



Northumberland County Council

Your ref:

Our ref:

Enquiries to: Nichola Turnbull

Email: nichola.turnbull@northumberland.gov.uk

Tel direct: 01670 622617

Date: Monday, 3 July 2023

Dear Sir or Madam,

Your attendance is requested at a meeting of the **TYNEDALE LOCAL AREA COMMITTEE** to be held in **CEREMONY ROOM - HEXHAM HOUSE** on **TUESDAY, 11 JULY 2023** at **4.00 PM**.

Yours faithfully

Dr Helen Paterson
Chief Executive

To Tynedale Local Area Committee members as follows:-

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



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
- 12)

Minutes of the meeting of the Tynedale Local Area Committee, held on 13 June 2023, as circulated, to be confirmed as a true record, and signed by the Chair.

3. DISCLOSURE OF MEMBERS' INTERESTS

Unless already entered in the Council's Register of Members' interests, members are required 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.

LOCAL AREA COMMITTEE BUSINESS

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 Committee 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 Committee.

5. PETITIONS

(Pages
13 - 22)

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;

b) Consider reports on petitions previously received:

(i) Request for Additional Traffic Calming Measures at Woodlands, Hexham

To respond to the e-petition which closed on 14 April 2023 regarding a request for additional traffic calming measures on Woodlands in Hexham.

c) Receive any updates on petitions for which a report was previously considered: any updates will be verbally reported at the meeting.

(i) Peth Head, Hexham

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 Committee, 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 Committee.

7. NORTHUMBERLAND LOCAL BUS BOARD

(Pages
23 - 36)

The report requests the Local Area Committee's nomination for the Northumberland Local Bus Board. The Cabinet report and Appendix 2 related to the terms of reference are also attached for information.

8. APPOINTMENTS TO OUTSIDE BODIES

Members are asked to confirm if they wish to remain as appointees to the outside bodies which were agreed by the Tynedale Local Area Council on 10 May 2022 as follows:-

Groundwork North East - Land of Oak and Iron Project Board	G Stewart
Haltwhistle Partnership Limited	A Sharp
Haltwhistle Swimming & Leisure Centre Management Committee	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

9. LOCAL AREA COMMITTEE WORK PROGRAMME

(Pages
37 - 46)

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

10. DATE OF NEXT MEETING

The next meeting (planning only) will be held on 15 August 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 COMMITTEE

At a meeting of the **Tynedale Local Area Committee** held at County Hall, Morpeth on Tuesday, 13 June 2023 at 4.00 p.m.

PRESENT

Councillor T Cessford
(Chair, in the Chair for agenda items 1-4, 9)

Councillor SH Fairless-Aitken
(Planning Vice-Chair, in the Chair for agenda items 5-8)

MEMBERS

A Dale
C Horncastle
I Hutchinson
D Kennedy (1 - 6)
N Morphet
N Oliver

J Riddle
A Scott
A Sharp
G Stewart
HR Waddell

OFFICERS

N Armstrong
D Hadden
C Harvey
E Sinnamon
N Turnbull

Principal Planning Officer
Solicitor
Senior Planning Officer
Head of Planning
Democratic Services Officer

ALSO PRESENT

6 members of the public and 1 press.

1. MEMBERSHIP AND TERMS OF REFERENCE

The Membership and Terms of Reference, as agreed by Council at the meeting on 17 May 2023, had been circulated for information.

The Chair reported that Councillor Waddell was now a member of the Independent Group.

Councillor Kennedy informed the Committee that he had written to Democratic Services to nominate Councillor Waddell as Vice-Chair of the Tynedale Local

Ch.'s Initials.....

Area Committee, instead of himself. This would be followed up after the meeting.

RESOLVED that the Tynedale Local Area Committee's membership and terms of reference, as agreed by Council on 17 May 2023, be noted.

2. PROCEDURE TO BE FOLLOWED AT PLANNING MEETINGS

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

3. MINUTES

RESOLVED that the minutes of the meeting of the Tynedale Local Area Council, held on 9 May 2023, as circulated, be confirmed as a true record and signed by the Chair.

4. DISCLOSURE OF MEMBERS' INTERESTS

Councillor Dale declared a personal and non-prejudicial interest in agenda item no 7 planning application 23/00727/FUL as she visited the premises for meals.

5. 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.

6. 23/00727/FUL

Retrospective: Amended scheme for retention of existing structure for ancillary pub space, community space and car port within car park Feathers Inn, Hedley, Stocksfield, Northumberland, NE43 7SW

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 reported the following:

- Two further representations in support have been received since the report had been prepared. These raised similar issues to those already summarised in the report in terms of the roof material being acceptable, the structure not detracting from the area and that it supported the business and community.
- The applicant had also provided some further supporting information earlier that day that demonstrated the benefits of the structure to the ongoing viability of the business.

Cllr Arne Wolters, Vice-Chairman of Hedley Parish Council, spoke in support of the application. He made reference to the following main points:-

- The Feathers Inn was a key business in the parish and county; attracting tourism, employing local people and supporting local business. The inn has a reputation for its food, having won several prestigious accolades and listed in the Michelin guide for many years. Like many pubs it was fighting for survival. The structure under discussion was essential as it supported the sustainability of the business. In the opinion of the Parish Council this outweighed any perceived harm. The Parish Council was keen to support the business.
- There was strong support from residents. The parish of Hedley comprised 50 households in the village and 30 more in the surrounding area. This suggested that the harm from the structure or roofing material was minimal.
- He represented the local community and made reference to the 108 comments in support of the application on the planning portal. There were no comments against. Also, no concerns had been raised with the Parish Council.
- The visual impact from the highway was minimal as illustrated in some of the pictures enclosed with the application. The corrugated material that was visible when approaching the structure was in keeping with the rural and agricultural surroundings that were a core part of the character of the village.
- The shelter and inn were essential to the local community as it was the only amenity and at the heart of rural village life. The Feathers Inn had provided unwavering support, hosting all parish council and village meetings. The structure provided important shelter during many events organised by the parish council. It was an asset to the community.
- The community in Hedley alone could not sustain the pub and therefore the inn relied on tourism to be sustainable.
- In summary, the Feathers Inn was an important business providing vital local employment, supporting local businesses and bringing tourism to Northumberland. There was strong support from the local community which suggested no harm from the structure, which was an important asset to the community.
- The Parish Council hoped that the committee would support the application.

Helen Greer, the applicant spoke in support of their application. She highlighted the following:-

- Upon realising the business case was relevant in the determination of the application, details had been provided to the planning officer. The Inspector had not seen this evidence and had dismissed the appeal solely on design grounds.
- The polycarbonate roof provided significant benefits to business, employment and community what significant harm to the character of the area.
 - The structure provided a 50% increase in covers.
 - The jobs of 6 members of staff relied directly on the structure.
 - The structure generated £75,000 turnover which was a substantial part of the turnover for the business without which it would not be sustainable.
 - They would lose an extra £12,000 without the structure.
- If the business was closed, the harm would be wide ranging and impact on other local businesses as the previous month they had spent:
 - £3,000 on meat from Haydon Bridge.
 - £400 dairy from Slaley.
 - £2,000 on fish from North Shields.
 - £1,000 on ale from Allendale.
 - This totalled £70,000 for these businesses each year.
- They employed 18 staff from Stocksfield and Prudhoe providing £200,000 in salaries.
- They had recently won 2 North East Tourism awards with the pub winning the most awards in the North East. They were considered a best example for attracting tourism.
- In accordance with paragraph 126 of the NPPF, they believed they had created a high-quality sustainable structure using locally sourced timber from sustainable woodland. The addition of a section of green roof would improve biodiversity as a climatic response to previous comments.
- With regard to the suggested harm from the current roof material and paragraph 130 of the NPPF:
 - The material had been chosen because it was attractive, light, warm, transparent, unobtrusive and a high-quality contemporary response to surrounding farm buildings.
 - Suggesting that it could only be slate ignored many of the surrounding agricultural buildings that formed the backdrop of the village.
 - The structure and material represented a high-quality response to the rural location and agricultural history. If this aspect of the village character was dismissed, part of the culture which remained at the heart of the community and embraced by residents was also dismissed.
- Slate would not work as it was cost prohibitive at £6,000. The structure would not function with a slate roof as guests chose to sit under the structure as it was light warm and attractive over the shade cast by canvas, when a temporary tent was used. They therefore knew that a shady structure would not bring the business the same benefits.
- The benefits to the business, tourism and employment outweighed any possible harm from the polycarbonate roof.
- Business had never looked so bleak. Whilst sales were back to pre-Covid levels, inflation was eating into their profits and their finances would not

- work without the structure. Utility costs had increased by 177%. There was no price cap for businesses, and this had drained their resources.
- Most basic ingredients had gone up at least 50% with potatoes having gone up 170%. They were paying staff 25% more than pre-Covid levels in order to retain them. Running a pub was never easy but there was a limit on how much additional strain they could take.
 - Banks did not give overdrafts and they would have no option to close if they ran out of money. They couldn't sell the pub as no-one wanted them and banks would not give a mortgage. Most Northumbrian villages of a similar size could not sustain a pub. Many village pubs were in decline. Once shut, they didn't re-open with the amenity being lost to local people and tourists.
 - The structure was necessary for the business to survive in the future.
 - Residents in the village chose the structure for their important life events as the pub was tiny inside. The outdoor space hosted village events which would otherwise not happen. It was the only community asset in the village.

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

- A previous application and appeal to the Planning Inspectorate were refused due to the use of the polycarbonate material on the roof that adversely affects the character and appearance of the area. The current application proposed to introduce a strip of green roof. Officers were not of the view that the harm from the development would be outweighed by the benefits of the application.
- The use of alternative materials had been queried including natural slate.
- Highways Development Management (HDM) had concluded that the proposed structure had not had an impact on the highway network and had not objected.
- Slate would have been more in keeping with materials used on surrounding buildings. A new application incorporating openings in the roof to maintain light under the structure would need to be considered under a separate planning application.
- An additional wooden structure with a canvas roof on the southern part of the car park area did not form part of this application. HDM had not suggested a condition that the car park be kept clear and used for parking.
- There was no evidence to suggest whether the structure could or could not support a slate roof and may not have been explored by the applicant. They had explained why they preferred to retain the transparent roof.
- Contemporary designs had been used elsewhere on other buildings incorporating green or sedum roofs to soften the impact although an example could not be given of a public house where this had been utilised.
- The Inspector had made reference to there being other corrugated roof materials on nearby buildings, these were localised and not in as prominent a position.
- Late evidence had been submitted earlier that day regarding the financial position of the inn and support to other businesses. It was confirmed that this was a material planning consideration. Members needed to determine

what weight to give to that information along with the significant number of comments in support and whether it outweighed the harm from the material used on the roof.

- Whilst some financial evidence had been provided to the Planning Inspector, the information received before the meeting more obviously demonstrated the benefits of the structure to the ongoing viability of the business. Previously there had been reference to its use during the pandemic and associated restrictions. The applicant's statement regarding proposed use was clearer regarding use for car parking but also community and pub use. No concerns had been raised in respect of highway safety as parking was available elsewhere.
- Whilst there may have been reference to a petition in support of the structure on social media, this had not been submitted to the Council. Petitions were dealt with in accordance with the Petitions Protocol and incorporated with the officer's planning report. Ideally, members of the public were encouraged to submit their comments via the planning portal so an overview of their views could be obtained. Over 100 comments had been made in support of the application which gave a view of the significant support in the village.
- A summary of responses was set out in paragraph 5 of the officer's report.
- Relevant planning policies were identified in paragraph 6 of the report and included consideration of ECN 13 Meeting Rural Employment Needs, ECN 15 Tourism and Visitor Development and ECN 16 Green Belt and Tourism and Visitor Economy and how these were balanced against the Planning Inspector's decision and late information submitted by the applicant and the impact of the structure on their financial position. Members could take a different view on what weight they gave each aspect.
- Temporary consent could be granted for a period of time, e.g. two years or if the premises ceased to trade as a public house and conditions applied to require that the structure be removed. A further application would be required after this time if the roof material needed to be changed.
- Use of alternative materials had been queried with the applicant and their agent. The Planning Inspector had expressed a preference for slate. Other contemporary designs elsewhere had incorporated materials such as steel sheets or zinc which had weathered to a grey colour. The applicant had stated their preference for the transparent polycarbonate roof as it allowed light to come through which they wanted to keep, they had stated that slate was also cost prohibitive for them.
- Officers had applied significant weight to the Planning Inspector's decision due to the impact on the character of the areas and description of the roof material being inappropriate. The latest planning application incorporated a strip of green roof. Members would need to consider whether this addition and financial information and benefits to the community outweighed the harm from use of the roof material and give these more weight than officers.
- It was now accepted that the structure would not result in inappropriate development in the Green Belt. The structure was not a listed building.

Councillor Kennedy proposed that the application be granted, contrary to the officer's recommendation that the application be refused, as the benefits of

the premises as a community asset, the long-term viability of the business and support for the local economy and employment outweighed the harm to the character and appearance of the area. This was seconded by Councillor Fairless-Aitken.

Several members expressed their support for the planning application which was vital to employment and the economy in a rural area. They felt that the additional strip of green roof and supporting financial information made it materially different to the previous application which had been dismissed by the Planning Inspector. It was the only community asset in the village. The planning application had received significant support with no objections, particularly from neighbours directly opposite the premises.

Other members sympathised with the difficult circumstances faced by the applicant but did not think the roof material was appropriate or that a case had been made to make a decision different to the Planning Inspector's.

Councillor Oliver expressed his support for a temporary permission and did not think it appropriate that the roof material be given permanent permission. He suggested that permission be granted with a condition that the structure be removed if the premises ceased to trade as a public house. He provided clarification that the permission was not to be granted for a particular period of time.

Councillor Kennedy did not agree to amend his proposal. The amendment to the motion put forward by Councillor Oliver was not seconded and therefore failed.

Upon Councillor Kennedy's proposal being put to the vote the results were as follows: -

FOR: 8; AGAINST: 5; ABSTENTION: 0.

RESOLVED that the application be **GRANTED** permission for the reasons stated above with the wording of conditions to be delegated to the Head of Planning in consultation with the Chair and subject to a condition that the green roof should be installed within 3 months of the date of the permission.

Councillor Kennedy left the meeting.

7. **19/00068/VARYCO**
Variation of Condition 2 (Approved Plans) pursuant to planning permission 16/01241/VARYCO in order to alter Plots 1, 2 and 3 (amended description 05/05/2023).
Land North of White House, The Green, Acomb, Northumberland 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 circulated the following updates. Members were allowed time to read them.

Update 1:

The 2nd bullet point at the end of Section 5 of the officer report stated that “amended plans have been received showing Plots 2 and 3 would remain single storey dwellings, with no first floor accommodation.”

This statement was in error, as the received plans show the retention of bedrooms and bathrooms at first floor level at Plots 2 and 3. The proposal had been considered by Officers in light of those plans when writing the report, and it was still considered by Officers that the proposed first floor accommodation would not lead to an adverse impact on the amenity of neighbouring residents. Officers also considered that sufficient car parking has been provided within the site for these proposed bedrooms.

Following this update, there was no change to the conclusion of the assessment by Officers, and Officers still recommended approval.

Update 2:

The Reasons given for Conditions 2, 3, 4 and 5 be updated to state the following:

“Reason: In the interest of the satisfactory appearance of the development, and in the interest of the character and appearance of the Acomb Conservation Area, in accordance with Policies HOU9, QOP1, QOP2, ENV1, ENV7 and ENV9 of the Northumberland Local Plan, Policies 6, 8, 9 and 10 of the Acomb Neighbourhood Plan, and the National Planning Policy Framework.”

Update 3:

Condition 1 lists the submitted drawings. Following publication of the officer report, Officers have noted that there were errors on those drawings when compared to the as-built development, as those drawings are dated from 2021. Following the publication of the officer report amended drawings had been received showing amended rooflights for Plots 2 and 3, and therefore Condition 1 should be amended to read as follows:

1) The development hereby permitted shall be retained in complete accordance with the approved plans. The approved plans for this development are:

20-01-04 – Floor and Roof Plans and Proposed (Plot 1)
20-01-05 Revision A – Elevations as Proposed (Plot 1)
20-01-10 Revision A – Site Location Plan
20-01-11 Revision A – Site Block Plan as Proposed

20-01-12 Revision A – Floor Plans as built as Proposed (Plot 2)
20-01-13 Revision B – Elevations as Proposed (Plot 2)
20-01-14 – Floor Plans as built as Proposed (Plot 3)
20-01-15 Revision A – Elevations as Proposed (Plot 3)
20-01-16 Revision A – Garage as built (Plot 3)
20-01-17 Revision E – Landscaping as Proposed
20-01 HAY01 – Hayshed Doors

18011-8 – Window Detail
18011-9 – Bi-fold Doors Detail
18011-10 – Roller Shutter Door Detail

Updated Hayshed Repair Works Method Statement – Dated 09.03.2023, by
Darryl Bingham Architectural Services

A009-111 Revision A - The Hay barn – Proposed building - received
23.10.2014

Reason: To ensure that the approved development is carried out in complete
accordance with the approved plans.

Members should note that the amended drawings showed a reduction in
rooflights on the eastern elevation of Plot 2, therefore the amendments lead to
a betterment when compared to the original drawings listed in Condition 1 on
the officer report.

Following the update, there was no change to the conclusion of the
assessment by Officers, and Officers continued to recommend approval.

Update 4:

The officer recommendation should now read:

“That Planning Permission be **GRANTED** for the proposed development in
respect of the amended plans received 13th June 2023.”

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

- The original plans for Plot 1 had proposed painted timber double glazed windows and doors although white upvc bi-fold doors had been installed.
- Whilst the Built Heritage and Design Officer had expressed concerns regarding the use of upvc openings and rainwater goods, the planning officers did not feel that the changes were unacceptable to merit refusal.
- Whilst it was regrettable that it had been necessary for a retrospective application to be submitted to regularise the differences between the plans and the actual development, on balance the changes were not unacceptable.
- The site was located within a Conservation Area.

- The Enforcement Team were aware that the buildings on the site had not been built in accordance with the approval plans and had invited the planning applications for variation. A number of other planning applications had been considered within the last 6 months. If there were any further changes, these would be investigated although it was hoped that no further applications would be required.
- Current planning legislation allowed for retrospective applications and variations to applications. Although retrospective applications may not be the preferred process, members have the benefit of being able to see what had been built. The concerns of the Built Heritage and Design Officer regarding the poor-quality design in the Conservation Area had been considered, but on balance, given the location, which was set back from the main street, planning officers considered that what had been built was acceptable.
- The openings had been constructed with a mix of timber and upvc. Plot 1 had timber windows.
- There was no limit on the number of variations to planning applications which could be submitted for any aspect of the development. The planning department dealt with a significant number of variation applications due to design changes.
- The condition for the original application required that the development be built in accordance with the approved drawings which had referred to timber openings.
- If the application was refused, the applicant could appeal to the Planning Inspectorate; possible determination in support of the officer's recommendation was a factor that had been considered by officers.

Councillor Horncastle proposed acceptance of the of the officer's recommendation to approve the application with the officer's amendments circulated at the meeting and detailed above. This was seconded by Councillor Riddle.

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

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

RESOLVED that the application be **GRANTED** permission for the proposed development in respect of the amended plans received 13th June 2023 for the reasons outlined in the report and with the conditions as set out in the officers report as amended by the following amendments:

- Condition 1 be amended to read as follows:

1) The development hereby permitted shall be retained in complete accordance with the approved plans. The approved plans for this development are:

20-01-04 – Floor and Roof Plans and Proposed (Plot 1)
 20-01-05 Revision A – Elevations as Proposed (Plot 1)
 20-01-10 Revision A – Site Location Plan

20-01-11 Revision A – Site Block Plan as Proposed
20-01-12 Revision A – Floor Plans as built as Proposed (Plot 2)
20-01-13 Revision B – Elevations as Proposed (Plot 2)
20-01-14 – Floor Plans as built as Proposed (Plot 3)
20-01-15 Revision A – Elevations as Proposed (Plot 3)
20-01-16 Revision A – Garage as built (Plot 3)
20-01-17 Revision E – Landscaping as Proposed
20-01 HAY01 – Hayshed Doors

18011-8 – Window Detail
18011-9 – Bi-fold Doors Detail
18011-10 – Roller Shutter Door Detail

Updated Hayshed Repair Works Method Statement – Dated 09.03.2023, by
Darryl Bingham Architectural Services

A009-111 Revision A - The Hay barn – Proposed building - received
23.10.2014

Reason: To ensure that the approved development is carried out in complete
accordance with the approved plans.

- The reasons given for Conditions 2, 3, 4 and 5 to be updated to state
the following:

“Reason: In the interest of the satisfactory appearance of the development,
and in the interest of the character and appearance of the Acomb
Conservation Area, in accordance with Policies HOU9, QOP1, QOP2, ENV1,
ENV7 and ENV9 of the Northumberland Local Plan, Policies 6, 8, 9 and 10 of
the Acomb Neighbourhood Plan, and the National Planning Policy
Framework.”

8. PLANNING APPEALS UPDATE

The report provided information on the progress of planning appeals.

RESOLVED that the information be noted.

9. DATE OF NEXT MEETING

The next meeting would be held on Tuesday 11 July 2023.

CHAIR _____

DATE _____

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Northumberland County Council

TYNEDALE LOCAL AREA COMMITTEE

DATE: 11TH JULY 2023

PETITION – REQUEST FOR ADDITIONAL TRAFFIC CALMING MEASURES AT WOODLANDS, HEXHAM

Report of: John Riddle, Cabinet Member for Improving our Roads and Highways

Lead officer: Paul Jones, Director of Environment and Transport

Purpose of report

To respond to the e petition which closed on 14th April 2023 regarding a request for additional traffic calming measures on Woodlands in Hexham.

Recommendations

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

Link to Corporate Plan

Driving Economic Growth - Maintain the high standards of vital local services ensuring the natural and physical environments our residents live in, are active in and visit, are accessible, clean, tidy and safe. A transport network that is well maintained and connects people and business.

Key Issues

1. An e petition has been received, requesting that additional traffic calming measures are introduced on the A695 at Woodlands in Hexham.
2. The speed limit drops from 30mph to 20mph at Woodlands, however the petition states that the speed limit is rarely adhered to.
3. The petition requests that ideally a speed camera is introduced, however rumble strips or other methods which encourage motorists to slow down would also be welcomed by all road users who regularly use these junctions.
4. This online petition has been signed by 80 signatories.
5. Speed surveys were carried out as recently as May 2023 within the 30mph speed limit. According to data obtained, vehicles are complying with the speed limit in

place. Evidence shows that vehicles were slowing down when travelling west on the approach to the 20mph limit.

6. For westbound traffic, there was an average 3651 vehicles per day, average speed was recorded to be 24.3mph, with an 85th percentile of 28.5mph.
7. For eastbound traffic, there was an average 3796 vehicles per day, average speed was recorded to be 26.2mph, with an 85th percentile of 30.7mph.
8. According to accident data from Northumbria Police there has been one “slight” personal injury collision in the previous five years on Woodlands. This occurred 78 metres east of the junction with Monks Terrace. This occurred when a goods vehicle (over 3.5 tonnes and under 7.5 tonnes) travelling west veered across the road to its offside, colliding with the offside of a car which was travelling eastbound. The goods vehicles left the carriageway to the offside.
9. Accident data does not include any damage only incidents or near misses which may have occurred.

Background

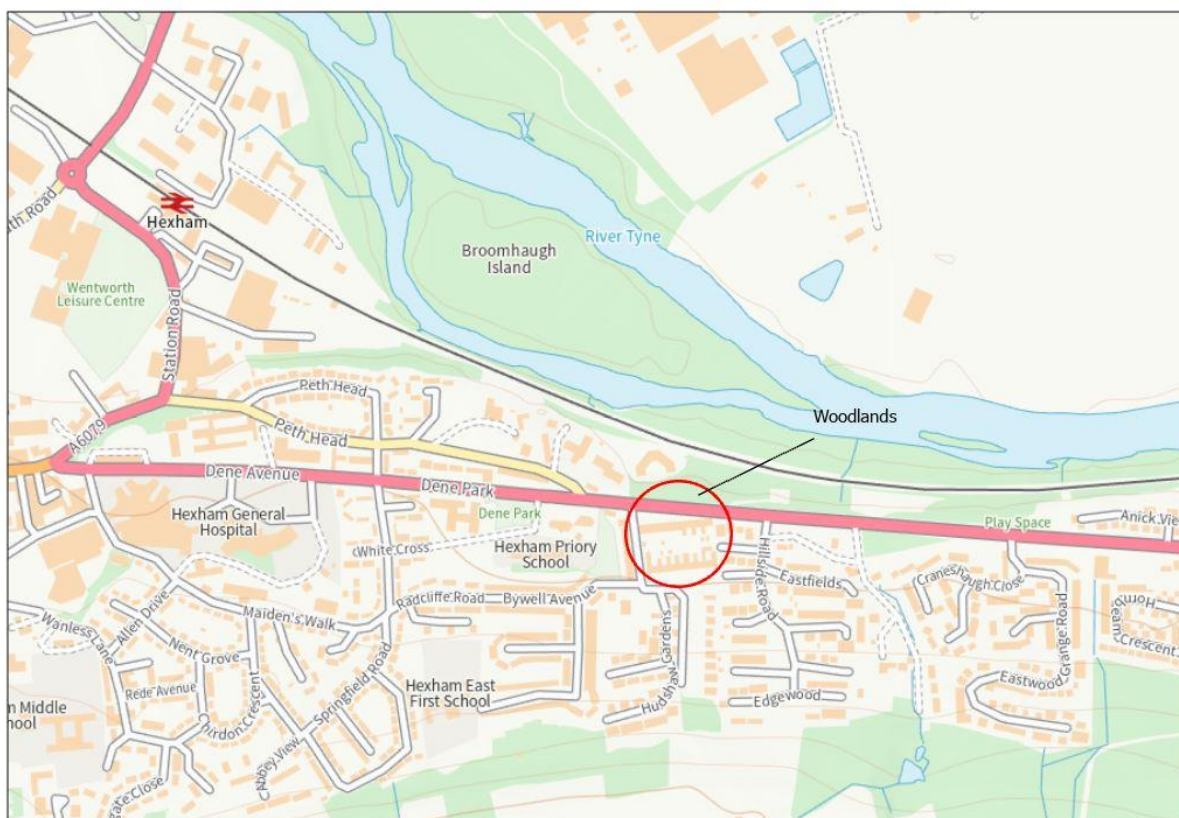
The Petition

The County Council has received an 80 name petition stating that :-

“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.”

Initial Comments

Woodlands lies at the A695 at the east end of Hexham. The A695 is a primary route which links Hexham with Newcastle-upon-Tyne and as such is identified as a part of the Resilient Road Network that maintain economic activity and will be prioritised to be kept open in times of severe weather.



Location plan for Woodlands

A 20mph speed limit was introduced in Hexham Town Centre in 2017, which includes the area on the A695 which runs past Hexham Priory School in line with the Council's commitment to introduce 20mph speed limits outside all schools in the County.

The start of the 20mph speed limit on Woodlands is clearly identified by 20mph terminal signs and roundels also painted on the road surface, with the addition of red surfacing.



Google street view image of start of 20mph on Woodlands, Hexham

In addition, a set of SLOW road markings are provided on the approach to the 20mph speed limit at a location approximately 45 metres west of the junction with Hillside Road as shown in the following image.



Google street view image of existing SLOW road marking on A695 on approach to 20mph speed limit

Speed Surveys

The latest speed surveys were undertaken in May 2023 within the 30mph speed limit. According to data obtained, vehicles are complying with the speed limit in place. Evidence indicates that vehicles are normally slowing down when travelling west on the approach to the 20mph limit. A detailed summary of the survey results is attached as Appendix A, but for ease of reference are briefly summarised as follows:-

For westbound traffic, there was an average 3651 vehicles per day, average speed was recorded to be 24.3mph, with an 85th percentile of 28.5mph.

For eastbound traffic, there was an average 3796 vehicles per day, average speed was recorded to be 26.2mph, with an 85th percentile of 30.7mph.

For information, 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. In order for enforcement of the speed limit to be carried out, the 85th percentile needs to be 24mph within a 20mph speed limit and 35mph within a 30mph speed limit).

It should be noted that there were several occurrences where vehicles were recorded exceeding the speed limit, and the limit necessary to meet enforcement requirements. However, it should be noted that it is possible that some of these could have been ambulances on their way to and from call outs given the close proximity of Hexham General Hospital. Fire engines and police cars may also have been travelling at excessive speed when travelling east whilst attending any call outs. Both are also nearby, with the fire station located on Maiden's Walk and the police station on the B6531 at the west of Hexham.

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 Woodlands. This occurred 78 metres east of the junction with Monks Terrace. This occurred when a goods vehicle (over 3.5 tonnes and under 7.5 tonnes) travelling west veered across the road to its offside, colliding with the offside of a car which was travelling eastbound. The goods vehicles left the carriageway to the offside.

Existing Signs and Road Marking

The existing signs and road markings have been reviewed and are considered appropriate for the location and road type.

Proposed Actions

While we sympathise with the concerns raised in the petition, based on the data obtained from the speed surveys undertaken in May 2023 the existing speed restrictions, signing and road marking measures are appropriate for the location. With regards to the request for a speed camera, any new fixed cameras would be considered on a prioritised basis,

treating sites with the highest levels of serious and fatal injury collisions linked to illegal speeds as the first priority and at this stage this site would not meet this criteria.

As such no further action is planned at this time, although we will continue to monitor speeding concerns in this area.

Implications

Policy	The response to the issues raised in this petition is consistent with LTP Policies.
Finance and value for money	None
Legal	None
Procurement	None
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	None
Risk Assessment	n/a
Crime & Disorder	n/a
Customer Consideration	Petition raises various road safety concerns along this route.
Carbon reduction	n/a

Wards	Hexham East
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Appendix Index

Appendix A – Summary of speed survey data

Background papers:

None

Report sign off

	Full Name of Officer
Monitoring Officer/Legal	N/A
Executive Director of Finance & S151 Officer	N/A
Relevant Executive Director	Simon Neilson
Chief Executive	N/A
Portfolio Holder(s)	John Riddle

Author and Contact Details

Neil Snowdon – Principal Programme Officer (Highways Improvement Team)



Northumberland County Council

Appendix A – Speed Survey Results

A695 Woodlands, Hexham

12/05/2023 - 18/05/2023

Eastbound

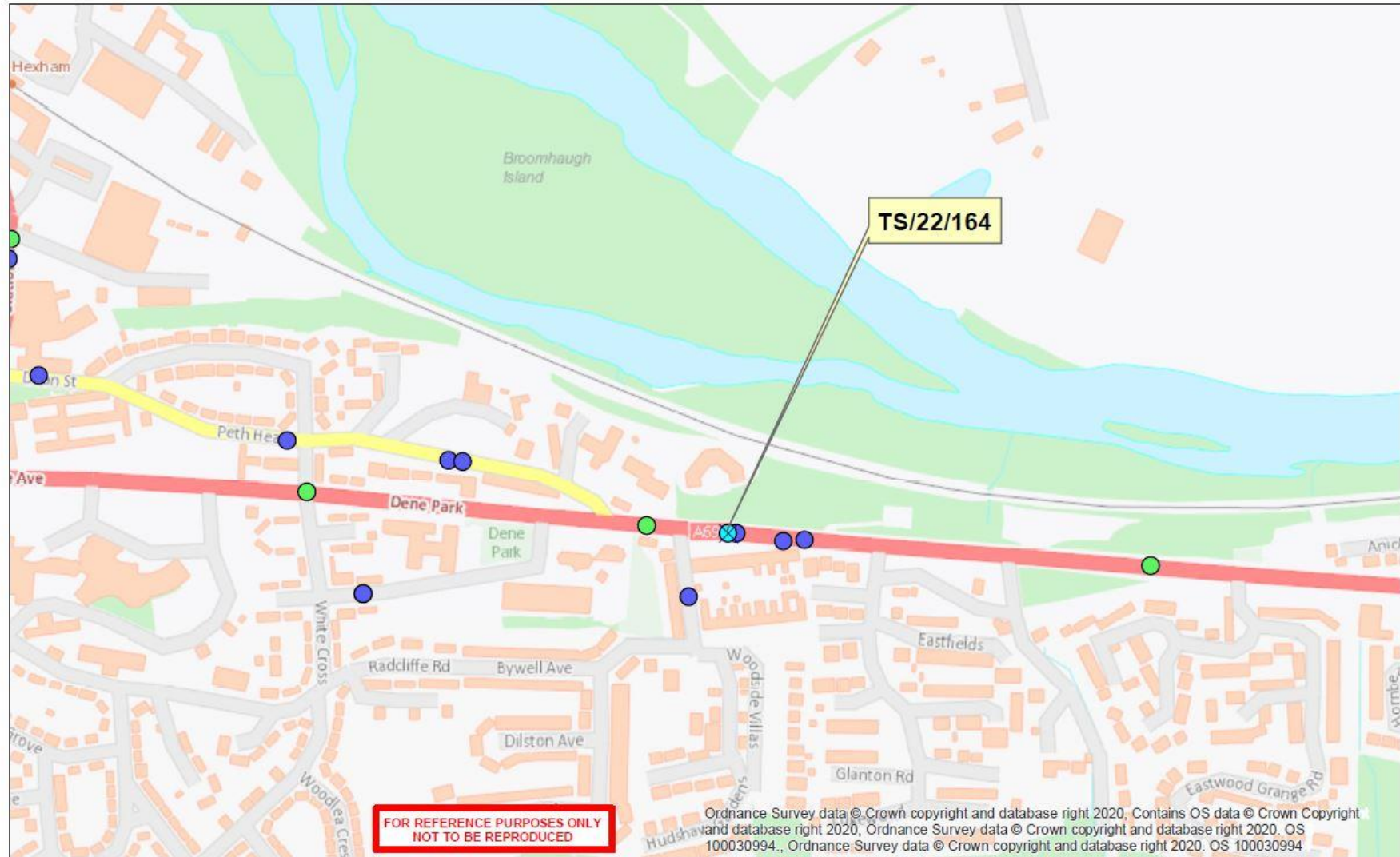
Time	Total	Vpp 85	Mean	SD	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99
0	9	-	30.9	10.5	0	1	2	2	2	1	1	0	0	0	0	0	0	0	0
100	4	-	33.7	10.1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0
200	1	-	36.7	6.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	2	-	29.9	6.4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
400	2	-	30.5	5.9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
500	10	36	29.2	6.3	0	0	3	3	3	1	0	0	0	0	0	0	0	0	0
600	28	35.6	29	6.7	0	1	6	9	8	2	0	0	0	0	0	0	0	0	0
700	107	33.8	28.5	5.4	1	3	21	54	24	4	1	0	0	0	0	0	0	0	0
800	194	31.1	26.4	4.9	1	10	57	96	27	3	0	0	0	0	0	0	0	0	0
900	235	30.5	26.2	4.5	2	9	77	118	26	2	0	0	0	0	0	0	0	0	0
1000	266	30	25.7	4.4	1	12	102	124	25	2	0	0	0	0	0	0	0	0	0
1100	291	29.4	25.4	4.2	1	13	114	141	20	2	0	0	0	0	0	0	0	0	0
1200	317	29.5	25.5	4.2	1	13	128	150	24	1	0	0	0	0	0	0	0	0	0
1300	295	30.3	25.9	4.5	2	13	97	153	27	2	0	0	0	0	0	0	0	0	0
1400	304	29.9	25.4	4.6	3	17	109	148	25	1	0	0	0	0	0	0	0	0	0
1500	384	29.5	24.9	4.8	3	33	147	169	29	2	0	0	0	0	0	0	0	0	0
1600	394	30	25.9	4.3	1	16	144	192	36	4	0	0	0	0	0	0	0	0	0
1700	336	30.9	26.5	4.5	1	11	103	174	42	4	0	0	0	0	0	0	0	0	0
1800	218	32	27.7	4.7	0	4	52	118	37	6	1	0	0	0	0	0	0	0	0
1900	161	32	27.4	5.2	1	4	44	80	26	4	1	0	0	0	0	0	0	0	0
2000	103	34.1	28.5	6.1	0	2	23	48	22	5	1	0	0	0	0	0	0	0	0
2100	77	32.6	27.7	5.2	0	2	20	38	14	3	0	0	0	0	0	0	0	0	0
2200	41	34.3	28.7	6.5	0	1	8	19	9	2	1	0	0	0	0	0	0	0	0
2300	17	37.7	30.9	7.3	0	1	3	6	5	2	0	0	0	0	0	0	0	0	0
07-19	3342	30.3	26	4.6	17	154	1151	1636	344	34	4	1	0	0	0	0	0	0	0
06-22	3710	30.6	26.1	4.8	18	164	1244	1812	414	49	7	1	0	0	0	0	0	0	0
06-00	3767	30.6	26.2	4.8	18	165	1255	1837	428	53	9	1	0	0	0	0	0	0	0
00-00	3796	30.7	26.2	4.9	19	166	1261	1844	436	56	10	1	0	1	0	0	0	0	0

Time	Total	Vpp 85	Mean	SD	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99
0	7	-	30.1	9	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0
100	3	-	27.3	7.6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
200	1	-	32.7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	1	-	29	7.6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
400	7	-	29.3	7.3	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0
500	17	34.9	30.8	4.7	0	0	1	8	7	1	0	0	0	0	0	0	0	0	0
600	44	35.2	29.1	5.4	0	1	7	21	11	3	0	0	0	0	0	0	0	0	0
700	191	30.4	26.4	4.3	0	5	62	101	19	3	0	0	0	0	0	0	0	0	0
800	368	27.8	24.1	3.8	1	23	188	143	12	0	0	0	0	0	0	0	0	0	0
900	281	28	24.1	4.1	2	20	145	103	11	1	0	0	0	0	0	0	0	0	0
1000	295	27.1	23.3	3.8	2	28	169	89	6	0	0	0	0	0	0	0	0	0	0
1100	289	27.3	23.5	3.8	1	25	161	93	9	0	0	0	0	0	0	0	0	0	0
1200	296	27.1	23.4	3.8	2	28	163	96	7	0	0	0	0	0	0	0	0	0	0
1300	274	27.5	23.6	4	1	29	142	94	8	0	0	0	0	0	0	0	0	0	0
1400	295	27.5	23.5	4	2	26	160	99	7	1	0	0	0	0	0	0	0	0	0
1500	272	27.5	23.4	4.4	3	29	143	89	8	1	0	0	0	0	0	0	0	0	0
1600	269	28.1	24	4.2	1	26	130	101	12	0	0	0	0	0	0	0	0	0	0
1700	251	29	24.9	4.3	1	15	107	111	15	2	0	0	0	0	0	0	0	0	0
1800	187	29.7	25.3	4.4	0	9	78	81	15	2	0	0	0	0	0	0	0	0	0
1900	122	31	26	5	0	7	41	56	16	2	0	0	0	0	0	0	0	0	0
2000	82	31.5	26.4	5.1	0	5	26	38	11	2	0	0	0	0	0	0	0	0	0
2100	53	31.8	26.6	5.8	0	3	17	24	7	2	0	0	0	0	0	0	0	0	0
2200	30	32.7	27.5	5.5	0	1	8	14	6	1	1	0	0	0	0	0	0	0	0
2300	14	32.7	27.7	5.5	0	0	4	7	2	1	0	0	0	0	0	0	0	0	0
07-19	3269	28	24	4.1	15	262	1649	1201	130	11	1	0	0	0	0	0	0	0	0
06-22	3571	28.4	24.2	4.3	16	278	1740	1340	175	20	2	0	0	0	0	0	0	0	0
06-00	3615	28.4	24.3	4.3	16	279	1752	1361	183	21	3	0	0	0	0	0	0	0	0
00-00	3651	28.5	24.3	4.4	16	281	1758	1374	195	23	4	0	0	0	0	0	0	0	0



Northumberland County Council

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Additional Comments:

Grids
394693 - 563914

Northumberland
Northumberland County Council

Northumberland County Council
County Hall
Walls
Northumberland NE1 1DP
Tel: 01670 53000

**Network Management
Information System**

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Title: A695 Hexham East (Woodlands) Hexham		
Drm: CE	Date: Mar 23	Scale: NTS



Northumberland County Council

TYNEDALE LOCAL AREA COMMITTEE

TUESDAY 11TH JULY 2023

NORTHUMBERLAND LOCAL BUS BOARD

Report of: John Riddle, Cabinet Member for Improving our Roads and Highways

Lead Officer: Stuart McNaughton, Strategic Transport Manager

Purpose of report

To agree the Local Area Committee's nomination for the Northumberland Local Bus Board.

Recommendations

This Local Area Committee is recommended to:

- 1. Nominate a member of the Tynedale Local Area Committee to act as the area's representative on the Northumberland Local Bus Board.**

Link to Corporate Plan

The Local Bus Board will help deliver on the 'Driving Economic Growth' priority within the Corporate Plan through helping to deliver a connected county by improving the bus network across Northumberland.

Key issues

- 1.** In May 2023, NCC Cabinet noted the decision of the North East Joint Transport Committee to make an Enhanced Bus Partnership for the region. The cabinet report is appended to this report
- 2.** The Enhanced Bus Partnership incorporates a package of regional and local bus schemes including:
 - a.** New ticketing products, which will enable cheaper, simpler, multi modal and multi-operator fares, with the aim of attracting more bus passengers to the network;
 - b.** New services and improved services, delivering new routes to connect communities and improving frequencies and operating hours for existing

services. Funding for service improvements in Northumberland is expected to total £7.8m and be spent by 31 March 2025.

- c. Improved reliability and speed of buses through Bus Priority Infrastructure and Intelligent Transport Systems Investments, allowing users to rely on buses and attracting more people to use their local services.
- d. Investment focused on connectivity in rural areas.
- e. Funding to update outdated bus stops in the county to correct safety or accessibility issues that may be barriers to travel; and
- f. Ensuring services run as a cohesive network, including branding and enhanced passenger information. This will be in the form of a new website and app as well as additional staffing and online information.

- 3. Once funding is received, the council will begin to deliver a range of schemes to improve bus patronage, modal share, performance, and customer satisfaction.
- 4. As part of the delivery of the Enhanced Bus Partnership, local transport authorities have been asked to establish Local Bus Boards. The aim of the Local Bus Board is to allow representatives from across Northumberland to meet with bus operators to increase understanding between the parties involved, specifically but not limited to, reporting and discussion of forthcoming bus service changes in Northumberland.
- 5. The Local Bus Board would seek to improve working arrangements for the discussion of bus service reliability, service improvements, highways infrastructure measures, fares initiatives and information to the public.
- 6. Draft Terms of Reference for the Northumberland Local Bus Board (NLBB) are appended to this report. In summary:
 - a. The NLBB is not a public meeting and will not be a decision-making body
 - b. The ordinary frequency of meetings will be four times per year and will be chaired by the relevant portfolio holder.
- 7. Also set out in the Terms of Reference is the proposed membership of the NLBB and this includes a representative from each of the Local Area Committees. To that end, this report requests a nomination from this LAC to act as the local representative of the NLBB. On receipt of nominations from across the LACs, the first Local Bus Board will be arranged for the autumn.

IMPLICATIONS

Policy	This approach will provide ongoing support to transport providers and support the economic recovery of the region, as well as supporting the Council’s strategic objective of connecting people by provided access to education, employment, and social activities.
Finance and value for money	None.

Legal	None.
Procurement	None.
Human Resources	None.
Property	None.
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None.
Risk Assessment	None.
Crime & Disorder	None.
Customer Consideration	None.
Carbon reduction	None.
Health and Wellbeing	None.
Wards	All Wards

Background papers

[May 2023 Cabinet Report - North East Bus Service Improvement Plan](#)
[Northumberland Local Bus Board - Draft Terms of Reference](#)

Report sign off

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

	Full Name of Officer
Monitoring Officer/Legal	Stephen Gerrard
Executive Director of Transformation and Resources	Jan Willis
Relevant Executive Director	Simon Neilson
Portfolio Holder for Improving our Roads and Highways	John Riddle

Author and Contact Details

Stuart McNaughton

Strategic Transport Manager

07827 873139

stuart.mcnaughton@northumberland.gov.uk



Northumberland

County Council

CABINET

TUESDAY, 9 MAY 2023

NORTH EAST BUS SERVICE IMPROVEMENT PLAN

Report of: Glen Sanderson, Leader of the Council

Lead Officer: Janice Rose, Interim Director of Regeneration

Purpose of report

To outline the implications of the Bus Service Improvement Plan for Northumberland bus services and infrastructure.

Recommendations

Cabinet is recommended to:

- 1) Note the decision of the North East Combined Authority and the North of Tyne Combined Authority, acting together through the North East Joint Transport Committee to make an Enhanced Bus Partnership for the region;**
- 2) Delegate authority to the Executive Director for Regeneration, in consultation with the Executive Director of Finance (Section 151 officer), to accept the funding for bus service improvements, once confirmed, from Transport North East; and**
- 3) Authorise the creation of a Northumberland Local Bus Board as set out in Appendix 2.**

Key issues

The North East Joint Transport Committee on Tuesday 21st March 2023 agreed to formally make an Enhanced Bus Partnership. This is a key step in unlocking Bus Service Improvement Plan funding of £163.5million for the region. This funding is for financial years 2023/24 to 2024/25 with £73.5m for capital investment and £90.0m for revenue investment.

Revenue funding will be used, in part, to implement a range of new ticketing products, which will enable cheaper, simpler, multi modal and multi-operator fares, with the aim of attracting more passengers to the network. Proposed fare products specific to Northumberland residents include:

Product	Price
Under 22 singles	£1
Under 22 regionwide day ticket (multi modal)	£3
Northumberland adult day ticket (multi-operator)	£5

Further revenue funding will be used to procure new services and improved services, delivering new routes to connect communities, and improving frequencies and operating hours for existing services. Funding for service improvements in Northumberland (subject to confirmation) is expected to total £7.8m.

Overview of the Enhanced Partnership and associated Bus Service Improvement Plan funded initiatives will be facilitated by the creation of a regional Bus Board together with a requirement to establish a Local Bus Board at a Northumberland level. The Local Bus Board would not be a decision-making body but would seek to improve working arrangements for the discussion of bus service reliability, service improvements, highways infrastructure measures, fares initiatives and information to the public.

BACKGROUND

1. The National Bus Strategy was published by the Department for Transport (DfT) on 15 March 2021 and set out central government's vision and the opportunity to deliver better bus services for passengers, through ambitious and far-reaching reform of how services are planned and delivered.
2. The North East Bus Service Improvement Plan (BSIP) bid responded to the National Bus Strategy and was published in October 2021. The BSIP committed the region to the establishment of an Enhanced Partnership (EP) plan and scheme. An EP is a statutory partnership between Local Transport Authorities (LTA's) and their local bus operators and sets out how they will work together to deliver BSIP outcomes, An EP consists of two parts:
 - An EP plan – a high-level vision and objectives for bus services in the local area and closely follows or replicates relevant sections of the BSIP, setting out a clear vision of the improvements to bus services that the EP is aiming to deliver; and
 - One or more EP schemes – an accompanying document which sets out the requirements that need to be met by local services that stop in the EP area and precise detail of how the BSIP vision and objectives will be achieved, including any commitments made by the local authority or standards to be met by bus operators.
3. Making an EP is an essential step in unlocking the regions BSIP funding, failing to do so would limit the region's ability to fund and deliver improvements to bus services needed in the region. This investment is hugely important to the region and a failure to deliver an EP, and therefore BSIP, will be a missed opportunity in terms of the economic, health, social and environmental benefits they will bring.
4. An EP plan and an EP scheme have been developed by Transport North East (TNE) in partnership with LTA's and bus operators and the content of these documents have been agreed with the DfT. The partnership involves continuous engagement with all parties working together to deliver the ambitions set out in the BSIP and EP Plan, and the EP Scheme sets out obligations on local authorities and local bus operators. To that end, a North East Regional Bus Partnership Board (Partnership Board) has been established to oversee the North East EP. This Partnership Board includes representation from Northumberland County Council (NCC) Stuart McNaughton, Acting Head of Economy and Regeneration.
5. On 2 March 2023 the Leader of the Council took the delegated decision as agreed by Cabinet on 10 May 2022 and authorised Northumberland County

Councils participation in the making of an Enhanced Bus Partnership Plan and Scheme.

6. Following approval by the North East Joint Transport Committee (JTC) on Tuesday 21 March 2023 it was agreed to make the EP. This is a key step in unlocking confirmed regional BSIP funding of £163.5million. This funding is for financial years 2023/24 to 2024/25 with £73.5m for capital investment and £90.0m for revenue investment. Once funding is received, we will begin to deliver schemes which work towards the BSIP Key Performance Indicators (KPIs) to improve bus patronage, modal share, performance, and customer satisfaction. The package of regional and local schemes include:

- New ticketing products, set out in the table, which will enable cheaper, simpler, multi modal and multi-operator fares, with the aim of attracting more passengers to the network;

Product	Price	Proposed Implementation
Under 22 singles	£1	May 2023
Under 22 regionwide day ticket (multi modal)	£3	May 2023
Northumberland day ticket (multi-operator)	£5	July 2023
County Durham day ticket (multi-operator)	£4	July 2023
Tyne & Wear day ticket (multi-modal)	£6	July 2023
Two-Zone day ticket (multi-modal)	£6.50	July 2023
Regionwide day ticket (multi-modal)	£6.80	July 2023

- New services and improved services, delivering new routes to connect communities and improving frequencies and operating hours for existing services. A key requirement of the funding identified sustainability as a key factor when planning interventions. To that end officers have worked extensively with operators to identify a package of interventions that have the highest likelihood of being commercially viable after the funding has ended. These interventions will form the initial phase of work. Notwithstanding these interventions, additional funding will be available to implement a package of bus service enhancements identified locally following engagement with Elected Members and Town and parish Councils. Funding for service improvements in Northumberland subject to confirmation is expected to total £7.8m to be spent between 1 April 2023 and 31 March 2025. Details of the current bus network is set out in Appendix 1;

- Improved reliability and speed of buses through Bus Priority Infrastructure and Intelligent Transport Systems Investments, allowing users to rely on buses and attracting more people to use their local services. Many of these schemes are targeted in Tyne & Wear, but Northumberland bus users will benefit because of improved journey times to Newcastle and further afield;

Northumberland Highway Schemes	Description
Blyth A189 Southbound to A193 Eastbound bus lane.	Widen carriageway to provide additional bus lane to facilitate bus movement through A189 roundabout.
Cramlington Low Main Place to B1326 right turn bus lane.	Widen Road and signalise junction to facilitate right turn bus movement and provide new left turn entrance to supermarket car park in advance of junction to ease volume of traffic moving through junction.
Cramlington Dudley lane southbound bus lane at A1171 roundabout.	Widen Southbound carriageway to provide addition bus lane to facilitate bus movement through A1171 roundabout.

- Investment focused on connectivity in rural areas such as ‘on demand’ ‘demand responsive transport’ and small ‘pocket park and ride’ sites;
 - Funding to update outdated bus stops in the county to correct safety or accessibility issues that may be barriers to travel; and
 - Ensuring services run as a cohesive network, including branding and enhanced passenger information. This will be in the form of a new website and app as well as additional staffing and online information. A Code of Conduct and Bus Passenger Charter have also been agreed, ensuring that bus users and bus operators work together ahead of network changes and passengers can come to expect consistent standards throughout the network.
7. The making of the EP Plan and EP Scheme, set out an intention to formalise a governance structure to oversee the operation of the EP. A Partnership Board has been established and has been meeting in shadow form. LTAs are being asked to establish Local Bus Boards. Cabinet is requested to give approval for the creation of a member led Local Bus Board for Northumberland as set out in Appendix 2.
 8. The aim of the Local Bus Board is to allow representatives from across Northumberland to meet with bus operators to increase understanding between the parties involves, specifically but not limited to, reporting and

discussion of forthcoming bus service changes in Northumberland. The Local Bus Board would seek to improve working arrangements for the discussion of bus service reliability, service improvements, highways infrastructure measures, fares initiatives and information to the public.

9. All relevant actions within the EP Scheme and EP Plan will be funded through the BSIP award, or are costs already met by Northumberland County Council. It should be noted that the EP Scheme contains a measure requiring Northumberland County Council to maintain their supported services and concessionary travel budget at the actual spend of financial year 2022/23 for the duration of the EP.

IMPLICATIONS

Policy	This approach will provide ongoing support to transport providers and support the economic recovery of the region, as well as supporting the Council's strategic objective of connecting people by provided access to education, employment, and social activities.
Finance and value for money	The North East's BSIP set out an ambitious request for Government funding for the delivery of measures relevant to bus services. Entering an EP is a requirement to receive ongoing Government funding for bus services. Future reports will be brought to Cabinet for decision making if the EP requires any financial support from the Council for specific schemes.
Legal	<p>The overarching principle of the EP is that there are no decision-making powers aligned to the any of bodies which will make up the governance structure of the EP; and that these bodies should be focused on building consensus as to the best way to proceed on issues. Once consensus is reached on a matter, if a decision is required by, for an example, a Local Authority, the matter must be passed forward to that the Local Authority for a decision to be reached through that Local Authority's established governance.</p> <p>The Local Authorities (Functions and Responsibilities) (England) Regulations 2000 confirm that the matters within this report are not functions reserved to Full Council.</p>
Procurement	New/enhanced services will be contracted in accordance with existing procurement arrangements
Human Resources	None

Property	None
Equalities	(Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Implementation of the EP will assist in reducing social exclusion by improving access for the young, elderly, unemployed/low waged and people with disabilities.
Risk Assessment	The main risk associated with the programme is that any significant underspend or failure to deliver schemes that have external funding linked to them may lead to a loss of that funding and jeopardise the potential to secure additional funding in future years.
Crime & Disorder	Proposals within the BSIP, to be developed through the EP, will assist in improving safety and security for the travelling public
Customer Consideration	None
Carbon reduction	The EP will be a crucial element in providing a sustainable transport system capable of supporting Northumberland's environmental, social, and economic objectives. It seeks to reduce car dependence and increase sustainable travel, thereby contributing to the reduction of carbon emissions.
Health and Wellbeing	Improving opportunities for sustainable travel through improved bus services will encourage more activity and benefit health by improving air quality.
Wards	All wards

Background papers:

- [National Bus Strategy](#)
- [National bus strategy: bus service improvement plans – guidance to local authorities and bus operators](#)
- [Bus Partnership & Scheme – Report to Cabinet – May22](#)

Report sign off

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

	Full Name of Officer
Interim Director of Law and Governance and Monitoring Officer	Suki Binjal
Executive Director of Resources and Transformation (S151 Officer)	Jan Willis
Interim Executive Director for Regeneration	Janice Rose
Chief Executive	Helen Paterson
Council Leader	Glen Sanderson

Report Author

Neil Easton, Public Transport Manager
Economy and Regeneration Service
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07979 233477

Appendix 2: Northumberland Local Bus Board – Draft Terms of Reference (to be agreed at first meeting of the Bus Board)

1. Aims and Objectives

The aim of the Northumberland Local Bus Board is to allow representatives from across the county to meet with officers and bus operators (where necessary) to discuss and understand forthcoming alterations to the bus network and consider any planning work that is being carried out at both local and regional levels. Discussions may include changes to routes and timetables, punctuality, reliability, highway infrastructure, fares initiatives and public information.

2. Frequency and Conduct of Meetings

The Northumberland Local Bus Board will not be a public meeting. Attendance at Board meetings will be by invitation only and is expected to include:

- the Cabinet Portfolio Holder for Local Services
- a representative from each of the four Local Area Committees
- the Head of Economy and Regeneration
- an officer from the Local Services Transport team responsible for contract management and compliance
- a representative from the Northumberland Disability Partnership
- a representative from the Northumberland Association of Local Councils (NALC)
- a representative from Transport Focus/Confederation of Passenger Transport
- representatives of one or more local bus operators where this is deemed necessary to address specific discussion points

The Board is not a decision-making body.

Meetings will be chaired by the Cabinet Portfolio Holder for Local Services unless otherwise directed by the Cabinet Member.

The agenda for each meeting will be prepared by an officer from the Strategic Transport team in consultation with the Cabinet Portfolio Holder for Local Services. A meeting note will be prepared and circulated to all attendees.

The ordinary frequency of meetings will be four times per year. It is recognised, however, that it may be necessary to arrange meetings at short notice (for example, to respond to Government announcements and associated funding opportunities). Any requests for additional meetings should be approved by the Cabinet Portfolio Holder for Local Services.

Task and finish groups may be set up. These will act within the remit specified by the Board and a written report of their activity will be provided to the next meeting of the Board.

3. Procedure for reporting Bus Service Changes

The standard procedure for reporting forthcoming commercial bus service changes will be:

- An officer from the Strategic Transport team will provide a written report to the Board containing, as a minimum, commentary of any proposed changes including revisions to routes, frequencies, hours of operation and the types of vehicles used as well as their date of introduction (in accordance with the required registration process).
- These changes will be circulated to board members by e-mail and if they wish to comment they should do so by reply within seven days. The Cabinet Portfolio Holder for Local Services will arrange for a written response to be sent to bus operators' representatives (where necessary), setting out the Board's comments and requesting a response within seven days.
- Bus operators' representatives will then provide a written response to the Cabinet Portfolio Holder for Local Services, which will be circulated by e-mail to the Board for further discussion.

4. Procedure for reporting matters by the Cabinet Member and attendees

The procedure for the Cabinet Portfolio Holder for Local Services to raise other matters will be:

- The Authority will provide a written report to bus operators' representatives on the matter unless the urgency of it means it must be raised verbally at the meeting.
- The bus operators' representatives will provide a written or verbal response as appropriate to be discussed by the Board. The Cabinet Portfolio Holder for Local Services will then agree a written response to be sent to the bus operators' representatives setting out the Board's comments and requesting a response to be provided by the next meeting of the Board.
- The bus operators' representatives will then provide a written response to the Board to be discussed at the next available Board meeting.

Should other Board attendees wish to raise a specific matter for discussion, they should make a request to the Cabinet Portfolio Holder for Local Services, asking the Cabinet Member to consider raising the matter via the procedure above.

5. Review of Terms of Reference and Membership

The Terms of Reference and membership of the Board will be reviewed on an annual basis and approved by the Cabinet Portfolio Holder for Local Services.

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Tynedale Local Area Committee
Work Programme 2023 - 2024

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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.

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: Fostering presentation

Northumberland County Council
Tynedale Local Area Committee
Work Programme 2022-23

11 July 2023

- Petition Report - Request for Additional Traffic Calming Measures at Woodlands, Hexham
- Local Services Update
- Northumberland Local Bus Board
- Appointments to Outside Bodies

15 August 2023

- Planning

12 September 2023

- Planning
- Local Services Update
- Petition Report –The Falcon Centre, Wylam
- Members Local Improvement Schemes
- *Other items to be confirmed*

10 October 2023

- Planning

14 November 2023

- Planning

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	<ul style="list-style-type: none"> • Local Services Update • <i>Other items to be confirmed</i>
12 December 2023	
	<ul style="list-style-type: none"> • Planning
9 January 2024	
	<ul style="list-style-type: none"> • Planning • Local Services Update • Members Local Improvement Schemes • <i>Other items to be confirmed</i>
13 February 2024	
	<ul style="list-style-type: none"> • Planning
12 March 2024	
	<ul style="list-style-type: none"> • Planning • Local Services Update • <i>Other items to be confirmed</i>
9 April 2024	
	<ul style="list-style-type: none"> • Planning
14 May 2024	
	<ul style="list-style-type: none"> • Planning • Local Services Update • Members Local Improvement Schemes • <i>Other items to be confirmed</i>

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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	11 October 2022	North of Tyne Rural Business Growth Service	RESOLVED that the information be noted.	
9 Page 43	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 Page 44	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.	
16	14 March 2023	Petition: Request to Impose a Speed Limit on a Section of the C234 Between Warden Bridge and Fourstones	RESOLVED that: 1. The contents of the report be noted. 2. A design brief be included within the 2023-24 Local Transport Plan programme to investigate potential road safety improvements on the C234 between Warden Bridge and Fourstones.	

17	14 March 2023	Policing and Community Safety Update	RESOLVED that the update be noted.	
18	14 March 2023	NE Devolution Update and Regional Consultation	RESOLVED that the presentation be received.	
19	9 May 2023	Domestic Abuse	RESOLVED that the presentation be received.	

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NT 30.06.23

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