

North Yorkshire Council

Thirsk and Malton Area Constituency Committee

Minutes of the remote meeting held on Friday, 1st December, 2023 commencing at 2.00 pm.

Councillor Nigel Knapton in the Chair plus Councillors Caroline Goodrick, Lindsay Burr MBE, Janet Sanderson, Greg White, Joy Andrews, Alyson Baker, Sam Cross, George Jabbour and Malcolm Taylor.

Officers present: Vikki Flowers, Robert Ling, Graham North and Robert Robinson

Other Attendees: The Rt Hon Kevin Hollinrake MP, Lizzie Boyes, Local System Planning Engineer at North Powergrid and Alastair Taylor, CEO of NYnet

Apologies: Councillors Keane Duncan, Steve Mason and Annabel Wilkinson

Copies of all documents considered are in the Minute Book

24 Welcome by the Chair - introductions and updates

The Chair welcomed everyone to the meeting and confirmed there were no updates to provide.

25 Minutes of the Meeting held on 29 September 2023

Resolved

The minutes of the previous meeting of the committee held on 29 September 2023, having been printed and circulated, were confirmed and signed by the Chair as an accurate record subject to an amendment to reflect the apologies submitted to that meeting that had previously been given by Councillor Baker but not recorded in the minutes.

26 Apologies and Declarations of Interest

Apologies were received from Councillors Keane Duncan, Steve Mason and Annabel Wilkinson.

Councillors Gareth Dadd and Michelle Donohue-Moncrieff joined the meeting remotely using MS Teams.

There were no declarations of interest.

27 Public Questions or Statements

There were six public questions and statements. There were three public questions and statements where the persons who had made the submission were not in attendance. In view of the large number of questions and statements received and the fact that the subject matter was similar to that covered by the other three questions and statements, the Chair

determined that the questions and statements submitted by those who were not present at meeting would not be read out. In doing so, he stated that these had previously been circulated to all councillors on the committee and the questions and statements along with the answers would be included in the minutes of the meeting.

David Turner (unable to attend)

Sometime ago I initially wrote to Trevor Watson, Assistant Director (Planning) at North Yorkshire Council. We had an extended exchange of emails regarding various aspects of the operations of the Ian Mosey Feeds Ltd.

That also lead to an exchange of emails with Jill Thompson, Planning Manager, Malton Office. I'm pleased to say it was all amicable, and much useful and interesting information was exchanged.

My last correspondence with Jill was 11th November 2023, which was concluded with Jill saying that "With regards to the installation of the cooler in 2019, the wording on the web-site does indicate a breach of this condition and this will be something that we will contact the company about."

The wording I was referring to on the Ian Mosey website was "when the cooler was installed (November 2019), director Becky Milne (Ian's daughter I understand) quoted "This new equipment will not only help us to improve product quality but also help to make our Mill more productive."

So, my question is: Firstly, "What action has been taken with Ian Mosey Feeds Ltd about the installation of a cooler in 2019 by which the wording of their own website indicated a breach of one of the Councils earlier Planning Conditions?"

And, secondly, "What is the outcome of that action?"

Response from Jill Thompson, Service Manager, Planning Services, Ryedale area

The company was contacted (via their planning consultants by email) and attention was drawn to Condition 2 of planning approval ref 11/00498/73A which requires that 'no machinery or other equipment shall be introduced or installed which would have the effect of increasing the current operating capacity of the mill without the prior written approval of the Local Planning Authority'.

In response to the email, it was confirmed that the cooler was a direct replacement of an older cooler which had been decommissioned because it had become corroded and had reached the end of its useful life. The response confirmed that as a replacement cooler it does not have the effect of increasing output and that therefore this does not represent a breach of the condition. In the absence of any information to the contrary, the installation of the cooler cannot be confirmed as a breach of planning control.

The Council is aware that members of the public are concerned about the production/ operating capacity of the Mill and the extent to which there is a consequential increase in vehicle movements. The Council has more recently formally contacted the Company for information relating to the cooler and any other equipment that may have been installed which would have the effect of increasing capacity/output from the site.

Once the Council has received a response from the company it will consider what, if any, courses of action are required. As members of the public may be aware, an appeal against the Enforcement Notice relating to vehicle movements has been lodged and a public inquiry is scheduled for March of next year. The Council will therefore need to prioritise its work to ensure that the Planning Inspectorate's appeal deadlines are met.

Bridget Hannigan (unable to attend)

I write regarding the latest planning application from Ian Mosey Ltd (ZE23/00750/CLEUD) - approved by yourself and enabling a further extension of his operating hours. Given that these decisions seem to be made behind closed doors; in isolation from the people they affect the most, I would be grateful if you could answer a few questions for me.

In Ian Mosey's previous application (21/01658/CLEUD) for unlimited operating hours, your decision was based upon the need to 'protect those living in the locality from the harm which could arise as a result of unrestricted vehicle movements'. Why then have you now apparently abandoned this previous commitment and allowed an even earlier start time of 5.30am?

The very morning after you approved this latest application, grain lorries began coming through the village at 4.40am.

Most people would consider the 6.30am starts to already be disturbing and disruptive to daily life. 5.30am starts, plus the sheer numbers of vehicles now involved, make life here pretty miserable. We are not talking about a quick 'drive-by'. Empty lorries vibrate and can be heard hitting every pothole on the approach to the village - 'thundering' is the common adjective used. Drivers are changing down gears as they approach Oswaldkirk Bank - sometimes losing traction - and labouring up the hill. The Hag acts as a natural amphitheatre and traps the noise. Lorries going up are meeting others coming down and struggling to pass. It takes each lorry approximately 30 seconds to travel through the village. Perhaps that doesn't seem much but please, just try to imagine it... During the 'Mosey Morning Rush-hour' lorries can be coming through the village every 4 minutes. Last Friday, more than 20 had passed through by 6.30am.

There is a huge impact on sleep. We may not have a legal right to sleep but do we not have a moral right? Sleep is essential to life - second only to oxygen - and the serious negative effects of sleep deprivation on mental and physical health are well documented (see work by Professor Matthew Wilson et al). The NHS advises 8 hours of sleep per night. With the scale of Ian Mosey's operation and his regular breaches from 3.30am until 10.45pm, that is an impossibility. There is no respite on Saturdays or Sundays either.

Like many properties in the village, my house is built directly into Oswaldkirk Bank. It is now showing signs of structural damage caused by vibrations, noticeable when fully loaded grain lorries labour up the hill. These narrow B-roads and old villages were not designed for the volume of heavy traffic they are now subject to.

I am pleased you have finally been able to serve an Enforcement Notice on Ian Mosey Ltd. but by approving this latest extension I feel the damage has already been done. Too little, too late. Ian Mosey Ltd. has so far shown complete disregard for planning laws and the communities that surround him, and I don't think that is likely to change with the 'threat' of a fine.

As residents, living and working in Ryedale, are we not all part of its 'rural economy' and therefore vital to its success? I have been a Ryedale resident and worked in the area for over 15 years. Living in Oswaldkirk and having Ian Mosey Ltd. as a neighbour has never been easy, but I fear now, you might just have made it impossible.

Response from Jill Thompson, Service Manager, Planning Services, Ryedale area

The issue that the Council considered as part of the first Certificate of Lawful Development (CLEUD) application was the extent to which the applicant had consistently breached the relevant planning condition. The Council analysed the evidence over specific time periods. Following the grant of the first CLEUD, the applicant was able to provide additional

evidence which was used in support of a second CLEUD application. This led to a reconsideration of evidence of vehicle movements in breach of the condition for the 5.30-6.30am time period.

Breaches of the condition over this time period have been a reality. On the basis of the applicant's evidence and on our own methodology, the Council had no option but to approve the second CLEUD. As members of the public may be aware a Certificate of Lawful Development can only be determined on the basis of a lawful position, informed by evidence. The merits of the development or actively for which a certificate is sought cannot be taken into account.

Mark Wilson (unable to attend)

The HGV traffic associated with Moseys has increased to a level where it is seriously impacting the quality of life of both my family and other residents of Hovingham. A recent lorry count by residents revealed that in one day 120 lorries travelled both ways along Park Street which is a C class road. This is a typical number for how many come through most days. Park Street joins the B1257 in Hovingham at a T junction outside my house. On many occasions two lorries meet on that junction, one trying to turn into Park Street and one coming out and turning on to the B1257 towards Malton. This really is a bottle neck which results in a traffic jam and on occasions, a lorry mounting the pavement outside my house which is very dangerous. Add into that the noise of lorries braking and accelerating from 4am to late evening, this causes a great deal of disturbance to me and my family. In planning 11/00498/73A, Condition 1 states "to ensure the amenities of nearby residents are not unreasonably affected".

My question is, what has the Council done, and more importantly intend to do to fulfil its obligations to protect the local communities' amenities and uphold the principals of an AONB and reclaim the amenities for my family and other residents?

Response from Jill Thompson, Service Manager, Planning Services, Ryedale area

The Council has issued an Enforcement Notice in respect of vehicle movements in continued breach of lawful hours. It will defend its position as part of the appeal against the notice by the company for as long as it is in the public interest to do so. The Council will continue to investigate alleged breaches of planning control and will enforce against this when it is considered expedient to do so.

Patrick Meagher

At the previous Area Constituency Committee ("ACC") meeting, residents of Hovingham and Oswaldkirk expressed their dismay that two Certificates of Lawfulness had been approved for Ian Mosey Ltd's Black Dale Mill. They were further dismayed when an associated Enforcement Notice was appealed (though residents recognise rights of appeal).

Truck movements associated with this mill at unsociable hours are already unacceptable. A successful appeal of the Enforcement Notice will only make this worse. The only option for villages in and around this part of the Howardian Hills AONB is to press the council for a Traffic Regulation Order ("TRO").

However, at the previous ACC, residents were told that TROs on Park Street, Hovingham or Oswaldkirk Bank would not be considered. This is before residents had been given any opportunity to put a case to the Local Highways Authority. If a Councillor made up his or her mind before examining a case for or against a proposal, that Councillor would rightly be accused of "predetermination".

Therefore, I am asking if residents may be given the opportunity of a meeting with the Local

Highways Authority so that a discussion can take place whereby "Enforcement Resources", "Displacement" and other issues or measures can be explored.

In summary, is it too much trouble to ask for a meeting?

Response from Richard Marr, Area Manager – Area 4

The local Highways Area Manager will contact the Parish Councils of Hovingham and Oswaldkirk to arrange a meeting with them and any other Parish Councils who are involved, to discuss the reasons behind our concerns in creating Traffic Regulation Orders to restrict HGV movements in their villages.

Tony Mathe

As a resident of Park Street in Hovingham for the last 10 years, I have become increasingly concerned by the amount of commercial HGV traffic passing through a small, residential area. After a small amount of research, it became obvious that this increase was as a result of the expansion at the Ian Mosey plant. My initial concern was the obvious disregard to the planning agreement restricting the hours that vehicle movement was allowed. Even after a great deal of publicity, this rule breaking continues. My major concern has now moved onto the unrelenting expansion of the plant, which will inevitably increase the HGV movement through an area of natural beauty, with roads never designed to take this type of traffic.

As a homeowner, who struggles to sit in his garden or open windows during the summer months, due to the noise or is woken up from 4.30 in the morning when an empty Ian Mosey lorry flies down the road, living in the beautiful village of Hovingham is becoming intolerable.

So my question is will the authorities take a detailed look at the Ian Mosey business model, including any planning permissions and decide if it is appropriate to be based in an AONB and or fair for the residents of many local villages to put up with the constant disruption?

Response from Jill Thompson, Service Manager, Planning Services, Ryedale area

The business is an existing established business. It is located where it is and has been present at the site for several decades. It is not for the Council to assess the merits or otherwise of the company's business model. From a planning perspective, the Council will take account of all of the issues which are raised by any future planning applications that it receives from the company. In addition, the Council will continue to use its planning enforcement powers, as it is doing in this case, to address breaches of planning control.

Ann Meagher

Firstly I would like to give an insight into what it's like living along Park Street in Hovingham.

Every morning from around 4.30 I am woken by the clattering and banging of a grain bulker driving over three sunken drain covers in the road. The noise is worse when they are empty.

This is the start of nearly 17 hours of HGV movements. Most, if not all, of the 44 tonne grain bulkers are going to and from Blackdale Mill in Coulton along with smaller 8 wheel rigid mill trucks and stock lorries.

A resident counted over 120 of these vehicles in a 14 hour period just through Hovingham alone!

Can you imagine having to live with that constant noise? I can't enjoy my garden in the summer. I can't sit quietly in my house and read. Some people have had to change the way they live in their homes: moving the bedroom to the back of the house, having a smaller

sitting room at the back just to escape the noise. It is causing a lot of distress to a lot of people

Also, the damage these vehicles are doing to the road is enormous with Highways recently spending in excess of £220,000 patching up Park Street near to its junction with Coulton Lane - damage caused by lorries.

The blight on the village of Hovingham and surrounding villages is all down to one company whose business has been allowed to grow beyond all acceptable levels on its current site and who have not given any thought to ensuring that the amenities of nearby residents are not affected. The business will almost certainly be allowed 24/7 vehicle movements in the very near future too.

I can't think of anywhere else in the country where nearly four hectares of an AONB have been concreted over for a business that could, very easily, have been sited elsewhere.

Questions:

- What are the Planning Department's plans going forward to prevent any future expansion of this business on its current site?
- Are they able to scale back production to that agreed in previous planning applications/approvals?
- How and why has there been such a huge increase in output (932%) and therefore vehicle movements?

Response from Jill Thompson, Service Manager, Planning Services, Ryedale area

The Council is not aware the business has plans to expand at the current site. Mrs Meagher will be aware that the Council will have to consider any future applications for any further expansion at the site on their merits. It cannot predetermine any application. However, given the current position and the issues raised by the current operation of the business, it would be reasonable to say that the Council would consider any such proposals very carefully.

At present, the Council is not in a position to explain increases in output/ vehicle movements over time and output tonnage from the mill. As stated, the Council is awaiting a response from the company which will help to inform whether increased output has occurred as a result of a breach of planning control. Once this is received the Council will consider what, if any actions it is appropriate to take.

Patrick Meagher, as part of a supplementary question, requested that a meeting be arranged with the NYC Highways Services to try and find a solution to the issue.

Tony Mathe, as part of a supplementary question, expressed his concerns about previous non-compliance with the planning conditions and stated that this should be taken into account.

28 MP - Question Time

The Rt Hon Kevin Hollinrake MP was present at the meeting and highlighted the following issues that were of concern in the constituency:

- Small Business Saturday is coming up. This is a great opportunity to show support for small businesses during what is a very difficult trading period due to increased energy prices and suppressed demand due to the cost of living crisis
- There is a need to engage with local businesses to find out what skills they need for their future workforce

- There will be a move of funding from HS2 to transport schemes in the North of England. For North Yorkshire, improvements to the east-west connections are critical.
- Work continues to progress improvements to the A64
- There is a need to ensure that planning supports, and does not stifle, economic growth and development.
- There is also a need to review the long-term funding of buses, particularly in rural areas. The £2 cap on ticket prices has been successful in attracting people back onto buses but it will soon be removed.

There followed a discussion, with key points as summarised below:

- It is imperative that the A64 is upgraded so that it can support economic growth and development in the area. The dualling of the A64 has been promised for the past 50 years
- There is a need to ensure that new and innovative ways of constructing affordable housing are considered, to help stimulate housing development
- Concerns over the use of good quality farmland, which could be used to grow food and help ensure food security, for solar farms
- Houses that are being built need to conform to the highest environmental standards and include solar panels as standard. It simply makes no sense to retrofit once built
- Concerns that there was often incremental development of areas over a long period of time that put additional stress on local infrastructure, such as roads, water, schools and GP practices
- Interest in understanding what could be done by central government to address the issue of HGV movements through built up areas, especially during the night.

The Chair, Councillor Nigel Knapton, summed up and thanked the Rt Hon Kevin Hollinrake MP for attending the meeting.

29 Broadband update

Considered:

A report by Robert Ling, Director of Transformation at North Yorkshire Council, and Alastair Taylor, CEO of NYnet.

Robert Ling summarised the key points from the report, as follows:

- In 2009, superfast coverage across North Yorkshire was 41%. By 2020, it was at 94%
- The Council offers a free WIFI service in 21 market towns
- Superfast North Yorkshire expects there to be approximately 11,000 premises not covered by superfast broadband by the end of 2024
- About 3,000 of these premises are classified as 'very hard to reach'
- There are a number of solutions for very hard to reach premises, such as low earth orbit satellite schemes
- Public phone boxes may be removed, subject to consultation, if they have made less than 52 calls in a twelve-month period. It is recognised that in some areas public phone boxes provide an essential emergency back-up service.

There followed a discussion with key points as summarised below:

- Concerns raised about the removal of public phone boxes and the criteria used by OFCOM. It is not uncommon for phone boxes to be broken and then left in a state of disrepair for a protracted period. This then means it is not possible for them to be used and so no calls are made, which means that it falls foul of the 52 call limit

- The commercial challenges faced by BT in maintaining public phone boxes is understood but there is a need to understand that impact that the removal of one can have upon a community
- There is a need to preserve public phone boxes in Areas of Outstanding Natural Beauty as they are part of the history of the area
- There are ongoing issues with connectivity in the Filey area that have yet to be addressed
- The changes to the landline network and the move from copper wires to fibre means that landlines no longer work in a power cut. This is of concern for vulnerable people living in an area with a poor mobile phone signal.

The Chair, Councillor Nigel Knapton, summed up and thanked Robert Ling and Alastair Taylor for attending the meeting.

Resolved

1. That Robert Ling and Alastair Taylor attend a forthcoming member seminar to provide an update on the BT switch-over from copper wires to fibre.
2. That Robert Ling and Alastair Taylor attend a future meeting of the committee to provide an update on broadband delivery and performance.

30 Northern Powergrid - Enabling regional decarbonisation

Considered:

A presentation by Lizzie Boyes, Local System Planning Engineer at North Powergrid.

The key points from the presentation are as summarised below:

- Northern Powergrid is responsible for the electricity distribution network and not electricity generation
- It is a utility business regulated by Ofgem
- Northern Powergrid is delivering around £3bn of investment in 2023 to 2028
- There is a need to justify spend as this is ultimately passed onto the customer
- A connection offer will be made to anyone that applies for a connection to the network. All applicants are treated equally
- Northern Powergrid works closely with Local Authorities and other stakeholders coordinating low carbon technology rollouts
- The prices for connection to the grid are regulated by Ofgem and are required to be reflective of real cost
- Northern Powergrid is supporting publicly funded decarbonisation schemes including: Local Electric Vehicle Infrastructure; Social Housing Decarbonisation Fund; Public Sector Decarbonisation Scheme
- There is a scheme to prioritise re-connection to vulnerable people, should there be a power cut
- It is important to encourage people to use power prudently, as this helps reduce the number of pinch points
- Northern Powergrid works closely with the National Grid to manage the connection queue
- The speed of connections being made can be dependent on a number of factors including access across private land.

Councillor Lindsay Burr left the meeting at 3:45pm.

There followed a discussion with the key points as summarised below:

- Two motions have already gone to meetings of the Full Council regarding electricity supply constraints and delays to connection to the grid, which reflects the concerns of local members
- The queue for connection to the grid causes great frustration as local schemes that are able to generate green electricity are unable to get off the ground
- There are concerns that there are a number of schemes in the connection queue that are never going to progress, are stopping others progressing and so should be removed from the queue
- There will be an increasing demand for connections to the grid and increasing capacity within the grid as more local, micro electricity generation is undertaken in communities and more electric cars and electric residential boilers are adopted
- EV charging points in public areas are key to enabling and encouraging people to move from petrol/diesel cars to electric cars.

Councillors Janet Sanderson, Alyson Baker and Malcom Taylor left the meeting at 4pm.

The Chair, Councillor Nigel Knapton, summed up and thanked Lizzie Boyes for attending the meeting.

Resolved:

1. That Lizzie Boyes keeps the committee updated on keys issues relating to the maintenance and expansion of grid capacity and any relevant changes in policy.

31 NYC Safety Advisory Group

Considered:

A report by Callum McKeon, Assistant Director of Regulatory Services at North Yorkshire Council.

The report was presented by Rob Robinson (Environmental Health Service Manager for the Ryedale area, North Yorkshire Council) and Vikki Flowers (Head of Environmental Protection, North Yorkshire Council).

The key points from the presentation are as summarised below:

- The operation of a Safety Advisory Group (SAG) is not a statutory function of the Council. It is, however, good practice model to promote event safety
- The SAG is advisory and as such it has no authority to either approve or prohibit events
- The SAG co-ordinates public bodies and agencies to offer advice to event organisers
- The SAG Chair and administrative support is provided by the Local Authority
- SAGs were delivered from each of the former district/borough councils, prior to the creation of the new North Yorkshire Council on 1 April 2023
- A North Yorkshire SAG Chairs group was established in 2018 facilitated by the then County Council's Resilience and Emergencies Team. This group has played a key role in ensuring that, post 1 April 2023, there has been a consistent approach to the way in which the SAGs work.

An overview was then provided on the role of the SAG for the event known as 'Pickering Rocks' held on 9 September 2023.

Councillors Greg White and Michelle Donohue-Moncrieff left the meeting at 4.05pm

There followed a discussion with the key points as summarised below:

- It is important to recognise that larger events and entertainment can help generate significant income for local businesses and raise the profile of the local area as a tourist destination
- Events bring the community together and help break down barriers
- It was felt that the SAG has not helped to enable the Pickering Rocks event to go ahead and that much of the advice given had been un-coordinated and sometimes contradictory
- Particular concerns were raised regarding the role of the Police in the SAG and their understanding of the role of the group and the importance of timely advice that helps resolve, rather than create issues
- The SAG does not approve events, it offers advice. It is important that the SAG understands this going forwards
- There is a lot that can be learnt from the role of the SAG in the 'Pickering Rocks' event that can be applied to the work of the SAG in the new council.

The Chair, Councillor Nigel Knapton, summed up and thanked Rob Robinson and Vikki Flowers for attending the meeting.

32 Levelling Up Fund Round 2 and 3 update

Considered:

A report by Graham North, Highways and Transportation at North Yorkshire Council.

The key points from the presentation of the report are as summarised below:

- The Thirsk and Malton bids to the Levelling Up Fund (LUF) in 2022 were not successful
- The overall feedback from government on the bids suggested that the following could have been given greater consideration: a strengthening of the strategic, economic and deliverability aspects of the bid; greater engagement with local people; more detail on how the scheme aligned with national guidance; and greater clarity and evidence of the Gross Value Added (GVA) benefits in the economic case.
- The single-track platform at Malton poses problems for accessibility and economic development in the area
- The lack of success with the funding applications has been frustrating and disappointing but there may be opportunities through other funding streams.

There followed a discussion, the key points of which are as summarised below:

- The reasons given by government for not awarding the funding do not make sense. Both schemes were straight forward with clear and quantifiable benefits to the local community and local economy
- The work that has been put in will not be lost as there will be other funding opportunities that can be applied for
- It would have been helpful when applying through the LUF programme if the North Yorkshire bids could have been submitted separately as opposed to jointly.

The Chair, Councillor Nigel Knapton, summed up and thanked Graham North for attending the meeting.

33 Appointments to Committees and Outside Bodies

Considered:

A report by Daniel Harry, Head of Democratic Services and Scrutiny at North Yorkshire

Council.

Members were requested to consider making appointments to the newly constituted Development Plan Committee based upon political proportionality as indicated in para 2.5 of the report.

Resolved:

1. That the following appointments be made to the Development Plan Committee:
 - Cllr Goodrick (Conservative and Independent)
 - Cllr Baker (Conservative and Independent)
 - Cllr Andrews (Liberal Democrat and Liberal).

34 Update on Scrutiny of Health Committee's ongoing scrutiny around Yorkshire Ambulance Service, Dentistry and GP appointments

Report circulated for information only

There were no comments on the report of the work of the Scrutiny of Health Committee's ongoing scrutiny around Yorkshire Ambulance Service, Dentistry and GP appointments.

35 Work Programme

Considered:

A report by Daniel Harry, Head of Democratic Services and Scrutiny at North Yorkshire Council.

Members were requested to consider the committee work programme, in light of discussions at the meeting and suggest any matters that may need to be included. Those items suggested will be investigated by the Democratic Services Officer and then a decision made by the Chair, Vice Chair and Group Spokespersons at the next Mid Cycle Briefing.

The Chair proposed, subject to agreement by committee members and following confirmation by the Monitoring Officer, that the start time of the meeting scheduled for 22 March 2024 be moved from 2pm to 10am. Also, that the meeting be held at the former Hambleton District Council offices in Northallerton.

Resolved:

1. That the committee review and comment upon the committee work programme, forwarding any suggested topics for inclusion to Democratic Services
2. That the meeting of the committee scheduled at 2pm on 22 March 2024 to be moved to start at 10am, subject to agreement of the full committee and confirmation by the Monitoring Officer
3. That the meeting on 22 March 2024 be held at the former Hambleton District Council offices.

36 Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.

There were no items of urgent business.

The meeting concluded at 5.00 pm.