.

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

FOR: 3; AGAINST: 6; ABSTENTION: 2.

The motion failed.

Councillor Morphet proposed that the application be refused, contrary to the officer's recommendation that the application be approved. Clarification of the reasons were sought by officers. He confirmed that this was due to housing mix, as the number of bedrooms were more than was needed, and also the impact of the development on the amenity of the residents of Tilley Crescent from increased noise and disturbance through the creation of the new access.

The proposal to refuse the application was seconded by Councillor Scott.

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

FOR: 6; AGAINST: 4; ABSTENTION: 1.

RESOLVED that the application be **REFUSED** permission on the grounds of housing mix and the impact of the development on the amenity of the residents of Tilley Crescent from increased noise and disturbance through the creation of the new access.

Councillors Horncastle and Dale requested that the minutes record that they had voted against the motion. At the end of the meeting the Solicitor sought clarification that a named vote had not been required.

103. 21/03314/FUL

Retrospective planning application for two dwellings 12 And 13 The Forge, Gilsland, Brampton, Northumberland CA8 7TF

There were no questions arising from the site visit videos which had been circulated prior to the meeting.

The Senior Planning Officer introduced the application with the aid of a powerpoint presentation and made reference to the following updates:

- The second sentence in paragraph 7.21 of the officer report, should refer to No. 12 and No.13 The Forge, and not No.11.
- The last sentence in paragraph 7.21 of the officer report, should state that the southern boundary fence would have to be moved back by 4.5m for it to be where it was previously approved, not 1.5m.
- Paragraph 7.21 should read:

“7.21 It is noted that Thirlwall Parish Council strongly object to this retrospective application due to its impact upon Hadrian’s Wall World Heritage Site and scheduled monument. It suggests that the southern boundary of the rear garden of 12 and 13 The Forge be reinstated to its position as approved in 2015. These concerns have been taken into consideration when compiling this section of the appraisal. However, given that both the Council’s Archaeologist and Historic England have taken a pragmatic approach when appraising the proposals, and both consider it would be unreasonable to refuse this retrospective application on the grounds of archaeological impact, the application, on balance, can be supported in this respect, subject to the condition to remove permitted development rights from the rear garden, despite not being fully in accordance with Policies ENV 1, ENV 7 and ENV 8 of the Northumberland Local Plan. It is also considered that if the Local Planning Authority were to request the southern boundary of the rear garden be relocated 4.5 metres further north, back to its position as approved under the 2015 application, this would result in a very limited, insufficient amount of outdoor amenity space for the dwelling which would be unacceptable from an amenity perspective.”

Mrs Deborah Humble, the applicant, spoke in support of the application. She made the following comments:-

- They were the owners on 13 The Forge. This unusual situation had arisen through no fault of their own, which had been confirmed by the Planning Department and stated several times in the report.
- The developer had issued various plans in relation to the site. She and her husband had not seen the plans displayed in the powerpoint presentation when they had purchased the house.
- The uncertainty regarding the position had now been outstanding for 2 years and they would like the issue resolved.
- They were concerned regarding the proposed conditions which would not give them enough amenity space and would be contrary to their human rights.
- They had been innocent victims which was the reason for the planning fees being waived.
- Some responsibility had to be passed to the planners as there would have been various inspections at different stages.
- It would be ludicrous to only have 2m of rear garden space.
- The situation had adversely affected their mental health and had led to them being stressed, depressed, with anxiety and panic attacks through no fault of their own and should be taken into account.

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

- The reference to plans were those associated with the planning application approved in 2015.

- The error with regard to the siting of the building had been made by the developer/builder at the time of construction as the properties had not been built in accordance with the approved plans. Therefore, a retrospective planning application had been submitted to regularise the works.
- The properties had been bought by the current owners in good faith.
- Not all developments could be monitored. The issue had come to light following a complaint and investigation by colleagues in the enforcement team.
- Officers had tried to adopt a reasonable approach to lessen the impact on Hadrian's Wall, a scheduled monument and had therefore requested the removal of the structures in the rear gardens, reinstatement of the former ground level, archeological monitoring and removal of permitted development rights.
- The original planning permission had removed permitted development rights and they were also proposed to be removed under the current application therefore the owners would need to seek permission to move the location of the shed in the rear garden.

Councillor Dale proposed acceptance of the of the officer's recommendation to approve the application which was seconded by Councillor Cessford.

Upon being put to the vote, the motion was unanimously agreed.

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

104. 22/00414/FUL

Retrospective permission change to holiday let with associated external changes including rear extension, creation of patio area to front and erection of stone wall

The Parlour, The Green, Acomb NE46 4PJ

There were no questions arising from the site visit videos which had been circulated prior to the meeting.

The Senior Planning Officer introduced the application with the aid of a powerpoint presentation and confirmed that there were no updates.

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

- The application had been recommended for approval with conditions that the flue be painted matt black, the timber cladding be treated and the roof slates be replaced within a 3 month period.
- A condition required that a parking space in the ownership of the adjacent property be retained in perpetuity for use by occupants of the holiday let. Enforcement action could be taken if this was not adhered to. The

condition could be worded to ensure that promotion of the holiday let online and in leaflets referred to use of the parking space.

- Whilst parking on the highway outside the unit was legal, although not desirable on the brow of a hill, the condition required that the parking space was made available for the holiday let.
- Implementation of the conditions would be monitored.
- The Conservation Officer had not considered the colour of the roof slates acceptable as they did not match the predominantly Welsh slate in the conservation area. Natural grey slate had been accepted on the planning application for the adjacent property considered at the meeting in December. Whilst they were from Brazil, the colour of the slates on the extension had matched the colour of the original slates on the host building. It was suggested that the condition could be worded to request a sample of a new natural slate.
- Whilst upvc rainwater goods had been used, their appearance did not cause harm to the character or appearance of the Conservation Area to warrant replacement.
- Planning permission for the holiday let would have been granted independently of the White House although the condition of the parking space was considered necessary to secure the operation of the holiday let unit as ancillary to the occupation of the White House, in the interest of amenity and car parking provision. However, it was not believed that a condition was required for the properties to remain in the same ownership.

Councillor Oliver proposed acceptance of the of the officer's recommendation to approve the application which was seconded by Councillor Scott.

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

FOR: 11; AGAINST: 0; ABSTENTION: 1.

Councillor Fairless-Aitken left the meeting during consideration of this item and her vote was not counted.

RESOLVED that the application be **REFUSED** permission for the reasons outlined in the report.

105. 22/02902/FUL

**Retrospective use of riding arena for business use for individual training, riding and boarding of horses and erection of timber store (as amended)
Land to South West of The Old Stables, Durham Riding, Prudhoe,
Northumberland, NE42 5NX**

The Chair reported that this item had been withdrawn from the meeting.

106. PLANNING APPEALS UPDATE

The report provided information on the progress of planning appeals.

RESOLVED that the information be noted.

107. DATE OF NEXT MEETING

The next meeting would be held on Tuesday 14 March 2023 at 4.00 p.m.

CHAIR _____

DATE _____



Northumberland County Council

TYNEDALE LOCAL AREA COUNCIL

DATE: 14TH MARCH 2023

PETITION – REQUEST TO IMPOSE A SPEED LIMIT ON A SECTION OF THE C234 BETWEEN WARDEN BRIDGE AND FOURSTONES

Report of: Service Director - Local Services, Paul Jones

Cabinet Member: John Riddle

Purpose of report

To respond to the e petition which closed on 14th November 2022 regarding a request for a mandatory speed limit of 30mph to be introduced on the half mile section of the C234 between Quality Cottages, and the level crossing adjacent to Fourstones Paper Mill.

Recommendations

It is recommended that the Local Area Council note the content of this report and support the actions proposed.

Link to Corporate Plan

How - “We want to be efficient, open and work for everyone”

Enjoying - “We want you to love where you live”

Connecting - “We want you to have access to the things you need”

Key Issues

1. An e petition has been received requesting that a 30mph speed limit is introduced on the C234 between Quality Cottages and the level crossing at Fourstones Paper Mill.
2. A derestricted speed limit is currently in place.
3. The e petition, which was arranged by Warden Parish Council, has been signed by 57 signatories.
4. The petition states that the road is well used by a variety of cars, HGVs, agricultural vehicles, cyclists, horse riders and walkers.
5. The petition states that the residents of Hardhaugh, including young children, navigate the narrow footpath adjacent to their houses and numerous pedestrians must walk

on the road between Fourstones Paper Mill and Hardhaugh due to the lack of a pavement.

6. The request for speed limits has also been requested for inclusion in the 2023-24 LTP programme and is currently being assessed.
7. Speed surveys were carried out as recently as February 2022. Prior to this, a survey was completed in April 2011. According to data obtained from these surveys, there has been an increase in speeds since 2011, but average daily vehicle numbers have significantly reduced.
8. According to accident data from Northumbria Police there has been one “slight” personal injury collision in the previous five years on the stretch of C234 where a 30mph speed limit has been requested. This occurred when a cyclist travelling south was being followed by a bus. The bus driver expected the cyclist to dismount and walk over the level crossing and began to overtake. While on the crossing the cyclist fell from their cycle hitting their head on the near side of the bus causing a small cut above the right eye.
9. Accident data does not include any damage only incidents or near misses which may have occurred.

Background

The Petition

The County Council has received a 57 name petition stating that :-

“It is requested that a mandatory speed limit of 30 mph be introduced on the half mile section of the C234 between Quality Cottages and the Level Crossing adjacent to the Fourstones Paper Mill. This is a busy stretch of road recording over 1600 vehicular movements per day. There are several blind bends, poor sightlines, and numerous concealed junctions.

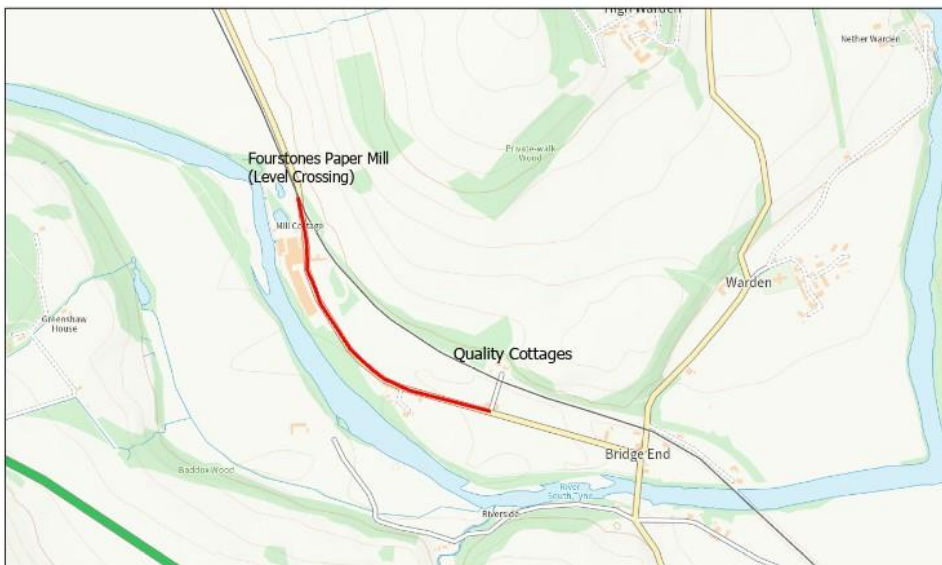
“At the southeast is a junction between two houses on the roadside that leads to four further houses, To the southwest are Hardhaugh Cottages, a group of ten terraced and semi-detached houses. Five concealed junctions serve these houses including two into the adjacent car park. Towards the northwest is Fourstones Paper Mill, there are two entrances to the Mill for HGVs and staff car parks located on either side of the road. The NW end is delineated by a level crossing that crosses the road in a diagonal manner. This is the main Newcastle to Carlisle line carrying significant passenger and freight services.”

“The road is well used by a variety of cars, HGVs, agricultural vehicles, cyclists, horse riders and walkers. The residents of Hardhaugh, including young children, navigate the narrow footpath adjacent to their houses, and numerous pedestrians must walk on the road between the Paper Mill and Hardhaugh due to the lack of a pavement. There is an advisory 30mph sign on the central bend however the mandatory speed limit for the entire section is 60mph. A recent traffic survey recorded an average speed 42 / 43 mph, 15% of vehicles exceeding 50mph, and maximum speeds of over 80mph. This represents a significant increase in recorded speeds since 2011.

“Collision data for this road section is relatively low, although there have been a number of accidents. Unless a mandatory speed limit of 30mph is introduced it is feared that a combination of road geometry, the composition of road users, and existing traffic speeds will result in more speed related accidents and the possibility of serious injuries or deaths.”

Initial Comments

The C234 is a typical ‘C’ class unlit de-restricted rural road and is undulating with some tortuous bends between the A69 to the south and Fourstones Village to the north. The length of road at Hardhaugh is covered by warning lines which are in good condition, however no road studs exist.



Plan of C234 at Hardhaugh – area in red highlights petitions area of interest

There are currently yellow backed bend warning signs with “Max Speed 30” supplementary plates in both directions which are in good condition, although visibility of the southbound sign is slightly hampered by overhanging tree branches. These signs are accompanied by SLOW road markings with red strips, 1 for northbound vehicles and 2 for southbound, all are in good condition.



Existing bend warning signage for westbound traffic on C234 at Hardhaugh



Existing road narrows warning signage for eastbound traffic on C234 at Hardhaugh

There is an existing road narrows sign for westbound traffic located south of Mill House which is in good condition, a similar sign for eastbound traffic appears to be missing, however we have contacted the area office to request that a new sign is introduced.



Existing road narrows warning signage for westbound traffic on C234 at Hardhaugh

The requested 30mph speed limit is not currently feasible. This authority has a defined policy for the introduction of local speed limits which follows national guidelines provided by the Department for Transport. This is based on road environment as it transitions from a rural to an urban setting and our assessment considers that the length and density of frontage development on the C234 indicates that the speed limit of 30mph is unsuitable. The minimum requirement for a 30mph speed limit in the guidelines is for continuous frontage development of 600 metres of 20 or more houses.

Speed Surveys

The latest speed surveys were undertaken in February 2022. These were carried out at the same location as the previous survey from 2011. While vehicle numbers have significantly reduced, there has been an increase in vehicle speeds as follows: -

	2022 data			2011 data			Difference		
	Average daily vehicles	85th %ile (mph)	Average Speed (mph)	Average daily vehicles	85th %ile (mph)	Average Speed (mph)	Average daily vehicles	85th %ile (mph)	Average Speed (mph)
Westbound vehicles	808	51.2	42.4	1613	40.9	34.9	805	10.3	7.5
Eastbound vehicles	811	51.6	43.1	1284	44.8	36.9	473	6.8	6.2

(Note: - The 85th percentile is that speed or less at which 85% of vehicles are travelling. The remaining 15% of vehicles are travelling at that speed or more).

Average vehicle speeds have increased by 7.5mph for westbound traffic, and 6.2mph for eastbound traffic, meaning current average speeds are now 42.4mph and 43.1mph.

The 85th percentile has increased by 10.3mph for westbound traffic and 6.8mph for eastbound traffic, meaning current 85th percentiles are now 51.2mph and 51.6mph.

While we have taken note of the increase, they are still acceptable when considering the existing derestricted speed limit, and do not meet the necessary criteria for enforcement.

We are not able to explain at present the large decrease in traffic since 2011 and this issue cannot solely be attributed to the fact that many residents may now be working from home since the COVID-19 outbreak.

Accident data

According to accident data from Northumbria Police (which does not include any damage only incidents or near misses which may have occurred) there has been one “slight” personal injury collision in the previous five years on the stretch of C234 where a 30mph speed limit has been requested. This occurred when a cyclist travelling south was being followed by a bus. The bus driver expected the cyclist to dismount and walk over the level crossing and began to overtake. While on the crossing the cyclist fell from their cycle hitting their head on the near side of the bus causing a small cut above the right eye.

Proposed Actions

Considering the concerns raised through the petition and taking account of the recent request for speed limits for inclusion in the 2023-24 LTP programme it is proposed that we issue a design brief within the 2023-24 LTP programme to investigate potential road safety improvements. Examples of improvements could include improved gateway features, addition warning signs, road markings or potential implementation of 40mph speed limit if considered appropriate. However, we should highlight that this study may also conclude that the road is acceptable in its present situation.

Implications

Policy	The response to the issues raised in this petition is consistent with LTP Policies.
Finance and value for money	Any appropriate scheme to be funded through the 2023/24 Local Transport Plan.
Legal	None
Procurement	None
Human Resources	None
Property	None

Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	None
Risk Assessment	n/a
Crime & Disorder	n/a
Customer Consideration	Petition identifies various road safety issues along this route. Motorists would be required to adhere to any reduced speed limit should one be introduced.
Carbon reduction	n/a
Wards	Humsaugh

Appendix Index

Appendix A – Summary of speed survey data from 2011 and 2022

Background papers

None

Report sign off

	Full Name of Officer
Monitoring Officer/Legal	
Executive Director of Finance & S151 Officer	
Relevant Executive Director	R Murfin
Chief Executive	
Portfolio Holder(s)	

Author and Contact Details

Neil Snowdon – Principal Programme Officer (Highways Improvement Team)

Appendix A – Speed Survey Results

Site No: 00003317		Site Reference: 390446566227															
C234 Hardhaugh (Near Fourstones)																	
Speed Summary (Mon to Fri)-Limit 60 Mph		From 05/04/2011 To 12/04/2011												Channel: Eastbound			
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<16Mph	16-21	21-26	26-31	31-36	36-41	41-46	46-51	51-56	56-61	61-66	66-71	>71
00:00	1		36		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0		43.5		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1		37.5		0	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1		35.2		0	0	0	0	0	1	0	0	0	0	0	0	0
04:00	2		40.2		0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	10	44.8	39.3	9.5	1	0	0	0	1	4	4	1	0	0	0	0	0
06:00	36	49.7	42.1	8.4	1	0	1	1	1	8	11	9	3	0	0	0	0
07:00	96	48	40.3	7.4	2	1	1	5	10	28	37	13	2	0	0	0	0
08:00	159	45.6	38.4	8.5	6	2	3	10	25	50	41	16	4	1	0	0	0
09:00	102	44	37.4	7.3	2	1	2	9	23	38	20	6	1	1	0	0	0
10:00	74	42.5	36	7.6	3	1	2	6	19	28	11	4	0	0	0	0	0
11:00	72	43.4	35.3	9.2	5	2	2	7	15	23	12	4	1	0	0	0	0
12:00	77	43.5	35.8	8.4	2	4	2	8	19	23	13	5	1	0	0	0	0
13:00	75	43	34.7	9.2	5	3	4	7	17	22	14	2	1	0	0	0	0
14:00	81	43.5	35.1	9.2	6	2	2	11	18	23	15	4	1	0	0	0	0
15:00	86	43.3	36.4	7.5	2	2	2	9	22	29	14	4	1	0	0	0	0
16:00	85	43.8	35.4	9.1	4	3	4	12	16	23	18	4	0	1	0	0	0
17:00	108	44.7	36.6	8.9	5	5	2	6	26	31	23	10	1	0	0	0	0
18:00	75	44.4	36.8	9	3	3	3	15	24	17	3	3	0	0	0	0	0
19:00	59	45.8	37.9	9.2	3	1	2	5	9	16	15	7	1	0	0	0	0
20:00	30	45	37.8	8.6	0	2	1	1	6	11	5	3	0	1	0	0	0
21:00	26	43.3	37.1	7.6	1	0	0	1	8	9	4	1	1	0	0	0	0
22:00	19	46.2	38.5	8.8	1	0	0	2	4	5	4	3	0	0	0	0	0
23:00	7		38.2	5.5	0	0	0	1	1	3	2	0	0	0	0	0	0
12H,7-19	1092	44.5	36.7	8.5	45	29	29	93	225	342	235	75	16	3	0	0	0
16H,6-22	1243	44.8	36.9	8.6	50	32	33	101	249	386	270	95	21	4	0	0	0
18H,6-24	1269	44.8	36.9	8.6	51	32	33	104	254	394	276	96	21	4	0	0	0
24H,0-24	1284	44.8	36.9	8.6	52	32	33	104	255	401	280	99	21	4	0	0	0
Am	08:00		01:00		08:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	09:00	08:00	11:00	
Peak	159		43.5		6	2	3	10	25	50	41	16	4	1	0	0	
Pm	17:00		22:00	14:00	14:00	17:00	16:00	16:00	17:00	17:00	17:00	17:00	18:00	16:00	16:00	19:00	
Peak	108		38.5	9.2	6	5	4	12	26	31	23	10	3	1	0	0	
Created at 09:13:08 on 15 Apr 2011																	

Site No: 00003317		Site Reference: 390446566227															
C234 Hardhaugh (Near Fourstones)																	
Speed Summary (Mon to Fri)-Limit 60 Mph		From 05/04/2011 To 12/04/2011												Channel: Westbound			
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<16Mph	16-21	21-26	26-31	31-36	36-41	41-46	46-51	51-56	56-61	61-66	66-71	>71
00:00	4		38.2		5	0	0	0	0	1	1	1	0	0	0	0	0
01:00	1		38.5		0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	2		41.2		0	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1		43.5		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1		32.3		0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	11	41.6	35.2	9.2	1	0	0	1	4	3	2	1	0	0	0	0	0
06:00	11	38.3	32.5	8.5	1	0	1	1	4	2	0	0	0	0	0	0	0
07:00	59	40.8	35.1	7.9	4	0	1	6	14	24	8	1	0	0	0	0	0
08:00	94	40.8	32.8	9	9	2	6	12	23	27	13	0	0	0	0	0	0
09:00	76	40.1	34.5	7	2	2	2	11	26	26	6	0	0	1	0	0	0
10:00	77	40.2	33.8	8	5	2	5	7	22	28	7	0	0	0	0	0	0
11:00	81	39.8	32.9	8	5	4	2	12	26	25	5	1	0	0	0	0	0
12:00	96	40.7	34.1	8.1	6	2	3	14	22	36	12	1	0	0	0	0	0
13:00	110	40.4	33.7	8.4	8	3	7	10	27	44	10	1	0	0	0	0	0
14:00	107	39.8	33	8.1	8	2	6	17	25	43	6	1	0	0	0	0	0
15:00	115	41.7	35.3	7.2	4	2	3	15	26	44	20	0	0	0	0	0	0
16:00	156	41.3	36.1	6.7	5	2	2	15	35	72	24	1	0	0	0	0	0
17:00	213	41.9	36.3	6.8	8	1	3	14	53	95	35	4	0	0	0	0	0
18:00	151	41.3	35.8	7.4	7	3	2	8	37	69	22	1	1	0	0	0	0
19:00	90	41.4	35.8	7.7	5	2	1	7	20	41	13	1	0	0	0	0	0
20:00	61	42.3	37.1	5.7	1	0	0	5	17	26	11	1	0	0	0	0	0
21:00	50	41.5	36	5.7	1	0	0	4	21	15	9	0	0	0	0	0	0
22:00	33	42.8	36.6	6.8	1	0	0	4	10	11	7	1	0	0	0	0	0
23:00	11	41.5	37.3	4.9	0	0	0	1	4	4	2	0	0	0	0	0	0
12H,7-19	1337	40.8	34.7	7.6	71	25	42	141	338	533	168	11	1	1	0	0	0
16H,6-22	1549	40.9	34.8	7.5	79	27	44	158	400	617	201	13	1	1	0	0	0
18H,6-24	1593	40.9	34.9	7.5	80	27	44	163	414	632	210	14	1	1	0	0	0
24H,0-24	1613	40.9	34.9	7.5	81	27	44	164	420	638	213	15	1	1	0	0	0
Am	08:00		03:00		08:00	11:00	08:00	08:00	09:00	10:00	08:00	11:00	11:00	09:00	08:00	10:00	
Peak	94		43.5		9	4	6	12	28	26	13	1	0	1	0	0	
Pm	17:00		22:00	23:00	13:00	17:00	13:00	14:00	17:00	17:00	17:00	17:00	18:00	20:00	18:00	19:00	
Peak	213		42.8	37.3	8.4	8	3	7	17	53	95	35	4	1	0	0	



C234 Hardhaugh 05/02/2022 - 15/02/2022

Eastbound

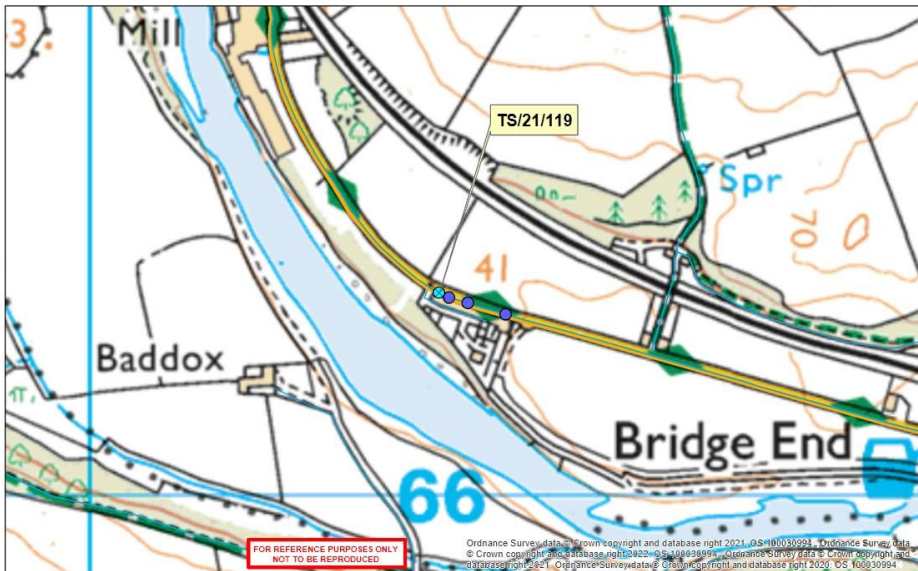
Time	Total	Vpp	Mean	SD	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	
[-		85			0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	71	
0	1		37	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	1		41.7	10.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	1		47.9	7.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	1		40.9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	2		44.9	10.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500	8		45.4	8.2	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0
600	22	59.8	45.9	10.9	0	0	0	0	1	1	1	2	4	4	4	4	2	1	0	0	0
700	59	52.8	44.8	7.9	0	0	0	0	1	1	6	11	16	12	8	4	1	0	0	0	0
800	90	51.7	43.7	8.7	0	0	0	0	2	3	8	18	21	21	10	4	2	0	0	0	0
900	70	51.1	42.9	8.8	0	0	0	0	2	3	8	14	18	14	6	4	1	0	0	0	0
1000	72	50.9	42.8	8.1	0	0	0	1	1	3	9	17	17	14	8	2	1	0	0	0	0
1100	85	50.2	42.1	8.6	0	0	0	0	2	4	8	16	15	11	5	2	1	0	0	0	0
1200	95	51.1	41.5	9.3	0	0	0	1	1	4	9	12	13	10	6	2	1	0	0	0	0
1300	83	51.1	42.8	7.8	0	0	0	0	1	2	9	14	18	10	8	2	1	0	0	0	0
1400	57	50.4	42.2	8.1	0	0	0	0	1	3	9	12	14	10	6	1	1	0	0	0	0
1500	61	50.7	42.5	8.1	0	0	0	1	1	3	7	15	14	12	6	2	1	0	0	0	0
1600	52	51.7	43.3	8.1	0	0	0	0	1	2	6	13	11	10	6	2	1	0	0	0	0
1700	47	49.4	41.5	7.5	0	0	0	0	1	2	7	12	12	8	3	1	0	0	0	0	0
1800	35	51.4	43.9	8.2	0	0	0	0	1	1	3	7	10	7	4	1	1	0	0	0	0
1900	24	52.2	44	8.2	0	0	0	0	0	1	2	4	8	4	3	1	0	0	0	0	0
2000	10		47.1	8.1	0	0	0	0	0	0	1	2	1	3	1	1	0	0	0	0	0
2100	8		47	10.3	0	0	0	0	0	0	1	1	1	2	1	1	0	0	0	0	0
2200	5		47	10.4	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0
2300	2		42.7	7	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
07-19	728	51.2	42.8	8.4	1	1	1	3	11	31	89	162	178	139	72	29	9	2	1	1	1
06-22	752	51.8	43.1	8.5	1	1	1	4	12	33	94	171	192	152	81	35	11	2	1	1	1
06-00	799	51.8	43.1	8.5	1	1	1	4	12	33	94	172	194	153	82	35	12	3	1	1	1
06-06	811	51.8	43.1	8.6	1	1	2	4	13	34	95	174	196	157	84	36	12	3	1	1	1

Vehicles = 8112
 Posted speed limit = 80 mph, Exceeding = 210 (2.599%), Mean Exceeding = 83.57 mph
 Maximum = 76.5 mph, Minimum = 2.8 mph, Mean = 43.1 mph
 85% Speed = 51.56 mph, 95% Speed = 57.38 mph, Median = 43.00 mph
 10 mph Pace = 38 - 48, Number in Pace = 5704 (69.77%)
 Variance = 73.08, Standard Deviation = 8.55 mph

Westbound

Time	Total	Vpp	Mean	SD	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin					
[-		85			0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	81	86	91	96	100
0	2	-	41.4	7.5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
100	1	-	41.7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	-	49.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	1	-	45	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	1	-	44.7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500	8	-	41.2	9.1	0	0	0	0	0	0	1	1	2	2	1	1	0	0	0	0	0	0	0	0	0
600	5	-	43.5	9.1	0	0	0	0	0	0	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0
700	23	50.7	41.7	9	0	0	0	0	1	1	4	5	5	4	2	1	0	0	0	0	0	0	0	0	0
800	43	50.6	40.8	9.7	0	0	0	0	1	1	3	7	8	9	8	4	1	1	0	0	0	0	0	0	0
800	43	46.2	40.8	9.3	0	0	0	0	1	1	3	6	10	11	7	3	1	0	0	0	0	0	0	0	0
1000	59	46.9	40.4	9	0	0	1	1	1	4	12	11	12	9	5	2	0	0	0	0	0	0	0	0	0
1100	59	50.3	40.9	9	0	0	0	1	1	5	11	13	11	10	5	2	0	0	0	0	0	0	0	0	0
1200	55	50.7	40.7	9.4	0	0	0	1	2	5	11	15	13	9	8	3	1	0	0	0	0	0	0	0	0
1300	67	51.1	41.7	9.3	0	0	0	1	1	5	10	14	14	12	7	2	1	0	0	0	0	0	0	0	0
1400	69	46.1	41.1	8.3	0	0	0	1	1	4	10	16	17	13	5	1	0	0	0	0	0	0	0	0	0
1500	77	52.6	43.5	8.7	0	0	1	0	1	4	10	15	15	16	10	4	1	0	0	0	0	0	0	0	0
1600	70	51.7	44.3	7.7	0	0	0	0	1	2	6	15	18	18	8	4	1	0	0	0	0	0	0	0	0
1700	73	51.1	42.3	7.9	0	0	0	0	1	3	9	15	19	18	7	4	0	0	0	0	0	0	0	0	0
1800	49	52.7	44.7	8.4	0	0	0	0	1	1	5	8	11	11	6	2	1	0	0	0	0	0	0	0	0
1900	37	52.6	44.2	8.5	0	0	0	0	0	1	4	7	11	7	4	2	1	0	0	0	0	0	0	0	0
2000	22	52.7	44.8	8.5	0	0	0	0	0	1	2	4	6	5	2	2	0	0	0	0	0	0	0	0	0
2100	19	53.9	46	8.9	0	0	0	0	0	1	3	4	5	3	1	0	0	0	0	0	0	0	0	0	0
2200	11	56.4	44.8	11.3	0	0	0	0	0	1	1	2	2	2	1	1	0	0	0	0	0	0	0	0	0
2300	5	-	45.8	10.5	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0
07-19	695	50.9	42.1	8.9	1	2	4	6	11	40	99	145	153	132	68	26	7	1	0	0	0	0	0	0	0
06-22	779	51.1	42.4	8.9	1	2	4	6	12	42	106	159	177	150	79	31	8	2	1	0	0	0	0	0	0
06-00	796	51.2	42.4	8.9	1	2	4	6	12	44	107	161	179	154	81	32	9	2	1	0	0	0	0	0	0
06-00	808	51.2	42.4	8.9	1	2	4	6	13	45	109	164	182	156	83	33	9	2	1	0	0	0	0	0	0

Vehicles = 6034
 Posted speed limit = 60 mph, Exceeding = 164 (2.029%), Mean Exceeding = 63.32 mph
 Maximum = 82.4 mph, Minimum = 3.2 mph, Mean = 42.4 mph
 85% Speed = 51.23 mph, 95% Speed = 55.37 mph, Median = 42.73 mph
 10 mph Pace = 38 - 48, Number in Pace = 3528 (43.64%)
 Variance = 70.56, Standard Deviation = 8.42 mph



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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:

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14 March 2023

- Local Services Update
- Petition Report – Request to impose a speed limit on a section of the C234 between Warden Bridge and Fourstones
- Policing and Community Safety Update
- NE Devolution Update and Regional Consultation
- *Other items to be confirmed*

28 March 2023

- Planning

11 April 2023

- Planning and Rights of Way

9 May 2023

- Planning

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- Local Services Update
- Fostering Presentation
- *Other items to be confirmed*

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Ref	Date	Report	Decision	Updates (if any)
1	10 May 2022	Police and Crime Commissioner	RESOLVED that the information be noted.	
2	10 May 2022	Petition: Dangerous Road (Peth Head, Hexham)	<p>RESOLVED that the contents of the report be noted and the following proposed actions be supported:</p> <p>a) Introduction of additional repeater signs and 20mph roundels (road markings) to be provided at either end of Peth Head.</p> <p>b) A speed survey be arranged to assess actual vehicle speeds. Depending on the outcomes of the survey, consideration be given to whether any further measures would be appropriate.</p>	Update on 15.11.22.

3	10 May 2022	Tyne Valley Community Rail Partnership	RESOLVED that the presentation be received and that the comments be noted.	
4	10 May 2022	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 - A Sharp Haltwhistle Swimming & Leisure Centre Man. Cttee - A Sharp Hexham TORCH Centre Management Committee - T Cessford Prudhoe Community Partnership – A Scott Queens Hall Arts Trust – SH Fairless-Aitken Sport Tynedale – N Oliver Tyne Valley Community Rail Partnership Board – H Waddell</p>	
5	10 May 2022	Members Local Improvement Schemes – Progress Report	RESOLVED that the report be noted.	

6	12 July 2022	Broadband Update	RESOLVED that the information be noted.	
7	12 July 2022	Members Local Improvement Schemes – Progress Report	RESOLVED that the report be noted.	
8 Page 40	11 October 2022	North of Tyne Rural Business Growth Service	RESOLVED that the information be noted.	
9	11 October 2022	Members Local Improvement Schemes – Progress Report	RESOLVED that the report be noted.	
10	15 November 2022	Homelessness and Rough Sleeping	RESOLVED that the contents of the report be noted.	

11	15 November 2022	Digital Connectivity Infrastructure Acceleration Project	RESOLVED that the information be received.	
12	15 November 2022	Local Services – Highways Maintenance	RESOLVED that the presentation be received.	
13	10 January 2023	Petition: Wentworth Car Park & Hexham Alemouth Road Car Park, Hexham	RESOLVED that the contents of the report be noted including the implementation of the decision report 'Introduction of and Amendments to Off-Street Car Parks, Hexham' attached as Appendix A to the report.	
14	10 January 2023	Budget 2023-24 and Medium-term Financial Plan	RESOLVED that the presentation be received.	
15	14 February 2023	Local Transport Plan Programme 2023-24	RESOLVED that: a) The report be received and noted. b) Members' comments be considered in the finalisation of the LTP Programme for 2023-24.	

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NT 06.03.23

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