

Northumberland Line OBC

Appendix L: TAG Environmental Worksheets

The potential impacts on 'Environmental Capital' (landscape, townscape, historic environment, biodiversity and water environment) have been appraised on a qualitative basis in line with WebTAG (Section 5 in TAG Unit A3). This appraisal was undertaken to inform the 'Request for a Screening Opinions' (RfSO) and the scope and content for the pre-planning application enquiries made to both Northumberland County Council and North Tyneside Council.

This appendix assembles the relevant TAG Environmental Worksheets associated with the above environmental elements (landscape, townscape, historic environment, biodiversity and water environment).

For the purposes of evaluating the impacts across the line in terms of Landscape, the scheme has been divided into 6 geographical sections. These are used throughout this document to assist in describing and assessing the scheme:

Section A: Benton North Junction to Holywell (South of Seghill)- includes Northumberland Park Station.

Section B: Holywell (South of Seghill) to New Hartley Bend- includes Seaton Delaval Station

Section C: New Hartley Bend to A189 crossover- includes Newsham Station

Section D A189 crossover to Bedlington Viaduct/River Blyth – includes Bebside Station

Section E: Bedlington Viaduct/River Blyth to River Wansbeck- includes Bedlington Station

Section F: River Wansbeck to end of line- includes Ashington Station

Landscape

TAG Landscape Impacts Worksheet - Section A

	Step 2	Step 3				Step 4
Features	Description	Scale it matters	Rarity	Importance	Substitutability	Impact
Pattern	The landscape is highly developed with designated areas of parkland and wildlife corridors. The settlement pattern in some villages reflects the mining history of the area, but much of the area is modern development. Currently there are small arable fields which are designated for housing development.	Pattern matters at a local scale to the local authority.	The pattern is commonplace locally, regionally and nationally.	The pattern is of medium importance at a local scale to the local authority.	The pattern is substitutable.	The scheme is anticipated to have a neutral effect on the pattern as it will be located within the existing railway corridor and property.
Tranquillity	There is a low level of tranquillity within this area due to the, pylon towers, metro station, railway and major roadways and double-carriageways, such as the A19, A186, and A191, passing through the area.	Tranquillity matters at a local scale to local authority.	The tranquillity is commonplace locally, regionally and nationally.	The level of tranquillity is of low importance at a local scale to the local residents.	The level of tranquillity is substitutable.	The scheme, once finished, is anticipated to have a slight adverse effect due to the required removal of vegetation along the railway and residential boundary which currently screens the residential properties from the existing metro station.
Cultural	The railway and part of the village of Backworth (an unassessed Conservation Area) reflect the historical use of the landscape.	Cultural features matter at a local scale to the local authority and local historical societies.	The cultural features within Backworth are rare locally, but less rare regionally and nationally.	The cultural features within Backworth are of high importance at a local scale to the local authority and local historical societies.	The cultural features outside of the Backworth Conservation Area are substitutable.	The scheme is anticipated to have a neutral effect on cultural landscape features as it will compliment the historic railway and the originally station which was originally located approximately 200m from the current proposals.
Landcover	The greenspaces within the urban landscape are maintained as parks and wildlife corridors.	Landcover matters at a local scale to the local authority.	The landcover is commonplace locally, regionally and nationally.	The landcover is of medium-high importance at a local level to the local authority.	The landcover is substitutable.	The scheme is anticipated to have a neutral impact on landcover since the proposed station location is within the existing railway corridor.
Summary of character	The railway and part of the village of Backworth (an unassessed Conservation Area) reflect the historical use of the landscape.	Cultural features matter at a local scale to the local authority and local historical societies.	The cultural features within Backworth are rare locally, but less rare regionally and nationally.	The cultural features within Backworth are of high importance at a local scale to the local authority and local historical societies.	The cultural features outside of the Backworth Conservation Area are substitutable.	The scheme is anticipated to have a neutral effect on cultural landscape features as it will compliment the historic railway and the originally station which was originally located approximately 200m from the current proposals.

Reference Sources

NCA Profile: 13 South East Northumberland Coastal Plain (NE498) by Natural England, 2013; Northumberland Landscape Character Assessment by Land Use Consultants, 2010; Blyth Valley Local Plan, 1999; Northumberland Local Plan Draft, 2018; Map - Northumberland (Old Series) LXXXI.9 (Seaton Valley) - Surveyed 1858 Published 1876; Proposed station plans recieved 3rd September 2019

Step 5 - Summary Assessment Score

The proposed development is envisaged to have a neutral effect on the landscape. This in line with the following statements set out in the TAG guidance:

The scheme is well designed to:

- complement the scale, landform and pattern of the landscape
- incorporate environmental design measures to ensure that the scheme will blend in well with surrounding landscape characteristics and landscape elements
- avoid being visually intrusive nor have an adverse effect on the current level of tranquillity of the landscape through which the scheme passes
- maintain existing landscape character in an area which is not a designated landscape, that is, neither national or local high quality, nor is it vulnerable to change

Qualitative Comments

This landscape analysis is based on a radius of 1.5km around proposed stations and rail line.

Revision

A | 24.09.19 | Text updated to reflect preferred and reserved options

TAG Landscape Impacts Worksheet - Section B

	Step 2	Step 3				Step 4
Features	Description	Scale it matters	Rarity	Importance	Substitutability	Impact
Pattern	The landscape is characterised by: Low-lying coastal farmland, medium to large in scale, and generally open. Heavily modified rural area, with industrial and urban fringe influences within the villages of Seaton Delaval and Seghill. The topography of the area slopes gently east from Cramlington to the coast.	Pattern matters at a local scale to residents for local aesthetic and recreational activities	The pattern is commonplace locally, regionally, and nationally.	The pattern is of medium-high importance at a local scale to the local authority due to the Green Belt designation surrounding the villages.	Within the designated 100 years the vegetation and field pattern could be substituted with the creation of new hedgerows and planting within the railway corridor.	The proposal will have a low impact on the pattern of the area because the works will be located within the boundaries of the existing rail corridor. Mitigation measures in the form of native hedgerow/ woodland/ scrub planting would be beneficial along the line to mitigate the loss of the existing vegetation and soften the visual impact. This planting would be essential at the Seaton Delaval Station to reduce the visual impact from the open fields to the south and to better reflect the enclosed field character of the character area. With planting mitigation, the works for the preferred option within the Seaton Delaval settlement boundary will have a slight adverse impact. As mitigation planting matures this will be reduced to neutral impact. The other works in this area will initially have a slight adverse impact; however, as mitigation planting matures this will be reduced to neutral impact.
Tranquillity	From Seghill to the south boundary of East View Park there is a low level of tranquillity due to the existing use of the rail line and vehicular traffic on the A190 and A192. The preferred option for the proposed location of Seaton Delaval Station contains a PROW footpath along the rail line into Seaton Delaval which is bound by a gapped hedge adjacent to an open hedge bound field. This creates a medium-low level of tranquillity due to the existing rail line and surrounding residential areas.	Along the PROW Footpath 300/128, adjacent the proposed Seaton Delaval Station, this will be a local scale. For all other works it matters regarding local aesthetic and recreational reasons.	The tranquillity along the PROW Footpath 300/128 is medium-low due to its proximity to the proposed station and the rail corridor.	The level of tranquillity outside of the urban landscape is important at a local level to the local authority.	The existing level of tranquillity can be substituted with mitigation planting; however, along the PROW Footpath 300/128 adjacent to the proposed Seaton Delaval Station the tranquillity is not able to be substituted.	The scheme uses an existing railway line which operates freight services. Whilst the introduction of passenger services will increase the frequency of trains and thus increase noise levels, the baseline noise level is already moderate. Notwithstanding, the proposals will further reduce tranquillity. However, the landscape will be able to accommodate this change with the introduction of buffer planting along the railway corridor. The proposed station location will assist in the reduction of noise as it is set back from the settlement. However, due to potential loss of young and early mature vegetation within Seaton Delaval, the impact of the proposals is considered to be slight adverse. As mitigation planting matures this will be reduced to neutral impact.
Cultural	The mining history of the village is reflected in the line of the railway, the regenerated colliery, and the linear development in the form of terraces along the A192.	It matters at a local scale regarding the railway's relationship to the colliery-based foundation and growth of these villages.	The cultural features within the area are commonplace in local, regional, and national scale.	The cultural features which will be affected are at a low importance level at local, regional and national scale.	The cultural features are substitutable.	The proposals would have a slight beneficial impact to the cultural features within the area. This is due to the noticeable improvement that the proposals would have in enhancing the existing historic line and crossings, and the construction of a rail station within Seaton Delaval near the historic location of the original station.
Landcover	The railway corridor has been managed as a railway corridor and a wildlife corridor. Field treatments vary but are mostly used as arable fields bound by gapped hedges. The area known as New Hartley Ponds has been maintained as a park and a SSSI. Within the villages there are some green spaces and parks which are managed as parks.	This matters at a local scale for aesthetic and recreational reasons primarily along the public footpaths.	The landcover is commonplace locally, regionally, and nationally. However, the New Hartley Ponds SSSI would be considered moderately rare locally but low at regional and national level.	The landcover within the Greenbelt and South East Northumberland Wildlife Network are important at a local level to the local authority. The landcover within the SSSI is important at a national level to Natural England.	The landcover within the Green Belt is not fully substitutable.	Since most of the proposal sits within an existing railway corridor, and allows the regrowth of existing vegetation, the impact on landcover is neutral. The area for the proposed Seaton Delaval Station, associated access and carpark will have a slight adverse impact due to the low quality of the field and the opportunities for mitigation measures.
Summary of character	The area has the characteristics of a mining village with pylons, transport and industrial infrastructure prominent within the landscape, occasional wooded estates and restored mines and industry extractive.	The character of the landscape matters at a local scale to the local authority.	The character of the area is commonplace, locally, regionally, and nationally.	The character of the area is of medium-high importance at a local level to the local authority.	The aspects of the landscape features which will be affected by the proposal, other than the loss of a pastoral field, are able to be substituted within the given time frame of 100 years.	The proposed development (preferred option) will result in the removal of all vegetation within the railway corridor, pastoral field, and access routes to the proposed station. Although there will be a visual impact at the local scale, there will be no effect on character of the landscape at regional or national level. Balancing the effects, the impact of the proposal will be neutral . Similarly, the reserved option will have a neutral effect on the character.

Reference Sources

NCA Profile: 13 South East Northumberland Coastal Plain (NE498) by Natural England, 2013; Northumberland Landscape Character Assessment by Land Use Consultants, 2010; Blyth Valley Local Plan, 1999; Northumberland Local Plan Draft, 2018; OS Survey Maps 1858 - Present; Proposed station plans recieved 3rd September 2019

Step 5 - Summary Assessment Score

After construction of the proposal and maturation of environmental design measures the impact is likely to be neutral. This is in line with the TAG Guidance: After construction of the proposal and maturation of environmental design measures the impact is likely to be **neutral**.
This is in line with the TAG Guidance:

- complement the scale, landform and pattern of the landscape
- incorporate environmental design measures to ensure that the scheme will blend in well with surrounding landscape characteristics and landscape elements
- avoid being visually intrusive nor have an adverse effect on the current level of tranquillity of the landscape through which the scheme passes
- maintain existing landscape character in an area which is not a designated landscape, that is, neither national or local high quality, nor is it vulnerable to change

Qualitative Comments

This landscape analysis is based on a radius of 1.5km around proposed stations and rail line.

Revision

A | 24.09.19 | Text updated to reflect preferred and reserved options

TAG Landscape Impacts Worksheet - Section C

	Step 2	Step 3				Step 4
Features	Description	Scale it matters	Rarity	Importance	Substitutability	Impact
Pattern	The landscape is characterised by a small-scale pattern of fields at the edge of large areas of settlement. The topography slightly slopes towards the coast.	The landscape between settlement boundaries matters at a local scale as it is designated as Green Belt.	The landscape is becoming rare at the local level but is commonplace regionally and nationally.	Pattern is of medium-high importance at a local level to the local authority but is of low importance regionally and nationally.	Pattern is substitutable in developed areas.	The scheme, once finished, will have a neutral effect on pattern since the proposals, both preferred and reserved options will be contained within an existing field and existing railway corridor. Mitigation measures will reduce the potential views into the car park and allow the scheme to fit within the existing pattern.
Tranquillity	South of the A1061 there is a light sense of tranquillity with the sound of traffic from the A1061 and housing visible in the distance. North of the A1061 there is a lack of tranquillity as the majority of the area consists of residential developments.	The level of tranquillity in the areas designated as Green Belt (south of the A1061) matters at a local scale to the local authority.	The tranquillity is becoming rare at the local level but is commonplace regionally and nationally.	Tranquillity is of medium-high importance at a local level to the local authority and residents but is of low importance regionally and nationally.	Tranquillity is substitutable with appropriate mitigation measures.	The scheme, once finished, will have a slight adverse effect on the level of tranquillity since it will result in an increase in traffic within the area.
Cultural	The settlement patterns are centred on the historic mining villages. Later residential development has expanded from the roads which pass through the original villages. The railway has acted as a boundary between the residential areas of Blyth and the farmland to the west. Much of the urban landscape still follows this boundary; however housing has now gradually encroached.	The cultural elements matter at a local scale to residents and local historic societies.	The cultural elements in the landscape are commonplace locally, regionally and nationally.	The cultural features are of low importance at local, regional, and national scale to policy makers and local stakeholders.	Cultural features are substitutable.	The scheme, once finished, will have a neutral effect on the cultural features within the area.

Landcover	Outside of the urban areas, the landcover is generally managed as arable land within small to medium sized fields and some used as pastures. Fields and roads are generally bound by hedges and hedgerows. Woodland is scarce but parks and the golf course, designated as a part of the Northumberland Wildlife Network, include some tree cover.	Landcover south of the A1061 matters at a local scale to the local authority.	The land cover south of the A1061 is becoming rare at the local level but is commonplace regionally and nationally.	Landcover south of the A1061 is of medium-high importance at a local level to the local authority but is of low importance regionally and nationally.	Landcover south of the A1061 is not substitutable but landcover north of the A1061 is substitutable.	The scheme, once finished, will have a slight adverse effect on landcover since the proposed car park in the preferred option will require the removal of vegetation. The reserved option will replace a section of an open arable field with a car park.
Summary of character	Highly developed landscape with a clear settlement boundary along the A1061. There is a lack of diversity in the landscape as the area is either open fields bound by hedges or residential developments.	The character of the area south of the A1061 matters at a local level to the local authority.	The character of the area is commonplace locally, regionally, and nationally.	The character of the area north of the A1061 is of low importance at local, regional and national level. The area south of the A1061 is of medium-high importance at a local level to the local authority.	The character of the area is substitutable with appropriate mitigation measures.	The scheme, once finished with mitigation measures in place, will have a neutral effect on the character of the landscape. This is because it will fit within the existing pattern, will not be visually intrusive due to the low level of proposals.

Reference Sources

NCA Profile: 13 South East Northumberland Coastal Plain (NE498) by Natural England, 2013; Northumberland Landscape Character Assessment by Land Use Consultants, 2010; Northumberland Local Plan Draft, 2018; Proposed Station plans received 3rd September 2019

Step 5 - Summary Assessment Score

The proposed development is envisaged to have a slight adverse effect on the landscape. This in line with the following statements set out in the TAG guidance:

The scheme:

- does not quite fit the landform and scale of the landscape
- although not very visually intrusive, will impact on certain views into and across the area
- cannot be completely integrated because of the nature of the scheme itself or the character of the landscape through which it passes
- affects an area of recognised landscape quality
- conflicts with local authority policies for protecting the local character of the countryside

Qualitative Comments

This landscape analysis is based on a radius of 1.5km around proposed stations and rail line.

Revision

A | 24.09.19 | Text updated to reflect preferred and reserved options.

B | 11.10.19 | Text updated to reflect suggested amendments

TAG Landscape Impacts Worksheet - Section D

	Step 2	Step 3				Step 4
Features	Description	Scale it matters	Rarity	Importance	Substitutability	Impact
Pattern	The landscape is characterised by patterns of fields at the edge of large areas of settlement. The topography slightly slopes towards the coast and River Blyth. The hedge bound roads, flat terrain, and woodland create a feeling of enclosure and limit views out of the local area.	Pattern matters at a local level to residents.	The pattern is commonplace locally, regionally, and nationally.	The pattern is important locally to the local authority based on the designated settlement boundary.	The pattern is substitutable.	The scheme is anticipated to have a slight adverse effect on the pattern since it is proposed to be adjacent to existing development and within existing field boundaries.
Tranquillity	The area has a slight to low sense of tranquillity as the preferred options are adjacent to the residential area within Bebside and the high level of traffic along the A193 and the A189. The visibility of development further reduce the feeling of remoteness and isolation.	The level of tranquillity matters at a local level to residents.	Within the general area the level of tranquillity is commonplace locally, regionally, and nationally	Tranquillity is important locally to residents.	The level of tranquillity its substitutable along A193 but less substitutable within the wooded areas.	The scheme will have a slight adverse effect on the tranquillity of the area since it will attract more traffic and visitors to the area and will be located within an area detached from the high traffic along the A193 and the A189.
Cultural	The settlement patterns are centred on the historic mining villages with later residential development expanding from the roads which pass through the original villages. The railway has acted as a boundary between the residential areas of Blyth and the farmland to the west except for the historic mining village of Bebside.	The cultural features matter at a local level to residents.	The cultural features are common locally, regionally, and nationally.	The cultural features are important to local residents.	The cultural features are substitutable.	The scheme will have a slight beneficial effect on the cultural features since it will reintroduce a station to the area, reflecting the historic station and mining history of Bebside.
Landcover	Outside of the urban areas, the landcover is generally managed as arable land within small to medium sized fields and some used as pastures. Fields and roads are generally bound by hedges and hedgerows. Woodland is found along the River Blyth, within Halfpenny and Plessey Woods, and a strip of modern planting containing mixed woodland between the A193 and the A189.	Landcover of Halfpenny Woods, Plessey Woods, and a section of land south of Bebside Road/ Front Street matters locally to the local authority and the section of Blyth Estuary matters nationally as it is designated as a Special Protection Area.	The landcover is commonplace locally, regionally, and nationally.	The landcover of Halfpenny Woods, Plessey Woods, and the wildlife area to the south of Bebside Road is important locally to local authority; however the rest of the area is of low importance regionally.	The landcover outside of the woodland areas is substitutable.	The scheme is anticipated to have a slight adverse effect on landcover. This is due to the proposals sitting within existing railway land but the carparking provisions altering open field to a carpark.
Summary of character	Highly developed landscape at the edge of a large town. There is a low level of diversity in the landscape as the area is either open fields bound by hedges or residential and commercial developments.	The character of the area matters at a local level to the local authority and residents.	The character of the area is commonplace locally, regionally, and nationally.	The overall character of the area is of low importance.	The character of the area is substitutable.	The preferred option will have a neutral effect on the landscape character as it is integrated into an already developed area. The scheme reflects the existing commercial properties within the area and there is the potential for mitigation measures for both options

Reference Sources

NCA Profile: 13 South East Northumberland Coastal Plain (NE498) by Natural England, 2013; Northumberland Landscape Character Assessment by Land Use Consultants, 2010; Northumberland Local Plan Draft, 2018; Proposed station plans received 3rd September 2019

Step 5 - Summary Assessment Score

The proposed development is envisaged to have a **neutral** effect on the landscape. This is in line with the following statements set out in the TAG guidance:

The scheme is well designed to:

- complement the scale, landform and pattern of the landscape
- incorporate environmental design measures to ensure that the scheme will blend in well with surrounding landscape characteristics and landscape elements
- avoid being visually intrusive nor have an adverse effect on the current level of tranquillity of the landscape through which the scheme passes
- maintain existing landscape character in an area which is not a designated landscape, that is, neither national or local high quality, nor is it vulnerable to change

Qualitative Comments

This landscape analysis is based on a radius of 1.5km around proposed stations and railline.

Revision **A** | 24.09.19 | Text updated to reflect preferred and reserved options. 11.10.19 Text updated to reflect suggested amendments

TAG Landscape Impacts Worksheet - Section E

	Step 2	Step 3				Step 4
Features	Description	Scale it matters	Rarity	Importance	Substitutability	Impact
Pattern	The landscape is characterised by farmland at an urban edge. This includes fragmented small-scale fields amongst urban development, riverside and mudflats, large-scale former and current industrial sites. The flat topography with the scattered woodland, hedgerows and urban areas, creates a feeling of enclosure.	The pattern matters locally by the local authority based on the designation of settlement boundaries.	The pattern is commonplace locally, regionally, and nationally.	The pattern is of medium importance at a local level to the local authority.	The pattern is substitutable.	The scheme will have a neutral effect on pattern since it will be located within land already designated for railway use.
Tranquillity	There is a lack of tranquillity in this area due to the dominance of built form in the landscape and the high level of traffic along main routes such as the A189, A1147, and A1068.	Tranquillity matters locally for aesthetic reasons.	The tranquillity is commonplace locally, regionally, and nationally.	The tranquillity is of low importance at a local scale to local residents.	The tranquillity is substitutable.	The scheme will have a neutral effect on tranquillity due to the existing travel along the railway and the urban environment in which it will sit.
Cultural	Settlement patterns reflect the mining and industrial history of the area with a concentration of terraces around the old station and colliery locations in addition to linear development between Bedlington and Bedlington Station. The open fields bound by hedges and woodland reflect the areas historic farming culture.	Cultural landscape matters locally to local historic groups.	The cultural features are commonplace locally, regionally, and nationally.	The cultural features are of medium importance to local historical societies.	The cultural features are substitutable.	The scheme will have a slight beneficial effect on the cultural features as it will be reinstating a train station near and/or within the historic station location. This will reflect the historic use of the station and the area's history of mining.
Landcover	Sections of woodland are scattered through the area usually following burns and rivers or are regenerated collieries.	Landcover within woodland and along rivers matters locally to the local authority. However, the landcover within the Northumberland Marine Special Protection Area along Sleek Burn and Blyth River, which matters nationally to Natural England.	Most of the landcover is commonplace locally, regionally, and nationally, except for the Northumberland Marine Special Protection Area, which is rare.	The landcover within designated wildlife, woodland, and river areas is of high importance at a local level to the local authority. The Northumberland Marine Special Protection Area is of high importance at a national level to Natural England.	The landcover within designated areas is not substitutable.	The scheme will have a moderate beneficial effect on landcover since it will be located within property already designated and used for railway purposes and will improve the level of maintenance within the area.
Summary of character	The character of the area is of a developed landscape which has been settled and industrialised but still has ranges of farmland, woodland, and wildlife areas.	The character of the area matters locally to residents and local authority.	The character of the area is commonplace locally, regionally, and nationally.	The overall character of the area is of medium importance at a local level to the residents and local authority.	The character of the area is substitutable.	The scheme will have a neutral effect on the character of the landscape as it will reflect the current use, scale, and pattern of the land.

Reference Sources

NCA Profile: 13 South East Northumberland Coastal Plain (NE498) by Natural England, 2013; Northumberland Landscape Character Assessment by Land Use Consultants, 2010; Blyth Valley Local Plan, 1999; Northumberland Local Plan Draft, 2018; OS Survey Maps 1858 - Present; Proposed station plans recieved 3rd September 2019

Step 5 - Summary Assessment Score

The proposed development is envisaged to have a **neutral** effect on the landscape. This is in line with the following statements set out in the TAG guidance:

The scheme is well designed to:

- complement the scale, landform and pattern of the landscape
- incorporate environmental design measures to ensure that the scheme will blend in well with surrounding landscape characteristics and landscape elements
- avoid being visually intrusive nor have an adverse effect on the current level of tranquillity of the landscape through which the scheme passes
- maintain existing landscape character in an area which is not a designated landscape, that is, neither national or local high quality, nor is it vulnerable to change

Qualitative Comments

This landscape analysis is based on a radius of 1.5km around proposed stations and rail line.

Revision

A | 24.09.19 | Text updated to reflect preferred and reserved options

B | 11.10.19 | Text updated to reflect suggested amendments

TAG Landscape Impacts Worksheet - Section F

Features	Step 2	Step 3				Step 4
	Description	Scale it matters	Rarity	Importance	Substitutability	Impact
Pattern	This landscape is characterised by large built-up areas with a flat landscape containing areas of woodland within parks, regenerated collieries, and at field boundaries which create a feeling of enclosure.	Much of the pattern outside of the urban area matters at a local scale to the local authority.	The pattern is commonplace locally, regionally, and nationally	The pattern is of medium importance at a local level to the local authority.	The pattern within the area is substitutable.	The scheme is anticipated to have a moderate beneficial effect on the pattern of the area. It will fit very well within the existing pattern since it is proposed to be on property currently used for railway purposes and within the urban landscape.
Tranquillity	There is a lack of tranquillity in this area due to the dominating urban environment and high levels of traffic along major routes such as the A197, A1068, A196, and A189.	The level of tranquillity matters at a local scale to local residents.	The level of tranquillity is commonplace locally, regionally, and nationally	The level of tranquillity is of low importance at a local level, to the local stakeholders.	The level of tranquillity within the area is substitutable.	The scheme is anticipated to have a neutral effect on tranquillity as it will be within an existing urban and highly trafficked area.
Cultural	The regenerated collieries, local parks and settlement patterns in relation to these collieries and mining heritage acted as the catalyst to the development of the villages and towns in the area.	The cultural features matter at a local scale to the local authority and local historical societies.	The cultural features are commonplace locally, regionally, and nationally.	The cultural features are a medium level of importance at a local level to the local authority and local historical societies.	The cultural features within the area are substitutable.	The scheme is anticipated to have a slight beneficial effect on the cultural landscape as it will re-introduce a rail station to the area, reflecting the historic station which was constructed to service the collieries in the area.
Landcover	The land in the area is managed as parkland, woodland, urban environment, and some arable farmland and riverside at the edge of the towns.	The landcover matters at a local scale to the local authority. The section of Northumberland Marine Special Protection Area matters at a national scale to Natural England.	The landcover is commonplace locally, regionally, and nationally except for the riverside area which includes the Northumberland Marine Special Protection Area.	The landcover outside of the urban areas is of medium to high importance at a local level except for the Northumberland Marine Special Protection Area which is important at a national level.	The landcover in non-designated areas is substitutable.	The scheme is anticipated to have a slight beneficial effect on the landscape as it will increase the level of maintenance and quality to the area while losing some public open space.
Summary of character	The character of the area is that of a former mining town which has become large and built-up with residential, industrial, and commercial land uses. The area is dissected by major vehicle routes and historic railways through the region.	The character of the area matters at a local scale to the local authority, and local stakeholders.	The character of the area is commonplace locally, regionally, and nationally.	The character of the area is of medium importance at a local level to the local authority and local stakeholders.	The character of the area is substitutable.	The scheme is anticipated to have a slight beneficial effect to the character of the area.

Reference Sources

NCA Profile: 13 South East Northumberland Coastal Plain (NE498) by Natural England, 2013; Northumberland Landscape Character Assessment by Land Use Consultants, 2010; Blyth Valley Local Plan, 1999; Northumberland Local Plan Draft, 2018; OS Survey Maps 1858 - Present; Proposed station plans recieved 3rd September 2019

Step 5 - Summary Assessment Score

The proposed development is envisaged to have a **slight beneficial** effect on the landscape. This in line with the following statements set out in the TAG guidance:

The scheme:

- fits well with the scale, landform and pattern of the landscape
- incorporates environmental design measures to ensure they will blend in well with surrounding landscape
- will enable some sense of place and scale to be restored through well-designed planting and environmental design measures
- maintains or enhances existing landscape character in an area which is not a designated landscape, nor vulnerable to change
- avoids conflict with government policy towards protection of the countryside

Qualitative Comments

This landscape analysis is based on a radius of 1.5km around proposed stations and rail line.

Revision

A | 24.09.19 | Text updated to reflect preferred and reserved options

A | 11.10.19 | Text updated to reflect suggested amendments

Townscape

TAG Townscape Impacts Worksheet - Ashington

	Step 2	Step 3					Step 4
Features	Description	Scale it matters	Rarity	Importance	Substitutability	Changes in Without-scheme case	Impact
Layout	This townscape is characterised by residential streets with four large parks and a main high street along Station Road.	The townscape layout matters at a local level because it represents the history and catalyst for the town's growth.	The layout is commonplace at local, regional, and national scales.	The townscape layout is a medium level of importance at a local level because it represents the history and catalyst for the town's growth. It is a low level of importance at regional and national levels.	Layout is easily substitutable.	Layout within the centre of Ashington is not likely to change, but to the north of the A19 there are areas designated for employment opportunities. There are sites with planning permission for housing developments adjacent to the A189.	The proposed station and associated car parking will be arranged to match the existing layout of the area. The impact on layout is envisaged to be neutral .
Density and mix	Much of the town is composed of high-density residential buildings constructed in the 19th C. Lower density housing has been built in the 20th and 21st century to the south-west of the town centre.	Density and Mix of buildings are important at a local scale.	The density is commonplace at local, regional, and national scales.	The density and mix are of medium importance at a local level to residents but is at a low level of importance at regional and national levels.	Density and mix within Ashington is easily substitutable.	Density within Ashington is not likely to change. There is likely to be an increase in housing to the east of the town within the existing settlement boundaries.	The proposed development of a single station is not anticipated to change the density of the area. The addition of a station will add an additional transport link within the town. The impact on density and mix is envisaged to be neutral .
Scale	Buildings in the area are 2 to 3 storeys in height with rare 4 storey buildings. The majority of the buildings in the town are residential at 2-2.5 storeys.	Scale matters locally to residents and the local authority.	The scale is commonplace at local, regional, and national scales..	The scale is of medium importance at a local level to residents but is at a low level of importance at regional and national levels.	Scale within Ashington is easily substitutable.	Scale is expected to remain the same as proposed buildings are generally 3 storeys or less.	The station, parking and associated platforms will be at a height and size matching or lower than the existing buildings surrounding the site. The impact on scale is envisaged to be neutral .

Appearance	Brick is the dominating material in the area, with various façade treatments added to residential properties such as lime/cement render, pebble dash, paint, and false-stone cladding. Shops have modernised glass frontages. Streets are bitmac with grey concrete pavers or red coloured bitmac through the majority of the town.	Appearance matters at a local scale to residents.	The appearance is commonplace at local, regional, and national scales.	The overall appearance is of medium-low importance at local, and low importance at regional and national levels.	The existing appearance of Ashington is easily substitutable.	The appearance of Ashington is expected to generally stay the same with exception to the proposed housing developments to the east.	The influence on appearance by the proposed development is anticipated to include improved signage, general aesthetic improvements, such as tree planting and maintenance, to the local environment. However, the use of protected open space has the potential to have a negative impact on the land immediately adjacent the station. Notwithstanding the loss of open space, the impact on appearance is envisaged to have a slight beneficial
Human interaction	Majority of footpaths are at the standard of 2m wide along street sides. High pedestrian activity is found along Station Road which is the main shopping area with wide pavements, This is limited to single lane traffic between North Seaton Road and John Street.	Human interaction matters at a local scale to residents.	The level of human interaction is commonplace at local, regional, and national scales.	The level of human interaction is of medium importance at a local level but is of low importance at regional and national levels.	The level of human interaction is substitutable in the majority of Ashington.	The level of human interaction may grow with an increase in population based on the housing developments.	It is anticipated that the level of human interaction within Ashington will increase as the station will be an attraction to the town centre and a key transport point and connection to the Newcastle area. Increasing number of people may visit local shops because of improved mobility and throughflow to the station. The impact on human interaction is envisaged to have a moderate beneficial effect.

Cultural	The structured grid-like layout of the town reflects the mining bases of the town's growth, especially the streets extending from Station Road and Woodhorn Road. The expansion of the town from these two roads has created a shopping culture focused on Station Road while parks and residential areas to the south encourage recreation and living culture.	This matters at a local scale to residents and local historic societies.	The culture is commonplace at local, regional, and national scales.	The level of human interaction is of medium importance at a local level but is of low importance at regional and national levels	The culture of Ashington Townscape is substitutable if proposals reflect the remaining historic layout.	The culture of Ashington will remain the same or become somewhat diluted with the construction of modern housing.	The proposed development will reflect the location of the original train station and thus increasing Ashington's connection to its past. The impact on cultural feature is anticipated to have a slight beneficial effect.
Land use	Ashington is a residential town with two main retail streets, multiple business parks at the north and south boundaries, a rail line going through the centre of the town, and three main green spaces with others associated to schools.	This matters at a local level to residents, and local friends' groups in relation to parks and green spaces.	The type of land use is commonplace at local, regional, and national scales.	Land use is of medium importance at a local level but is of low importance at regional and national levels	Land use in Ashington is substitutable within a given time frame.	Land use in Ashington townscape will not change. However, the fields at the edge of Ashington will be altered from open field to a residential area.	The station and associated parking is anticipated to be located along the existing trainline. Car parking is proposed in the adjacent unmaintained open space to the existing car park. Whilst the proposals will improve the townscape of the area surrounding the platforms; the use of protected open space will have a negative impact on the townscape. The impact on land use is envisaged to have a slight negative effect.
Summary of character	A town generated from coal mining in the 19th century, based on a simple grid layout from the construction of mass housing for mining workers. Mainly residential with some commercial.	This matters at a local scale to residents and local authority because it represents the history and catalyst for the town's growth.	The character of Ashington is commonplace especially at local, regional, and national scales.	The character is of medium importance at a local level but is of low importance at regional and national levels	The character of Ashington Townscape is substitutable while following the existing layout and reflecting the historical character.	The character of Ashington will generally stay the same but may be influenced by the addition of over 600 homes within the settlement boundaries.	The proposed development is anticipated to have a slight beneficial effect on the character of Ashington.

Reference Sources

Northumberland Local Plan – Draft, 2019; Planning application web site, Northumberland County Council, 2019; National Planning Policy Framework, 2019; OS Maps between 1841 – present; Proposed development drawings provided 3rd September 60601435-ACM-07-ZZ-DRG-ECV-700120

Step 5 - Summary Assessment Score

The proposed development is envisaged to have a **slight beneficial** effect on the townscape of Ashington, in line with the following statements set out in the TAG guidance:

The scheme:

- fits well with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape;
- incorporates environmental design measures for mitigation to ensure they will blend in well with surrounding townscape.
- will enable some sense of place and scale to be restored through well-designed environmental design measures.
- maintains or enhances existing townscape character in an area which is not designated for the quality of its townscape, nor vulnerable to change.
- avoids conflict with government policy of enhancing urban environments

Qualitative Comments

Assumptions are that the proposed car park will use the land to the west of the existing car park. Area analysed around site has been defined by the natural and designated settlement boundaries surrounding the proposed station.

Revision

A | 24.09.19 | Text updated to reflect updated options. 11.10.19 Text updated to reflect suggested amendments

TAG Townscape Impacts Worksheet - Bedlington Station

	Step 2	Step 3					Step 4
Features	Description	Scale it matters	Rarity	Importance	Substitutability	Changes in Without-scheme case	Impact
Layout	This townscape is characterised by fine grain residential streets interspersed with small green spaces within the mid-century developments. Housing is branched from the main roads of Station Road, Clayton Street, Ravensworth Street, and Palace Road. The overall shape of the village is based on the railway line.	This matters at a local scale because it represents the history and catalyst for the town's growth.	This layout is commonplace at local, regional, and national scales.	The layout of Bedlington Station is at a low level locally, regionally, and nationally.	The layout of Bedlington Station is easily substitutable.	There are no changes proposed within Bedlington Station which would alter the layout of the village.	The scheme will have a neutral effect on the layout of Bedlington Station because the proposals will be located within existing station properties and parking areas without altering the layout of the area.
Density and mix	The majority of properties within the village are residential with two schools, a petrol station and small shops along Station Road and Clayton Street. The village has a low level of density.	This matters at a local scale to residents.	The density and mix of the village is commonplace at local, regional, and national scales.	The density and mix of the area is at a low level of importance locally, regionally, and nationally.	The density and mix is considered to be easily substitutable.	There are no changes proposed within Bedlington Station which would alter the density and mix of the village.	The scheme will have a neutral effect on the density and mix of Bedlington Station since the proposals will be addressing existing buildings and property currently dedicated to the railway.
Scale	Buildings within the area are 2 – 2.5 storeys on flat land. Along the main routes buildings are terraced, while the residential areas are dominated by semi-detached houses with front and back gardens and incidental green spaces creating an environment of corridors which open into the incidental green spaces.	Scale matters locally to residents and the local council.	The scale of the village is commonplace at local, regional, and national scales.	The scale of the area is at a low level of importance locally, regionally, and nationally.	The scale within Bedlington Station is considered to be easily substitutable.	There are no changes proposed within Bedlington Station which would alter the scale of the village.	The scheme will have a neutral effect on the scale of Bedlington Station. This is because the proposals will be addressing existing buildings and property currently dedicated to the railway.

Appearance	<p>Architecture within the village is dominated by brick. Housing post-1920s are generally semi-detached or bungalows fronted by brick with partial to full cement/ pebble-dashed rendering. Post-war housing is un-rendered brick frontages on semi-detached houses. The centre of the village, along Station Road and Clayton Road, is formed of short terraced brick buildings. Many of those houses have been converted into commercial businesses on the ground floor with apartments on the first storey, with cement/pebble-dashed rendering or brick. Footpaths within the centre of the village, primarily near the old station, are red brick while footpaths in other areas are bitmac and cement.</p>	Appearance matters at a local scale to residents.	The appearance is commonplace at local, regional, and national scales.	The appearance of the area is at a low level of importance locally, regionally, and nationally.	The appearance of Bedlington Station is considered to be easily substitutable.	There are no changes proposed within Bedlington Station which would alter the appearance of the village.	The scheme is anticipated to have a moderate beneficial effect to the appearance of Bedlington Station due to possible aesthetic improvements and improved signage.
Human interaction	<p>Streets are dedicated to vehicles, creating an environment which limits human interaction. Incidental green spaces within the residential areas have created small accessible spaces for interaction.</p>	Human interaction matters at a local scale to residents.	This level of human interaction is commonplace at local, regional, and national scales.	The existing level of human interaction within the area is at a low level of importance locally, regionally, and nationally.	The level of human interaction within the village is considered to be easily substitutable.	There are no changes proposed within Bedlington Station which would alter the level of human interaction within the village.	The scheme is anticipated to have a moderate beneficial effect human interaction within the area. The scheme has the potential to improve pedestrian crossings and the environment surrounding the station. The station will provide a feature to attract people to the centre of the village, leading to a more pedestrian friendly area and increased human interaction.

Cultural	The old train station creates a small pedestrian area which connects the village to its origins in mining. The residential areas branched off of Station Road and Clayton Street reflect the development of the village in relation to the work brought into the village by Hughes, Bolckow, and Co., Limited (1912-1982) and Welwyn Components Ltd factory (1949).	This matters at a local scale to residents and local historic societies.	The culture of the village is commonplace at local, regional, and national scales.	The cultural features within the area have a medium value at a local level, while it has a low value at a regional and national level.	The cultural features of Bedlington Station are considered to be easily substitutable.	There are no changes proposed within Bedlington Station which would alter the cultural features of the village.	The scheme is envisaged to improve the existing station which enhances the connection between the village and its mining past. This is anticipated to have a slight beneficial effect.
Land use	Majority of the village is residential streets with front and back gardens, and two schools. There are some shops along Station Road and Clayton Street, while the outskirts of the village include industrial buildings.	This matters at a local scale to residents.	The land use within the village is commonplace at local, regional, and national scales.	The land use within the area is at a low level of importance locally, regionally, and nationally.	The land use within the village is considered to be easily substitutable.	There are no changes proposed within Bedlington Station which would alter the land use of the village.	The platforms will be located within the existing railway corridor and therefore will not change the land use. The car park is proposed within land owned by Network Rail which is currently used for car parking and operational railway land. It is anticipated the scheme will have a slight beneficial effect.
Summary of character	The residential area is reflective of the region's mining villages which have grown alongside the railway line. Limited shops line the main street with the village centre focused on the old railway station.	This matters at a local scale to residents.	The character of the village is commonplace at local, regional, and national scales.	The character of Bedlington Station is considered to be of low importance at a local, regional, and national level.	The character of Bedlington Station is considered to be easily substitutable.	There are no changes proposed within Bedlington Station which would alter the character of the village.	The scheme is anticipated to have a moderate beneficial effect on the character of Bedlington Station.

Reference Sources

Northumberland Local Plan – Draft, 2019; Planning application web site, Northumberland County Council, 2019; National Planning Policy Framework, 2019; OS Maps between 1858 – present; East Bedlington Parish Council website (<http://www.eastbedlingtonpc.org.uk>), 2019; Durham Mining Museum (www.dmm.org.uk), 2019; Proposed development drawings provided 3rd September 60601435-ACM-06-ZZ-DRG-ECV-600111

Step 5 - Summary Assessment Score

The proposed development is envisaged to have a **moderate beneficial** effect on the townscape of Bedlington Station, in line with the following statements set out in the TAG guidance:

The scheme provides an opportunity to enhance the townscape because:

- it fits very well with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape;
- there is potential, through environmental design measures, to enable the restoration of characteristic features, partially lost or diminished as the result of changes resulting from inappropriate development
- it will enable a sense of place and scale to be restored through well-designed environmental design measures, that is, characteristic features are enhanced through the use of local materials to fit the proposal into the townscape
- it enables some sense of quality to be restored or enhanced through beneficial and sensitive design in a townscape which is not of any formally recognised quality
- it furthers government objectives to regenerate degraded urban areas

Qualitative Comments

Assumptions are that the proposed station and platforms will utilise and improve the state of the existing station, with proposed parking to the north. Area analysed around site has been defined by the natural and designated settlement boundaries surrounding the proposed station.

Revision

A | 24.09.19 | Text updated to reflect updated **options**. 11.10.19 Text updated to reflect **suggested amendments**

TAG Townscape Impacts Worksheet - Bebside

	Step 2	Step 3					Step 4
Features	Description	Scale it matters	Rarity	Importance	Substitutability	Changes in Without-scheme case	Impact
Layout	The layout of Bebside is characterised by scattered residential and commercial buildings along Front Street (A193), a main route into Blyth. It is not based on a historic pattern of settlement.	This feature matters locally only due to the designated settlement boundary.	This feature is commonplace locally, regionally, and nationally.	This feature has a low level of importance at a local, regional, and national level.	The layout within Bebside is substitutable.	Layout of Bebside is expected to alter greatly with the construction of at least 100 houses (SHLAA Reference – 4726) north of Front Street if approved with the possibility of an addition 40-140 houses south of Front Street.	The scheme will have a neutral effect on the layout of Bebside. For the station option on the west side of the railway, this is due to the proposals continuing the development off Errington Street and along the rail line. This also applies to the station option on the east side of the railway due to the station acting as infill between the residential properties of Bebside and the A189.
Density and mix	Residential housing faces onto Front Street and branches into Heather Lea to the south and Horton Manor to the north creating a medium density within these areas. Fields between the residential areas and adjacent commercial properties create an area of low density but high mix.	This feature matters locally only due to the designated settlement boundary.	This feature is commonplace locally, regionally, and nationally.	This feature has a low level of importance at a local, regional, and national level.	The density and mix is substitutable.	Density and mix will be altered with the construction of proposed housing developments within Bebside.	The scheme will have a neutral effect on the density and mix within Bebside due to the existing commercial and residential buildings in the area

Scale	The scale within Bebside is small; residential properties are 2-3 storeys in height with small gardens, while commercial buildings are 1-2 storeys with large car parking areas. The various scales along Front Street create a disharmonious environment.	This feature matters to residents along Heather Lea and Horton Manor.	This feature is commonplace locally, regionally, and nationally.	This feature has a low level of importance at a local, regional, and national level.	The various scales within Bebside are substitutable.	Scale is anticipated to stay the same in regard to building height and housing.	The scheme will have a neutral effect on the scale within the area since the scheme will be limited in height.
Appearance	Residential area of Heather Lea is a modern housing development and has paved footpaths, detached red and yellow brick buildings at 2.5-3 storeys, small grassed front gardens and parking. Horton Manor is similar with red bricks but smaller in scale with detached bungalows and a set of terraces. Overall footpaths are bitmac, while road is edged by hedges, wood and palisade fencing, brick and stone walls, with a section of post and mesh-wire fencing. Commercial buildings are single storey with medium to large parking areas along Front Street. There is a small terrace and a pub built in the mid-late 19th Century.	This feature matters at a local scale to residents.	This feature is commonplace locally, regionally, and nationally.	This feature has a low level of importance at a local, regional, and national level.	The appearance is substitutable.	Appearance is expected to be altered with the extension of housing along Front Street.	The scheme will have a neutral effect on the appearance of Bebside.
Human interaction	There is a very low level of human interaction within Bebside. There aren't any shops or attractions for pedestrians to walk to and the area is not pedestrian friendly.	Due to the lack of existing human interaction this feature does not matter at any scale.	This feature is commonplace locally, regionally, and nationally.	This feature has a low level of importance at a local, regional, and national level.	The level of human interaction within Bebside is substitutable.	Human interaction is expected to increase with the construction of additional residential buildings.	The scheme will have a slight beneficial effect to the level of human interaction as it will increase the number of visitors to the area.

Cultural	The only connection to the mining past of Bebside is the trainline along the east boundary of the village, Bebside Inn, and possibly the stone buildings adjacent to the railway where the colliery offices were reported to be. There has been some historic linear development along the road and next to the railway but the residential and most commercial developments to the north and south of Front Street are post-2000.	This feature matters locally in relation to the historic colliery site.	This feature is commonplace locally, regionally, and nationally.	This feature has a low level of importance at a local, regional, and national level.	Cultural features within Bebside are substitutable.	The cultural features of Bebside are not anticipated to be altered.	The scheme will have a slight beneficial effect on the culture as it will be reconnecting the village with the original station within Bebside and the coal mining history of the village.
Land use	Within the settlement boundaries of Bebside, the land is used for commercial and residential purposes.	This matters at a local scale in relation to future development fitting within the designated settlement boundary.	This feature is commonplace locally, regionally, and nationally.	This feature has a low level of importance at a local, regional, and national level.	The land use within Bebside is Substitutable.	Land use is expected to be changed in the location of the possible residential development to the north of Front Street, changing that land from pasture to housing.	The scheme will have a neutral effect on the land use within Bebside as the land is of low quality and adjacent to existing development
Summary of character	The character of Bebside is that of a village based on linear development outside of Blyth. There is a great level of disharmony in the scattered residential and commercial properties along Front Street (A193). There is no village centre or key attraction which would encourage visitors.	Due to the level of disharmony and lack of consistent character this feature only partially matters locally.	The linear development character of Bebside is commonplace locally, regionally, and nationally.	The character of Bebside has a low level of importance at a local, regional, and national level.	The character of Bebside is substitutable.	The character of Bebside is anticipated to change with the approval of housing to the north of Front Street and the possible addition of housing south of Front Street. This will increase the housing frontages along Front Street changing the character from a small scattered village to a residential extension of Blyth	The scheme, after construction, will have a neutral effect on the character of Blyth as it will improve the number of visitors to the area and the level crossing, but will cause some disruption to traffic during construction.

Reference Sources

Northumberland Local Plan – Draft, 2019; Planning application web site, Northumberland County Council, 2019; National Planning Policy Framework, 2019; OS Maps between 1865 – present; Durham Mining Museum (www.dmm.org.uk), 2019; Proposed development drawings provided 3rd September 60601435-ACM-05-ZZ-DRG-ECV-500511 and 60601435-ACM-05-ZZ-DRG-ECV-500412

Step 5 - Summary Assessment Score

The proposed development is envisaged to have a **neutral** effect on the townscape of Bebside, in line with the following statements set out in the TAG guidance:

The scheme is well designed to:

- complement the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape;
- incorporate environmental design measures to ensure that the scheme will blend in well with surrounding townscape characteristics and elements
- avoids being visually intrusive nor have an adverse effect on the current level of tranquillity (where these exist) of the townscape through which the scheme passes.
- maintains existing townscape character in an area which is not a designated townscape, that is, neither national or local high quality, nor is it vulnerable to change.
- avoids conflict with government policy towards enhancing urban environments

Qualitative Comments

Area analysed around site has been defined by the natural and designated settlement boundaries surrounding the proposed station.

Revision

A | 24.09.19 | Text updated to reflect updated options. 11.10.19 Text updated to reflect suggested amendments

TAG Townscape Impacts Worksheet - Newsham

	Step 2	Step 3					Step 4
Features	Description	Scale it matters	Rarity	Importance	Substitutability	Changes in Without-scheme case	Impact
Layout	A small village based along the north side of the A1061 (South Newsham Road). It is dominated by modern housing developments with a small residential and commercial property south of the A1061. Settlement is to the north of the A1061 and east of the B1523. South Newsham was historically its own village separate from Newsham	This matters locally as the south of the A1061 is designated as Green Belt.	This layout is commonplace locally, regionally, and nationally.	The layout is slightly important to residents.	Within the settlement boundary the layout is substitutable.	The existing layout will not be changed but will be added on to by the housing development west to the B1523.	The scheme is expected to have a neutral effect on the layout of the village since it will match existing routes with a possible access from the existing round-about or intersection.
Density and mix	The residential areas north of the A1061 are a medium to high density and no mix. While the area to the south of the A1061 is low density with one residential property and commercial property giving it an equal mix.	This matters at a local scale to residents.	This density is commonplace locally, regionally, and nationally.	The density is slightly important to residents.	Within the settlement boundary the density and mix are substitutable.	The density and mix will not change without the scheme.	The scheme is expected to have a neutral effect on the mix as it will be continuing the use of the railway and will have a slight adverse effect on density as it will increase development to the south.
Scale	Buildings are 1-2 storeys in height with small front gardens giving the area a small scale.	This matters at a local scale to residents.	This scale is commonplace locally, regionally, and nationally.	Scale is important to local residents.	Within the settlement boundary the scale is substitutable.	Scale is expected to stay the same without the scheme as the development to the west of the B1523 will be residential.	The scheme is expected to have a neutral effect on the scale of South Newsham as the platforms will be under the 2 storey height in the area.

Appearance	Residences are modern brick with small front gardens which are grassed or paved, some with low brick walls. Footpaths and roads are bitmac. There is one brick terrace (Railway Terrace) with various types of rendering and back gardens facing the railway line. The railway line creates an inaccessible open space along the main road of A1061. The brick signal box is south of the terrace and rail property is edges with various styles of wood fencing. Along the A1061 the road is edged by large hedges, brick walls, metal rails and close board fencing.	The appearance matters at a local scale to residents. The appearance to the south of the A1061 matters locally to the council as it is designated as green belt.	The appearance scale is commonplace locally, regionally, and nationally.	The appearance is important to local residents.	Within the settlement boundary the appearance is substitutable.	Appearance is expected to stay the same.	The option to have the station west of the railway is expected to have a slight adverse effect on the views south from the A1061. However mitigation measures could reduce this to a neutral effect once vegetation has matured. The option to have the station to the east of the railway will have a neutral effect on appearance since it will be set back from the A1061 and behind an existing residential property. Both options will have the opportunity to further integrate into the landscape through mitigation planting.
Human interaction	There is a low level of human interaction in the area due to the lack of a public open space/ village centre, and the focus on travel in via vehicles in the area.	This matters at a local scale to local residents.	The human interaction within South Newsham is commonplace locally, regionally, and nationally.	Human Interaction is important to local residents.	The human interaction is substitutable.	The level of human interaction is expected to stay the same with a possible increase within the new housing development.	The scheme is anticipated to have a slight beneficial effect on the level of human interaction as it will attract a wider variety of people to the area.
Cultural	The route of South Newsham Road, the Railway Terrace, and the railway itself are the cultural features within South Newsham.	This matters at a local scale to residents and historic societies.	The cultural features within the village are commonplace locally, regionally, and nationally.	Cultural features are important at a local level for local historical societies.	The cultural features are substitutable.	Cultural features will stay the same.	The scheme is expected to have a neutral effect on the cultural features within South Newsham.

Land use	The majority of South Newsham is used for residential housing, while other areas are used by the railway or the commercial property to the south.	This matters at a local scale to residents	Land use within the village is commonplace locally, regionally, and nationally.	Land use is important at a local level south of the A1061 as it is designated as Green Belt.	Within the settlement boundary the land use is substitutable.	Land use is expected to stay the same except for the open field west of the B1523 where the residential development will be located.	The option to have the station west of the railway is expected to have a slight adverse effect on the land use. This is because the scheme predominantly uses the railway corridor however the proposed car parking is located in green belt land. The reserve option for the station will have a neutral affect as it will be on existing brownfield site.
Summary of character	A modern residential area developed over the original brickworks & mining properties of South Newsham and around the railway line constrained by the A1061 and B1523 with fields to the south of the village. A village at the edge of settlement.	This matters at a local scale to residents and council.	The overall character of South Newsham is commonplace locally, regionally, and nationally.	The character of South Newsham has a low level of importance. The area south of the A1061, which is designated as Green Belt, which is important at a local scale to the county council.	Within the settlement boundary the character of South Newsham is substitutable.	The character of the area is expected to stay the same.	The scheme is expected to have a neutral effect on the character of South Newsham as it will utilise existing railway properties and reflect the expansion from the railway.

Reference

Sources

Northumberland Local Plan – Draft, 2019; Planning application web site, Northumberland County Council, 2019; National Planning Policy Framework, 2019; OS Maps between 1858 – present; Durham Mining Museum (www.dmm.org.uk), 2019; Proposed development drawings provided 3rd September 60601435-ACM-04-ZZ-DRG-ECV-400211 and 60601435-ACM-04-ZZ-DRG-ECV-400221

Step 5 - Summary Assessment Score

The proposed development is envisaged to have a **neutral** effect on the townscape of the Northumberland Park Area, in line with the following statements set out in the TAG guidance:

The scheme is well designed to:

- complement the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape;
- incorporate environmental design measures to ensure that the scheme will blend in well with surrounding townscape characteristics and elements
- avoids being visually intrusive nor have an adverse effect on the current level of tranquillity (where these exist) of the townscape through which the scheme passes.
- maintains existing townscape character in an area which is not a designated townscape, that is, neither national or local high quality, nor is it vulnerable to change.
- avoids conflict with government policy towards enhancing urban environments

Qualitative Comments

Area analysed around site has been defined by the natural and designated settlement boundaries surrounding the proposed station.

Revision

A | 24.09.19 | Text updated to reflect updated options 11.10.19 Updated to reflect suggested amendments

TAG Townscape Impacts Worksheet - Seaton Delaval

	Step 2	Step 3					Step 4
Features	Description	Scale it matters	Rarity	Importance	Substitutability	Changes in Without-scheme case	Impact
Layout	Based on linear development along the A192 with residential developments and industrial areas extending to the north and south. The various developments have formed a fine grain road layout.	Layout matters at a local scale to residents and local commercial businesses.	The layout of the village is commonplace locally, regionally, and nationally.	The layout is of medium importance to the local authority.	The layout within the village is substitutable.	There will be no alterations to the layout other than a possible housing development at the site of the Former Whitrig Community Middle School south of the A192 and adjacent Western Ave in addition to the possible housing development south of Wheatridge	The scheme will create an extension south from the A192 but will have a neutral effect on the layout of the village.
Density and mix	The greater Seaton Delaval area has a medium to high density with a high mix of commercial and residential.	Density and mix matters at a regional scale to the council which has designated the areas at the village edge as Green Belt.	The density and mix is commonplace locally, regionally, and nationally.	The density and mix of the village is of medium importance at a local scale.	The density and mix within the village is substitutable.	Density and mix will not change other than within the possible housing development at the site of the Former Whitrig Community Middle School south of the A192 and adjacent Western Ave in addition to the possible housing development south of Wheatridge	The scheme will introduce a station south of the A192 but will have a neutral effect on the density mix due to the existing commercial character in the west-end of Seaton Delaval where the proposed site is located.
Scale	The majority of the area is a small scale with buildings between 1-2.5 storeys and no - small front gardens.	Scale matters at a local level to residents of the area.	The scale is commonplace locally, regionally, and nationally.	Scale is of low-medium importance at a local level.	The scale within the village is substitutable.	Scale will not be changed within the village.	The scheme will have a neutral effect on scale as it will be limited in height and is assumed to have no canopy over the platforms.

Appearance	Buildings are predominantly brick with some rendered with concrete or painted. Footpaths are made of bitmac and are lined with safety fencing in some areas. Through the historic terraces there are no front gardens, while further along the A192 there residential properties fronted by brick walls, hedges, or rails. Styles of the buildings reflect their construction dates, with the original terraces reflecting the mid to late 19th century while others are from the 1920s and later. In the west-end of Seaton Delaval the area has a strong industrial character; Double Row is line with palisade and various metal fences, buildings of various materials and states of repair, 1 – 2 storeys in height, fronted by large areas of bitmac or concrete paving.	Appearance matters at a local level to the residents.	The appearance is commonplace locally, regionally, and nationally.	The appearance is of low-medium importance at a local level.	The appearance within the village is substitutable.	Appearance will not be altered.	The scheme will have a neutral effect on appearance as it will reflect the character of the west-end of the village.
Human interaction	There is a moderate level of human interaction within the area. There are multiple parks and playgrounds.	The human interaction matters at a local level.	The level of human interaction is commonplace locally, regionally, and nationally.	Human interaction is of medium importance at a local level.	The human interaction within the village is substitutable.	The level of human interaction will not change but population may increase with possible new housing developments.	The scheme will have a slight beneficial effect on human interaction by increasing the number of visitors to the area.

Cultural	The railway, the route of the A192 and the terraces along it reflect the cultural history of the village of mining. These have influenced the further development of the village.	The cultural features which influence the townscape matters at a local level.	The cultural features are commonplace locally, regionally, and nationally.	The cultural features which influence the townscape are of low-medium importance at a local level.	The cultural features within the village are partially substitutable.	The cultural features will not be altered.	The scheme will have a slight beneficial effect on the cultural features by reinstating a station within Seaton Delaval adjacent to the original station location.
Land use	The majority of the village is used for housing, while the area along Double Row and the railway is dominated by commercial lots and a large plot of industrial buildings to the south of the village.	Land use matters at a regional level as the boundary of the town is designated as Green Belt and the area along Double Row is designated as an Area for Flexible Employment Uses.	The land use within the village is commonplace locally, regionally, and nationally.	Land use is important of medium to high importance at a local level as the boundary of the town is designated as Green Belt.	The land use within the village is substitutable.	Land use at the Former Whitrig Community Middle School and the open fields to the west of it is expected to be developed into housing.	The scheme will have a neutral effect on the land use as the scheme will reflect the commercial use of land in the west-end of Seaton Delaval.
Summary of character	The character of the village is that of a mining town which has expanded along the A190 and A192. It is dominated by residential development with areas dedicated to factories and trading estates which creates different character areas within the village.	The character of the village is important at a local scale.	The character of the village is commonplace locally, regionally, and nationally.	The character of the village is of low-medium importance at a local level.	The overall character of the village is substitutable.	The character of the village is not expected to change.	The scheme will have a neutral effect on the character of Seaton Deleval townscape as it will reflect the commercial use of land in the west-end of Seaton Deleval.

Reference

Sources

Northumberland Local Plan – Draft, 2019; Northumberland County Council, 2019; National Planning Policy Framework, 2019; OS Maps between 1858 – present; Durham Mining Museum (www.dmm.org.uk), 2019; Proposed development drawings provided 3rd September 60601435-ACM-04-ZZ-DRG-ECV-300310

Step 5 - Summary Assessment Score

The proposed development is envisaged to have a **neutral** effect on the townscape of the Northumberland Park Area, in line with the following statements set out in the TAG guidance:

The scheme is well designed to:

- complement the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape;
- incorporate environmental design measures to ensure that the scheme will blend in well with surrounding townscape characteristics and elements
- avoids being visually intrusive nor have an adverse effect on the current level of tranquillity (where these exist) of the townscape through which the scheme passes.
- maintains existing townscape character in an area which is not a designated townscape, that is, neither national or local high quality, nor is it vulnerable to change.
- avoids conflict with government policy towards enhancing urban environments

Qualitative Comments

Assumption is the station car park will be located to the east of the railway line. Area around site was defined by the natural and designated settlement boundaries of the location.

Revision

A | 24.09.19 | Text updated to reflect updated options. 11.10.19 Text updated to reflect suggested amendments

TAG Townscape Impacts Worksheet - Northumberland Park

	Step 2	Step 3					Step 4
Features	Description	Scale it matters	Rarity	Importance	Substitutability	Changes in Without-scheme case	Impact
Layout	The townscape is characterised by residential streets interspersed with small green spaces and linear parks.	Layout matters at a local scale to residents.	The layout is commonplace locally, regionally, and nationally.	The layout is at a medium level of importance to the local authority.	Layout is easily substitutable.	Layout will not be altered but will be added to with additional housing developments along the A186.	The finished scheme is expected to have a neutral impact on layout due to its boundaries being within existing railway property.
Density and mix	There is a high level of density with a low level of mix due to the dominance of residential buildings in the area.	Density and mix matters at a local scale to the local authority with some areas designated for housing and other for employment land.	The density and mix of the area is commonplace locally, regionally, and nationally.	Density and mix is at a medium level of importance to the local authority with some areas designated for housing and other for employment land.	Density and mix is substitutable.	Density and mix will remain the same.	The finished scheme is expected to have a neutral impact on density and mix due to its boundaries being within existing railway property.
Scale	Much of the area is at a small scale. Along the main roads and the commercial area south of the railway line along Earsdon Road and the A186 is at a large scale. This includes the Sainsburys Retail Park, the five-storey carpark, and other large commercial buildings with large carparks dominating the area.	Scale matters at a local scale to residents.	The scale of the area is commonplace locally, regionally, and nationally.	Scale is at a low level of importance locally.	Scale is substitutable.	Scale will remain the same.	The scheme is expected to have a neutral effect on scale since it will reflect the scale of the existing metro station.

Appearance	<p>The area is dominated by modern detached, semi-detached, and terrace housing made of red brick. There are small 'front-gardens' of grass. Back gardens are bound by brick or close-board fencing. Footpaths and roads are bitmac. There is one stone terrace facing Station Road which has no footpaths. The Post-war development extending off Harle Road has incidental green spaces, larger front gardens with low brick walls, short close board fencing or metal rails. The houses are also detached or semi-detached red brick while footpaths are of concrete pavers.</p>	<p>Appearance matters at a local scale to the local authority and residents.</p>	<p>The appearance is commonplace locally, regionally, and nationally.</p>	<p>Appearance is of medium importance at a local scale to residents.</p>	<p>The appearance is substitutable.</p>	<p>Appearance is expected to stay the same.</p>	<p>The scheme is expected to have a neutral effect on the appearance of the area since it will be in alignment with the existing metro station and platforms.</p>
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Human interaction	<p>There is a moderate level of human interaction. Car-based travel dominates the area while roads connecting the residential developments and the shops usually contain high levels of vehicular traffic and large roundabouts. Main shopping areas are accessed via car and some walkers however there is not an open space or seating adjacent to shops in which people can comfortably socialise. Although the metro station is a meeting point there is a lack of seating or social space which would encourage human interaction.</p>	Human interaction is important at a local scale to residents.	The level of human interaction is commonplace locally, regionally, and nationally.	The level of human interaction is of medium importance at a local scale to residents.	The level of human interaction is substitutable.	The level of human interaction may increase with the population based on the addition of residential houses.	The scheme is expected to have a slightly beneficial effect on the level of human interaction as it will increase the number of people traveling through the area.
Cultural	<p>The railway, the stone terrace on Station Road, and the overpass at Northumberland Park Metro reflect the mining history of the neighbouring villages. The expansion of the Northumberland Park area is based around the railway line. This includes Station Road, and the original Backworth Colliery Railway line which is now the overpass at Northumberland Park Metro.</p>	Cultural features matter at a local scale to residents.	The cultural features are commonplace locally, regionally, and nationally.	The cultural features are of low importance at a local scale to residents.	The cultural features are substitutable.	The cultural features are expected to stay the same.	The scheme will have a neutral effect on the cultural features within the area.

Land use	The land use in the area is dedicated to residential properties, commercial buildings and associated carparks.	Land use matters at a local scale to the local authority and residents.	The land use is commonplace locally, regionally, and nationally.	Land use is of medium importance at a local scale to the local authority.	The land use is substitutable.	Land use is expected to stay the same as residential and commercial use.	The finished scheme will have a neutral effect on land use since it will be within the existing railway property
Summary of character	A modern residential area with two linear parks. A sprawling commercial area is along the railway line. The residential developments and commercial area are connected by large high traffic roads.	The character matters at a local scale to the local authority and residents.	The character of the area is commonplace locally, regionally, and nationally.	The character is of medium importance at a local scale to the local authority and	The character of the area is substitutable.	The character of the area is expected to stay the same even with additional housing developments.	The scheme will have a neutral effect on the character of the area. This is because it will be aligned with the existing metro platforms and entrance and match the character along the railway.

Reference Sources

North Tyneside Council, 2019; National Planning Policy Framework, 2019; OS Maps between 1865 – present; Durham Mining Museum (www.dmm.org.uk), 2019; Proposed development drawings provided 3rd September 60601435-ACM-04-ZZ-DRG-ECV-100121

Step 5 - Summary Assessment Score

The proposed development is envisaged to have a **neutral** effect on the townscape of the Northumberland Park Area, in line with the following statements set out in the TAG guidance:

The scheme is well designed to:

- complement the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape;
- incorporate environmental design measures to ensure that the scheme will blend in well with surrounding townscape characteristics and elements
- avoids being visually intrusive nor have an adverse effect on the current level of tranquillity (where these exist) of the townscape through which the scheme passes.
- maintains existing townscape character in an area which is not a designated townscape, that is, neither national or local high quality, nor is it vulnerable to change.
- avoids conflict with government policy towards enhancing urban environments

Qualitative Comments

This analysis focuses on the townscape between the A186 & B1322 round-about to the north and the A191 south of the existing Northumberland Park station.

Revision

A | 24.09.19 | Text updated to reflect updated options 11/10/19 Updated to reflect suggested amendments

Historic Environment

TAG Historic Environment Impacts Worksheet

Step 2		Step 3			Step 4
Feature	Description	Scale it matters	Significance	Rarity	Impact
Form	Building (Grade II. List Entry Number: 1041320, Head office/ showroom of Delcor Furniture Ltd, Double Row): originally a house of tooled stone front with tooled-and-margined quoins and dressings, other walls rubble; hipped Welsh slate roof, Plinth, 1st floor band, eaves cornice. 2 steps up to central renewed door under 8-pane over light, in raised surround with Tuscan pilasters and moulded cornice. 20-pane sash windows, those on ground floor with moulded panels between sills and plinth. Bitmac carparking hugs the building south and west, single storey building extension to the east and warehouse extension to the north. The façade of the original building is the main focus for this form;	Building: It is important at a local and regional scale as it is a Grade II Listed Building and represents the historic evolution of the area based around coal mining starting in the early 19th Century.	Building: Although the building is designated by Historic England as Grade II it is not addressed or designated within local, regional or other national policy. The setting does not reflect the historic building other than its proximity to the now restored colliery it was originally associated with. The building is significant at a local scale as it represents the historic evolution of the local area based around coal mining starting in the early 19th Century.	Building: The features on the building are common to Georgian Period architecture; however, this is rare within the local area. The surrounding environment is not rare.	Building: The impact on the building will be neutral due to the existing industrial environment and traffic passing the building. There will be no physical interaction and limited inter-visibility between the building and the proposed site works.
Survival	Building: Moderate, the building has been encroached upon with the construction of parking areas and building extensions. It can be assumed that the original building has lost windows, doors and details in the locations of the building extensions. Commercial signs have been added to the building exterior causing deterioration in the building's character. The details on the building façade as described above are highly likely to continue to survive.	Building: It is important at a local scale as it represents the historic evolution of the local area based around coal mining starting in the early 19th Century and the survival of the existing Georgian features.	Building: The significance of the continued survival of the building and its Georgian features is important at a local level due to its relationship with the history of the village.	Building: The survival of a Georgian building is of high value at a local level.	Building: The survival of the building and its features will not be affected in anyway by the proposed works and will have a neutral impact on the feature.

Condition	Building: in good condition, maintained as a commercial building with regular maintenance. Commercial signage installed into building façade may cause increased rate of decay.	Building: The condition is important at a local level to the business that it houses and the local history it represents.	Building: The significance of the buildings condition is important at a local level to the business that it houses and the local history it represents.	Building: The condition of the building is rare at a local level due to the lack of buildings at a similar level within the village.	Building: The condition of the building and its features will not be affected in anyway by the proposed works and will have a neutral impact on the feature.
Complexity	Building: Is a single building. The listing does not include the later extensions to the house. The listed building façade is of one character and is characteristically unrelated to the modern commercial buildings surrounding it.	Building: The importance of the complexity of the site is low at all levels due to the lack of complexity	Building: The significance of the complexity of the site is low at all levels due to the lack of complexity.	Building: The rarity of the complexity of the site is low at all levels due to the lack of complexity.	Building: The complexity of the building and its features will not be affected in anyway by the proposed works and will have a neutral impact on the feature.
Context	Building: The building was originally constructed as the mine owner's house for the now removed adjacent colliery. The surroundings to the building are modern 20th century carpark to south and west, a later extension to the building to the east and a modern warehouse extension to the north. The building sits within an industrial/commercial area of Seaton Delaval approximately 35m from Double Row. There is a low level of tranquillity in the general area due to the industrial activity. However, the restored colliery and a small area of tree planting has created a level of protection from traffic and industry.	Building: The importance of the context of the site is low at all levels due to the lack of historic features surrounding the building.	Building: The significance of the context is low at all levels due to the lack of historic features relating to the building and the modern infrastructure surrounding it.	Building: The context of the building is not considered to be rare at any level.	Building: The context of the building will not be affected in anyway by the proposed works due to the limited inter-visibility between the building and the proposed works in addition to the lack of connection between the building and the context in which it sits. The works will have a neutral impact on the building.

Period	Building: Georgian c.1830, originally constructed as the mine owner's house for the now removed adjacent colliery. The architectural features, as described above, is a good example of Georgian detailing.	Building: It is important at a local scale as it represents the historic evolution of the local area based around coal mining starting in the early 19th Century. It is of national importance based on its Grade II listing.	Building: The building period is significant at a local scale as it represents the inception of the industrial revolution in the area and the historic evolution of the local area based around coal mining starting in the early 19th Century.	Building: The survival of a Georgian building is of high rarity at a local level	Building: The proposals will have a neutral impact on the period of the building.
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Reference Sources

Historic England (<https://historicengland.org.uk/listing/>); Historic England List Entry 1041320, 1987; Northumberland Local Plan, January 2019; Google Maps & Street View; Register of Buildings and Parks of Local Architectural and Historic Interest Supplementary Planning Document Appendix: Local Register Entries, North Tyneside Council, February 2018;

Step 5 - Summary Assessment Score

Outcome across all options there will be a **neutral effect** on the building;

The scheme:

- is not in conflict with, and does not contribute to policies for the protection or enhancement of the historic environment
- maintains existing historic character in a landscape/townscape
- has no appreciable impacts, either positive or negative, on any known or potential historic environmental assets
- is a combination of slight positive and negative impacts, on locally significant aspects of the historic environment
- does not result in severance or loss of integrity, context or understanding within a historic landscape

Qualitative Comments

There are a large number of historic assets (CA's, LB's, SAM's etc) within the study area. This assessment is of those assets where there may be a possibility of a visual or physical interaction with the proposed development both preferred and reserved station location options. Listed buildings and scheduled ancient monuments within 1.5km of the area works have been assessed for inter-visibility. If there is no inter-visibility between these historic elements and the site, they have not been included within these worksheets. Heritage Assets within Conservation Areas have not been described individually but as a group. There are no records of any Conservation Area Assessments for the Conservation Areas of Seaton Delaval and Backworth. As a consequence of this lack of baseline information, professional judgement has been used as to those Conservation Area Assessments which were likely to have been used as the basis for the designation. The assessment has been based on the potential impact on these assets. The assessment of the potential impact within Backworth and upon the Seaton Delaval Area is predicted to be neutral. This approach with regard to the assessment of impact on Conservation Areas has been agreed with Chris Ward at TASM Department for Transport.

Revision

A | 24.09.19 | Text updated to reflect preferred and reserved options

Biodiversity

TAG Biodiversity Impacts Worksheet

Step 2		Step 3				Step 4	Step 5
Area	Description of feature/ attribute	Scale (at which attribute matters)	Importance (of attribute)	Trend (in relation to target)	Biodiversity and earth heritage value	Magnitude of impact	Assessment Score
New Hartley Ponds SSSI	SSSI for newts and amphibians	National and local	Area is designated for its population of approximately 500 great crested newts, together with large numbers of other amphibians.	Amphibian numbers are very good and an overall score of 12, which compares favourably with a notification score of 13. They have a rising trend in population.	High value due to the SSSI designation. Not substitutable	Neutral	Neutral
New Hartley Ponds SSSI and South East Northumberland Wildlife Network	Habitat for Nesting Birds	National and Local	Medium Importance - good quality habitat	Neutral – target is to maintain current extent of trees	High value due to the SSSI designation but Medium value for local designation. Nesting habitat is substitutable.	Minor negative – Mitigation through the planting of native vegetation is suggested	Slight adverse
Transport Corridor (Trees, scrub)	Transport Corridor Tree/scrub habitat for Nesting Birds within wildlife/transport corridor	Local	Medium Importance – wildlife corridor	Neutral – target is to maintain current extent of trees	Medium value – Locally designated as wildlife corridor. Nesting habitat is substitutable.	Intermediate negative – Mitigation through the planting of native vegetation is suggested	Moderate adverse
Transport Corridor (Trees, scrub, structures within railway corridor)	Nesting Bats – within trees and structures.	Local	Medium Importance – wildlife corridor	Neutral – target is to maintain current extent of trees and bats	Medium value – Sections of the corridor are designated locally as wildlife corridor. Nesting habitat is substitutable.	Intermediate negative – Mitigation through the construction of bat boxes is suggested.	Moderate adverse

Grassland, scrub and hedgerows within proposed station locations (Bebside, Seaton Delaval, Newsham)	Nesting & foraging birds (Farmland birds)	Local	Low importance	Target is to increase the range of farmland birds	Low value – easily substitutable	Minor negative - Mitigation through the planting of hedgerows and species rich wildflower mix.	Slight adverse
Existing Buildings within development area	Roosting Bats	Local	Low importance	Neutral – target is to maintain current extent of bats	Low value – easily substitutable	Minor negative - Mitigation through the construction of bat boxes is suggested.	Slight adverse

Reference Sources

Northumberland Biodiversity Action Plan, 2008; Northumberland Local Plan, 2018; Natural England list of Designated Sites; Proposed development drawings provided 3 September 2019. Ecological Appraisal for Bebside, Blyth Northumberland for Harworth Estates N17276, by Patrick Parsons, December 2018. Preliminary Ecology Appraisal, SLC Property, September 2019

Summary Assessment Score

During and after construction of the proposed development the impact on Biodiversity is likely to be moderate adverse; however, with mitigation in the form of a sensitive Construction Environmental Management plan will ensure no adverse impact on protected species during construction. The construction programme has been designed to comply with relevant biodiversity legislation.

Qualitative Comments

Only those key environmental resources where the project has the potential for significant effect have been included as directed by the TAG guidance. Transport corridors are defined as linear strips of land adjacent to roads, railway lines, cycle ways and bridleways, as defined by the Northumberland BAP

Revision

A | 24.09.19 | Text updated to reflect updated options

B | 11.10.19 | Text updated to reflect suggested amendments

Water Environment

TAG Water Environment Impacts Worksheet

Description of study area/ summary of potential impacts	Key environmental resource	Features	Quality	Scale	Rarity	Substitutability	Importance	Magnitude	Significance
Runoff and loss of vegetation along riverside	Sleek Burn, Seaton Burn, Briardene Burn	Small main rivers and flood plain	Aesthetics	local	commonplace	Limited potential for substitution	low	negligible	insignificant
Increased risk of flooding at Newsham	Newsham Burn and Meggies Burn	'Ordinary' water course	Aesthetics	local	commonplace	Limited potential for substitution	low	negligible	insignificant
Increased risk of flooding at Bebside	Agricultural Land	Grassland and wildlife habitats	Aesthetics and natural resource	local	commonplace	Limited potential for substitution	low	negligible	insignificant

Reference Sources

Northumberland Local Plan – Draft, 2019; Northumberland County Council, 2019; Natural England maps and website, 2019; Proposed station plans received 3rd September 2019

Summary Assessment Score

The net impact of the scheme at this stage is estimated to be neutral, because:

- it has no appreciable effect, either positive or negative, on the identified features;
- the scheme would result in a combination of effects, some positive and some negative, which balance to give an overall neutral impact. In most cases these will be slight or moderate positive and negative impacts. It may be possible to balance impacts of greater significance. However, in these cases great care will be required to ensure that the impacts are comparable in terms of their potential environmental impacts and the perception of these impacts.

Qualitative Comments

The existing rail line crosses a series of main rivers and ordinary watercourses. The scheme has the potential to affect (through construction works) the bridges and culverts under and through which these watercourses pass. No details have yet been prepared about the nature of the changes that may be required to bridges and culverts, or to the flows of water through them. No details have yet been prepared about the nature of excavations, construction works or changes to the ground levels in the vicinity of any bridges or culverts. This information will be available as part of the GRIP4 design.

A flood risk assessment will be undertaken for the entire scheme and this will inform the drainage designs for the stations, level crossings, relaying of any ballast and works to existing drains etc. These assessments and designs will be compliant with CIRIA SuDS manual (C753) on assessing pollution and flood risk on controlled waters, including groundwater.

Revision

A | 24.09.19 | Text updated to reflect updated options; 11.10.19 to reflect suggested amendments