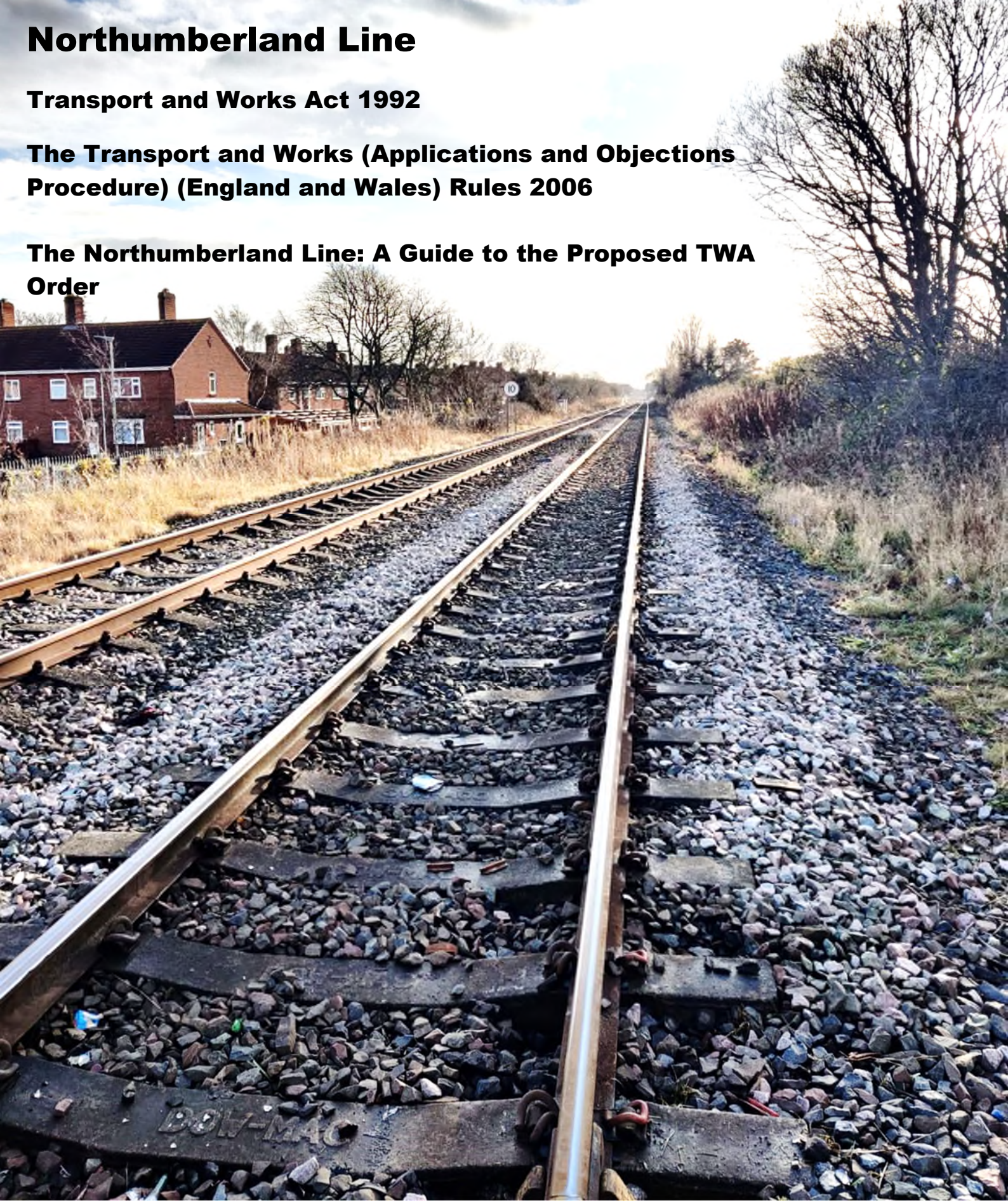


# **Northumberland Line**

**Transport and Works Act 1992**

**The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006**

**The Northumberland Line: A Guide to the Proposed TWA Order**



**Northumberland**  
County Council



**NORTHUMBERLAND COUNTY COUNCIL**

**NORTHUMBERLAND LINE**

**THE NORTHUMBERLAND LINE: A GUIDE TO THE PROPOSED TWA ORDER**

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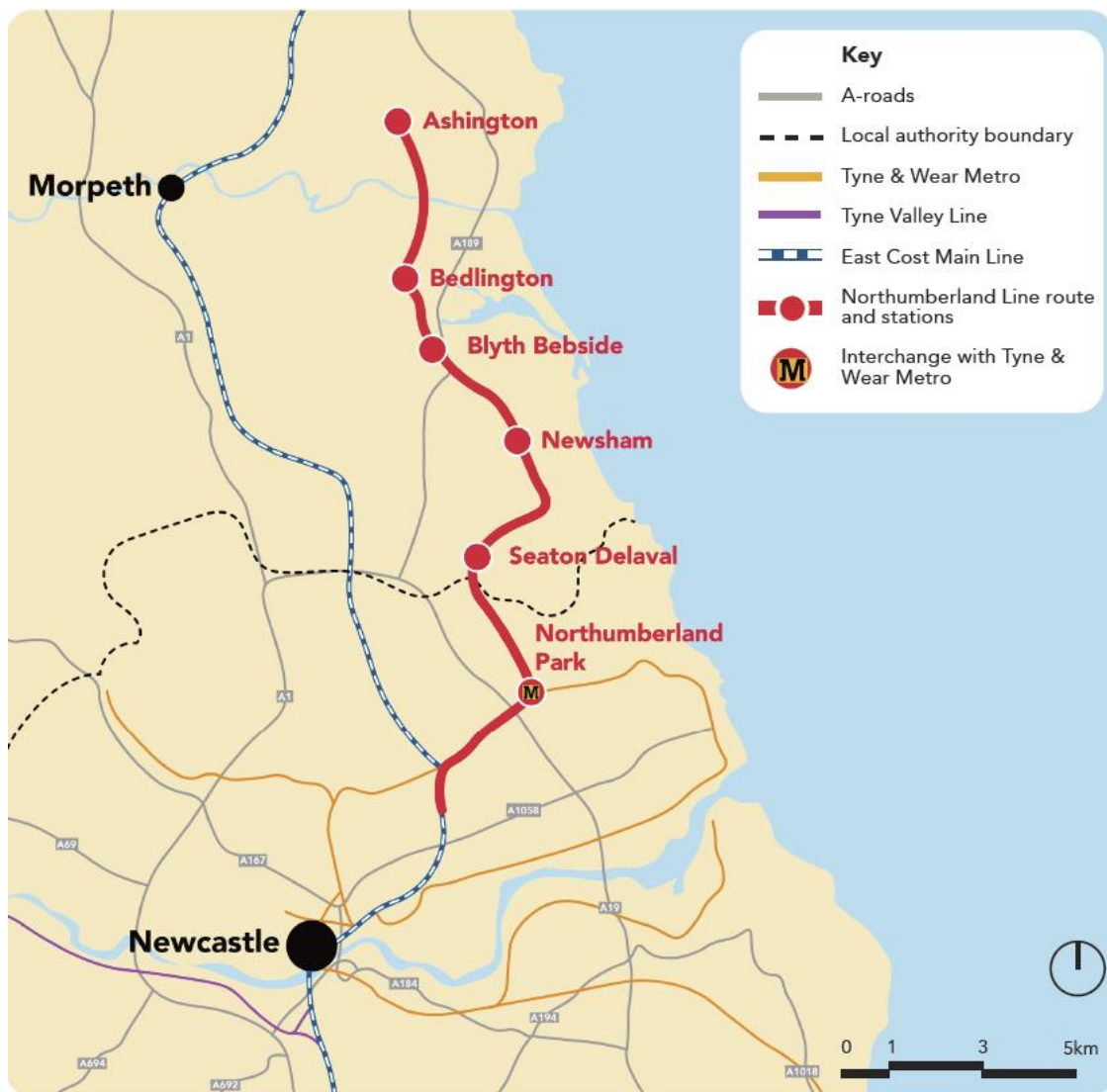
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## 1. INTRODUCTION

- 1.1 Northumberland County Council (**NCC**) has submitted an application for an Order under the Transport and Works Act 1992 to the Secretary of State for Transport (**the Order**). The purpose of the Order is to authorise matters in connection with the Northumberland Line project (**the Project**).
- 1.2 The Order is just one of a range of other permissions that will be required for the Project. The purpose of this document is to explain the specific role that the Order will play in providing NCC with powers to support the delivery of the Project.

## 2. THE NORTHUMBERLAND LINE PROJECT

- 2.1 NCC is seeking to re-introduce passenger services onto the existing freight line between the city of Newcastle upon Tyne and the town of Ashington in Northumberland. This is known as the 'Northumberland Line' scheme and is referred to in this document as 'the Project'.
- 2.2 The Project will offer a direct passenger service between Newcastle Central station and Ashington. It is anticipated that the proposed service will call at the existing Manors railway station and at six proposed new station sites (Northumberland Park, Seaton Delaval, Newsham, Blyth Bebside, Bedlington and Ashington).
- 2.3 The Project is a priority of both NCC and North Tyneside Council and is supported by the Department for Transport, Network Rail, Transport for the North, Nexus and Northern Rail.



Route of Northumberland Line and location of proposed stations

- 2.4 The Project seeks to encourage a shift from private car use towards rail travel, thereby assisting in reducing congestion and improving journey times both on the local highway network and for users of public transport. The Project anticipates a journey time of approximately 35 minutes between Ashington and Newcastle without the need to change trains.
- 2.5 A key aim of the Project is to support and stimulate economic growth, regeneration and community development in Northumberland and the surrounding regions by improving connectivity for people and businesses. The Project will improve access to towns such as Blyth and Ashington to the employment hub of Newcastle; provide an incentive for potential employers to relocate to and invest in the area; provide vital infrastructure to help deliver the region's aspirations for population and economic growth, and help attract visitors and improve local tourism.
- 2.6 At Newcastle, the Northumberland Line will connect to the Tyne and Wear Metro, allowing easy access to the city centre and national rail connections. The freight trains that currently run along the line will still be able to do so, helping support the economic aspirations of Lynemouth Power Station and the Port of Blyth.
- 2.7 A summary of the works required to deliver the Project is set out below:

## **New Stations**

2.8 Six new stations and associated facilities will be constructed at the following locations:

- (a) Ashington
- (b) Bedlington
- (c) Blyth Bebside
- (d) Newsham
- (e) Seaton Delaval
- (f) Northumberland Park

## **Railway crossings**

2.9 There are 23 railway crossings along the route of the Northumberland Line. The Project requires that some of the existing crossings are upgraded, and some level crossings are closed and replaced with new crossings. The works associated with this include:

- (a) a new stepped footbridge and related works to public rights of way at Chase Meadows to replace the existing level crossing;
- (b) a new underpass and related works to public rights of way at Hospital crossing south of Ashington to replace the existing level crossing;
- (c) a new underpass and related works to public rights of way at Palmersville Dairy to replace the existing level crossing; and
- (d) at Lysdon Farm, the existing level crossing is proposed to be closed, and a diversion provided.

## **Other works**

2.10 A range of other works are required including:

- (a) changes to existing public rights of way and other highway interventions, including creating and amending existing accesses; and
- (b) temporary areas required for uses such as site compounds, material laydown areas and associated haul roads.

## **3. ROLE OF THE TRANSPORT AND WORKS ACT ORDER**

3.1 This section explains the role of the Transport and Works Act Order in relation to the other permissions that are needed for the Project.

3.2 The majority of the works required for the Project, including construction of the six new stations, will be authorised by separate planning permissions that are being sought from NCC or North Tyneside Council as the local planning authorities. Some of these planning applications have already been submitted, others will be made in the next few months.

- 3.3 The applications will be decided by the local planning authorities in accordance with statutory procedures and national and local planning policies. The Transport and Works Act Order will not authorise these works.
- 3.4 The Project also includes some works which, because of their nature and location within the existing route of the railway, can be constructed using permitted development rights available to Network Rail as a railway undertaker under the Town and Country Planning (General Permitted Development) (England) Order 2015. This permitted development covers works which are typically undertaken by Network Rail when upgrading or maintaining the railway and can be carried out without having to apply for planning permission.
- 3.5 These works will take place within the existing railway corridor and include changes to the existing track, laying of new track, upgrading signals and replacing or upgrading existing equipment. The Transport and Works Act Order will not authorise these works.
- 3.6 The purpose of the Transport and Works Act Order is to provide a range of supplementary powers to facilitate delivery of Project. In particular, the Order will:
- (a) provide powers for the compulsory acquisition of land and rights over land;
  - (b) provide powers to use of land temporarily for the purposes of constructing the works which have been authorised by planning permissions or under permitted development rights;
  - (c) authorise the closure of level crossings and associated extinguishments and diversions of public rights of way; and
  - (d) authorise ancillary works including the construction of new footpaths, parking bays, and temporary worksites and haul roads required during construction.
- 3.7 The following sections describe the specific matters proposed to be authorised by the Order and explains their relationship with the works authorised by planning permissions or permitted development rights.

#### **4. ACQUISITION OF LAND**

- 4.1 The planning applications will seek permission from the local authorities for the works necessary to construct the six new stations, Hospital underpass, Palmersville Dairy underpass and Chase Meadows footbridge.
- 4.2 Some of the land required for these works is already in the ownership of NCC or Network Rail. However, some of the land is in private ownership and NCC is therefore negotiating with the relevant owners to seek to agree terms for the purchase of the relevant land. In the event that agreements cannot be reached, it is essential that NCC has powers to compulsorily acquire the necessary land and rights so that the Project is able to be delivered.
- 4.3 The Order (if made) will confer powers of compulsory acquisition on NCC for this purpose. The extent of the land that is subject to this proposed power is identified in the land and works plans submitted with the application. In these plans, plots that are coloured pink denotes land that will be subject to the power of acquisition. Plots that are coloured blue denotes land where permanent rights (e.g. rights of access) are to be acquired.
- 4.4 The plans below show relationship between the planning applications and the Order by showing the extent of land at each of the planning application sites that is subject to the powers of acquisition in the Order.

## Ashington Station

- 4.5 A single platform railway station will be built at Ashington including associated infrastructure and car parking. The plan below shows the extent of the land covered by the planning application (edged red) and the land that is subject to the power of acquisition in the Order (edged with a dotted orange line).

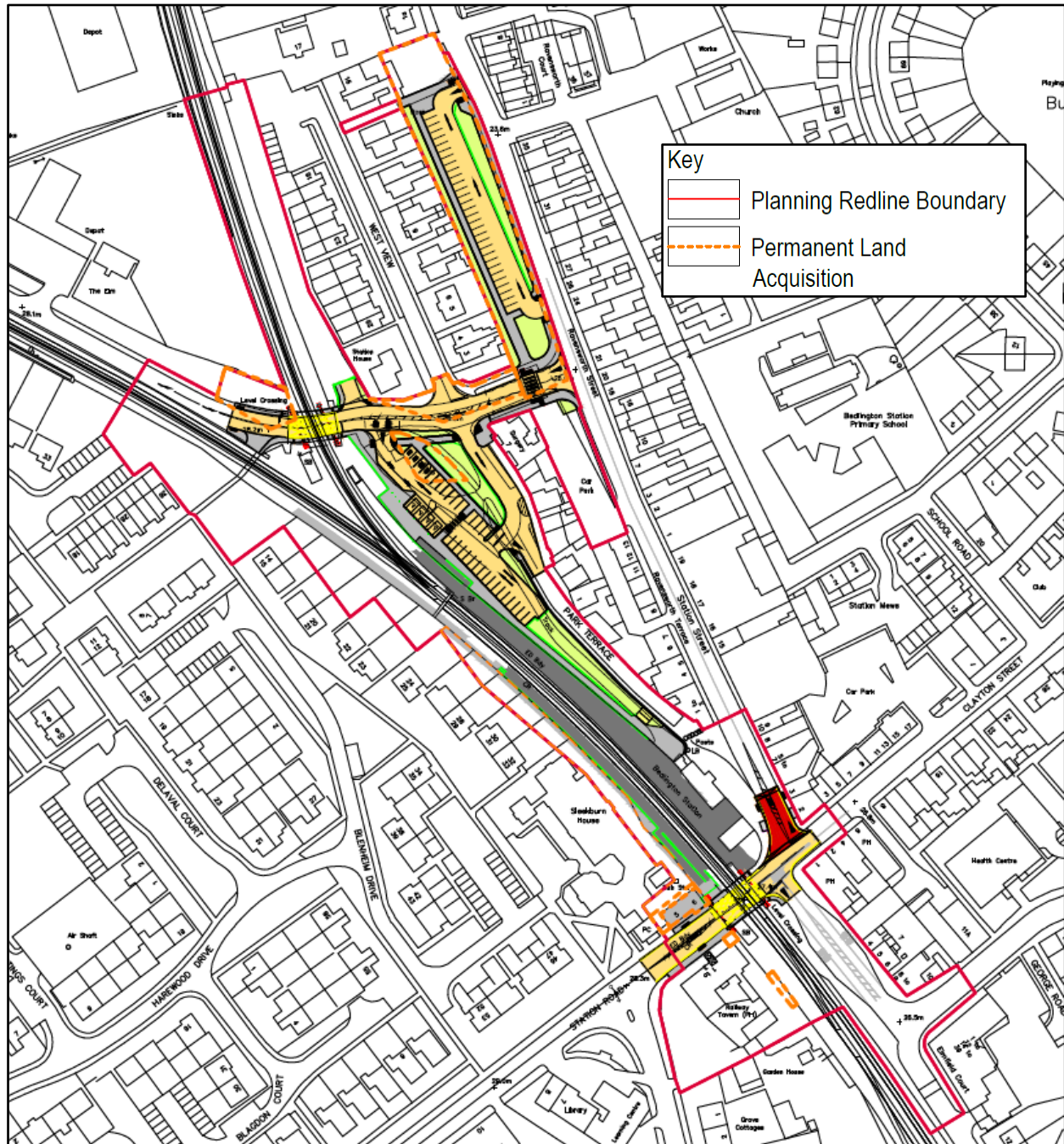


Plan of site of proposed Ashington Station



## Bedlington Station

- 4.6 A two-platform railway station will be built at Bedlington Station including associated infrastructure and car parking. The plan below shows the extent of the land covered by the planning application (edged red) and the land that is subject to the power of acquisition in the Order (edged with a dotted orange line).

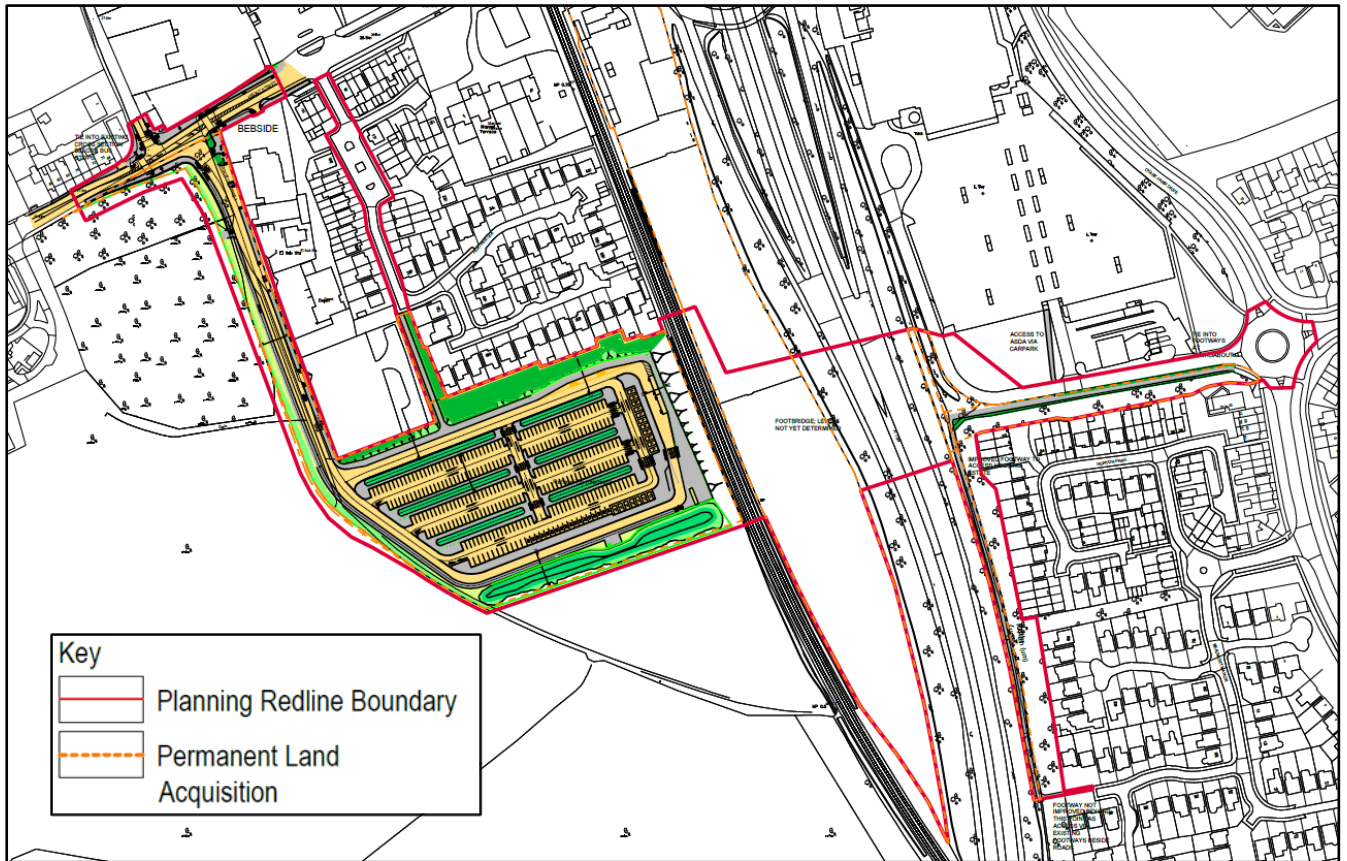


### Plan of site of proposed Bedlington Station



## Blyth Bebside Station

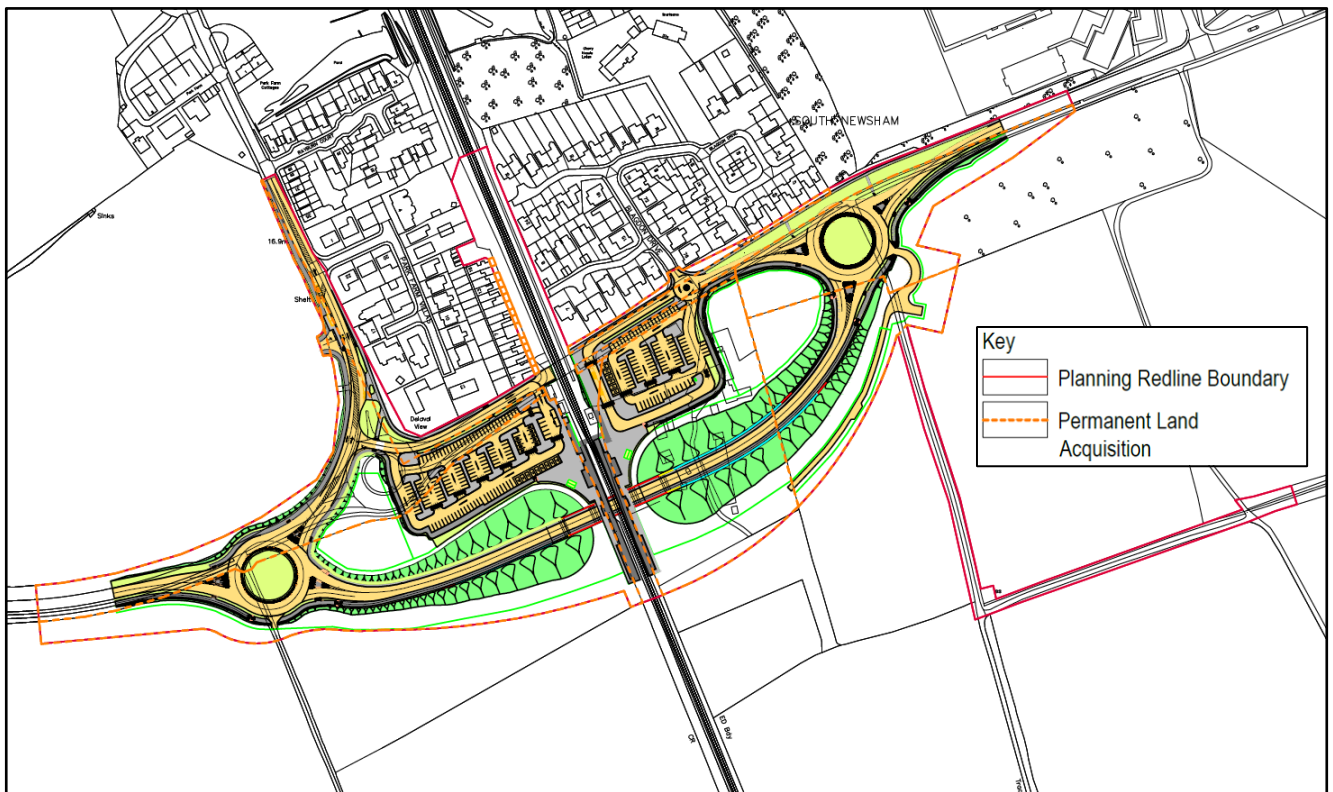
- 4.7 A two-platform railway station will be built at Bebside including associated infrastructure, car parking and the construction of a new pedestrian and cycle bridge across the A189.
- 4.8 The plan below shows the extent of the land covered by the planning application (edged red) and the land that is subject to the power of acquisition in the Order (edged with a dotted orange line).



Plan of site of proposed Blyth Bebside Station

## Newsham Station

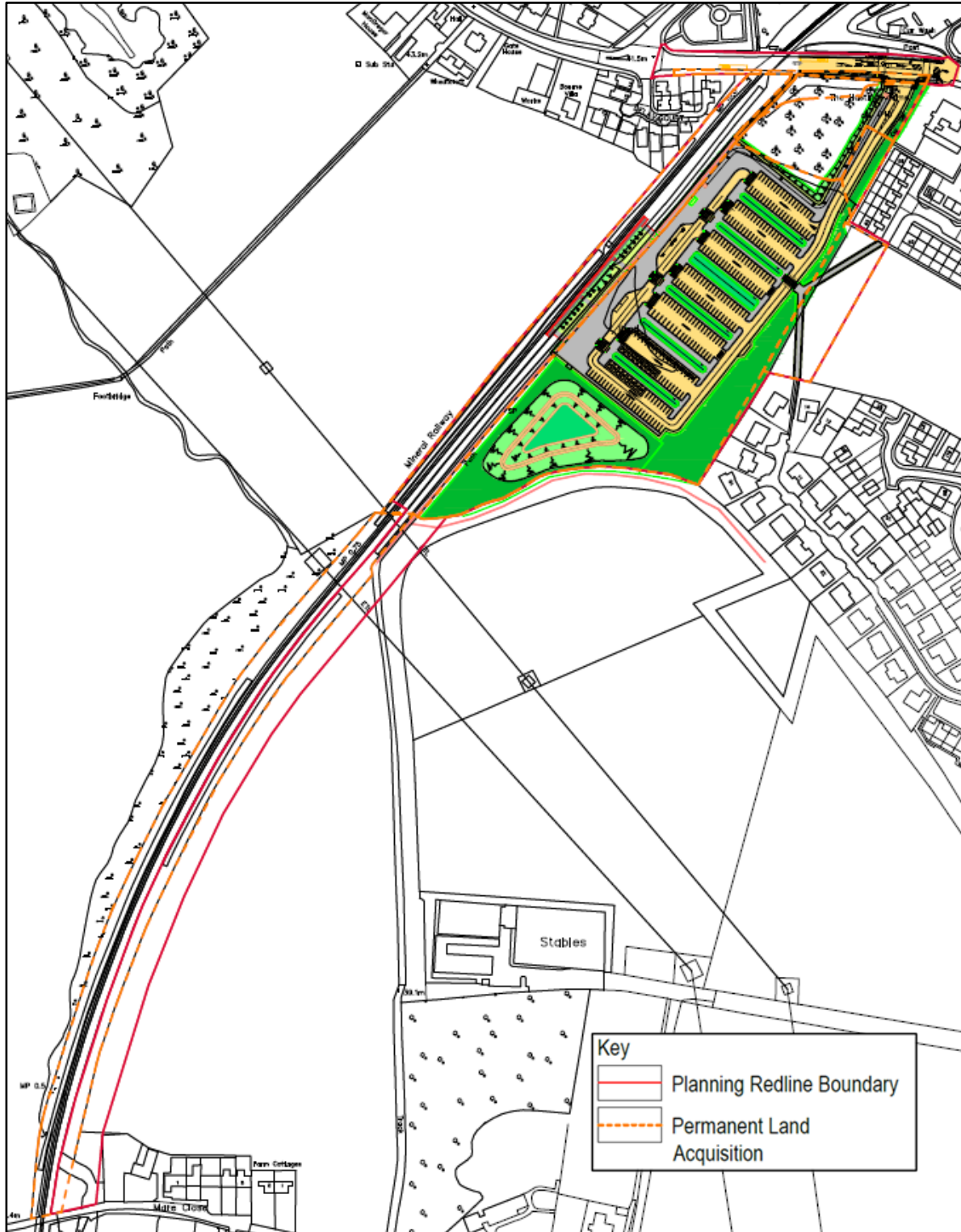
- 4.9 A two-platform railway station will be built at Newsham including associated infrastructure and car parking. The existing level crossing on the A1061 will be closed. The works at Newsham include the construction of an overbridge to carry the diverted A1061 with a shared footway and cycleway over the railway to the south of the existing road alignment.
- 4.10 The plan below shows the extent of the land covered by the proposed planning application (edged red) and the land that is subject to the power of acquisition in the Order (edged with a dotted orange line). Additional land to the south of the overbridge will be required to provide flood compensation works associated with development. This land is also included within the scope of the acquisition powers in the Order.



Plan of site of proposed Newsham Station and diverted A1061

## Seaton Delaval Station

- 4.11 A single platform railway station will be built at Seaton Delaval including associated infrastructure and car parking. The plan below shows the extent of the land covered by the proposed planning application (edged red) and the land that is subject to the power of acquisition in the Order (edged with a dotted orange line).

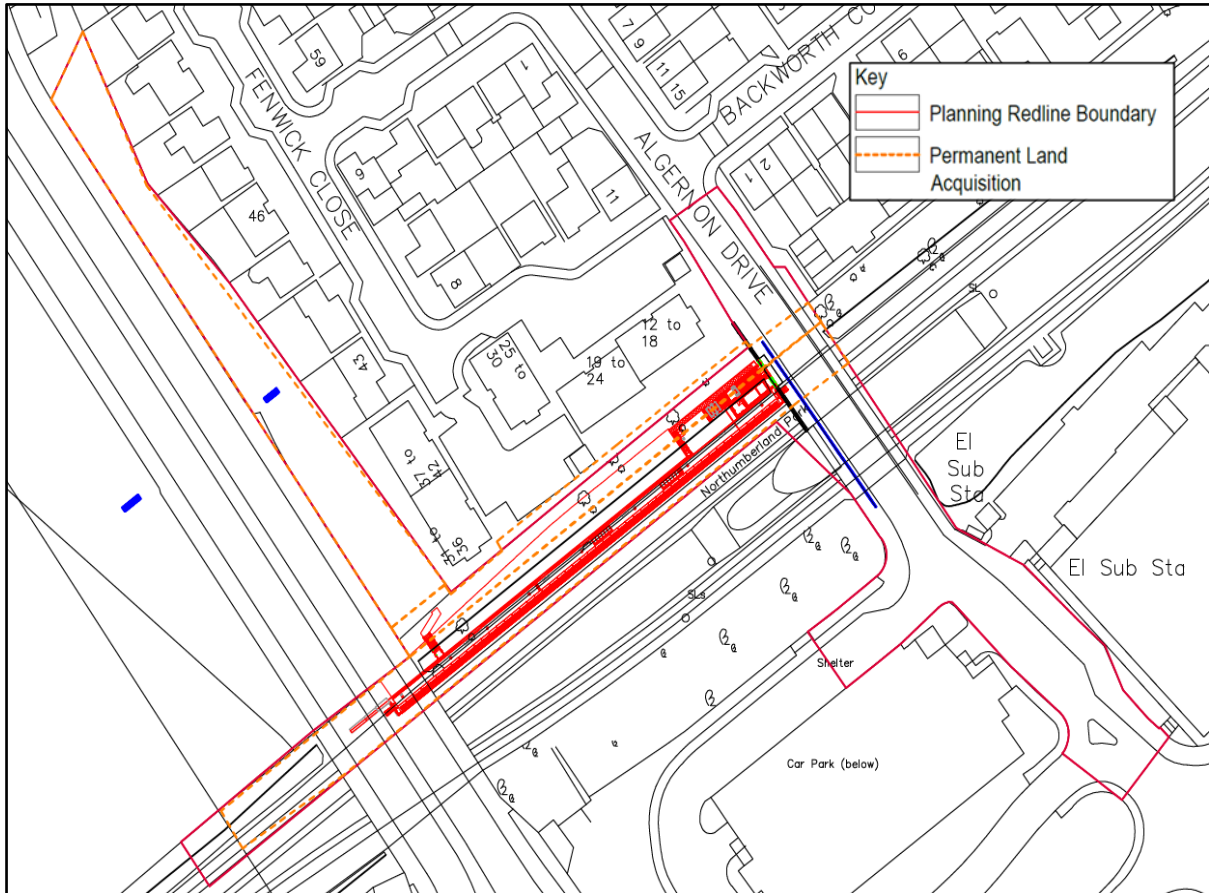


Plan of site of proposed Seaton Delaval Station



## Northumberland Park Station

- 4.12 A single platform railway station will be constructed at Northumberland Park including associated infrastructure. The plan below shows the extent of the land covered by the proposed planning application (edged red) and the land that is subject to the power of acquisition in the Order (edged with a dotted orange line).

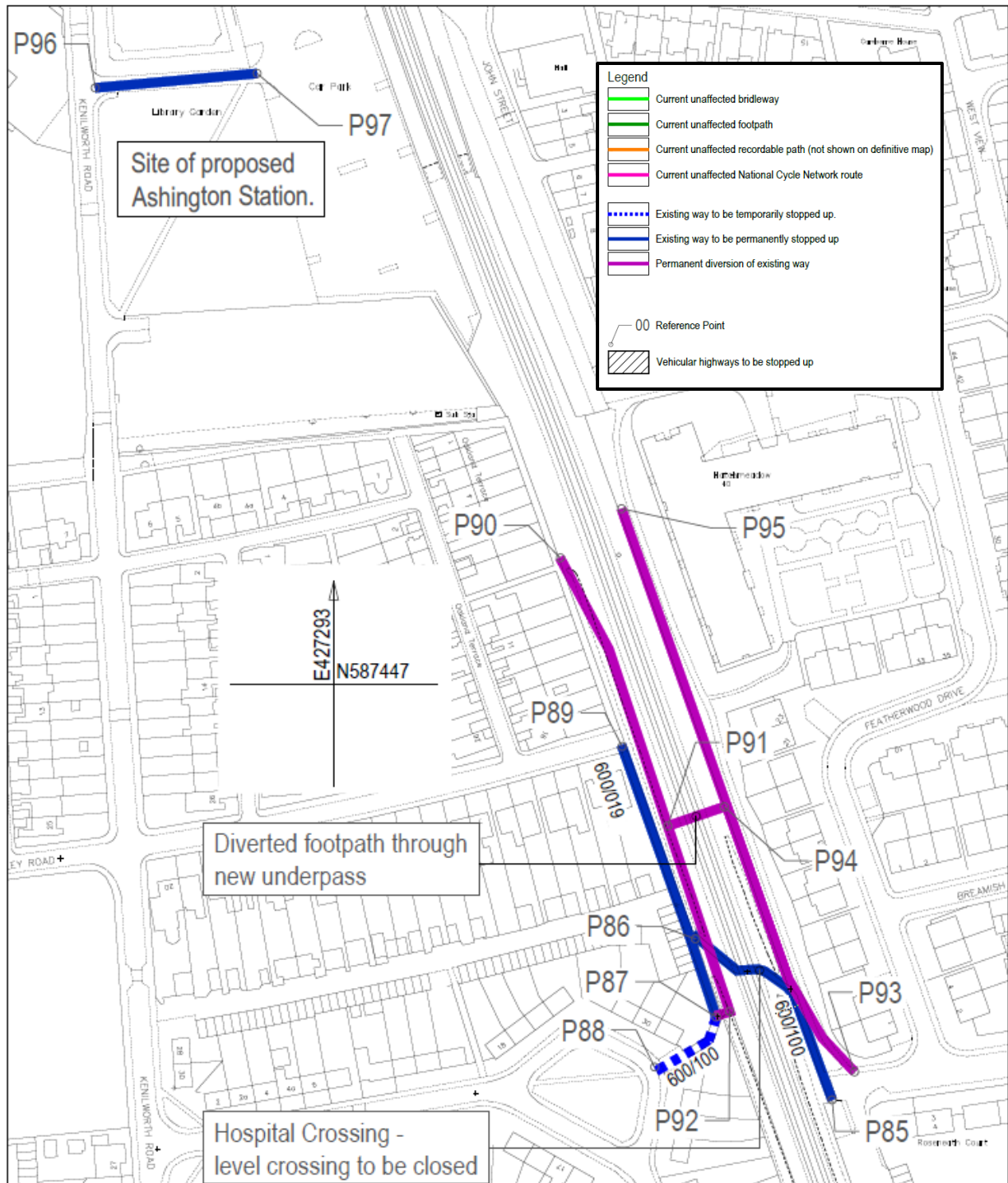


Plan of site of proposed Northumberland Park Station

5. **LEVEL CROSSING CLOSURES AND RELATED DIVERSIONS AND WORKS**
- 5.1 The Order will provide for the closure of a number of existing level crossings and the associated extinguishment and diversion of rights of way. The closure of these level crossings is necessary to ensure the safety of users given the faster and more frequent trains that will be introduced onto the line.
- 5.2 The following plans show each proposed level crossing closure along the Project route and the associated diversions to public rights of way which are proposed to be authorised by the TWA Order.

## Hospital Level Crossing

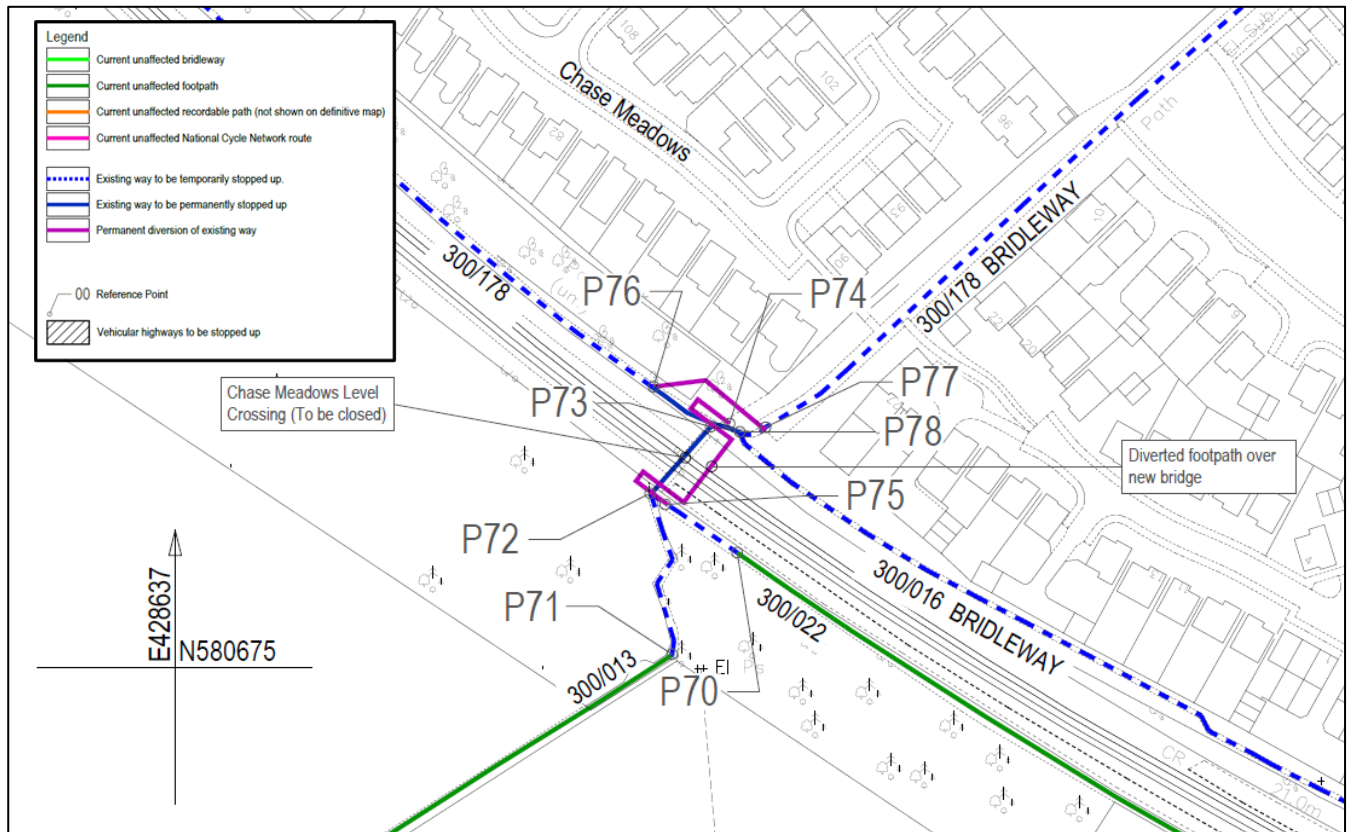
- 5.3 The existing Hospital level crossing south of the proposed Ashington Station crossing access for pedestrians over the line between Chillingham Crescent and Roseneath Court will.
- 5.4 The existing level crossing is proposed to be closed by the TWAO Order and the existing right of way (footpath 600/100) will be diverted across a new underpass to the north. The construction of the underpass will be the subject of a separate planning application.





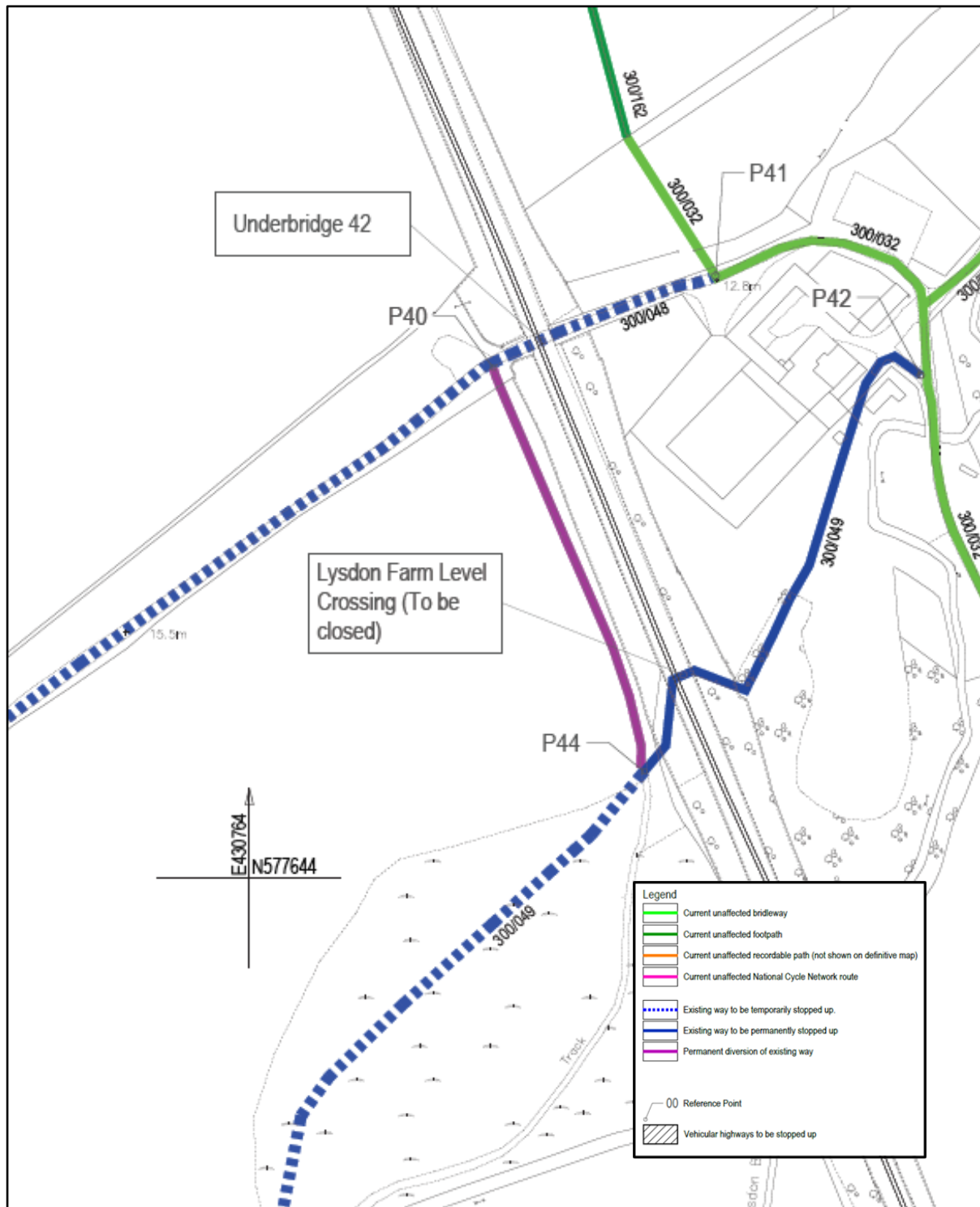
## Chase Meadows Level Crossing

- 5.5 The Chase Meadows level crossing provides access across the railway line to the west of Chase Meadows in Blyth.
- 5.6 The level crossing is proposed to be closed by the TWA Order and will be replaced with a stepped footbridge, providing a safer crossing for pedestrians. The bridge is the subject of a separate planning application.
- 5.7 The TWA Order will authorise the closure of the section of footpath 300/013 and the associated diversion of bridleway 300/016.



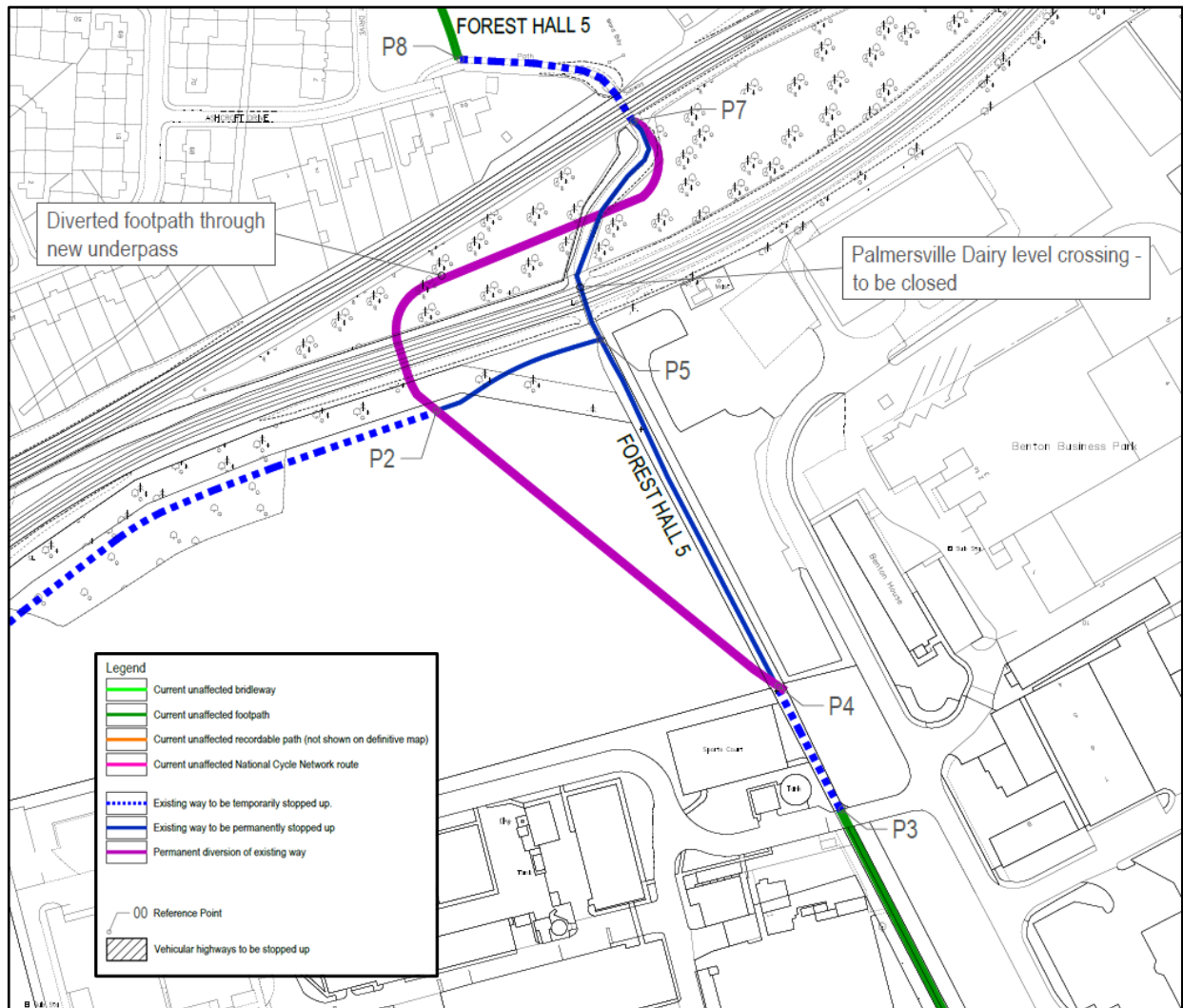
## Lysdon Farm Level Crossing

- 5.8 The existing footpath (300/049), which crosses the line at Lysdon Farm is proposed to be closed by the TWA Order.
- 5.9 There is an existing footpath 100 metres north of the existing crossing. The TWA Order will authorise the diversion of the footpath along the west side of the line for approximately 100 metres and then connecting with the existing footpath, which crosses the railway through the existing underbridge.



## Palmersville Dairy Level Crossing

- 5.10 This crossing provides a pedestrian link between the Forrest Hall and Bellway Industrial Estate. The TWAO will authorise the closure of the level crossing and the diversion of the footpath (Forest Hall 5) to a new underpass beneath the railway to the west of the existing crossing. The construction of the underpass will be the subject of a separate planning application.





6. **CAR PARKING BAYS**

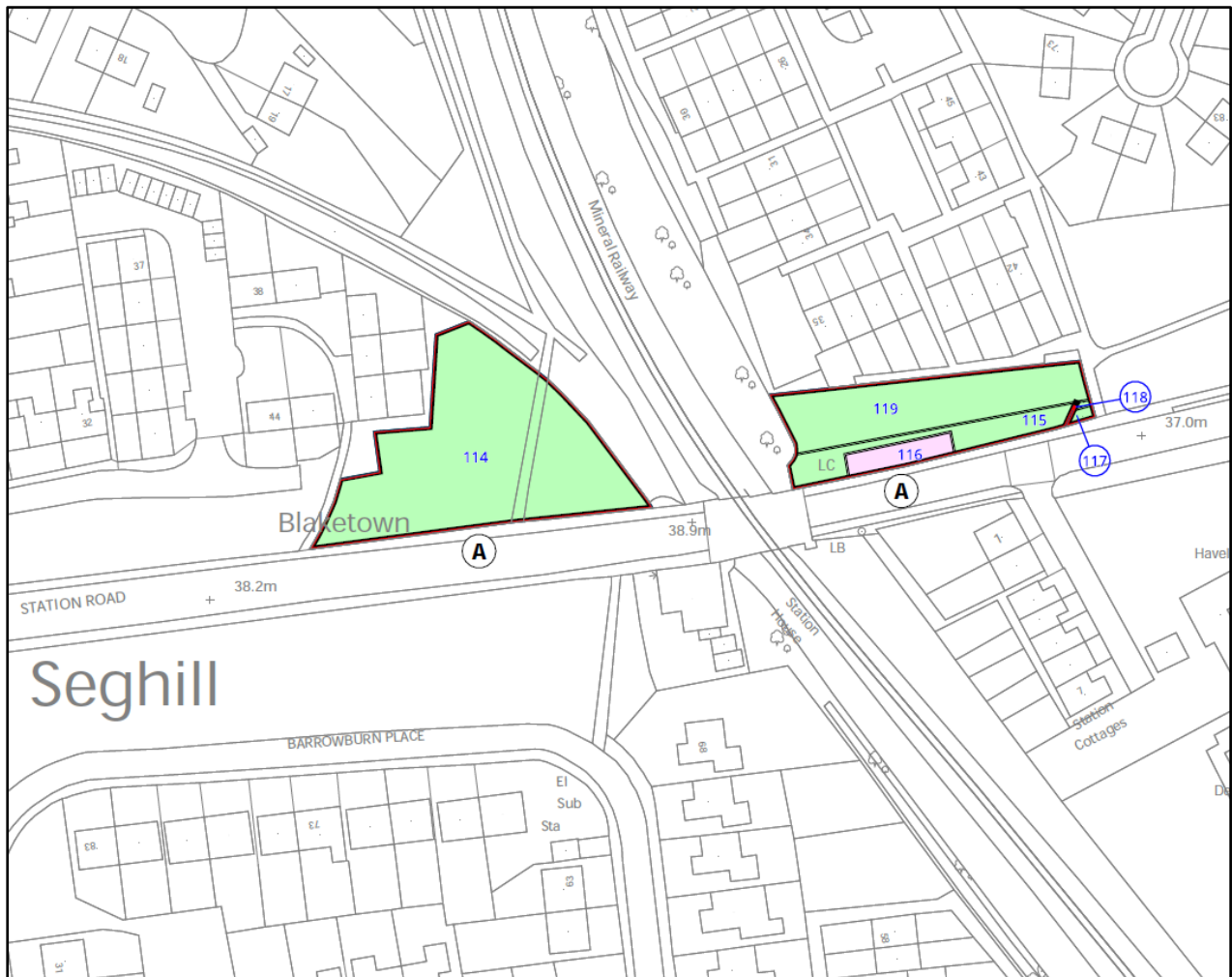
6.1 The Order (if made) will authorise the construction of parking bays for vehicles at 4 level crossings along the route of the railway. These bays will provide a safe parking area for vehicles used by staff carrying out maintenance works to the crossings.

6.2 The Order authorises the construction of parking bays at 4 locations:

- (a) Seghill level crossing
- (b) Hartley level crossing
- (c) Bebside level crossing
- (d) Green Lane level crossing

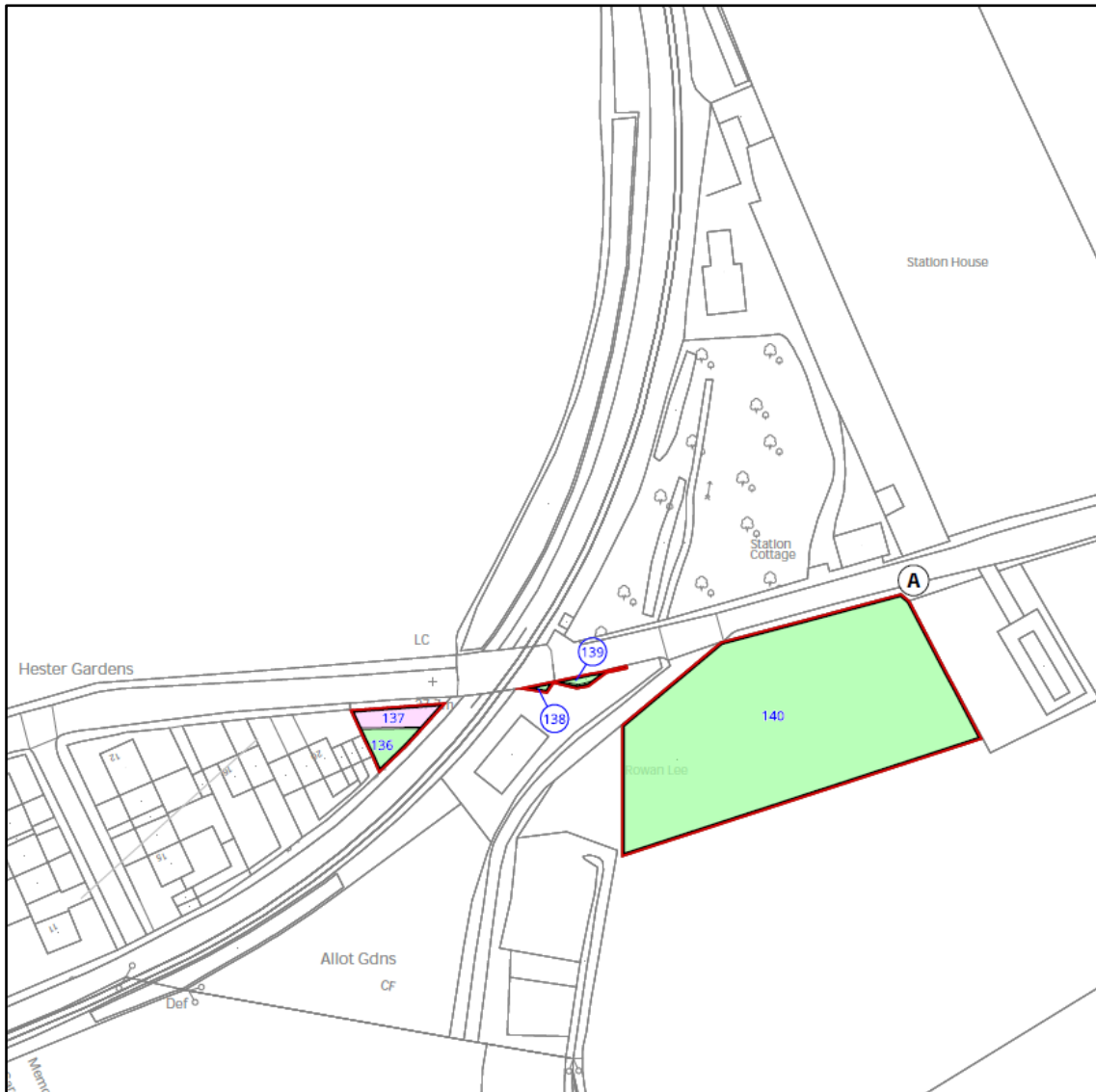
6.3 The following section provides details of the location of these works.

## Seghill Level Crossing



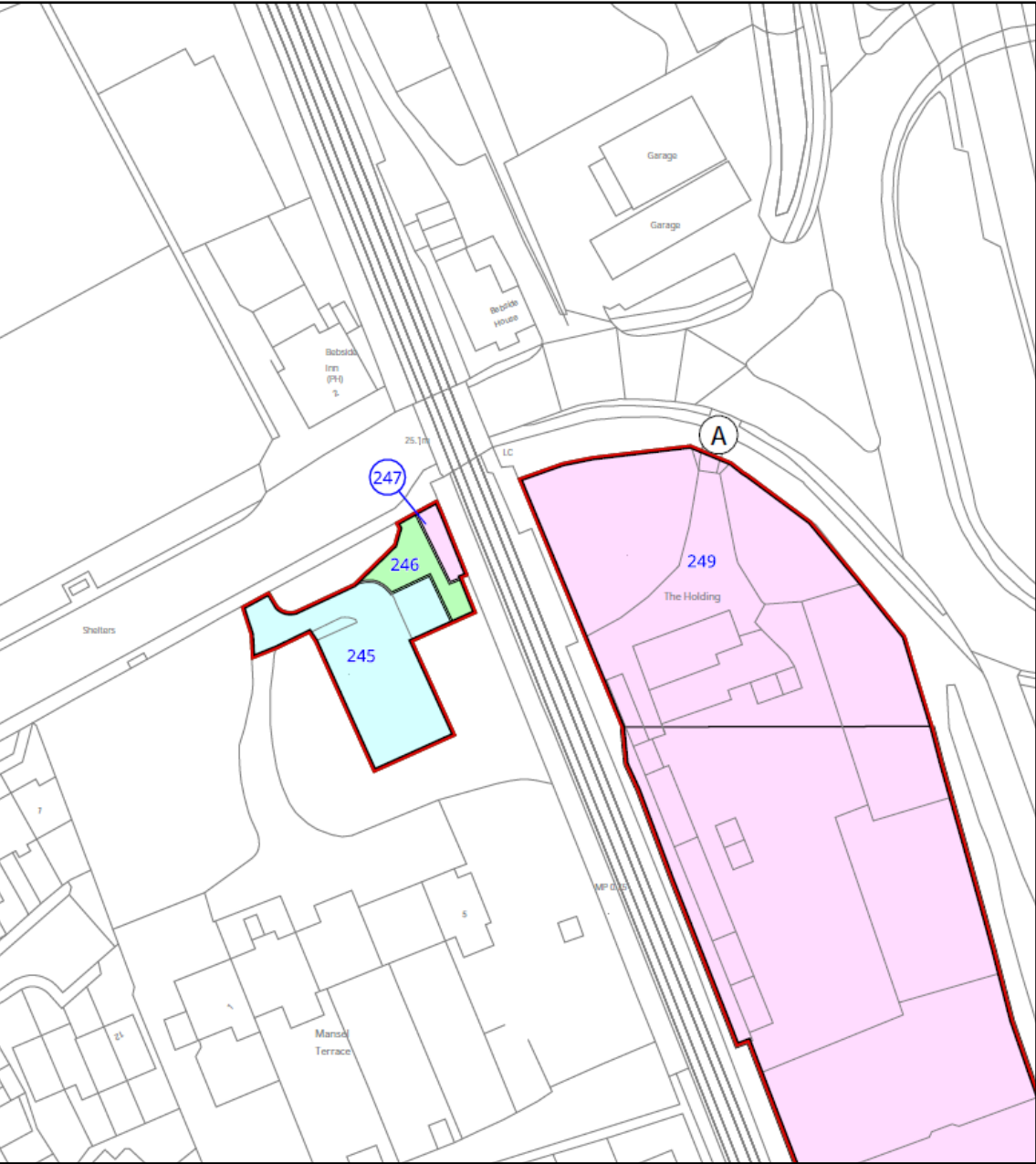
Plan showing the temporary worksites at Seghill level crossing (green plots) and the parking bay location (pink plot 116), taken from sheet 8 of the Land and Works plans.

## Hartley Level Crossing



Plan showing the temporary worksites at Hartley level crossing (green plots) and the parking bay location (pink plot 137), taken from sheet 12 of the Land and Works Plans.

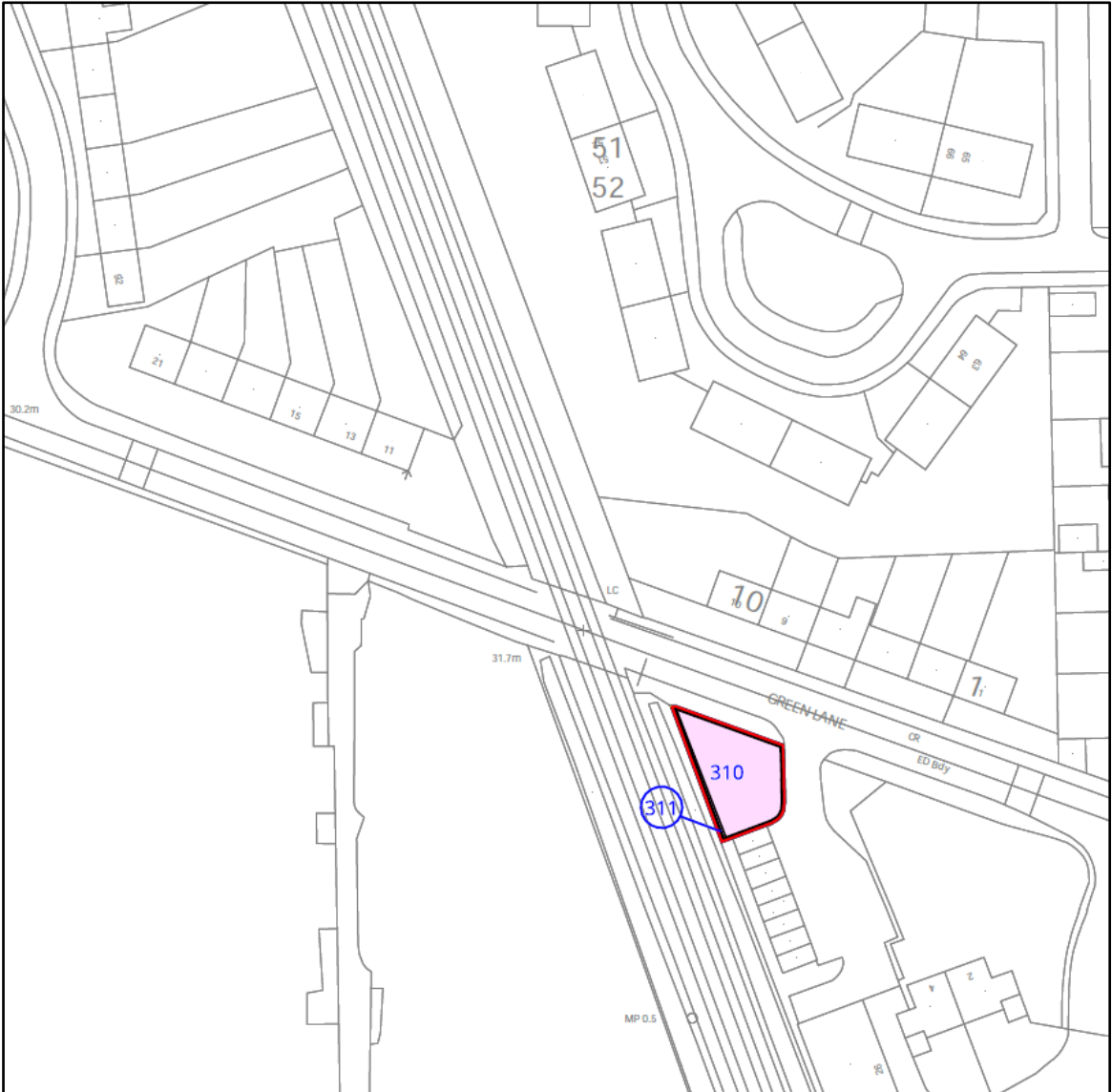
**Bebside Level Crossing**



**Plan showing the land over which rights will be acquired at Bebside level crossing, including the car parking bay location in part of plot 245, taken from sheet 19 of the Land and Works Plans.**



**Green Lane Level Crossing**



**Plan showing the parking bay location (plots 310 and 311) at Green Lane level crossing, taken from sheet 24 of the Land and Works Plans**

## 7. TEMPORARY WORKSITES AND ACCESS ROADS

- 7.1 The Order will provide for the creation of a number of temporary worksites and temporary accesses along the Project route, which are required to facilitate the construction of the Project. These worksite and haul roads will be authorised by the Order which will also provide a power to use temporarily the land needed for these worksites and haul Temporary rights over the land at these sites are being sought in the Order.
- 7.2 For illustrative purposes, the plan below shows two of the proposed temporary worksites. These are taken from sheet 21 of the land and works plans submitted with the TWA application. On those plans any land that will be subject to powers of temporary possession is shaded green while any land required only for temporary access is shaded orange.

Examples of worksites and haul roads shown on the Land and Works Plans



- 7.3 The use of the temporary worksites and haul roads will be subject to controls through conditions imposed by the TWA Order. The draft conditions submitted with the application provide that no part of the works authorised under the Order can commence until a Construction Environmental Management Plan and a Construction Traffic Management Plan have been submitted to and approved by the local planning authority in relation to that part of the development.
- 7.4 These two plans will contain measures put to minimise the adverse impacts resulting from construction of the Project.
- 7.5 It may be necessary to temporarily close some paths and bridleways to allow the worksites to be used. The Order authorises the temporary closure of a number of rights of way. These are identified on the Rights of Way Plans submitted with the application.
- 7.6 Where a public right of way or publicly used path will be temporarily impacted during the construction of the scheme, efforts will be made to provide temporary diversions. Where this is not possible or not considered necessary, the duration of any closures will be kept to a minimum.