



# Northumberland County Council

## RECORD OF DECISION TAKEN BY SERVICE DIRECTOR - LOCAL SERVICES

**Paul Jones - Service Director - Local Services**

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### **PROPOSED PROHIBITION OF DRIVING AND ACCESS GATES, A696 NUNHILL LAYBY nr BELSAY**

**Cabinet Member: Councillor Glen Sanderson**

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#### **Purpose of Report**

To consider a proposal to implement a Prohibition of Driving traffic regulation order (TRO) and gates to control access at the layby on the A696 at Nunhill, south of Belsay.

#### **Recommendations**

It is recommended that the proposed TRO and gates are implemented.

#### **Link to Corporate Plan**

Living - "We want you to feel safe, healthy and cared for"

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

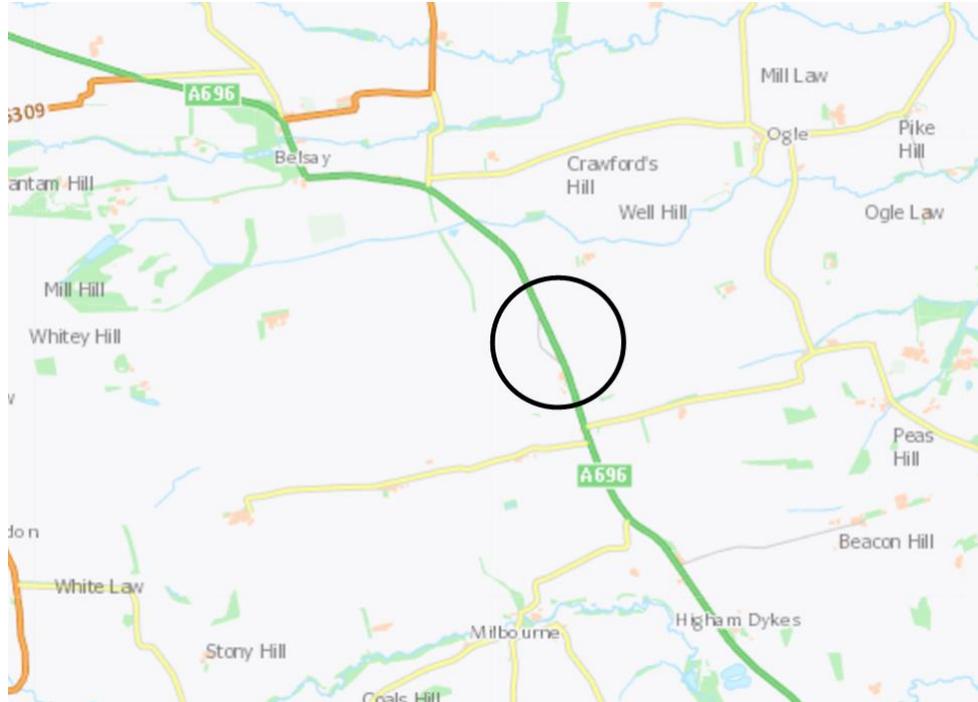
#### **Key Issues**

The layby at Nunhill is subject to fly tipping and anti-social behaviour that has a negative impact on nearby residents and has required Police intervention.

## Delegated decisions

### Background

1. The layby at Nunhill was previously part of the main A696 road and was retained as a layby when the road was improved many years ago. It is located just over 1 mile south of Belsay and is highlighted on the plan below.



A696 Nunhill Layby Location Plan

2. The layby is approximately 450 metres long and is separated from the main A696 carriageway by fields and hedgerows. There are a number of residential properties and a farm at Nunhill, located adjacent to its southern access.
3. Because it is set back from the main A696 carriageway and is well screened by trees and hedges, there is no natural surveillance by passing traffic.
4. This seclusion has meant that that the layby has become subject to regular anti-social behaviour. This includes evidence of drug taking and inappropriate adult behaviour that has necessitated police intervention on several occasions.
5. Regular fly tipping also takes place and the Council has frequently been called out to remove large quantities of rubbish.
6. This has a negative impact on those who live next to the layby and those who use it to access the adjacent farmland.
7. In order to address this, a proposal was drawn up consisting of two elements:
  - A Prohibition of Driving (except for access) Traffic Regulation Order (TRO) to prevent vehicles other than those who need to access adjacent land from using the layby, and
  - Gates installed at both ends to physically restrict access and enforce the TRO. Only those with legitimate access will be permitted to open the gates. Although vehicular access by the general public will be prohibited,

## Delegated decisions

pedestrian and cycle access will still be allowed via an opening next to the vehicle gates. The gates will be set far enough into the layby to allow agricultural vehicles to fully exit the main A696. (see Appendix A).

8. An initial, informal, consultation was carried out to establish whether the relevant landowners who require access from the layby onto adjacent farmland, would accept the proposal.
9. There are two relevant landowners who indicated that they were in favour of the proposal in principle.
10. A formal consultation was then carried out with residents, landowners and statutory consultees, (see Appendix B).
11. In addition, a site meeting was held with residents, including the local farmer, where all were unanimous in their support for the proposal.
12. A second landowner, who does not live in the area, has also stated he supports the proposal.
13. Belsay Parish Council support the proposal, but raised concerns about a reduction in HGV parking on this strategic route.
14. Two alternative laybys are available for HGV parking less than 1 mile to the south of Nunhill. It is therefore considered that the reduction in HGV parking is not significant enough to outweigh the seriousness of the issues currently experienced at Nunhill.
15. The local ward member supports the proposal.
16. It is therefore recommended that the prohibition of driving TRO and gates should be implemented.

## Implications Arising out of the Report

<b>Policy</b>	None
<b>Finance and value for money</b>	The scheme will be funded through the Local Transport Plan Programme.
<b>Legal</b>	Motorists will be required to comply with the Traffic Regulation Order.
<b>Procurement</b>	None
<b>Human Resources</b>	None
<b>Property</b>	None

## Delegated decisions

<b>Equalities</b> (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None
<b>Risk Assessment</b>	None
<b>Crime &amp; Disorder</b>	None
<b>Customer Consideration</b>	Residents, landowners and Statutory consultees have been consulted.
<b>Carbon reduction</b>	None
<b>Wards</b>	Ponteland North

### Background papers:

File ref: HE204024

### Report sign off.

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

	initials
Finance Officer	n/a
Monitoring Officer/Legal	n/a
Human Resources	n/a
Procurement	n/a
I.T.	n/a
Director	
Portfolio Holder(s)	

### Author and Contact Details

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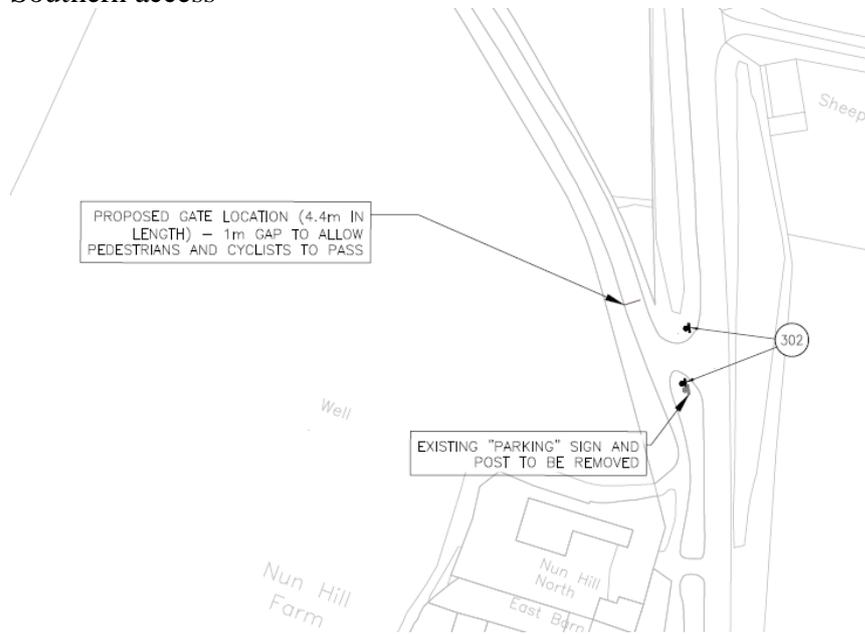
Report Author ***Richard McKenzie – Senior Programmes Officer***

# Delegated decisions

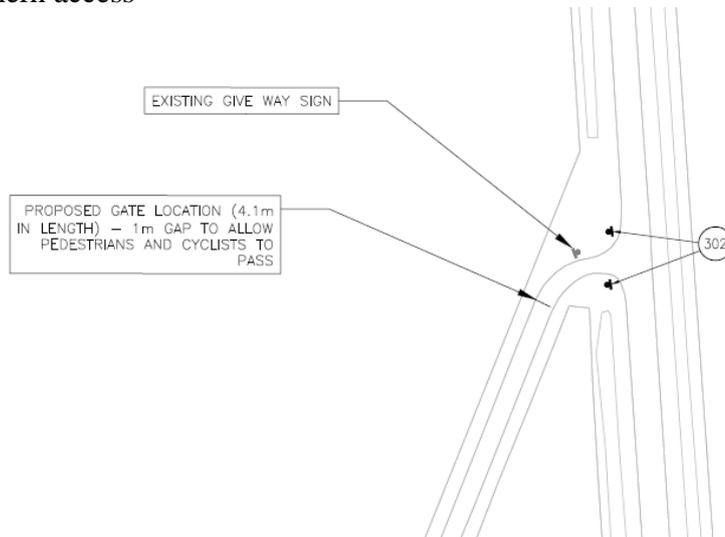
## Appendix A

### Scheme Drawings

#### Southern access



#### Northern access



## Delegated decisions

### Appendix B

#### Consultation Responses

For	Against	Neither	Comments
1			<p>Belsay Parish Council respond to your consultation as follows. We are sure the activities will just be moved on to another location but think that gating this layby would be the correct action, provided that the people who use this as access to fields can be accommodated.</p> <p>It should also be pointed out that this location is used legitimately as an overnight stop by trucks using the A696 and gating this off from them may cause a problem as there seems to be a shortage of truck stops this side of Newcastle.</p>
1			<p>I recieved your letter and it's ok about the gates but .I have couple of concerns. 1 room for tractor and trailers but not too much that causes space iether side of gate for idiots to park there.that only land owners past the gates have keys .as some residents at nun hill wanted to use it for storage of tree trunks for log buisness and landscaping implements and loaders .also to practice hill climbing motor bikes</p>
1			No comments.
1			No comments.
1			<p>While I have no particular objections to the layby being gated off, I would like to make the following points.</p> <p>In order to safely get plant and machinery off the highway, the gates will need to be set back from the main road. At harvest time, combine harvesters, a tractor towing the combine header, and a tractor towing a grain trailer need access. Therefore, the gates will need to be set back sufficiently to accommodate these machines.</p> <p>Visibility of the junction, particularly at the southern entrance, is very poor. I have myself witnessed a number of near misses involving farm machinery and overtaking vehicles on the wrong side of the road. Any alterations to the junction access needs to be thought out carefully so not to make this problem worse.</p> <p>In my opinion, installing gates in the layby will not prevent anti-social activity. Indeed, it could potentially worsen the problem by moving it closer to the residential dwellings at Nun Hill. However, if the residents think this is the solution then that is up to them.</p> <p>Also, are you able to tell me how the ownership of the layby itself is held? Does the council own it? Or is it part of the neighbouring freehold titles but adopted by the council? My reason for asking this is that, once the layby is closed off to the public, I would hate to see it eventually being acquired for a use that would potentially be detrimental to the neighbouring land and properties.</p>
1			No comments.
1			No comments.
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## DECISION TAKEN

**Title of Officer(s) and  
Portfolio Holder (where  
appropriate):**

Paul Jones - Service Director - Local Services

**Subject:**

**PROPOSED PROHIBITION OF DRIVING AND  
ACCESS GATES, A696 NUNHILL LAYBY nr  
BELSAY**

**Consultation**

- For 7
- Against 0
- Neutral 0

**Decision Taken:**

The proposed TRO and gates should be implemented.

Signature of Director



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**Date**

15 April 2021

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\* delete as appropriate