



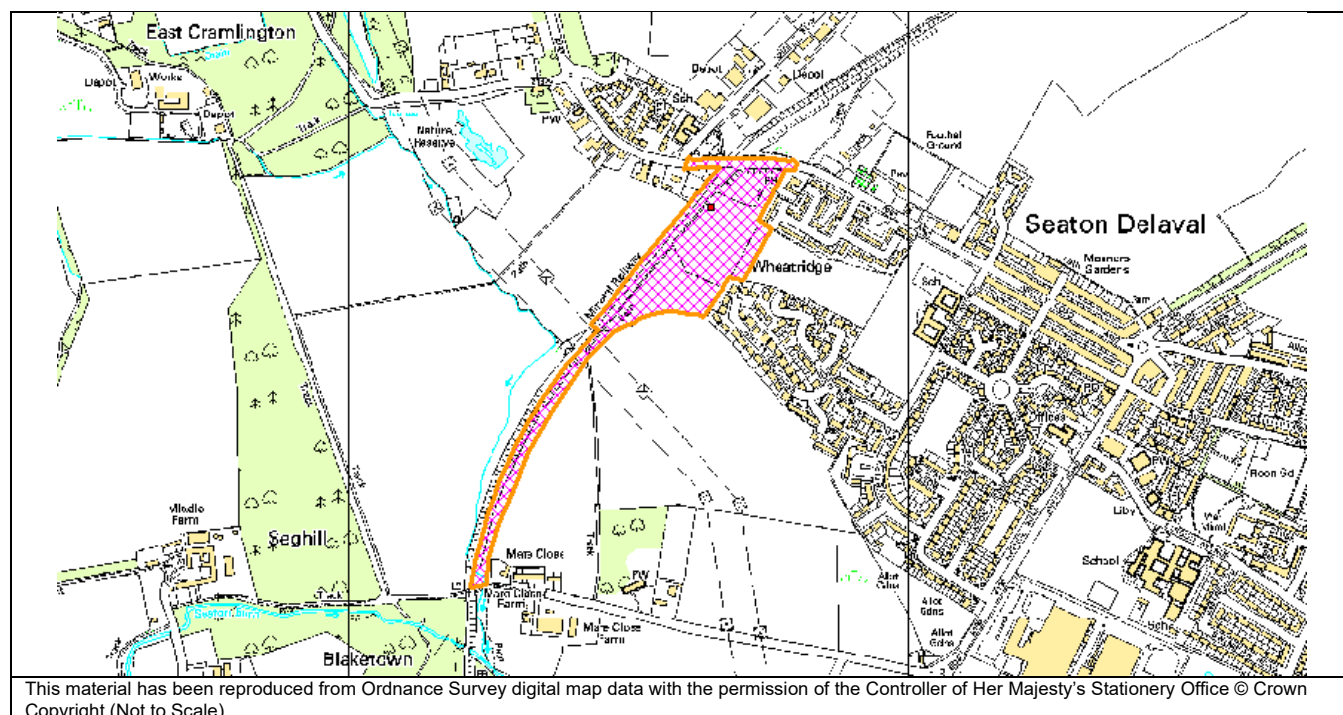
Northumberland

County Council

Strategic Planning Committee 2 November 2021

Application No:	21/02253/CCD		
Proposal:	Construction of a new single platform railway station including new highway access and signalised junction; modifications to existing highways including pedestrian footways; provision of parking for cars, electric vehicles, motorcycles, cycles, and taxis; works to public rights of way. Construction of: facilities ancillary to the station including, lighting, soft and hard landscaping, surface and subsurface drainage, utilities and other services, boundary treatment and other associated works		
Site Address	Land South East Of Delaval Court, Astley Road, Seaton Delaval, Northumberland		
Applicant:	Northumberland County Council County Hall, Morpeth, NE61 2EF,	Agent:	Mr Allen Creedy 72 B-Box Studios, Newcastle , NE2 1AN,
Ward	Seghill With Seaton Delaval	Parish	Seaton Valley
Valid Date:	7 June 2021	Expiry Date:	9 November 2021
Case Officer Details:	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 for major development, it is required to be determined by the Planning Committee.

2. Description of the Proposal

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 new railway station in the western part of Seaton Delaval. The proposed location for the new station is adjacent to the original railway station in Seaton Delaval that closed in 1964. To the east and west of the site there is residential housing, to the north the site is bounded by the A192, The Hastings Arms is located adjacent to the proposed vehicular access to the car park and to the south and southeast the site is bounded by open countryside, including an area of designated Green Belt. A number of businesses are located on Double Row some 100 metres to the north and there is a supermarket and petrol station on the A192 to the north east of the site.

2.4 The site of the proposed development has an area of 6.1 hectares. It comprises 4 separate areas – the existing railway corridor, a public right of way (300/128), woodland to the north and open countryside to the south.

2.5 The development proposals include the following main elements:

- A single platform, approximately 100 metres long, with a range of facilities including vending machines, customer information screens, waiting shelters, CCTV, help points and lighting.
- A car park providing up to 284 spaces including 16 accessible spaces and 17 electric vehicle charging bays.
- Vehicular access would be from a new signalised access from the A192. Bus stops would be relocated to enable the junction to be constructed and pedestrian crossing facilities would be provided.
- Pedestrian access would be from the existing public right of way and new footpath connections from Wheatridge and Whytrigg Close.
- A variety of landscaping proposals including an area of planting to the south of the site.
- A surface water drainage system including an attenuation pond to the south of the proposed car park and other measures.

2.6 It is anticipated that the overall construction period, would be approximately 11-13 months subject to access, safety and other considerations. However, individual activities such as site preparation, construction of the platform and construction of the car park would take place within discrete periods of time of much

lesser duration. The construction programme will be refined following the recent appointment of the main contractor for the scheme.

3. Planning History

Reference Number: 19/02151/SCREEN

Description: Request for a Screening Opinion- Provision of six new train stations, associated upgrading and refurbishment of existing rail infrastructure and engineering works and the reintroduction of passenger train services.

Status: Screening opinion issued

Reference Number: 20/02243/SCREEN

Description: Request for a Screening Opinion- Provision of six new train stations, associated upgrading and refurbishment of existing rail infrastructure and engineering works and the reintroduction of passenger train services.

Status: Screening opinion issued

4. Consultee Responses

Seaton Valley Parish Council	The Council supports the construction of a railway station in Seaton Delaval but is aware of a number of concerns that have been raised by neighbouring residents. Consequently, and whilst supporting the application the Council would ask the Planning Authority to continue to work with residents to alleviate their concerns as far as possible.
Environment Agency	No response received.
The Coal Authority	No objection subject to the imposition of conditions requiring intrusive site investigations to be carried out prior to the commencement of development to ensure that adequate information on ground conditions and coal mining legacy is available for appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site.
Network Rail	Fully support the re-introduction of a passenger service along the railway. Planning conditions should not fetter Network Rail in performing its normal operating and maintenance functions.
National Grid	No objection. The proposed development is in close proximity to a high-pressure gas pipeline and advice is provided to the developer on National Grid requirements should planning permission be granted.
County Highways	Amended plans and further information were requested to address various concerns in respect of the submitted proposals. Following receipt of revised proposals and further information County Highways has no objection subject to the imposition of conditions and informatives in relation to highway safety and car / cycle parking considerations.
County Ecologist	No objection subject to the imposition of conditions to maintain the biodiversity value of the site, avoid harm to protected species that may be present and to provide net gains to biodiversity.
Public Protection	No objection subject to the imposition of conditions and informatives relating to the tannoy system, the acoustic barrier, construction noise and vibration, potential contamination,

	delivery and collection hours, electric vehicle charging points and statutory nuisance.
Lead Local Flood Authority (LLFA)	No objection subject to the imposition of conditions in relation to SuDS features, surface water management and drainage.
Fire & Rescue Service	No response received.
Northumbria Police	Suggestions made for designing out crime in the proposed development.
British Transport Police	Suggestions made for designing out crime in the proposed development.
Northumbria Ambulance Service	No response received.
South SE Tree And Woodland Officer	No response received.
Building Conservation	Support the application that is in accordance with the NPPF and recommend that conditions be imposed relating to the design and colour palette for station infrastructure (shelters, lighting, signage, furniture etc.) to ensure continuity and quality in the appearance and design of the scheme.
County Archaeologist	The application should not be determined until the agreed archaeological field evaluation has been undertaken and an updated archaeological assessment has been submitted to the LPA for review. The results of this exercise will inform the detail of an appropriate archaeological mitigation response, if required, proportionate to the significance of the archaeological resource and consistent with the tests and requirements of paragraphs 56 and 205 of the NPPF.
Countryside/ Rights Of Way	No objection in respect of the proposals for public footpath 300/128.

5. Public Responses

5.1 Neighbour Notification

Number of Neighbours Notified	92
Number of Objections	8
Number of Support	1
Number of General Comments	0

5.2 Notices - site notices for major development and development affecting a listed building and public right of way were posted on 14 June 2021 and a press notice was published in the News Post Leader on 18 June 2021.

Summary of Responses:

5.3 The letter of support welcomes the new public transport links and considers the design of the station appropriate with adequate provision for car parking and access by pedestrians.

5.4 Although only eight people have objected to the proposed development, some of these have submitted multiple letters / emails. Some express overall general support for the Northumberland Line scheme whilst objecting to the proposals for

Seaton Delaval. The letters of objection received to the application objected on the following grounds.

- The land is prone to flooding with a natural basin in the centre of the field to be used for car parking water filled for most of the year.
- The land is a buried rubbish tip and disturbing the waste will release potentially toxic materials such as asbestos.
- The land is a high-risk area from past coal mining and will present subsidence and stability problems.
- There is a risk of unexploded ordnance.
- Noise from trains and vehicles accessing and leaving the site will cause disturbance to local residents without mitigation.
- Lack of mitigation of light pollution problems for local residents.
- The proposed development will exacerbate local traffic issues.
- Removal of trade from shopping centres in southeast Northumberland.
- The number of car parking spaces has been grossly overestimated.
- The modelling for the number of car parking spaces uses out of date (2019) data since which Covid has changed the situation.
- The car park is too large and its construction should be phased.
- Suggestions for a different layout for the car park to reduce its size.
- Motorcyclists will use the car park as a racing track.
- The straightness of the proposed access road will result in speeding.
- The car park should be moved further north closer to the platform.
- There should also be a station built at Seghill which would reduce the number of parking spaces needed at Seaton Delaval.
- The platform should be built behind the Coop as proposed in 2010 using the existing car park that has 80 spaces and could be increased to 100.
- The car park should be located midway between the main town shopping area and the proposed station.
- The proposed locations for bus stops are at the narrowest parts of the A192 and will result in tailbacks.
- The short cut through Wheatridge and other estates will bring unnecessary pedestrian traffic, rowdiness and litter along quiet streets.
- The investment would be better spent on other projects.
- Ecological problems, including removal of grassland bat habitats.
- Existing vibration problems will increase due to the increased frequency of trains and vehicular traffic.
- Overlooking / loss of privacy for properties adjoining the site.
- Inappropriate design, appearance and materials.
- Loss of green Belt land.

5.5 The above is a summary of the comments. The full written text is available on our website at: <http://publicaccess.northumberland.gov.uk/online-applications//applicationDetails.do?activeTab=summary&keyVal=QU30QFQSGW300>

6. Planning Policy

Development Plan Policy

6.1 The Development Plan in respect of the application site comprises the Blyth Valley Borough Local Development Framework Core Strategy (BVBCS) (2007), the

Blyth Valley Borough Local Development Framework Development Control Policies (BVBDP) (2007) and saved policies from the Blyth Valley Borough Local Plan (BVBLP) (1999),

6.2 The following policies in the BVBCS are relevant to the consideration of the application.

SS1 Regeneration and Renaissance of Blyth Valley 2021
SS3 Sustainability Criteria
A2 Pedestrian / Cycle Routes
A3 Ashington, Blyth and Tyne Line

6.3 The following policies in the BVBDP are relevant to the consideration of the application.

DC1 General Development
DC3 Development in the Green Belt and in the Countryside
DC11 Planning for Sustainable Travel
DC16 Biodiversity
DC17 Landscape, General Protection and Restoration
DC19 Drainage and Flood Risk
DC21 Pollution Control
DC22 Noise Pollution
DC27 Design of New Developments

6.4 The following saved policies in the BVBLP are relevant to the consideration of the application.

E3 Landscape: General Approach
G9 Development in Countryside beyond Green Belt
G10 Development Criteria in the Countryside
M8 Car Parking

Emerging Development Plan Policy

6.5 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.

6.6 On 9 June 2021, the Council published for consultation, a Schedule of proposed Main Modifications to the draft Local Plan which 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.

6.7 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
STP4: Climate Change Mitigation and Adaptation
STP5: Health and Wellbeing
STP8: Development in the Green Belt
TRA4: Parking Provision in New Development
QOP1: Design Principles
QOP2: Good Design and Amenity
QOP4: Landscaping and Trees
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
ENV2: Biodiversity and Geodiversity
ENV7: Historic Environment and Heritage Assets
WAT3: Flooding
WAT4: Sustainable Drainage Systems
POL1: Unstable and Contaminated Land
POL2: Pollution and Air, Soil and Water Quality

6.8 Following a local referendum on 29 July 2021, the Seaton Valley Neighbourhood Plan (SVNP) was formally 'made' on 7 September 2021. The plan therefore becomes part of the statutory development plan and decisions on whether or not to grant planning permission in the Seaton Valley Neighbourhood Area need to be made in accordance with the plan, unless material considerations indicate otherwise. However, the issue of reopening of the railway for passengers and the development of a station at Seaton Delaval are not covered in the SVNP, the

community having chosen to focus the plan on a vision to protect green and other open spaces to benefit the area's character and the local community.

National Planning Policy

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

Other Documents

6.10 North East Local Economic Partnership. Strategic Economic Plan (2017)
Northumberland Economic Strategy 2019-2024. (2018)
Northumberland Line Economic Corridor Strategy, (February 2021)

7. Appraisal

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

- Principle of the development
- Economic considerations
- Impact on the Green Belt
- Provision for car parking
- Other highway considerations
- Impact on residential amenity
- Impact on the character and appearance of the area
- Impact on biodiversity
- Impact on heritage assets

Principle of the Development

7.2 Policy SS1 in the BVBCS identifies the Ashington, Blyth and Tyne (ABT) Line as a district-wide priority for achieving an economic and social renaissance by 2021. Policy A3 in the BVBCS states that the re-introduction of passenger rail services on the ABT line will be supported by safeguarding the route and land for possible stations including at Seaton Delaval.

7.3 The key diagram for the BVBCS does not identify sites for possible stations. The BVBLP had identified a site to the north of the A192 road. However, this was not a saved policy so does not form part of the current Development Plan for the area.

7.4 The BVBLP identifies a settlement boundary for Seaton Delaval and this remains extant by virtue of Policy DC1 in the BVBDGP. A small area in the south-west part of the application site comprising 0.4 hectares of land lies outside the settlement boundary.

7.5 The emerging NLP also identifies the reintroduction of passenger rail services on the Northumberland Line as a key priority of the Council provided any significant adverse impact on the environment and communities can be mitigated. It also promotes the development of public transport interchanges at key locations along the line. Policy TRA5 in the emerging NLP also supports the re-introduction of passenger rail services on the Northumberland Line.

7.6 Policy TRA5 identifies Seaton Delaval as one of the locations for stations on the railway line. The Publication Draft of the emerging NLP does not safeguard a specific site for the station, simply showing the station as a dot adjacent to the Hastings Arms. The proposed location for the station is considered to be better

connected to residential developments than other possible sites. The site proposed in the BVBLP to the north of the A192 could not accommodate the required access arrangements or parking provision for the new station. The proposed site is therefore considered to be acceptable in planning policy terms notwithstanding that a small part of the site is outside the defined settlement boundary and in the Green Belt (see separate section below).

7.7 The Seaton Valley Neighbourhood Plan includes two policies designating local green space or protected green space. Neither of the policies applies to any land within or adjacent to the application site, i.e. none of the land affecting the station site has been designated as 'local green space' or 'protected green space'.

7.8 Local residents have suggested that there should also be a new station for the Northumberland Line provided in Seghill, expressing doubts that Seghill residents would travel to Seaton Delaval to use the new station. They have suggested that if a new station was to be developed the number of car parking spaces at Seaton Delaval could be reduced. Detailed consideration of the car parking proposals is presented later in this report. However, as far as the principle of the development is concerned the current Northumberland Line scheme does not include a proposal to develop a new station at Seghill. Whether or not there should be a station developed at Seghill is not a matter for the Committee to take into account in considering this planning application

7.9 The proposed railway station at Seaton Delaval is an integral component of the Northumberland Line scheme. It is concluded therefore the principle of the development of the station is in accordance with Policies SS1 and A3 in the BVBCS and policy TRA5 in the emerging NLP. Other aspects of the proposals, notably the car parking, impact on the Green Belt, impact on residential amenity and impact on the character and appearance of the area, are dealt with in later sections of this appraisal.

Economic Considerations

7.10 The County Council and various regional bodies consider that the re-opening of the Northumberland Line for passenger rail services will be a key to future economic development in South East Northumberland.

7.11 In the North East Local Economic Partnership's Strategic Economic Plan, the introduction of passenger services to the line is cited as necessary to the achievement of the plan's connectivity goals. The Northumberland Economic Strategy recognises that increased connectivity will bring huge benefits, especially to the deprived communities of South East Northumberland. The Strategy identifies the reopening of the Northumberland Line to passengers as a key priority.

7.12 The Strategy for the Northumberland Line Economic Corridor seeks to capitalise upon the reintroduction of passenger rail services between Ashington and Newcastle as a catalyst for transformational change. It states: *'The Northumberland Line is expected to have a major impact on the local economy by facilitating economic activity and improving public transport accessibility, providing the foundations for a new and ambitious clean growth economic corridor to be established'*.

7.13 It is concluded that the economic considerations support the principle of the development and should be given substantial weight.

Impact on the Green Belt

7.14 The application site is mainly 'white land' (i.e. the land is not allocated for any particular use) in the Development Plan. However, land in the south west of the application site is in the Green Belt. Part of the land in the Green Belt is proposed for car parking (approximately 75 parking places on about 0.4 hectares) with the remainder proposed for landscaping and SuDS.

7.15 Policy DC3 of the BVBDGP states that there is a presumption against inappropriate development in the Green Belt and that new development in the countryside will not be permitted unless it is for certain defined uses. It also states that where new developments are to be permitted they will be expected to demonstrate that a sequential search has been undertaken and there are no more suitable sites available.

7.16 The NPPF states (paragraph 137) that *'the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence'*. It continues by stating (paragraph 147) that *'inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances'*. Paragraph 150 identifies forms of development that are not inappropriate provided they preserve openness and do not conflict with the purposes of including the land in the Green Belt. These include *'local transport infrastructure which can demonstrate a requirement for a Green Belt location'*.

7.17 In respect of the proposed development it is considered that the landscaping and SuDS are open land uses that can be regarded as appropriate land uses in the Green Belt.

7.18 In respect of the proposed car parking it is relevant to note that case law has confirmed that a car park that serves a purpose beneficial to a community, as opposed to serving a private development, could be classified as *'local transport infrastructure'* within the terms of paragraph 150 of the NPPF. The relevant consideration therefore is whether the full extent of the proposed car parking is required to service the new station. An assessment of the proposed car parking provision is set out later in this report and this concludes that the full extent is justified. Accordingly it is concluded that the proposal conforms with paragraph 150 of the NPPF.

7.19 Local residents have suggested that the car park could be relocated to the north to be closer to the platform. It is also suggested that this would mean that the car park would be further away from the residential properties to the east and would mean that Green Belt land would not be required for car parking. The applicant was invited to consider this suggestion.

7.20 In response the applicant has indicated that moving the car park further north is constrained by the rising topography of the land to the north, potentially unsafe access issues to the A192, longer drainage runs to the southern outfall, the position of neighbouring properties and the environmental impact on existing habitats and established woodland in the northern part of the site. The difficulties resulting from

these various issues contributed to the location chosen for the car park. The applicant also refers to changes made in response to residents' concerns at pre-application stage, including increasing the distance between the internal car park access road and the corner of properties on Whytrigg close and Wheatbridge and realigning the footpaths from Whytrigg Close and the Wheatridge Estate to route footpath users away from boundary fences with Whytrigg Close.

7.21 Elsewhere in this report it has been concluded that the proposed location for the development is better connected to residential developments than other possible sites in the Seaton Delaval area. It is concluded therefore that the proposal conforms with Policy DC3 in the BVBDGP that requires it to be demonstrated that there are no more suitable sites available.

Provision for car parking

7.22 Policy M8 in the BVBLP states that new development should seek to minimise the area devoted to car parking, whilst complying with parking standards and safeguarding existing provision. Policy DC 11 in the BVBDGP states that planning permission for new development will not be permitted unless it meets various criteria including providing an appropriate number of car and cycle parking provision. Appendix A in the BVBDGP sets out car parking standards for various types of development. Railway stations are not specifically mentioned so would fall under 'sui generis' for which it is stated that provision will depend on the size and location of the development and the extent to which it will generate trips. The text in the appendix states that car parking standards ensure that new developments provide adequate off-street whilst avoiding the over-provision of car parking.

7.23 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 108).

7.24 It is proposed to provide a new car park providing up to 284 spaces, including 16 accessible spaces and 17 electric vehicle-charging bays. The car park will also accommodate a drop-off area and taxi pick up / drop off area. 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 160 and 361 car parking spaces would be required for the new Seaton Delaval station, with the 'average demand' for 2039 being derived as 274 spaces. reflecting a catchment area that would include the eastern parts of Cramlington, Seghill, Hartley, New Hartley, Old Hartley and Holywell, as well as Seaton Delaval itself. Following an analysis of the constraints presented by the site and other considerations it was decided that 284 spaces would be appropriate.

7.25 Local residents have raised concerns regarding the extent of the envisaged catchment area for the new railway station. County Highways also requested further justification for the inclusion of the eastern parts of Cramlington in the catchment

area, as there is already a train service from Cramlington to Newcastle. The applicants have submitted a Transport Assessment Addendum (TAA) that, inter alia, provides additional information in relation to the derivation of trips and the assignment onto the network, particularly Cramlington. They have confirmed that the model identifies decision making in relation to travel choices and therefore the attractiveness of this station for residents in Cramlington takes into account the existing train services. The modelling assigns a cost to the travel choice and therefore the charging regime at the current Cramlington station adds additional travelling cost to those choosing to use Cramlington station over the proposed services at Seaton Delaval. This means that for residents on the eastern side of Cramlington, where total journey time and total travel costs are equal between Cramlington and Seaton Delaval, the cost of parking at Cramlington is likely to be a determining cost factor in travel choice. Therefore the modelling would identify Seaton Delaval as the preferred route and hence the resulting trip derivation and trip assignment indicated in the original Transport Assessment (TA) that was submitted with the planning application. County Highways have independently reviewed the submitted information. They consider that the methodology is appropriate and the additional information supplied in the TAA is considered to provide the additional clarifications that they required on anticipated travel choices. As a result County highways consider that the traffic levels that create car parking demand and the direction to which this comes from is deemed to be acceptable.

7.26 It is proposed that the entrance to the new car park would be via a new signalised T-junction along the A192 with pedestrian crossing facilities on all arms. This is discussed in the section below on 'other highway considerations'. Pedestrian connections would be provided to the new platform from both sides of the T-junction and the new access road. The southern side of the new access road to the car park would provide two pedestrian connections towards the residential areas to the east of the car park.

7.27 The car parking proposals have been the main grounds of objection with many representations being received from 8 local residents who live in Whytrigg Close and Wheatbridge. Their objections have been summarised in paragraph 5.4 above and some aspects of their objections are dealt with elsewhere in this report (e.g. in relation to the car park's proposed location, drainage, former coal mining activity and impact on residential amenity).

7.28 The main issue raised by local residents is that too many car parking spaces are being proposed. They question whether residents in the wider catchment area envisaged in the demand modelling will use the station and this has been dealt with in paragraph 7.25 above. Their views on Seghill residents using the station were referred to in paragraph 7.8 above. They have also raised concerns about other aspects of the demand modelling exercise, including car occupancy levels, changes to the car parking numbers as the project has developed, the effects of the pandemic and the effects if parking charges were to be introduced.

7.29 The applicants have provided additional justification regarding car occupancy and this has been reviewed by County Highways. The applicants have confirmed that the average occupancy levels are taken from Transport analysis Guidance which is the national Transport Appraisal Guidance issued by Central government for the appraisal and analysis of transport schemes. The use of this methodology is a requirement when developing business cases for Government funding and is an established methodology. The applicants have confirmed that when the assessment

of the demand profile for the Northumberland Line was made, the modelling indicated a more balanced profile for journey purposes across the day and therefore it was considered that an average value was an appropriate assumption to make in relation to the car occupancy figures used in the parking demand model. County Highways consider that this assumption is reasonable.

7.30 In terms of re-occupancy rates, the applicants have confirmed that values are based upon other regional railway studies. The 1.25 low scenario figure is based upon the occurrence of a more balanced profile between commuters and trips whereas the 1:1 high scenario figure is a worst-case scenario in relation to the less balanced scenario. The applicants have advised that using the 1:1 worst-case scenario figure balances other uncertainties in each of the assumptions used in determining car park sizes. This methodology allows for a balance in assumptions to be made in relation to the total assessment undertaken. County Highways consider that this is not an unreasonable approach in respect to the assumptions made and furthermore the absolute worst-case scenario provision for parking of 361 spaces is 77 more spaces than has actually been proposed in the planning application.

7.31 The County Highways response states as follows. *'In addressing this point, we are satisfied that the methodology used in deriving the total number of car parking spaces required for the station is an acceptable means by which such an assessment could be undertaken. The number of car parking spaces put forward in the application has been supported by evidence presented to us. The analysis demonstrates that in the worst-case scenario, 361 spaces would have been required, but the level of parking provision proposed has been based upon the average number of spaces at 274. This provision will address the potential average parking need but also balances the need to ensure parking does not impact upon residential amenity and highway safety but also other forms of sustainable travel access are balanced in their attractiveness'.*

7.32 The effects of the pandemic were considered in the officer report to Committee on the proposed Ashington Railway Station. It was pointed out that the applicants acknowledged that the original modelling was based on pre-pandemic 2019 data, but that recent traffic flow data demonstrated that traffic flows had largely recovered to pre-pandemic levels. Furthermore it was considered to be too early to assess if travel behaviours will return to pre-Covid patterns or have changed permanently as a consequence of the pandemic. They considered that it was not unreasonable to use pre-pandemic information on travel behaviour to inform parking provision and designs for the Northumberland Line scheme. County Highways agreed with this assessment.

7.33 County Highways note that car parking requirements and highway impacts have been assessed upon 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.

7.34 County Highways have also recommended a car parking management condition to allow future flexibility in the management of the car park and the number of EV, disabled and other operational bays within the site to reflect the future usage

and make up of parking demands. This will allow also for the provision of EV charging for some disabled bays.

7.35 Local residents have suggested that the provision of car parking spaces should be phased so that a smaller car park could be provided initially with the size of the car park being increased if demands increase in the future. The applicant was invited to comment on this proposal and responded as follows'

"The project has sought to future proof its proposals such that they satisfy current and future anticipated demand as detailed in the Transport Assessment submitted in support of this application, cognisant of the fact that the user catchment for the station extends beyond Seaton Delaval. Such an approach avoids potentially disruptive or costly redesign and / or redevelopment in the future. Notwithstanding, the project is committed to continuing to work with partners, key stakeholders and the contractor during detailed design stage and in doing so will explore whether phased delivery of car parking is possible. However, at this stage of the project, and for the purposes of determining this application, the phased delivery of car parking is not considered appropriate and is not proposed as part of the submitted scheme".

7.36 A local resident has also submitted alternative designs for the car park based on a reduced footprint. Both the applicants and County Highways have considered these but it is not considered that they would meet the required design standards.

7.37 Local residents have also expressed concerns regarding the role of County Highways in evaluating the proposals and in providing independent, impartial advice to the Local Planning Authority. As members of the Committee will be aware the Highways Development Management team is part of the Council's wider planning service and is separate from other highways teams in order to fulfil its role of providing independent advice to the LPA on all relevant planning applications.

7.38 Overall therefore, subject to the imposition of appropriate planning conditions, it is considered that the car park proposals in the application are in accordance with Policy M8 in the BVBLP, Policy DC 11 in the BVBDP, Policy TRA4 in the emerging NLP and the NPPF.

Other Highway Considerations

7.40 Policy DC 11 in the BVBDP states that planning permission for new development will not be permitted unless it meets various criteria including improving the integration of different modes of travel, encouraging the use of public transport and demonstrate safe and efficient access. 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).

7.41 A Transport Assessment (TA) and a Transport Assessment Addendum (TAA) have been submitted to support the proposed development. The assessments identify the anticipated transport impacts of the proposed development and outline whether any necessary improvements to accessibility and safety for all modes of travel are required. The TAA was prepared to provide further information on various matters identified by County Highways as requiring additional surveys and modelling to be carried out. A Technical Note has also been submitted to provide further detail

in respect of impacts at the Double Row roundabout and undertake additional modelling of the A190 / A192 roundabout at Seaton Delaval. The TA and TAA examined the road safety record of the highway network in the locality and no significant road safety problems were identified. The assessments have concluded that the proposed development will not have a significant impact on the surrounding highway network in terms of capacity and safety.

7.42 County Highways required further information to be provided on the implications for vehicle queuing on the A192 resulting from the proposed new signalised junction for the access to the car park. The TAA provides a commentary on the reasoning behind the queues in the original assessment and this has been reviewed by County Highways. County Highways have agreed that the original modelling over-estimated the potential for vehicle queuing due to a number of factors including limitations of the modelling software. This has been adjusted in the updated modelling for the TAA which also includes further explanation and interpretation of the findings. It is proposed that more intelligent signal control would be used than can be modelled and the use of vehicle actuation, for example, would allow more consistent green time on the A192 arms and only allow the station access road and pedestrian crossings green time when they are required. County Highways have audited the modelling files as part of their review of the submissions and have agreed that the implementation of this more intelligent signal control is appropriate. Whilst the modelling of the site access does not take into account revised proposals for the junction submitted to address concerns from the Stage 1 Road Safety Audit, County Highways have reviewed these and do not require additional assessment of the junction.

7.43 A further issue raised by County Highways related to capacity issues at the A192 Double Row mini-roundabout, resulting in the submission of the Technical Note referred to in paragraph 7.41 above. Further site observations have concluded that the capacity of the roundabout was under-reported in the original modelling baseline scenario. The Technical Note reviews the actual impact of the proposed development on the junction taking into account this under-reporting. The introduction of signals is not considered appropriate due to site constraints. Having reviewed the Technical Note, County Highways do not require any mitigation for the level of additional traffic that the development would add to the junction.

7.44 Regarding the A190 / A192 roundabout at Seaton Delaval, the TAA demonstrates that there would be no capacity issues resulting from the development in the 2039 assessment year including the sensitivity test. The Technical Note undertakes further analysis of the operation of the improvements to the junction that are to be implemented under the terms of a planning decision for residential development at New Hartley and reaches similar conclusions. County Highways are satisfied that an appropriate assessment of the operation of this junction has been carried out.

7.45 In respect of the operation of the highway network in the vicinity of the development site, having reviewed the submissions in the TA, TAA and Technical Note, County Highways are satisfied that the development of the railway station and car park will not have a material impact upon the operation of the highway network in terms of peak hour traffic movements and capacity at junctions in the area.

7.46 It was noted in paragraph 7.42 above that following the Stage1 Road Safety Audit (RSA) revised proposals were submitted for the A192 site access junction. One of these changes involves the removal of the previously proposed eastern pedestrian

crossing. County Highways consider that this is acceptable and will not have an adverse impact upon pedestrian access to the site or pedestrian crossing opportunities on the A192, having regard to pedestrian desire lines and the fact that the footway / cycleway is to be provided on the western side of the access road. County Highways note that the constrained nature of the site access junction might impact footway and shared footway / cycleway widths within the junction area and that this aspect will be determined at the detailed design and Technical approval process.

7.47 Other changes proposed to the A192 site access junction following the RSA are the provision of a traffic island to physically prevent traffic turning right into the Hastings Arms from using the right turn lane that is assigned for the station access road. Also in order to allow vehicle gaps to turn into the public house, a 'Keep Clear' marking has been added and the stop line moved forward utilising the pace formerly occupied by the eastern crossing point. These aspects will also require further refinement at detailed design but County Highways are satisfied that a deliverable scheme can be developed within the available space and red line boundary of the planning application.

7.48 County Highways are therefore satisfied that, in planning terms, the submitted highway works are acceptable and that further work to refine the designs can be dealt with through detailed design and the Technical approval process. Further Road Safety Audits will be undertaken at the detailed design stage and at opening to ensure that the safety of road users is considered and taken into account in the design and delivery of the highway works.

7.49 Whilst revised signage problems have been submitted County Highways consider that these can be further refined at detailed design and an appropriate condition is recommended. A condition is also recommended relating to the engineering works for the small section of the access road and its construction to adoptable standards to ensure the traffic signal equipment is within the control of the Highway Authority and for works related to the footway connection to Wheatridge and Whytrigg Close

7.50 County Highways have therefore generally endorsed the findings of submitted transport assessments including the revisions made to the originally submitted proposals and have raised no objection to the proposed development subject to the imposition of planning conditions in the interests of highway and pedestrian safety and the amenity of local residents

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

Impact on residential amenity

7.52 Policy DC1 in the BVBDGP states that development proposals will be expected to have no adverse impact on the amenities of residents of nearby residential properties. Policy DC22 states that wherever practicable potentially noisy developments should be located away from one another.

7.53 Policy STP5 in the emerging NLP (as proposed for modification) 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'.

7.54 The main impacts on residential amenity are noise, vibration, air quality and artificial lighting. Visual impact is dealt with in a later section of this report.

Noise

7.55 Public Protection have identified the main residential receptors for noise from the proposed development as Wheatridge (59 to 65), Whytrigg Close (15 to 18) and Delaval Court (4 to 10). These dwellings, in particular those at Delaval Court to the west of the railway line, are already receptors to noise from the current freight rail traffic.

7.56 It is understood that current freight traffic on the line is up to 30 train movements per week with some of these being early morning. Whilst noise from trains is transitory, the proposed half hour frequency for passenger services represents a significant increase on current levels and at stations the impact will be greater as passengers disembark and board. However, the noise from railcars at the station is predicted to be 39 to 55 dBLAeq (without mitigation) which is between 13 dB below and 5 dB over the measured current baseline daytime level. The proposal is to use diesel railcars, therefore most train engines will be located under the chassis of the railcar and a certain amount of noise attenuation will be provided at the station from the platform acting as a barrier.

7.57 An acoustic barrier is proposed on the west platform to mitigate noise for residential dwellings at Delaval Court. This will reduce noise from the railcars at these properties to 38 to 51 dB LAeq (with mitigation) which is between 12 dB below and 1 dB over the measured current baseline daytime level.

7.58 Public Health Protection note that the 'worst case scenario' relates to nighttime noise from passing trains. The night period is 23.00 – 07.00 and during these periods it is anticipated that three empty trains (05.44, 06.08 and 23.19) and two stopping trains (06.23 and 06.41) will pass through Seaton Delaval Station. However, the much heavier freight trains with a greater number of wagons currently pass through the area during the 06.00 – 07.00 period. Public Protection therefore conclude that given the limited number of passenger traffic movements (passing and stopping) in a small proportion of the night period, the predicted night-time noise impacts are expected to be in the Lowest Observed Adverse Effect Level (LOAEL) when taken against the existing rail traffic. In addition the proposed acoustic barrier to the north west of the station should provide a degree of attenuation.

7.59 A new source of noise from the proposed development would be the tannoy system. However, noise from the tannoy system at nearby receptors is predicted to be significantly below the existing ambient levels during the day. Even at night the noise impact would meet the internal limit in BS 8223 of 30dB LAeq (accounting for 15dB of attenuation through an open window) and below the existing background level at night of 48dB LAeq. Notwithstanding this, Public Protection have recommended a planning condition requiring details of how noise from the tannoy will operate and be managed and controlled during the night period.

7.60 The noise levels at the nearest receptors from the operational noise from the use of the car park is predicted to be 28 to 52 dB LAeq ground floor and 30 to 53 db

L_{Aeq} first floor at the nearest receptors. This, in isolation from the other operational noise impacts, is below the measured daytime background levels of 47 to 52 dB L_{Aeq} at these receptors. The properties that would be most affected are the residential dwellings south east of the proposed access road but even at the most affected, the predicted level is almost the same as the current ambient noise level. Most of the use of the car park will be during the acoustic daytime period, although it is likely that there will be cars arriving for the first train at 06.23.

7.61 The predicted cumulative daytime noise impact at the nearest receptors without mitigation is between -6 to +5 dB in relation to the measured existing ambient noise levels of 47dB, 50db and 52db L_{Aeq} (i.e. 44db to 55db). As previously stated noise attenuation in the form of an acoustic barrier is proposed north west of the station platform providing attenuation to the dwellings at Delaval Court. The applicants have agreed that an acoustic barrier will be provided to the south west boundary of the 7 dwellings at Wheatridge to mitigate noise levels in these dwellings by -7 dB to +2 dB in relation to the measured existing ambient noise levels of 50 dB and 52 dB L_{Aeq} (i.e. 43 db to 52 db). There are some minor exceedances at first floor level.

7.62 The recommended conditions require the submission of a construction noise and vibration management plan for the approval of the Local Planning Authority. That plan would be required to provide details of the construction work and methodologies, measures for the control and reduction of noise emissions associated with construction works, liaison with local residents and arrangements for noise monitoring. A main contractor for the Northumberland Line scheme has only recently been appointed and such information is not yet available. However, the applicants have stated that working at nighttime and weekends would be necessary, as the line would remain open during construction for the operation of freight services. The expectation would be that the activities that might generate most noise, such as platform construction, groundworks and tarmacking the car park, would be carried out during normal working hours as far as practicable and this could be controlled through the approval of the planning condition or by a COPA Section 61 'prior approval' or a combination of both. Public Protection also point out that there are noise limits under British Standards 5228 (Code of practice for noise and vibration control on construction and open sites) that they would expect the applicants to adhere to. The applicants estimate that the overall construction period would be up 11 - 13 months subject to access, safety and other considerations but construction would not be continuous. Individual activities such as the construction of the platforms and car park are likely to take place within discrete periods of time of much lesser duration. The construction programme will be refined now that the main contractor for the scheme has been appointed.

7.63 Subject to the imposition of appropriate conditions, Public Protection have raised no objections based on noise, either during the operational phase or during construction.

Vibration

7.64 Vibration levels from the proposed railcars are likely to be minimal, especially when compared to the longer and heavier freight trains already using the line and would be significantly below levels that would be noticeable at nearby dwellings. Vibration from plant and machinery during the construction phase will depend on the schedule of works and plant to be used. A contractor has only recently been

appointed and as the detailed works and plant are not yet known, this is the subject of a planning condition.

Air Quality

7.65 The railcars will be diesel and there is currently no plan to electrify the line, although the design of the scheme (e.g. the height of bridges) does allow for electrification at some future date. The railcar engines would be similar to those used to drive a large heavy goods vehicle. It is anticipated that the air quality impact from the operation of the passenger railway service would be minimal. No assessment of air quality impacts from the operation of the rail service was required under current Government guidance.

7.66 The applicants have modelled the road traffic air quality impacts that would arise from traffic flows resulting from vehicles travelling to and from the proposed railway station. The modelling has indicated that there would be an increase in PM10 and PM 2.5 particulates but this would result in only a marginal impact on receptors in the vicinity of the proposed development. Public Protection consider that such an increase would be acceptable having regard to the access of the proposed development from the busy A192 road and are not recommending any mitigation or planning conditions.

Artificial Lighting

7.67 The external lighting on the platform and car park would be some distance from any receptors and Public Protection have raised no issues with the proposals. However, as referred to below, the County Ecologist is concerned about the impact of artificial lighting on protected species and a lighting condition is recommended requiring details of the lighting scheme to be submitted for the approval of the Local Planning Authority.

Conclusion on Impact on residential Amenity

7.68 It is concluded that with the proposed mitigation measures and subject to the imposition of appropriate planning conditions, the proposed development complies with Policies DC 1 and DC 22 in the BVBDGP and Policy STP5 in the emerging NLP.

Impact on the Character and Appearance of the Area

7.69 When the Ashington Station application was presented to Committee, members raised some issues relating to the design of the proposed development. Design is clearly important and links to other considerations including impact on landscape character, visual amenity, townscape and heritage assets. As members will be aware, the Government has given centre stage in the recent revisions to the NPPF to raise the standards of design and quality of new development.

7.70 Policy DC1 in the BVBDGP states that development proposals will be expected to be of a high standard of design and landscaping which takes account of existing natural and built features, the surrounding area and neighbouring land uses. Policy DC17 in the BVBDGP states that development should contribute to restoration, enhancement, repair and maintenance of the landscape in and around which it is situated. Development with landscape and visual impacts will be assessed against the extent to which it will cause unacceptable visual harm and various

planning and environmental criteria relating to the character and features of the area. Policy DC27 of the BVBDGP states that new developments will be expected to achieve a high standard of design. Policy E3 in the BVBLP states that proposals will be assessed according to their effects on the intrinsic qualities of the landscape type or types that they affect with account taken of any positive landscape related measures proposed as part of the development.

7.71 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. Policy QOP4 in the NLP (as proposed for modification) states that: *'Where relevant, new development will be expected to incorporate well-designed landscaping and respond appropriately to any existing landscape features'*.

7.72 The application site is located on the edge of Seaton Delaval and currently comprises the existing railway corridor, a public right of way (300/128), woodland to the north and pasture for horses to the south. The boundaries of the site are a mixture of highways, residential estates, the Hastings Arms and open countryside.

7.73 A Design and Access Statement (DAS) and a Landscape, Townscape and Visual appraisal document were submitted with the application. The DAS points out that there are no other sites in the Seaton Delaval area that could provide the required footprint for the station and associated infrastructure. It states that the scale and layout of the development are in response to railway operational and engineering constraints. The 100m long platform is designed to safely accommodate trains with up to four carriages. The station size and layout have been designed to meet estimated passenger numbers and to relate to the existing routes, features and buildings around the station, whilst the scale of the proposals is dictated to by Network Rail standards, national legislation and the railway engineering and operating requirements.

7.74 The platform will be of precast concrete construction with asphalt surfacing. Platform furniture and facilities will be designed and coloured to align with the train operating company's branding requirements. The waiting shelter on the platform will provide protection for passengers during inclement weather. The car park and station forecourt area will consist of line marked tarmac with raised kerb pavement and forecourt areas.

7.75 The DAS refers to various changes that were made to the design of the scheme following pre-application consultations. These include realigning the proposed entrance road, internal access road and footways to provide greater separation from residential properties to the east of the site and increased planting at the site boundaries to provide further screening of the station and car park from residential properties.

7.76 The design of the proposed stations on the Northumberland Line, including the station at Seaton Delaval, has sought to provide functional and modern railway stations which are compliant with the relevant Network Rail and other industry standards, including those related to accessibility and inclusivity, whilst respecting the local townscape and historic importance of the line's industrial heritage. As referred to in the section below on 'impact on heritage assets' the Building

Conservation supports the design of the station subject to the imposition of a planning condition requiring details relating to the design and colour palette for station infrastructure to be submitted to ensure continuity and quality in the appearance and design of the scheme as a whole.

7.77 The Landscape, Townscape and Visual Appraisal (LTVA) document seeks to provide an understanding of the baseline landscape, townscape and visual conditions of the site and surrounding area, in order to determine likely effects which may arise as a result of the development and highlight mitigation measures to reduce, offset or compensate for such impacts. There are no landscape or townscape designations affecting the site but the southern part of the site is within the Green Belt, as discussed earlier in this report. The site is within Landscape Character Area 39b 'Seaton Delaval', where large arable and pastoral fields with outgrown hedges are typical characteristics and settlement edges and main roads are key influences. The landscape of the site can in many ways be considered to be reflective of these characteristics.

7.78 Other than the woodland and hedgerow along the north boundary, the LVIA considers that the landscape quality of the site is low due to the lack of landscape features, fragmented and overgrown hedges and few quality trees. The proposed development will result in the loss of some existing hedgerows and woodland within the site to the north and west. The LVIA concludes that the main alteration of the landscape character will be the change from the open field edged with woodland and hedgerows, into a railway station, car park and access features. The LVIA also concludes that views into the site are likely to be contained to within the local vicinity of the site from the south and the west, with views from the north and east being generally contained by local topography, vegetation and built up areas.

7.79 It is considered that the methodology used for the LTVA is appropriate for the proposed development in this location and that its assessments of the impacts are accurate. However, notwithstanding the generally low landscape quality of the site and its contained character, local residents clearly value the site as an undeveloped open field edged with woodland. To mitigate the changes, various landscape features have been incorporated within the proposed development and the detail of these are the subject of recommended planning conditions should the Committee resolve to grant planning permission.

7.80 It is concluded that with the proposed mitigation measures and subject to the imposition of appropriate planning conditions, the proposed development complies with Policies DC1, DC17 and DC27 in the BVBDGP, Policy E3 in the BVBLP and Policies QOP2 and QOP4 in the emerging NLP.

Impact on biodiversity

7.81 An Ecological Impact Assessment was submitted with the planning application. It notes that development at the site will lead to a net loss of biodiversity. The County Ecologist has raised no objections to the proposed development subject to the imposition of appropriate planning conditions, including the submission of a scheme of biodiversity net gain. The offsetting measures may include habitat creation on-site or off-site or both the net gain may be in relation to the application site or the Northumberland Line as a whole.

7.82 The applicant has identified a variety of measures that would contribute to the biodiversity net gain requirement. These include:

- The retained woodland on site is enhanced to good condition (from moderate) through appropriate management and planting.
- The areas of retained dense scrub are enhanced to good condition (from moderate) through by appropriate management and planting.
- Creation of a SUDs drainage features that includes native wildflowers, reeds and shrubs.
- Additional planting of street trees within the site.
- Areas of ornamental shrubs on site are planted with a mix of native scrub species such as wild privet, dogwood, buckthorn, hawthorn and spindle. The habitat will be managed to encourage a varied age structure and undesirable species removed.
- The wildflower meadow areas proposed on site will be sown with a high percentage cover of wildflowers, avoiding planting of ryegrass. The grassland will be managed to remove any undesirable species.
- Enhancement of retained native hedgerow (from moderate to good condition) through appropriate management and creation of new native hedgerow of moderate condition.
- Hedgerow on site is of native species and is managed to a height and width of 1.5m, with infrequent and rotational cutting applied.

7.83 The applicant has also suggested the following additional measures that could be implemented to achieve greater biodiversity units for further consideration as part of the detailed design of the offsetting scheme.

- Further scattered trees of variety of native species
- Other neutral grassland rather than amenity grassland
- Additional planting of native species hedgerows'

7.84 The provision of net gains for biodiversity in accordance with the NPPF and Policy ENV1 in the emerging NLP is the subject of a recommended planning condition. Other recommended conditions relate to mitigation measures, a lighting scheme and an amended Construction Environmental Management Plan to maintain the biodiversity value of the site and avoid harm to any protected species that may be present.

Impact on heritage assets

7.85 The application site is not within a Conservation Area but has the potential to impact the setting and significance of various heritage assets, including the Grade II ecclesiastical grouping of Holy trinity Church and its Vicarage, the Seaton Delaval Conservation Area, and the Grade 1, II* and II listed buildings and Grade II* listed Registered Park and Garden, known collectively as Seaton Delaval Hall. In addition there are other buildings in the vicinity of heritage interest, including Primitive Methodist Church, Hastings Inn Public House and Bourne Villa.

7.86 The Council's building conservation team has assessed the impact of the proposed development on each of these heritage assets. It has concluded that the application preserves and sustains the setting and significance of the identified designated and non-designated heritage assets located in proximity to the proposed development site. It also concludes that the application represents an opportunity for new development to make a positive contribution to local character and distinctiveness and therefore accords with the NPPF (paragraphs 130 and 197).

7.87 Building Conservation therefore supports the application and recommends that details relating to the design and colour palette for station infrastructure (shelters, lighting, signage, furniture etc.) are conditioned to ensure continuity and quality in the appearance and design of the scheme. An appropriate condition is included in the recommended conditions should the Committee decide to grant planning permission.

7.88 When the application was submitted the County Archaeologist advised that it should not be determined until the agreed archaeological field evaluation had been undertaken and an updated archaeological assessment submitted to the Local Planning Authority for review. The results of this exercise would inform the detail of an appropriate archaeological mitigation response, if required, proportionate to the significance of the archaeological resource and consistent with the tests and requirements of paragraphs 56 and 205 of the NPPF.

7.89 The requested archaeological field evaluation has now been completed and the findings have been reported to the County Archaeologist who is raising no objection subject to the imposition of an appropriate planning condition requiring further archaeological evaluation to be carried out in accordance with an agreed written scheme of investigation. Such a condition is included in the recommended conditions should the Committee agree to grant planning permission.

Other matters

Drainage

7.90 A Flood Risk Assessment was submitted with the planning application. This has been reviewed by the Local Lead Flood Authority who have raised no objection to the proposed development subject to the imposition of planning conditions in relation to SuDS features and surface water management. One of the planning conditions relates to an assessment looking at the landscaped areas in between some of the parking bays and whether these could be turned into bioretention SuDS features to assist with surface water drainage on the car park.

7.91 The LLFA have considered the concerns raised by local residents regarding the existing drainage conditions on the site. The LLFA accept that the field floods at present with standing water present at certain periods. However, the LLFA point out that the development will have a positive drainage system with drains, pipes and swales that will directly intercept and drain this water. The drainage system will therefore resolve the current drainage problems. As an additional safeguard the camber of the road closest to the dwellings will be to the west away from the houses.

Coal Mining Legacy

7.92 The application site falls within the defined Development High Risk Area, therefore there are coal mining features and hazards that need to be considered in relation to the determination of the application. Coal Authority information indicates that historic unrecorded coal mining activity is likely to have taken place at shallow depth associated with thick seam outcrops in the vicinity of the application site. A Coal Mining Risk Assessment was submitted with the application. This has been assessed by the Coal Authority who agree with its conclusions and recommendations. The Coal Authority raise no objection to the proposed

development subject to the imposition of conditions requiring investigations to establish the risks posed by past shallow coal mining activity and the carrying out of any remedial works required.

Land Contamination

7.93 The application is supported by a Phase 1 desk stop study for potential land contamination that has recommended that various intrusive investigations be carried out prior to development. Public Protection have endorsed the findings of the study and have recommended conditions requiring site investigations to be carried out to identify any potential contamination from past historical uses of the site.

Public Rights of Way

7.94 A public right of way (footpath 300/128) crosses the site. Discussions between the applicant and Council officers took place prior to the submission of the application regarding the footpath. The section of the footpath between the A192 and the southern boundary of the application site will need to be temporarily closed during construction and if practicable an alternative route provided. The developer will need to submit details of the proposed works to the rights of way team prior to works taking place that affect the footpath. The public rights of way team has raised no objection to the proposals.

Equality Duty

7.95 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

7.96 Policy DC1 in the BVBDGP states that development proposals will be expected to minimise the risk of crime through appropriate design and layout. The Planning Statement submitted with the application states that the design of the proposals has been informed by guidance received from Northumbria Police and British Transport Police. The 'Designing Out Crime' units of both organisations have been consulted on the planning application and have provided recommendations for various measures to assist in reducing the fear of crime and disorder for passengers using the railway and rail staff, including measures related to CCTV, lighting and access. The Design and Access Statement states that the design of the station platform and car park have been developed to include suitable lighting, CCTV, public address system and passenger help points to create an environment which makes vulnerable users feel safe and secure when using the station and its facilities. These matters are the subjects of planning conditions. It is concluded that the policy requirements have been met.

Human Rights Act Implications

7.97 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 which 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.

7.98 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.

7.99 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 southeast Northumberland, including in the Seaton Delaval area. The proposed station at Seaton Delaval forms an important part of the overall scheme. It would be located adjacent to the location of the former station. The proposed location for the development is better connected to residential developments than other possible sites in the Seaton Delaval area. A small part of the site is within the Green Belt but the analysis that has been carried out in this report has concluded that the proposal conforms with Policy DC3 in the BVBDGP that requires it to be demonstrated that there are no more suitable sites available. The proposal therefore is in accordance with Development Plan policy.

8.2 There are no objections from statutory consultees but eight local residents have objected. Whilst their objections are wide ranging, a recurring point made is that the number of car parking spaces and the size of the car park should be reduced, with a phased provision of car parking spaces being suggested. Their objections have been discussed in this report, including a detailed evaluation of the car parking proposals based on independent advice from County Highways to the Local Planning Authority. This has concluded that the number of car parking spaces is justified.

8.3 The proposals for the station, car park and associated development are considered to be acceptable subject to the imposition of conditions, including conditions related to highway considerations and residential amenity. It is concluded therefore that the proposal is in accordance with the Development Plan, the emerging Northumberland Local Plan and the NPPF and that the overall planning balance weighs in favour of granting planning permission subject to appropriate planning conditions.

9. Recommendation

That this application be GRANTED permission subject to the following conditions.

General

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.

60604435-ACM-XX-ZZ-DRG-LEP-000011 (Rev PO1.1) Site Location Plan
60601435-ACM-03-PL-DRG-ECV-000100 (Rev PO1) Existing / Demolition General Arrangement
60601435-ACM-03-ZZ-DRG-EHW-030001 (Rev PO5) Car Park Highways General Arrangement
60601435-ACM-03-ZZ-DRG-EHW-030003 (Rev PO4) Car Park Highways Typical Cross Sections Sheet 1 of 2
60601435-ACM-03-ZZ-DRG-EHW-030007 (Rev PO4) Car Park Highways Typical Cross Sections Sheet 2 of 2
60601435-ACM-03-ZZ-DRG-EHW-030006 (PO4) Car Park Traffic Sign and Road Marking Layout
60601435-ACM-03-ZZ-DRG-EHW-030009 (Rev PO4) Vehicle Tracking Sheet 1
60601435-ACM-03-ZZ-DRG-EHW-030011 (Rev PO2) Vehicle Tracking Sheet 2
60601435-ACM-03-ZZ-DRG-EHW-030010 (Rev PO3) Seaton Delaval Car Park Existing Public Utilities Layout
60601435-ACM-03-ZZ-DRG-EHW-030005 (Rev PO1) Car Park Drainage Layout Sheet 1 of 2
60601435-ACM-03-ZZ-DRG-EHW-030004 (Rev PO2) Car Park Drainage Layout Sheet 2 of 2
60601435-ACM-03-PL-DRG-ECV-000001 (Rev PO3) Platform General Arrangement
60601435-ACM-03-PL-DRG-ECV-000005 (Rev PO1) Platform Section and Details
60601435-ACM-03-PL-DRG-ECV-000006 (Rev PO1) Platform Services and General Arrangement Details
60601435-ACM-03-ZZ-DRG-EPT-000060 (Rev PO2) E&P Proposed Lighting Layout Seaton Delaval Car Park
60601435-ACM-03-ZZ-DRG-HLG-001301 (Rev PO2) Highways Lighting Proposed Lighting Layout
60601435-ACM-03-ZZ-DRG-HLG-001302 (Rev PO2) Highways Lighting Contours Layout

60601435-ACM-03-ZZ-DRG-HLG-001303 (Rev PO2.1) Highways Lighting Calculation Results
60601435-ACM-03-ZZ-REP-HLG-001301 (Rev PO2) Lighting Calculation Report
60601435-ACM-03-ZZ-SKT-HLG-001300 (Rev PO2) Highways Lighting Proposed Lighting Class
60601435-ACM-XX-ZZ-DRG-EEN-000501 (Rev PO1) Station Landscape Design Seaton Delaval
270_SD_P_400 Sections Seaton Delaval Station
Seaton Delaval Arboricultural Impact Assessment, Aecom for Northumberland County Council. May 2021
Northumberland Line Seaton Delaval Transport Assessment. Aecom for Northumberland County Council. May 2021
Northumberland Line Seaton Delaval Transport Assessment Addendum. Aecom for Northumberland County Council. September 2021
Northumberland Line Seaton Delaval Transport Technical Note. Aecom for Northumberland County Council. October 2021

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

3. The development hereby permitted shall not be commenced until plans of the site showing the existing and proposed ground levels have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter, the development shall be carried out in accordance with the approved details.

Reason: To ensure that the work is carried out at suitable levels in relation to adjoining properties and highways, having regard to amenity, access, highway and drainage requirements in accordance with the NPPF.

Environmental Matters

4. The development hereby permitted shall not be commenced until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Management Plan shall be adhered to throughout the demolition and construction period. The Management Plan shall provide for:

- a. An assessment of construction noise and vibration including detailing measures for the control and reduction of noise and vibration emissions associated with demolition, earthworks and construction.
- b. Details of the disposal of surface water from the development through the construction phase.
- c. Equipment cleaning and washing facilities.
- d. Excavation plant machinery to be fitted with fuel spill kits.
- e. The provision of welfare facilities that shall be maintained by a licenced Waste Carrier.

f. Details of behavioural policies for all site staff to minimise noise, vibration and air quality impacts from vehicles, plant and equipment.

g. The engines / generators of all construction vehicles, plant and equipment shall be turned off when not in use. Hybrid generators shall be used wherever practicable to reduce noise and fuel consumption.

h. Details of the measures to be taken to protect existing trees that will not be removed as part of the development

Reason: To prevent nuisance in the interests of residential amenity in accordance with the National Planning Policy Framework, to ensure that the risk of flooding does not increase during the construction phase, to limit the siltation of any site surface water features, to ensure the welfare of site operatives and to ensure trees are protected from construction works.

5. 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 station is brought into operational use.

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 Policies DC21 and DC27 of the Blyth Valley Borough Local Development Framework Development Control Policies

6. Notwithstanding the details submitted, prior to the commencement of development samples of all materials, colours and finishes to be used on all external 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 Policies DC21 and DC27 of the Blyth Valley Borough Local Development Framework Development Control Policies.

Land Stability

7. No development shall commence (excluding any grouting works that are required) until:

a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past shallow coal mining activity; and

b) any remediation works a / or mitigation measures to address land stability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed.

Reason: To ensure the safety and stability of the development, as the site lies in an area where historic unrecorded shallow mine workings are likely to have taken place, in accordance with the National Planning Policy framework.

8. Prior to the development being brought into use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to and approved in writing by the Local Planning Authority. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and / or mitigation necessary to address the risks posed by past coal mining activity.

Reason: To ensure the safety and stability of the development, as the site lies in an area where historic unrecorded shallow mine workings are likely to have taken place, in accordance with the National Planning Policy framework.

Biodiversity

9. The development hereby permitted shall not be commenced unless and until a scheme ("the offsetting scheme") for the offsetting of biodiversity impacts at the site has been submitted to and approved in writing by the Local Planning Authority. The offsetting scheme may include on-site habitat creation, off-site habitat creation or both. The scheme shall include:

a. Details of the offset requirements of the development (in accordance with the recognised offsetting metrics standard outlined in the Defra Metrics Guidance dated March 2012);

b. The provision of arrangements to secure the delivery of the offsetting measures either on-site or off-site (including a timetable for their delivery); and

c. A management and monitoring plan (to include for the provision and maintenance of the offsetting measures in perpetuity);

and where necessary;

d. A methodology for the identification of receptor site(s); and

e. The identification of receptor site(s).

The written approval of the Local Planning Authority shall not be issued before the arrangements necessary to secure the delivery of the off-setting measures have been executed. The offsetting scheme shall be implemented in full accordance with the requirements of the approved scheme.

Reason: To provide net gains for biodiversity in accordance with the NPPF.

10. No development shall take place unless in accordance with the mitigation measures detailed in the report *Ecological Impact Assessment Seaton Delaval station. SLC Property. June 2021*, including:

- Priority within the planting scheme to be given to native species, ideally of local provenance.
- Retention where appropriate of the mature trees on the site.

- Retained and created habitats to be subject to a suitable management plan.
- Any felling or arboricultural works outside of the woodland to follow a method statement.
- No felling or trimming works to be carried out on any tree with bat roost potential within the woodland without a licence first being obtained from Natural England.
- Retention and appropriate management of the mature hedgerow to the south east of the site.
- Installation of at least 5 bat boxes and at least 5 new nest boxes within the retained trees.
- Works to proceed under a Great Crested Newt Mitigation licence from Natural England.
- Creation of new habitats within the site suitable for use by the great crested newt, including a fish-free pond, hibernaculum and areas of terrestrial habitat.
- Works to proceed on a precautionary method statement for red squirrel and badger.
- Checking survey within one month prior to the start of works, to ensure no setts have been established in the interim.
- Site clearance works shall not be undertaken during the nesting period (1 March – 30 September) unless a checking survey by a suitably qualified ecologist has confirmed no active nests have been present within the 5 days before the survey was undertaken.

Reason: To maintain the biodiversity value of the site and avoid harm to protected species that may be present in accordance with Policy DC16 of the Blyth Valley Borough Local Development Framework Development Control Policies

Landscaping

11. All works shall be undertaken in accordance with the submitted Arboricultural Impact Assessment (AECOM 2021) (AIA) and the Tree Protection Plan (Appendix E of the AIA). If there are any changes to the design of the development hereby approved, a final Tree Protection Plan and Arboricultural Method Statement, which shall also be informed by the requirements in BS 5837:2012 Trees in Relation to Design, Demolition and Construction, shall be submitted to and approved by the Local Planning Authority. No development or other operations, including any works within the root protection area (RPA) of the retained trees shall take place except in accordance with the approved AIA or any approved revised AIA.

Reason: In order that retained trees are protected during construction and to ensure that the proposed development does not have an adverse effect upon the appearance of the area in accordance with Policy DC17 of the Blyth Valley Borough Local Development Framework Development Control Policies

12. Within one month of start on site, a detailed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall be implemented in accordance with the approved details within the first available planting season following the approval of details.

Reason: To ensure that important features are protected and retained in the interests of amenity and to ensure a satisfactory standard of landscaping in accordance with Policy GD17 of the Blyth Valley Borough Local Development Framework Development Control Policies.

13. No trees, shrubs or hedges within the site which are shown as being retained in the approved landscaping scheme required by condition 12, shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed during the development phase other than in accordance with the approved plans or without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased within three years from the completion of the development hereby permitted shall be replaced, within the next planting season, with trees, shrubs or hedge plants of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that important features are protected and retained in the interests of amenity and to ensure a satisfactory standard of landscaping in accordance with Policy DC17 of the Blyth Valley Borough Local Development Framework Development Control Policies.

Highways and Car Parking

14. Prior to the commencement of passenger rail services at the station 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 and shall not be used for any purpose other than the parking of vehicles associated with the provision of passenger rail services at the station.

Reason: In the interests of highway safety, in accordance with Policy M8 of the Blyth Valley Borough Local Plan and the National Planning Policy Framework.

15. Prior to the commencement of passenger rail services at the station, a car parking management strategy detailing the number of car parking spaces, including disabled, EV and other spaces for non-public use, 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 commencement of passenger rail services at the station.

Reason: In the interests of highway safety and sustainable development, in accordance with Policy M8 of the Blyth Valley Borough Local Plan and the National Planning Policy Framework.

16. Prior to the commencement of passenger rail services at the station, details of the proposed highways works to 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:

- New vehicular, pedestrian and cyclist signalised access junction to the A192 Astley Road;
- Improvements to the Public Right of Way between A192 Astley Road and the approved car park;
- New footway connections to Wheatridge and Whytrigg Close;

- Relocated and upgraded bus stops on A192 Astley Road;
- All other associated works.

No passenger rail services at the station shall commence until the highways works have been implemented in accordance with the approved plans.

Reason: In the interests of highway safety, in accordance with Policy A2 of the Blyth Valley Borough Local Development Framework Core Strategy and the National Planning Policy Framework.

17. Prior to the commencement of passenger rail services at the station, 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 station 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 A2 of the Blyth Valley Borough Local Development Framework Core Strategy and the National Planning Policy Framework.

18. Prior to the car parking area 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 the car parking area, access roads, 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 with Policy M8 of the Blyth Valley Borough Local Plan and the National Planning Policy Framework.

19. Prior to any change in charging strategy for the car parking area, 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.

20. Prior to the commencement of passenger rail services at the station, the cycle parking shown on the approved plans shall be implemented in accordance with the approved plans. Thereafter, the cycle parking shall be retained in accordance with the approved details and shall be kept available for the parking of cycles at all times.

Reason: In the interests of highway safety and sustainable development, in accordance with Policy A2 of the Blyth Valley Borough Local Development Framework Core Strategy and the National Planning Policy Framework.

21. 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 Transport and Construction Method Statement shall be adhered to throughout the construction period. The

Transport and 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.

22. Development shall not commence until details of the temporary construction access from the A192 Astley Road and a timeline for its use have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved plans. The temporary access shall be retained in accordance with the approved plans and the agreed timetable for use.

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

CCTV

23. A scheme for the provision of a network of closed circuit television cameras (CCTV), including the proposed location cameras, mounting columns, proposals for the use and management of the system and proposals for its installation shall be submitted to and approved in writing by the Local Planning Authority. The CCTV system shall be installed in accordance with the approved details before the station is brought into operational use.

Reason: In the interests of the safety and security of users of the station and car park in accordance with the NPPF.

Noise and Vibration

24. Prior to any amplified voice or tannoy system becoming operational, full details of the system shall be provided to the Local Planning Authority to show how the system will be operated and managed to minimise noise impacts to local noise sensitive receptors. The proposed system shall be installed, operated and maintained to the satisfaction of the Local Planning Authority in accordance with the details submitted to and approved in writing by the Local Planning Authority.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy DC22 of the Blyth Valley Borough Local Development Framework Development Control Policies

25. No development shall take place until a construction noise and vibration management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail the construction work and methodologies, measures for the control and reduction of noise emissions associated with

construction works, liaison with local residents and arrangements for noise monitoring.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy DC22 of the Blyth Valley Borough Local Development Framework Development Control Policies.

26. 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 DC22 of the Blyth Valley Borough Local Plan.

Drainage

27. Prior to first use of the car park, details of the adoption and maintenance of all SuDS features shall be submitted to and approved in writing by the Local Planning Authority. The SuDS features shall thereafter be implemented and maintained for the lifetime of the development.

Reason: To ensure that the scheme to dispose of surface water operates at its full potential throughout the lifetime of the development in accordance with Policy DC19 of the Blyth Valley Borough Local Development Framework Development Control Policies

28. Prior to the installation of any drainage within the car park details of the proposed swales and outfalls to the receiving watercourse shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that drainage features are installed in line with best practice and to avoid the risk of flooding in accordance with Policy DC19 of the Blyth Valley Borough Local Development Framework Development Control Policies

Lighting

29. Prior to first use a lighting scheme for all areas of the site including, but not restricted to, the car park and footpaths, 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 or prevent bats using their territory (e.g. for foraging or commuting) or having access to their breeding sites and resting places. 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.

Reason: To protect residential amenity and maintain connectivity along commuting and feeding corridors for protected animal species in accordance with the NPPF.

Archaeology

30. A programme of archaeological work is required in accordance with a Written Scheme of Investigation to be submitted to and approved in writing by the Local Planning Authority. The programme of archaeological work set out in the approved Written Scheme of Investigation shall be implemented in full to reporting and archiving stages before the condition can be discharged.

Reason: The site is of archaeological interest.

Informatives:

1. Any intrusive activities including initial site investigation boreholes, and / or any subsequent treatment of coal mine workings / coal mine entries for ground stability purposes require the written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action.
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. It is recommended that the lighting scheme approved under condition 29 is designed in consultation with the project ecologist and follow guidance set out in Institution of Lighting Professionals Advice Note 08/18 (2018).
6. The application for the temporary closure and / or diversion of section of path 300/128 will be required prior to any works starting that might affect the footpath.
7. In relation to the works to the highway required to facilitate the proposed site access junction from the A192, provide sustainable transport improvements to the A192, improvements to the PROW adjacent to the railway line, footway connections to Wheatridge and Whytrigg Close and to facilitate a highway signage scheme including pedestrian and cyclists signage scheme, a clear and transparent set of principles should be applied to ensure public benefit.
8. 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) should be contacted to progress this matter.

9. 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) should be contacted to arrange a survey.

10. The Council's Traffic Management Section at 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.

11. 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.

12. The Council's Lighting Section at 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.

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

13. Road safety audits are required to be undertaken. The Council offers this service and can be contacted at highwaysplanning@northumberland.gov.uk or 01670 622979.

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

15. 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: 21st October 2021

Background Papers: Planning application file 21/02253/CCD