



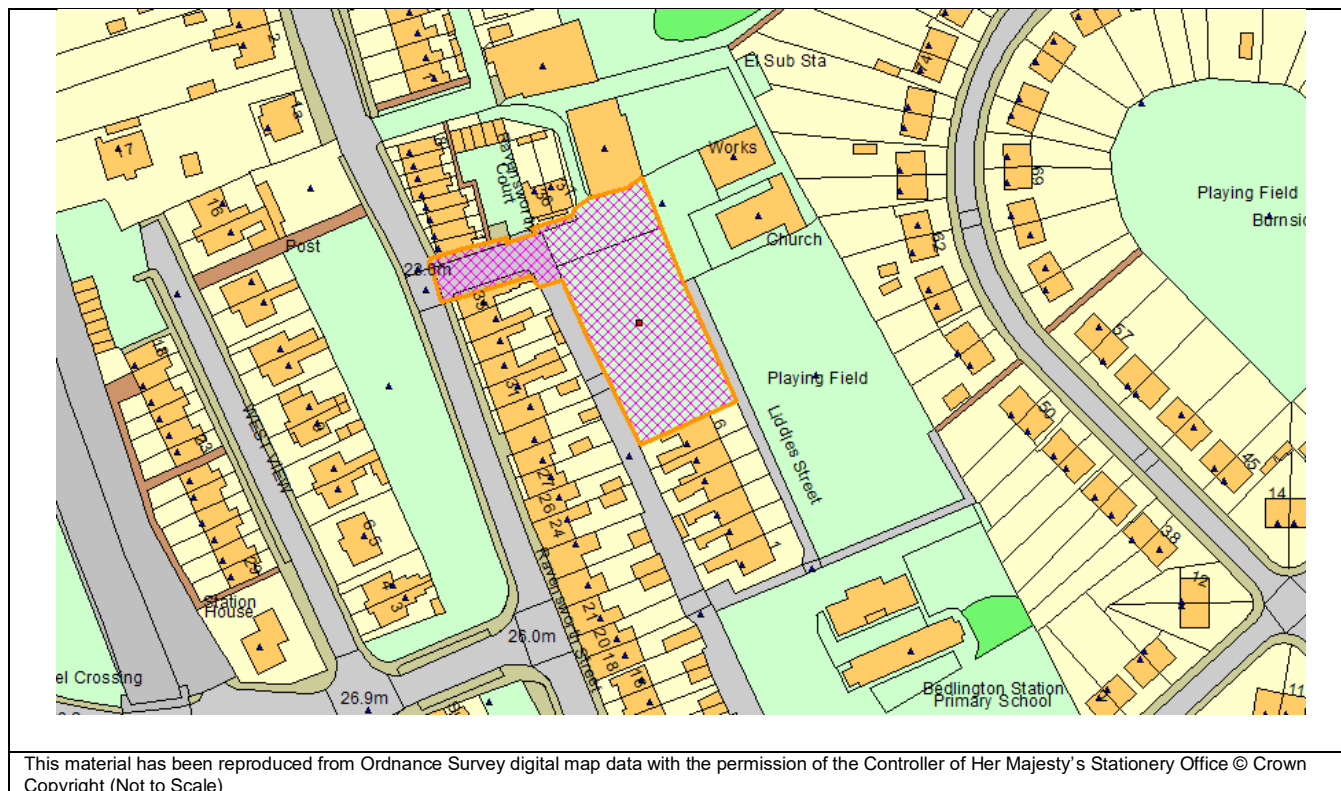
# Northumberland

## County Council

### Strategic Planning Committee, 2 November 2021

<b>Application No:</b>	21/03060/CCD		
<b>Proposal:</b>	Construction of parking for cars, electric vehicles, and other associated works. Modifications to existing highways including pedestrian footways and new highways access		
<b>Site Address</b>	Land North of 6 Liddle's Street, Ravensworth Street, Bedlington, Northumberland		
<b>Applicant:</b>	Northumberland County Council County Hall, Morpeth, NE61 2EF,	<b>Agent:</b>	Miss Alannah Healey 72 B. Box Studios, Stoddart Street, Newcastle Upon Tyne, NE2 1AN
<b>Ward</b>	Sleekburn	<b>Parish</b>	East Bedlington
<b>Valid Date:</b>	10 August 2021	<b>Expiry Date:</b>	9 November 2021
<b>Case Officer Details:</b>	Name: Mr Gordon Halliday Job Title: Consultant Planner Tel No: 07785 727053 Email: gordon.halliday@northumberland.gov.uk		

**Recommendation:** That this application be GRANTED permission



## 1. Introduction

1.1 Under the provisions of the Council's current Scheme of Delegation, in cases where the local authority is the applicant in respect of a planning application, it is required to be determined by the Planning Committee.

## **2. Description of the Proposals**

2.1 The Northumberland Line scheme seeks to re-introduce passenger services onto the existing freight line that runs between Newcastle Central Station and Ashington. The scheme includes the construction of six new railway stations and associated infrastructure. It is envisaged that there will be a half hourly service with an anticipated journey time between Newcastle and Ashington of 35 minutes.

2.2 The railway line was formerly known as the Ashington, Blyth and Tyne Line. Passenger services on the line ceased in 1964 since when freight trains have continued to operate.

2.3 This application is for the construction and operation of a car park for the proposed new station at Bedlington Station. The proposed location for the new station is adjacent to the original railway station in Bedlington Station that closed in 1964.

2.4 The application for the new station (see report elsewhere on the agenda for this meeting) when first submitted included a proposed car park for 31 spaces to be located on the existing amenity green space on Ravensworth Street as the second car park to service the station. There was considerable opposition to this proposal including from the Parish Council and local residents. As a result this car park has been removed from the proposed development.

2.5 In order to provide the required number of car parking spaces this application has been submitted for a car park at Liddle's Street. The site of the proposed development has an area of 0.19 hectares. The site is currently undeveloped. It is proposed to provide 31 car parking spaces, including 2 disability spaces and 3 electric vehicle charging spaces. Various improvements to the highways and footways are proposed to ensure safe passage for vehicles and pedestrians between the car park and the railway station (see paragraphs 7.13 – 7.14 below). The distance from the car park to the station is approximately 230 metres.

2.6 It is currently anticipated that the car park would be developed in late 2023 with construction lasting approximately two months. However, the construction programme for the Bedlington Station Railway Station project has not yet been finalised and discussions are continuing on measures to reduce the overall period of working and disruption in the local area.

## **3. Planning History**

3.1 There are no recent planning applications for development on the application site.

## **4. Consultee Responses**

East Bedlington Parish Council	No response received.
The Coal Authority	No objection subject to a watching brief being maintained

	during ground works for any anomalous features that could be indicative of an unrecorded mine entry.
Lead Local Flood Authority (LLFA)	No objection subject to the imposition of a planning condition for the disposal of surface water.
County Highways	No response received.
Public Protection	No objection subject to the imposition of conditions on land contamination and noise and delivery / collection hours during construction and informatives on various matters.
Open Spaces South East Area	No response received.
Climate Change Team	No response received.

## 5. Public Responses

### 5.1 Neighbour Notification

Number of Neighbours Notified	28
Number of Objections	0
Number of Support	0
Number of General Comments	0

5.2 Notices - general site notices were posted on 12 August 2021 No press notice was required.

## 6. Planning Policy

### Development Plan Policy

6.1 The Development Plan in respect of the application site comprises the saved policies from the Wansbeck District Local Plan (WDLP) (2007). The following saved policies in the WDLP are relevant to the consideration of the application.

GP1 Spatial Strategy
GP4 Accessibility
GP23 Pollution and Nuisance
GP25 Noise
GP29 Land Contamination
GP30 Visual Impact
GP31 Urban design
GP32 Landscaping and the Public realm
GP35 Crime Prevention
T1 Ashington, Blyth and Tyne Rail Line
T5 Access for People with Reduced Mobility
T6 Traffic Implications of New Development
T7 Parking Provision in New Development

6.2 Paragraph 48 of the NPPF states that weight can be given to policies contained in emerging plans dependent upon three criteria: the stage of preparation of the plan; the extent to which there are unresolved objections to policies within the plan; and the degree of consistency with the NPPF. The Northumberland Local Plan - Publication Draft Plan (Regulation 19) (NLP) was submitted to the Secretary of State for Ministry of Housing, Communities and Local Government on 29 May 2019, and is currently going through the examination process.

6.3 On 9 June 2021, the Council published for consultation, a Schedule of proposed Main Modifications to the draft Local Plan that the independent Inspectors examining the plan consider are necessary to make the plan 'sound'. As such the plan is at an advanced stage of preparation, and the policies in the NLP - Publication Draft Plan (Regulation 19) (Jan 2019) as amended by proposed Main Modifications (June 2021), are considered to be consistent with the NPPF. The NLP is a material consideration in determining this application, with the amount of weight that can be given to specific policies (and parts thereof) being dependent upon whether Main Modifications are proposed, and the extent and significance of unresolved objections.

6.4 The NLP will eventually replace the WDLP plan as the development plan for the application site. The following policies in the emerging NLP are relevant to the consideration of the application.

STP 1: Spatial Strategy
STP2: Presumption in favour of Sustainable Development
STP3: Principles of Sustainable Development
STP5: Health and Wellbeing
QOP1: Design Principles
QOP2: Good Design and Amenity
QOP6: Delivering Well-designed Places
TRA1: Promoting Sustainable Connections
TRA2: The Effects of Development on the Transport Network
TRA4: Parking Provision in New Development
TRA5: Rail Transport and Safeguarding Facilities
ENV1: Approaches to assessing the impact of development on the natural, historic and built environment
POL1: Unstable and Contaminated Land
POL2: Pollution and Air, Soil and Water Quality

#### National Planning Policy

6.5 The National Planning Policy Framework (NPPF) (July 2021) and Planning Practice Guidance (PPG) are material considerations in determining this application.

## 7. Appraisal

7.1 The main issues for consideration in the determination of this application are:

- Principle of the development
- Highway considerations
- Impact on residential amenity
- Impact on the character and appearance of the area.

### Principle of the Development

7.2 Saved policy T1 in the WDLP and policy TRA5 in the emerging NLP support the re-introduction of passenger rail services on the Northumberland Line. Saved Policy T1 of Wansbeck Local Plan states as follows. *'The re-introduction of passenger services on the rail line between Newcastle and Ashington will be supported and promoted. Land which may be required for associated facilities such as stations, bus stops and car parks will be safeguarded. Such sites will include Woodhorn Colliery; Ashington Town Centre; North Seaton Road, Ashington; and Bedlington Station'.*

7.3 The choice of site location for the proposed station at Bedlington Station aligns well with saved policy T1 and Policy TRA5 in the emerging NLP identifies Bedlington Station as one of the locations for stations on the railway line. The proposed railway station at Bedlington Station is an integral component of the Northumberland Line scheme.

7.4 Policy T7 in the WDLP states that developers should make appropriate provision in their developments for the parking of motor vehicles and motorcycles. Policy TRA4 in the emerging NLP states that an appropriate amount of off-street vehicle parking sufficient to serve new development should be made available in safe, accessible and convenient locations. However, the emerging NLP does not identify any minimum or maximum parking standards for developments such as the Northumberland Line. The NPPF states that maximum parking standards should only be set where there is clear and compelling justification that they are necessary for managing the local road network or for optimising the density of development in town centres where the aim should be to improve the quality of parking alongside measures to promote accessibility by pedestrians and cyclists (paragraph 106).

7.5 In the planning application that was originally submitted for Bedlington Station station, it was proposed to provide two new car parks providing up to 67 spaces. The car park on the Network rail storage compound to the north of Ravensworth Road would provide 36 spaces including 4 accessible spaces and 4 electric vehicle charging bays, A second car park to the south of Ravensworth Street was also proposed and would have provided 31 spaces. The Transport Assessment submitted with the planning application includes information on forecasting the number of passengers that would use the proposed station and how they would travel to the station. The forecasting identified a demand for between 30 and 70 car parking spaces would be required for Bedlington Station station. It was felt that to provide only for the lower figure would lead to problems of on-street car parking in the residential streets in the vicinity of the proposed station.

7.6 The Transport Assessment examined the possibility of utilising existing car parking provision in the vicinity of the proposed station. Four car parks were considered at Clayton Street, Ravensworth Street, and Melrose and Jubilee Terrace car parks. The car parks at Clayton Street and Ravensworth Terrace were found to already be operating at over 85% capacity for significant periods. (The Institute of

Highways and Transportation consider a car park to be 'full' at an occupancy rate of 85%). The Melrose and Jubilee car parks had lower occupancy rates but not sufficient to provide the required number of spaces to service the proposed new station. The surveys found that there were already instances of informal on-street car parking. Reconfiguring the layout of the existing car parks was likely to reduce rather than increase the number of spaces due to the need to adhere to parking standards.

7.7 The Transport Assessment acknowledges that there are few suitable sites for new car parks in the vicinity of the proposed station due to existing built development and other constraints. A site for potentially up to 75 car parking spaces to the north of Barrington Road and west of the railway line currently occupied by containers was considered but was discounted on grounds of safety and inconvenience to pedestrians, in particular passengers with a disability.

7.8 The original proposal to provide car parking on the amenity open space on Ravensworth Street raised policy issues and gave rise to a significant number of objections, including from the Parish Council and local residents. As a result the Ravensworth Street car park was removed from the proposed development and in order to provide the required number of car parking spaces this application has been submitted for a car park providing 31 spaces at Liddle's Street.

7.9 As set out in detail in the following section of this report, County Highways has concluded that the car parking proposals are acceptable subject to conditions.

7.10 It is concluded therefore the principle of the development of the Liddle's Street car park to service the new station is in accordance with saved policy T7, emerging policy TRA4 and the NPPF. Other aspects of the proposals notably highway considerations and the impact on local residential amenity are dealt with below.

## Highway Considerations

7.11 Policy T6 in the WDLP requires the volume and character of traffic likely to be generated and attracted by the development to be considered in the determination of planning applications and sets out a number of criteria that need to be complied with. A Transport Assessment is required for proposals that have significant transport implications. Policy TRA1 in the emerging NLP requires the transport implications of development to be addressed as part of any planning application and sets out various planning criteria that the development will be required to address. The NPPF requires applications for developments requiring significant amounts of movement to be supported by a transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

7.12 A Supporting Transport Statement (STS) has been submitted to support the proposed development. The STS applies the methodology contained within the Transport assessment for the railway station application. It demonstrates that during morning peak hours the proposed car park will generate 20 two-way vehicle movements and during afternoon peak hours will generate 7 two-way vehicle movements. Whilst these levels would not normally require any junction assessment, this has been undertaken at the junction with Ravensworth Street and found there would be no capacity issues. County Highways endorse these conclusions.

7.13 The STS proposes improvements to the road between the car park and Ravensworth Street to provide a wider footway along the southern side of the carriageway. The junction of this road and the back lane between Ravensworth

Street and Liddle's Street would also be improved to increase pedestrian visibility at the crossing and minimise pedestrian / vehicle conflict with existing boundary walls. County Highways are satisfied that these improvements together with the proposed pedestrian crossings to Ravensworth Street in the station application will provide a suitable walking route between the car park and the station.

7.14 A Stage 1 Road Safety Audit has been carried out jointly with the railway station application and the only problem found with the Liddle's Street application related to the lack of details on lighting of the access road and the car park. This issue and potential impacts during the construction phase are the subjects of recommended planning conditions.

7.15 County Highways consider that the car parking proposals are acceptable subject to conditions. They note that the assessment has been made on the basis of free car parking being provided. The Cabinet has agreed that there should be no charging at Northumberland Line car parks for one year following which there will be a review. County highways recommend a planning condition is imposed to ensure that the impacts of any change in car parking charging strategy is addressed through the planning process and any mitigation that might be required is provided as part of any change in strategy.

7.16 County Highways have also recommended conditions related to the highway works required as part of the development, possible future parking restrictions on the approach to the car park from Ravensworth Street, highway signage for the car park, works to bring up to adoptable standard the section of road in front of 36 and 37 Ravensworth Street and street and car park lighting.

7.17 County Highways has therefore raised no objection to the proposed development subject to the imposition of planning conditions as described above in the interests of highway and pedestrian safety and the amenity of local residents

7.18 It is concluded therefore that the proposals are in accordance with Policy T6 in the WDLF, the NPPF and policy TRA1 in the emerging NLP.

#### Impact on residential amenity

7.19 Policy GP23 in the WDLF states that '*planning permission will not be granted for development likely to cause significant harm to either: a) human health and safety; b) the amenity of local residents and other land users; c) the quality and enjoyment of all aspects of the environment*'.

7.20 Policy QOP2 in the emerging NLP states that developments will be required to preserve the amenity of those living in the local area and that development that would result in unacceptable adverse impacts on the amenity of neighbouring uses will not be supported. Policy STP5 in the emerging NLP states that '*Development proposals will be required to demonstrate where relevant and in a proportionate way, that they ... (f) prevent negative impacts on amenity; (g) protect, and alleviate risk to people and the environment, and do not have a negative impact on... vibration, air and noise pollution*'. Policy TRA2 in the emerging NLP states that '*all developments affecting the transport network will be required to ... minimise any adverse impact on communities and the environment, including noise and air quality*'.

7.21 The main impacts on residential amenity are noise, air quality and artificial lighting.

7.22 The Public Protection team has advised that the noise from the operational use of the car park would not significantly raise the ambient noise levels. In terms of construction noise, construction would not be over a protracted period of time and therefore sufficient respite from construction noise should be achieved by a restriction on the days and times of noisy construction. The applicant has estimated that the car park would take three months to construct although the construction programme will be refined following the recent appointment of the main contractor for the scheme. A condition is recommended should the Committee decide to grant planning permission.

7.23 Given the likely short duration of and limited earthworks required to develop the site as a car park public protection did not require a dust management plan to be submitted. The informatives include various suggested sources of information on the management of dust at construction sites and the contractor will be expected to employ best practice methods to minimise the generation of dust that could impact nearby receptors.

7.24 It is proposed that the car park will be lit and a planning condition is recommended to ensure that the lighting scheme does not adversely affect adjacent properties.

7.25 It is concluded that the proposals are in accordance with Policy GP23 of the WDLP and Policies QOP2, STP5 and TRA2 in the emerging NLP.

#### Impact on the Character and Appearance of the Area

7.26 Policy GP30 in the WDLP states that developments that in visual terms would cause significant harm to the character or quality of the surrounding environment would be refused. Policy QOP2 in the emerging NLP requires development to provide a high standard of amenity for users and not cause unacceptable harm to the amenity of those living in the area. Development proposals should ensure that the physical presence and design of the development preserves the character of the area and does not have a visually intrusive or overbearing impact on neighbouring uses.

7.27 The site is located within a residential area and is bounded by residential properties and streets to the north, west and south and school playing fields to the east. The site is currently undeveloped without public access. It has recently been marketed for housing development. The County Council maintain the site in reasonable condition but it has no particular features of interest. There are a number of other car parks and commercial properties within the vicinity of the site.

7.28 It is considered that the development of the site as a car park would be in keeping with the character and appearance of the area. Conditions are recommended regarding boundary treatment and the materials to be used in order to safeguard the visual amenities of the area.

7.29 It is concluded that the proposals are in accordance with Policy GP30 of the WDLP and Policy QOP2 in the emerging NLP.

#### Other Matters



### *Coal Mining Legacy*

7.30 The Coal Authority submitted a holding objection as a Coal Mining Risk Assessment (CMRA) had not been submitted with the application and the development is located in a Development High Risk Area where historic unrecorded underground coal mining activity is likely to have taken place at shallow depth. Subsequently the applicant has submitted a CMRA which found that the Moorland Coal seam is likely to underlie the application site at shallow depth. The CMRA also found that based on borehole data and the nature of the proposed development, sufficient rock cover is present above the seam such that further investigations and mitigation measures in relation to coal mining legacy instability matters would not be required.

7.31 The Coal Authority has considered the CMRA and has withdrawn its holding objection. It agrees that a watching brief should be maintained during ground works for any anomalous features that could be indicative of an unrecorded mine entry. Should such an entry be encountered, appropriate treatment will be required in accordance with details permitted under a Coal Authority permit. An informative has been recommended should the Committee agree to grant planning permission.

### *Drainage*

7.32 The LLFA has no objection to the proposals subject to the imposition of a planning condition relating to the disposal of surface water from the development.

### *Equality Duty*

7.33 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers have had due regard to Sec 149(1) (a) and (b) of the Equality Act 2010 and considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

### *Crime and Disorder Act Implications*

7.34 Policy GP35 of the WDLP states that development proposals will be expected to have regard to planning out crime objectives. There is some anecdotal evidence that the undeveloped site has been a focus for anti-social behaviour. Whilst these proposals have no direct implications in relation to crime and disorder, developing the site for beneficial use is likely to be a deterrent to anti-social behaviour in the future.

### *Human Rights Act Implications*

7.35 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the Council from acting in a manner that is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful

enjoyment of their property shall not be interfered with save as is necessary in the public interest.

7.36 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The planning considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.

7.37 Officers are also aware of Article 6, the focus of which (for the purpose of this decision) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

## **8. Conclusion**

8.1 The reintroduction of passenger rail services on the Northumberland Line would bring considerable benefits to communities in south-east Northumberland, including in the Bedlington area. The proposed station at Bedlington Station forms an important part of the overall scheme and is in accordance with Development Plan policy.

8.2 This application would provide 31 car-parking places that together with the car park proposed in the station application would provide a total of 66 car parking spaces including an appropriate number of accessible parking bays and electric charging bays. The demand forecasting work estimated that the parking requirement for Bedlington Station would be up to 70 spaces. The proposed provision is considered to be acceptable.

8.3 The Liddle's Street site is close to the proposed station and with the highway and footway improvements proposed, will be linked safely to the platforms. Conditions are recommended to ensure highway and pedestrian safety, protect the amenity of local residents and safeguard the appearance of the area during construction and operation.

8.4 It is concluded that the proposal is in accordance with the Development Plan and that the overall planning balance weighs in favour of granting planning permission subject to appropriate planning conditions, including measures to protect the amenity of local residents.

## **9. Recommendation**

9.1 That this application be GRANTED permission subject to the following conditions:

1. The development hereby permitted shall be begun not later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall not be carried out otherwise than in accordance with the following plans and documents.

60601435-ACM-XX-ZZ-DRG-LEP-000025 (Rev. PO1.1) Bedlington Liddle's Street Car Park Site Location Plan

60601435-ACM-06-ZZ-DRG-EHW-060065 (Rev. PO1) Bedlington Liddle's Street Existing General Arrangement

60601435-ACM-06-ZZ-DRG-EHW-060064 (Rev. PO1) Bedlington Liddle's Street Car Park General Arrangement

Liddle's Street Car Park. Northumberland Line – Bedlington. Supporting Transport Statement. Aecom for Northumberland County Council. 6 August 2021

Reason: To ensure that the approved development is carried out in accordance with the approved plans and documents.

3. Prior to the commencement of the development a scheme for the disposal of surface water from the development that shall use sustainable urban drainage techniques wherever possible, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure the effective and sustainable disposal of surface water from the development.

4. If during development, contamination not previously considered is identified, an additional written Method statement regarding this material shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the measures proposed to deal with the contamination have been carried out. Should no contamination be found during development, the developer shall submit a signed statement indicating this, to discharge this condition.

Reason: To ensure that risks from land contamination to future users of the land are minimised and to ensure that the development can be carried out safely without unacceptable risks.

5. During the construction period, there shall be no noisy activities from mobile plant, pneumatic equipment, power tools etc. audible at the site boundary on Sundays or Bank Holidays or outside the hours of 08.00 – 18.00 on Monday to Friday or 08.00 – 16.00 on Saturday.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy GP25 of the Wansbeck District Local Plan.

6. During the construction period, there shall be no deliveries to or collections from the site, on Sundays or Bank Holidays or outside the hours of 08.00 – 18.00 on Monday to Friday or 08.00 – 13.00 on Saturday.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy GP25 of the Wansbeck District Local Plan.

7. Details of the proposed boundary treatment to the site shall be submitted to and approved by the Local Planning Authority. The details shall include plans showing the location of existing, retained and proposed new boundary treatments and scaled drawings indicating the positions, height, design, materials, type and colour of the proposed new boundary treatments. The approved scheme shall be implemented before the car park is brought into operational use and shall be retained thereafter for the lifetime of the development.

Reason: In the interests of visual amenity of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the area in accordance with Policy GP31 of the Wansbeck District Local Plan.

8. Notwithstanding the details submitted, prior to the commencement of development samples of all materials, colours and finishes to be used on all external and hard surfaces shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the area in accordance with Policy GP31 of the Wansbeck District Local Plan.

9. Prior to first use a lighting scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show how and where external lighting shall be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not unduly affect residential amenity. All external lighting shall be installed in accordance with the approved scheme and no external lighting shall otherwise be installed without prior approval in writing from the Local Planning Authority and shall be retained thereafter for the lifetime of the development.

Reason: To protect residential amenity in accordance with Policy GD23 of the Wansbeck District Local Plan.

10. Prior to the car park being made available for public use, the car parking area indicated on the approved plans, including any disabled and EV car parking spaces contained therein, shall be hard surfaced, sealed and marked out in parking bays in accordance with the approved plans. Thereafter, the car parking area shall be retained in accordance with the approved plans.

Reason: In the interests of highway safety, in accordance with Policy T6 of the Wansbeck District Local Plan and the National Planning Policy Framework.

11. Prior to the car park being made available for public use, a car parking management strategy detailing the number of car parking spaces, including disabled and EV spaces, and details as to how these spaces will be made available, shall be

submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented in accordance with the approved details before the car park is made available for public use.

Reason: In the interests of highway safety and sustainable development, in accordance with Policy T6 of the Wansbeck District Local Plan and the National Planning Policy Framework.

12. Prior to the car park being made available for public use, details of the proposed highways works to be shown indicatively in the approved plans shall be submitted to and approved in writing by the Local Planning Authority. The highways works shall include the provision of:

- Access junction to car park from the 'Back Lane to 36-37 Ravensworth Street';
- Vehicular and Pedestrian Improvements to the 'Back Lane to 36-37 Ravensworth Street', including review and provision of street lighting;
- Footway connections to the 'Back Lane to Ravensworth Street / Liddle's Street' and Liddle's Street footpath;
- Traffic Management Measures to Ravensworth Street, 'Back Lane to 36-37 Ravensworth Street' and 'Back Lane to Ravensworth Street / Liddle's Street';
- All other associated works.

The car park shall not be made available for public use until the highways works have been implemented in accordance with the approved plans.

Reason: In the interests of highway safety, in accordance with Policy T6 of the Wansbeck District Local Plan and the National Planning Policy Framework.

13. Prior to the commencement of passenger rail services at the Bedlington Station railway station (approved under planning reference 20/01106/CCD), details of the proposed advanced directional signage for vehicles, cyclists and pedestrians, shall be submitted to and approved in writing by the Local Planning Authority. No passenger rail services at the Bedlington Station railway station (approved under planning reference 20/01106/CCD) shall commence until the details have been implemented in accordance with the approved plans.

Reason: In the interests of highway safety and sustainable transport, in accordance with Policy T6 of the Wansbeck District Local Plan and the National Planning Policy Framework.

14. Within 12 months of the car park being made available for public use, an on-street parking management review shall be submitted to and approved by the Local Planning Authority. The review shall consider on-street parking impacts to 'Back-Lane to 36-37 Ravensworth Street' and 'Back Lane to Ravensworth Street / Liddle's Street' and a timetable for implementing the findings of the review. The findings of the review shall be implemented in accordance with the approved details and the timescales set out in the review.

Reason: In the interests of highway safety and local amenity, in accordance Policy T7 of the Wansbeck District Local Plan and with the National Planning Policy Framework.

15. The car park shall not be made available for public use until full engineering, drainage, street lighting and constructional details of the section of 'Back Lane to 36-37 Ravensworth Street' proposed for adoption as public highway have been submitted to and approved in writing by the Local Planning Authority. Thereafter, it shall be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the amenities of the locality and users of the highway in accordance with the National Planning Policy Framework.

16. Prior to the car park being made available for public use, an Operation, Management and Maintenance Strategy for the development shall be submitted to and approved in writing by the Local Planning Authority. The operation, management and maintenance strategy shall detail how the areas of the development including, where relevant, the car parking area, drainage, landscaping, CCTV and lighting will be operated, managed and maintained upon completion of the development and the boundaries between any multiple parties in this respect. Following the car parking area being made available for public use, the development shall be managed and maintained in accordance with the approved details.

Reason: In the interests of highway safety and local amenity, in accordance Policy T7 of the Wansbeck District Local Plan and with the National Planning Policy Framework.

17. Prior to any change in charging strategy for the car park, details of the amendments and any associated mitigation associated with that change shall be submitted to and approved in writing by the Local Planning Authority. The approved details and associated mitigation shall be implemented prior to the change in charging strategy being implemented.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework.

18. Development shall not commence until a Transport and Construction Method Statement, together with a supporting plan has been submitted to and approved in writing by the Local Planning Authority. The approved Construction Method Statement shall be adhered to throughout the construction period. The Construction Method Statement and plan shall, where applicable, provide for:

1. details of temporary traffic management measures, temporary access, routes and vehicles;
2. vehicle cleaning facilities;
3. the parking of vehicles of site operatives and visitors;
4. the loading and unloading of plant and materials;
5. storage of plant and materials used in constructing the development;

Reason: To prevent nuisance in the interests of residential amenity and highway safety, in accordance with the National Planning Policy Framework.

Informatives:

1. A watching brief should be maintained during ground works for any anomalous features that could be indicative of an unrecorded mine entry. Should such an entry be encountered, appropriate treatment should be carried out in accordance with details permitted under a Coal Authority permit.
2. The prevention of nuisance is the responsibility of the developer and their professional advisors. Developers should, therefore, fully appreciate the importance of professional advice. Failure to address issues of noise, dust and light at the development stage does not preclude action by the Council under Section 79 of the Environment Protection Act 1990 in respect to statutory nuisance.
3. British Standards 5228 (Code of practice for noise and vibration control on construction and open sites) sets out noise limits that the developers will be expected to adhere to, particularly in relation to working outside 'normal working hours'.
4. There shall be no burning of any material associated with the construction phase of the development.
5. Any fixed external lighting installed as part of this development should have regard to the ILP Guidance on the Reduction of Obtrusive Light, 2012. The developer should ensure that lighting does not cause annoyance to any nearby receptors. Experience of lighting installations has shown that complaints about lighting normally arise from poorly designed or installed lighting schemes. It is recommended that the developer ensures that the lighting contractor installs the proposed lighting scheme in line with the submitted proposals and that the ILP guidance is adhered to, to minimise the impact of lighting from this development.
6. It would be expected that the applicant would ensure that any contractor is aware of responsibilities to minimise dust during the construction phase and is aware of current UK guidance on this. Dust minimisation and control should have regard to guidance such as The Institute of Air Quality Management's recent guidance document 'Guidance on the Assessment of Dust from demolition and Construction'. Additionally the Mayor of London's office has produced a robust supplementary guidance document 'The Control of Dust and Emissions During Construction and Demolition'. The HSE has also produced guidance on construction dust.
7. As the naming of the road network around the development is not clear, for the purposes of these conditions and informatives please note that:
  - (a) 'Back Lane to 36-37 Ravensworth Street' is the east to west access road from Ravensworth Street to the car park entrance.
  - (b) 'Back Lane to Ravensworth Street / Liddle's Street' is the north to south road on the western boundary of the car park.© 'Liddle's Street Footpath' is the footway to the frontage of the Liddle's Street dwellings on the eastern boundary of the car park.
8. In relation to the works to the highway required to facilitate the development to the Back Lane link road to 36-37 Ravensworth Street, the Back Lane of Ravensworth Street / Liddle's Street and Liddle's street footpath as well as on the wider highway network to facilitate a highway signage scheme, pedestrian and cyclists' signage, a clear and transparent set of principles should be applied to ensure public benefit.

9. Offsite highway works required in connection with the proposed development are controlled by the Council's Technical Services Division. These works should be carried out before the car parking area is made available for public use. The Council will undertake such works at the applicant's expense. Highways Development Management ([highwaysplanning@northumberland.gov.uk](mailto:highwaysplanning@northumberland.gov.uk)) should be contacted to progress this matter.

10. A highway condition survey should be carried out before the commencement of demolition and construction vehicle movements from the site. Highways Development Management ([highwaysplanning@northumberland.gov.uk](mailto:highwaysplanning@northumberland.gov.uk)) should be contacted to arrange a survey.

11. The Council's Traffic Management Section at [highwaysprogramme@northumberland.gov.uk](mailto:highwaysprogramme@northumberland.gov.uk) should be contacted before and during the construction period in respect of any impacts to current and proposed Traffic Regulation Orders.

12. Building material or equipment shall not be stored on the highway unless otherwise agreed. The Streetworks Team on 0345 600 6400 should be contacted for Skips and Containers licences.

13. The Council's Lighting Section at [highwaysstreetlighting@northumberland.gov.uk](mailto:highwaysstreetlighting@northumberland.gov.uk) should be contacted before and during the construction period with respect of street lighting to ensure sufficient illumination levels of the public highway.

14. Technical approval should be obtained for all street details offered for adoption as public highway from the Local Highway Authority at [highwaysplanning@northumberland.gov.uk](mailto:highwaysplanning@northumberland.gov.uk) prior to the submission of such approved details to the Local Planning Authority to discharge condition 14 of this permission.

15. In accordance with the Highways Act 1980, no mud, debris or rubbish shall be deposited on the highway.

16. Road safety audits are required to be undertaken. The Council offers this service and can be contacted at [highwaysplanning@northumberland.gov.uk](mailto:highwaysplanning@northumberland.gov.uk) or 01670 622979.

17. The demand for EV car parking spaces is likely to increase in the future to reflect the inevitable increased take up of electric vehicles.

18. Works that do not constitute 'development' or are permitted by virtue of the provisions of the General Permitted Development Order will not require formal discharge to be obtained prior to such works being undertaken.

**Date of Report: 21<sup>st</sup> October 2021**

**Background Papers:** Planning application files 21/03060/CCD (this application) and 21/01106/CCD (station application)