

NORTHUMBERLAND COUNTY COUNCIL

ASHINGTON & BLYTH LOCAL AREA COUNCIL

At a meeting of the **Ashington & Blyth Local Area Council** held on **Wednesday, 15 September 2021 at 4:30 pm** in County Hall, Morpeth, Northumberland

PRESENT

Councillor L Grimshaw (Chair)

MEMBERS

C Ball
D Carr
E Cartie
B Gallacher
C Humphrey
J Lang
K Nisbet
K Parry

W Ploszaj
M Purvis
J Reid
M Richardson
E Simpson
A Wallace
A Watson

OFFICERS

M Bulman
M Carle
R Greally

P Jones
S McNaughton
J Murphy
R Soulsby
S Wardle

Lawyer
Lead Highways Delivery Manager
Assistant Democratic Services
Officer
Director – Local Services
Head of Economy and Regeneration
Planning Area Manager
Planning Officer
Neighbourhood Services Divisional
Manager

03. MINUTES 14 JULY 2021

RESOLVED that the minutes of the meeting of the Ashington & Blyth Local Area Council held on Wednesday, 14 July 2021, as circulated, be confirmed as a true record and signed by the Chair.

04 DISCLOSURE OF MEMBER'S INTERESTS

Councillor L Simpson disclosed an interest in the planning application as she had already expressed her opinion on the application and agreed that she would leave the room during the item.

05 DETERMINATION OF PLANNING APPLICATIONS

Councillor Cartie raised concerns that letters of objection/support were no longer printed and circulated with the agenda but found on the Council's website. She requested know who made the decision and when the decision was made to no longer circulate paper copies with the agenda.

Councillor Cartie wished to move a motion that opposed this decision as she felt paper copies should be circulated. She expressed that the online portal was difficult to navigate through and paper copies gave a better indication of the local opinion to the applications

M Bulman advised that although a motion couldn't be put in place concerns could be raised with the Director of Planning.

Councillor Cartie requested that it be raised with Officers as she felt it should have been a decision made by Council and not just made by Officers. Other members agreed and felt that hard copies should be distributed instead of relying on the online portal. Cllr Gallacher stated that he had raised the concerns with planning.

RESOLVED that:

- a) the concerns would be raised with the Director of Planning.
- b) the information be noted

06 PLANNING APPLICATION: 21/01624/COU

R Soulsby, planning officer introduced the planning application to the committee with the aid of a power point presentation. He gave the following updates:

- The application site was within a designated Town Centre by the Wansbeck Local District Plan where the provision of Town Centre facilities were permitted if they were well located within the community. This was outlined in policy RTC1 which wasn't clearly referenced in the officer report.

D Brassell addressed the committee speaking in objection to the application. His comments were as follows:

- The proximity to residential flats was a concern. There were two residential flats joined to the business. The back bedroom window of the upper flat was approximately 2 metres from where the proposed extraction unit was to be placed where smells and noise would be emitted from.

- Due to the change of use, there were concerns raised regarding noise from the kitchen and late-night customers, vibrations from the extraction equipment, bins and pest control.
- The bins were located close to the residential flats and would be filled with waste food which could have encouraged vermin. Mr Brassell stated there had always been a vermin problem in the area but this application would exacerbate the situation.
- The premises had always been a business, and the residents do not oppose another business but the late-night food license brings a host of concerns.
- The nearby residents were opposed to the application and feared that it would adversely affect their lives. There was potential that customers would have to queue outside resident's bedroom window which would make them feel unsafe especially when young children come to stay. The business has applied for a late-night food license until 12am which could have meant people congregating outside the residential flats at this time.
- There was a possibility that groups of people would congregate outside the business and could encourage anti-social behaviour.
- Newbiggin was already saturated with takeaways and another one would only be a deficit to other business in the town and could have created unemployment.

T Carter addressed the committee in support of the application on behalf of the applicant, his comments were as follows:

- He thanked the Chair, committee for the opportunity to speak on behalf of the applicant. He gave thanks to R Soulsby for giving a professional and balanced appraisal on the application.
- He highlighted that there were a number of comments opposing the application. Comments were encouraged during the planning application however the objections and comments received were from a small group of people and it was felt that canvassing had taken place. The majority of comments made were regarding perceived competition and not a true reflection of the public's opinion.
- Equally a significant number of the public supported the application. The Town Council were in support of the application and stated "Newbiggin Town Council support the application for the change of use and find it encouraging that a business is willing to invest in the local economy and bring employment opportunities when so many businesses have closed their doors in surrounding towns as a result of the Covid-19 pandemic." It was urged that planning committee not to give too much credence to the number of objections but instead their content.
- The building was vacant and by bringing it back into use in such a prominent location could benefit the area.
- Newbiggin had become a tourist attraction where people came to visit and a vacant shop would be an eye sore.
- The comments and objections received had been actively addressed in terms of noise and odour with professional assessments sought. These assessments found no negative impact on neighbouring residents or the site.
- Assessments carried out had been given to the Environmental Health Officers and they had agreed with the findings.

- Highways officers had found that there would not be a significant change with adequate parking provided to the front & rear of the premises.
- There were to be no external changes to the building so there was no harm to the conservation area and conservation officers had assessed this.

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

- In terms of the application individual comments and objections some were received from residents within Newbiggin and there were objections and comments from residents in neighbouring towns and villages. Comments could be accepted from any member of the public in terms of an application. Neighbouring areas are usually consulted and as this application was within a conservation site it would have been advertised in the newspaper.
- It was clarified that noise assessments were conducted by a consultant in April 2021 and then assessed appropriately by an Environmental Health Officer and no concerns were raised. A noise assessment looked at plant and machinery needed and the noise the equipment would produce not noise level due to voices etc. It was already a commercial property and the business was not going to be a noise generating business to where it would give significant disturbance to the neighbouring residents. Custom at this kind of business was usually a steady stream of people where customers would go in and out of the premises.
- The refuse bins would be securely stored to the rear of the shop. There was information on where the bins would be stored which was all that was required for the application. A condition could be added to include a refuse strategy where the applicant would have to provide more information to see if there were any facilities to securely store the bins and collection days.
- The highways team would have been able to enforce if refuse bins were left out at the front of the building not on bin collection days.
- There was no planning policy or restriction that limited the amount of hot food takeaways that were situated in an area. There were no grounds in terms of planning that could have refused the application on that basis.
- Highways had looked at the delivery strategies proposed by the applicant and felt that they were in-keeping with the neighbouring and adjacent commercial businesses. It was noted that there were restrictions in place in designated parking bays for loading and no concerns were raised by Highways regarding deliveries to and from the application site.
- Conservation Officers raised no objections in regards to the application and there was no harm to the heritage asset. They stated that it would bring a vacant unit in a prominent area of the Town back into use. Building conservation did not raise any objection to the application.
- An odour assessment was provided as part of the application which was appropriately assessed by the Public Protection team. Condition 6 within the officer report stated that the kitchen extraction system would provide a high level of odour control which would protect the immediate neighbours.
- The application would have the opening hours from 12p.m – 12 a.m 7 days a week. The public protection team had assessed the opening hours and had raised no objections.

- The application was only for the change of use not for any external changes therefore the look of the building could not be dictated.
- There was no indication in the application regarding the applicant undertaking food deliveries from the site however there was not anything in the use class order that would prevent them from doing this in the future.
- There was no jurisdiction to make the applicant responsible for litter produced by customers. They could be asked to provide bins as a goodwill gesture but this condition could not be imposed.
- Changes in the conservation area would have had to be implemented through the local plan and changes cannot be put in place through planning. The legislation did not legislate for competition between businesses or number of certain businesses within an area. If an application came forward the officers were duty bound to consider it against the planning law as it was known.
- Although 24 people were notified any number of people could respond to the application. The application was advertised in the press and published on lampposts in the local area. 20 people supported the application and it was stated that 9 of those supporters lived outside of Newbiggin.
- As officers from Highways, Public Protection and Conservation had raised no objections and had given details of the assessment on the public forum it was deemed that the planning officers were able to discuss the information with members. However, if it was deemed necessary the application could be deferred to invite officers from Highways, Public Protection and Conservation to discuss.
- Closing times of adjacent business varied from 9 p.m. to 11:30 p.m. The general consensus was that they were closing between 11 p.m. and 11:30 p.m. If members felt it was necessary a planning condition could be imposed to reduce the business hours so it closed at 11p.m. The business hours would have also been subject to a license from the licensing team so if they had any concerns they could have raised it.

Councillor Grimshaw proposed to defer the application until officers from Highways, Public Protection and Conservation were present on the next occasion which was seconded by Councillor Nisbet.

Some members felt that they could not support the proposal as they felt the information Councillors were seeking was already in the report and felt it would be a waste of officer's time to reiterate what was already indicated in the report.

A vote was taken on the recommendation to defer the application until officers from Highways, Public Protection and Conservation were present as follows: FOR 7; AGAINST 8; ABSTENTIONS 0. The motion failed.

Councillor Wallace proposed to grant permission with the conditions in the Officer's report with the additional condition regarding submission and approval of a refuse strategy scheme, with exact wording of that condition delegated to the Director of Planning and in conjunction with the Chair. Also, an amendment to condition 7 that the premises should only operate between the hours 12:00 – 24:00 Monday – Saturday, Sunday 12:00 – 23:00. This was seconded by Councillor Reid.

Members raised concerns that the high standards that were held along the street front had to be maintained and felt there was a responsibility with the public and business owners to maintain this.

Members felt that Newbiggin had become a town they had become proud of and it was a beautiful part of Northumberland that was now becoming a tourist destination. Therefore, it was important that the right decisions were made in relation to planning applications. It was a tourist destination and members needed to be mindful of how the highstreets were changing and what members were allowing to go into the highstreets.

A vote was taken to on the recommendation to grant permission with the conditions in the Officer's report with the additional condition regarding submission and approval of a refuse strategy scheme, with exact wording of that condition delegated to the Director of Planning and in conjunction with the Chair. Also, an amendment to condition 7 that the premises should only operate between the hours 12:00 – 24:00 Monday – Saturday, Sunday 12:00 – 23:00 as follows: FOR 10; AGAINST 4; ABSTENTION 1

RESOLVED that the application be **GRANTED** with the conditions in the Officer's report with the additional condition regarding submission and approval of a refuse strategy scheme, with exact wording of that condition delegated to the Director of Planning and in conjunction with the Chair. Also, an amendment to condition 7 that the premises should only operate between the hours 12:00 – 24:00 Monday – Saturday, Sunday 12:00 – 23:00.

07 APPEALS UPDATE

RESOLVED that the information be noted.

Members questioned what was meant by the split decision on page 28 of the update. It was clarified that some advertisement notices were allowed to remain, and some were not which was the split decision.

A short break was held at this point and the meeting reconvened at 6:02 p.m.

08 POLICE AND CRIME COMMISSIONER

Kim McGuinness, Police and Crime Commissioner gave an update on policing in the Ashington & Blyth area. She gave the following information: -

- She acknowledged that the pandemic had been challenging for the Police force but highlighted that it had not taken away from the work the force was doing.
- The new police and crime plan was consulted across the entire region and the PCC highlighted that there was a good representation from the South East are of the County. Public engagement was higher than in previous years despite the pandemic which caused a change in plans.

- The main concerns raised were common issues such as anti-social behaviour. It was highlighted that there were different levels of anti-social behaviour that ranged from fly-tipping to low level drug dealing.
- A new system had been introduced to allow a slicker process for Councillors to report grievances. It was hoped that it would help bridge the gap for reporting crimes.
- County lines was still high on the agenda of the PCC plan and there was a two-pronged approach through prevention tactics and more police presence.
- She was pleased with the progress of a number of operations including; momentum which led to five people evicted from the area.
- It was acknowledged that drug crimes lead to other crimes and there was a drug problem in the South East area. It was emphasised that it would not be tolerated.
- There was ground-breaking work being undertaken in response to violence and women and girls (VAWG). The vast majority of reported violent crimes were domestic violence. The work around VAWG included perpetrator work which was to break the perpetrator cycle to prevent reoffending.
- The Police Crime and Commissioner highlighted concerns regarding funding into the police. Funding was annual and often a one-off fund. Policing needed more sustainable funding.
- The communication with residents was highlighted as a success; open surgeries and surveys were done to help those affected by crime.
- Youth services were working closely with Councillors. A great example of this was work with Councillors to create a motorbike club which helped with motorbike disorder in the area.

The following comments were made in response to questions:

- Members echoed the sentiments that the police had worked hard and done a good job throughout the pandemic.
- It was agreed that the engagement bus was a great addition to force. It was requested that the engagement bus visit other areas in South East Northumberland.
- The ANPR (Automatic Number Plate Recognition) cameras across the County were used as a covert police tactic.
- The handheld speed cameras that Blyth Councillors had invested in were working well. It was agreed that there would be more updates in relation to crimes reported to Councillors.
- Post pandemic the community speed-watch voluntary programme was to be relaunched. There was going to be a push on recruitment for the volunteers as there was an acknowledgement that there needed to be more.
- There were initiatives put in place with the Council as a long-term deterrence for anti-social behaviour such as congregating in public car parks.
- The new train line plan had possibilities to create other deterrence's but it was important to note that most people used the car parks appropriately and it was important to find the right level of deterrence.

- Long lens cameras were getting results. The speed community had a record of achievements but needed to be shared with Councillors. The information from this intelligence was to be used to identify areas where a speed camera would go.
- It was highlighted the importance of reporting crimes as the force base the way they responded through crimes reported. A new telephone service was introduced which would improve the service. Wait times had decreased since the initial increase when covid restrictions ended.
- Electric bikes that were funded by Councillors were useful and the achievements had not been publicised as much as it should have been.
- Visiting schools had been difficult during the pandemic however moving forward Community Support Officers would be attending colleges to promote speed awareness.
- There was a suggestion about educating parents on the parking safely during school pick up and drop offs.

09 PUBLIC QUESTION TIME

No questions from the public had been received in advance of the meeting.

10 PETITIONS

- (a) Receive any new petitions** – no new petitions had been received.
- (b) Consider reports on petitions previously received** - no reports to consider.
- (c) Receive any updates on petitions for which a report was previously considered** - no updates to consider.

11 LOCAL SERVICES ISSUES

The Local Services Director and Local Services and Neighbourhood Services Divisional Manager were in attendance to provide verbal updates about any key recent, ongoing and/or future planned Local Services work and to respond to issues raised by members.

Neighbourhood Services

Mr S Wardle, Neighbourhood Services Divisional Manager provided an update as follows:

Grass Cutting

- Grass cutting remains on target and the required standard of between 10 to 13 grass cuts in all areas should be achieved.
- There were challenging periods with near perfect conditions for grass and weed growth but teams had recovered well.

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- In Blyth they were on cut 10 and cut 9 in Ashington areas.
- Street sweeping was still on the usual schedule but was expected to move over to leaf hot spots in the near future.

Winter Works

- Winter planning was in place which included all routine path edging, shrub bed pruning and hedge/tree work however any suggestions from Councillors were welcomed.

Weeds

- Weeds had proved difficult this year throughout the whole County but particularly within Ashington, Blyth and Newbiggin.
- The third and final round of weed treatment activity to hard surfaces was ongoing at the time and details of locations being covered were available if requested.
- Staff had been deployed with some new weed ripping equipment which seemed to be working well, but was very labour intensive to use and was therefore being deployed to tackle particular problem areas.

Glyphosate alternative trial

- The trial was coming to end with one more treatment to be done in the area.
- All results were being recorded and a note of the outcome of the trial would be produced that could be shared with members.

Waste Collections

- There were some staff shortages due to Covid and some minor vehicle breakdowns had also caused difficulties, however residual recycling and garden waste collections had gone well.
- Income from garden waste had exceeded target with many residents buying into the scheme.
- Income from commercial and bulk waste had also exceeded target.
- Teams were continuing to review current rounds and were to evaluate the effect of new houses on the collections. Also, they were to review the rounds in regards to the increased uptake of garden waste to assist with budget and service planning for next year.
- Bottle recycling facilities were in high demand and the collections from bottle banks had to be increased to meet this.
- Bulky waste services were also in high demand and extra time slots had been added in order to reduce waiting times for collections. The service was also being operated for an additional day per week on overtime to meet the demand.

In response to questions the following information was provided:

- A third weed treatment spray was taking place and it was highlighted that specific problem areas could be targeted with mechanical weed rippers if needed. It was always going to be a challenge as the chemical used required the weather to be calm and dry and the weeds to be visible as it is a contact weedkiller that has to be applied directly to the surface of the weeds and wet or windy weather can cause the chemicals to drift risking damage to other nearby vegetation or be washed off the leaves before it had chance to take effect. Residents paid Council Tax and for enhanced services and expected a better service. Comments were noted.
- Resident's taking pride in their community and undertaking activities like litter picking or clearing weeds from the footways outside their homes was not to replace the Council's work but an addition. Pride in the County was always encouraged and the more people that had an active involvement in improving the area they lived in, the better it was for everyone.
- A walkaround with Local Services was requested by members and this had taken place. Members identified areas that needed to be focused on. Whilst it was noted at the time that Neighbourhood Services staff were still in the process of undertaking weed treatment and removal activity through the area, there had been no updates from officers regarding the work. Ashington Town Council was providing additional funds to deliver enhanced services, but it was not clear to some County Councillors what the funds were being used for .
- It was requested that Officers provide a note on their thoughts from the walkaround with members and what plans they would put in place from it.

Thanks were conveyed to officers for all their hard work throughout the difficult challenges.

RESOLVED that the information be noted and issues set out in the bullet points above be followed up.

Highways Services

Mr M Carle, Lead Highways Delivery manager provided an update as follows:

All inspectors were deployed and carrying out inspections and maintenance crews were out continuously fixing potholes, doing repairs and making safe category 1 defects.

The gully emptier was fully deployed and had dealt with all reported issues.

Larger tarmac patching had been carried out in the following locations:

- Ashbourne Crescent
- Ashington Woodhorn Road, Newbiggin
- Brierly Road, Blyth
- Thropton Avenue, Blyth

Cycle and footway patching had been identified by the highways inspector and a programme had been put in place to start later that month.

Drainage improvements had also been identified in several areas and a programme was expected to be drawn together in the coming weeks dependent on meetings with street works and traffic management.

Winter maintenance was being planned for the 21/22 season, rock salt was being delivered cross the County after a large delivery to the Port of Blyth. Work was on-going with ICL to ensure there was a constant level of delivery to reach the 36,000 tonne stockpile required for the start of the winter. All routes were being verified for a roll out of Exactrack which was the new in-cab automated gritting IT system. This was going to provide a sat nav function to guide drivers around each route whilst also being connected to the spreading equipment so that the spread rates and patterns were fully automated and correct for the type of road being travelled at that time. This would give a consistent approach to the treatment of the gritting network, increased the resilience of drivers as resources could be moved seamlessly across the County. The Exactrack system was also able to give activity reports which could be used to defend litigation. Nine new gritters were also on order and expected to be delivered in the coming months.

In response to questions the following information was provided:

- In new build properties streetlights were only the responsibility of the Council once the road had been adopted. The comments would be passed along to development control regarding the streets highlighted.
- Adoption of roads were dependent on the progress of the development. Most contractors put in place the road network for the new development but leave the final wearing course off to avoid it being damaged by construction traffic until they complete the majority of house building work and only upon completion of this then focus on getting the road to an adoptable state. Up until that point it was the developers responsibility to ensure it was properly maintained. Concerns over adoption status were to be passed onto the highway development management team in planning.
- Station Road – it was acknowledged that the use of pavior block parking bays was creating on-going maintenance issues and an alternative approach was being put in place for a longer lasting replacement.
- Spine Road lights were out due to multiple failures which would lend itself to a power fault which falls under Northern Power Grid. However it would be passed on to be actioned.
- Although it was not in written policy it is communicated with teams that the salt bins should be emptied before filled with new salt.
- There was a request to find out who owned the road from Morpeth Road School, Blyth to Chestnut Avenue as there were concerns about the traffic whilst children walked to school. The adoption records were going to be looked at.

12 NORTHUMBERLAND LINE

Mr S. McNaughton, Head of Economy and Regeneration, gave an update of the Northumberland Line project. He gave an overview of the proposed Northumberland line which included; six stations with two trains per hour. It was hoped it would be open by 2024.

Achievements were outlined; public consultation gave a good amount of feedback with 92% of the responses were positive. The final outline had been submitted to Network Rail for approval and planning applications were being submitted for all proposed stations. An application to the secretary of state was submitted and accepted and an enquiry was going to begin in the near future. Funding was received which had accelerated design and negotiations with landowners. They were in the final stages of creating the business case.

Planning and consent was already received for a number of applications; Chase Meadow Footbridge, Ashington Station and Northumberland Park station. Bedlington, Blyth Bebside and Seaton Deleval stations were still awaiting determination. Other applications were going to be submitted in the near future.

In response to questions, the following information was provided:

- Designs of the stations and car parks were based on existing use. The parking strategy would take into consideration the demand predicted up to 2030 so therefore is a long-term strategy. Car parks would be monitored to see when they reached capacity and would inform officers if they needed to implement strategies to control the use of car parks.
- The trains would initially be diesel due to the current availability of rolling stock. However moving forward new stock would be introduced, hopefully from 2026. The council will be working with the Department for Transport to find out what the options were regarding new stock.
- Concerns were acknowledged regarding the hospital underpass however it was assured that it would go through the appropriate planning protocol. If the underpass was to be diverted it would delay the programme.
- It was requested that another survey be done for the level crossing to measure how many people were using it.

Members thanked Mr S. McNaughton for the detailed update.

13 SUSPENSION OF STANDING ORDERS

As the meeting approached the 3 hour limit Members were asked if they wished to suspend standing orders in order to continue the meeting. Upon being put to the vote it was:

RESOLVED that in accordance with the Council's constitution, standing orders be suspended and the meeting continue over the 3 hour limit.

14 LOCAL TRANSPORT PLAN UPDATE

Mr P. Jones introduced the report of the local transport plan update. The report provided an update on the plan and the process for setting out the next years plan. He outlined the key points as follows:-

- More funding was received from the Department of Transport than expected which allowed for some approved schemes to be extended and some reserve schemes to be added to the plan.
- Countywide work was complex and focused on safety and maintenance. As well as work on structures such as bridges.
- There were some complex and challenging schemes being undertaken, such as a large amount of geotechnical work being carried out on a landslip at Todsteads in the Coquet Valley.
- Looking forward there was a plan to provide a more detailed and tailored feedback report on LTP scheme progress to the area Councils on a regular basis, the work required to achieve this was on-going.
- There were 31 integrated transport projects being undertaken in the financial year; 7 of the projects had been completed, including 2 urgent safety schemes requested by the police;
- A speed reduction scheme was introduced between Lynemouth and Woodhorn; A traffic management scheme in Cottingwood Green was completed; parking signage was improved in Newbiggin.
- There were 3 schemes integrated transport projects where the works order had been issued and 18 schemes were in design.
- Works for the slipway at Newbiggin were almost finalised with costings being confirmed in the near future;
- On carriageway maintenance there were 18 schemes on-going at a range of sites including Bedlington Station, Newsham and Ashington; 10 schemes were completed, including major resurfacing works at a range of sites; 5 microsurfacing works had been completed in Ashington and Blyth. There were 3 schemes in design for resurfacing activity in Swaledale Avenue, Blyth; Simonside Terrace, Newbiggin; Laverock Hall Road, Newsham;
- Areas were being assessed and prioritized for the next financial year, with submissions from Town and Parish Councils, the deadline for submissions was 8th October 2021. There was an LTP workshop once the submissions had been ranked and they would be discussed with members. The draft programme was then presented to LACs in February and then signed off in March.

The following comments were made:

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- Members were pleased the LTP workshop was happening again and new members were urged to attend.
- It was felt that the report highlighted how little money was invested in Ashington & Blyth compared to other areas within the County.
- Members approved of the tailored report that would be provided to the Local Areas.
- Local Area Councils were originally set up with the intention of being a decision making body but it was felt that they had been given limited decision making powers..
- It was suggested that there was a need for refreshed road markings throughout the South East of the County with Rotary Way, Blyth being mentioned. Additional funding had been allocated to refresh signs and lines but they were being prioritized on a safety basis.
- Micro-surfacing was a nationally recognized treatment to prolong the asset life of highways. Fundamentally it improved the waterproofness, running surface and skid resistance of the road. It offered very good value for money with an addition of 7-10 years to the lifespan of a road and the treatment before further works were required and this process was capable of being repeated. There was a 12 month warranty with the micro-surfacing in relation to the laying of the material and a 3 year guarantee in terms of material failure.
- Micro-surfacing offered excellent value for money and was often the best option in certain cases for surface repair.

The officers were all thanked for attending the meeting and giving a detailed overview.

15 APPOINTMENTS TO OUTSIDE BODIES

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

RESOLVED that the following list of appointments be confirmed:

- Blyth Valley Disabled Forum – **K Nisbet**
- Briardale Community & Training Centre Community Association - **Margaret Richardson**
- Community and Voluntary Action Blyth Valley - **A Watson**
- Northumberland Community Voluntary Action – To be confirmed

RESOLVED that the information be noted.

16 LOCAL AREA COUNCIL WORK PROGRAMME

Members received the latest version of agreed items for future Local Area Council meetings.

Concerns were raised regarding the amount of business set for the November LAC meeting.

It was acknowledged that certain items must remain on the agenda but was suggested that the work programme be looked at.

It was suggested that it would be better if planning was a separate meeting to avoid long meetings.

RESOLVED that the information be noted. Suggestions would be taken forward.

17 DATE OF NEXT MEETING

It was noted that the next meeting was for planning items only and, subject to there being any planning business, would take place on Wednesday, 13 October 2021 time to be confirmed.

The meeting closed at 8.04 pm

Chair _____

Date _____