

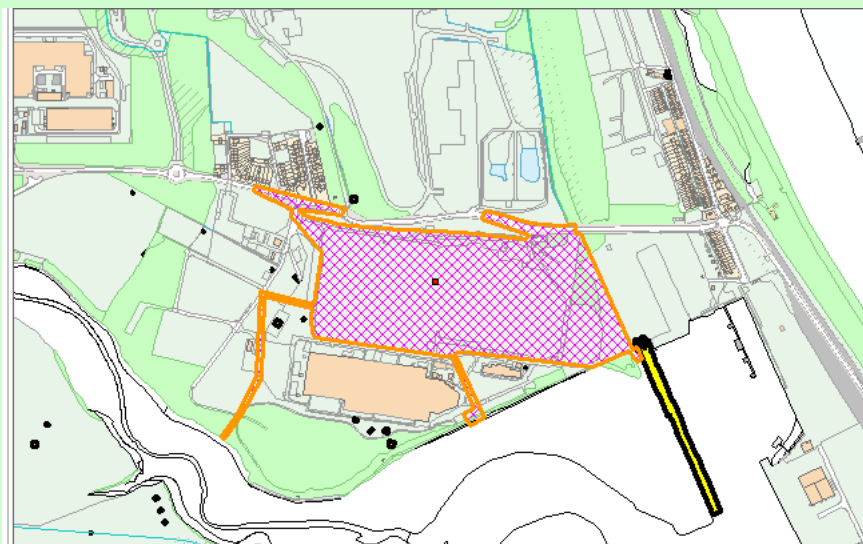


Northumberland County Council

Strategic Planning Committee 7th June 2022

Application No:	22/00879/FUL		
Proposal:	Erection of building for manufacturing of subsea cables, with ancillary offices and outdoor cable storage, together with associated development and infrastructure works including vehicular accesses off Brock Lane, landscaping and vehicular parking		
Site Address	Land North Of Blyth Power Station Substation, East Sleekburn, Northumberland,		
Applicant:	Mr James Young C/O Agent	Agent:	Mrs Karen Beech Sterling Court, Norton Road, Stevenage, SG1 2JY
Ward	Sleekburn	Parish	East Bedlington
Valid Date:	8 March 2022	Expiry Date:	7 June 2022
Case Officer Details:	Name: Mrs Tamsin Wood Job Title: Principal Planning Officer Tel No: 01670 625545 Email: tamsin.wood@northumberland.gov.uk		

Recommendation: That this application be GRANTED planning permission subject to conditions and completion of the S106 agreement to secure an Employment Plan and a Training Skills Plan.



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1. Introduction

1.1 This application is to be determined at Strategic Planning Committee given that it is an application of Strategic importance and Advance Northumberland and NCC own part of the site.

2. Background

2.1 JDR Cable Systems (JDR) is part of the TFKable Group and the leading provider of subsea cable technology and offshore services connecting the global offshore energy industry. JDR was formed in the early 1990's when, Jacques Cable Systems (UK) and De Regt Special Cable (Holland) merged. The application sets out that 'JDR, the company has more than 75 years combined experience in the design and manufacture of subsea umbilicals and power cables that operate in harsh, dynamic, subsea environments and bring power and control to energy systems in the global offshore oil, gas, and renewable industries. JDR is a pioneer in the development of submarine power cables for offshore wind, wave, and tidal energy projects. Their commitment to technology developments and client-focused delivery on some of the world's largest offshore wind farms has earned them an industry-leading reputation and trust to provide the vital connection. JDR have built their success on their technical expertise and reliability in the supply of their subsea power cables, associated hardware and accessories. JDR won its first offshore wind contract in 2006 then in 2009, they opened its 28,000sqm manufacturing facility in Hartlepool, and following substantial investment in 2016, it is now one of the most advanced subsea cable manufacturing facilities in the world. JDR are now looking to expand their operations with another manufacturing facility in Cambois, on the former Blyth Power Station site - this brand-new facility will focus on renewable energy products and services.'

3. Description of the Proposals

3.1 As a result of JDR's wish to expand further into the North East region and in particular in Northumberland, this current planning application has been submitted which seeks planning permission for the construction of a building to be used for the manufacturing of subsea cables, with ancillary offices and outdoor cable storage, together with associated development and infrastructure works including vehicular accesses off Brock Lane, landscaping and vehicular parking at the Former Blyth Power Station, Land South of Brock Lane, Cambois, Blyth.

3.2 The overall existing site layout is a large rectangular area orientated in an east west orientation with the eastern side adjacent to the dock and access to the sea and the western side adjoining further brown field sites. The northern side of the site runs parallel with Brock Lane which facilitates road access to the site. Both access points off Brock Lane, one in the north-west corner and the other mid-way along Brock Lane, are established site entry points to the former factory and the intention is to maintain these access points for the new development. The design proposal is to make improvements to these access points in-line with guidance that satisfies the Highway Authority.

3.3 The orientation and shape of the site is an appropriate area for JDR's requirements as the proposed factory needs to be linear in orientation to facilitate the production of the cable manufacture. With access to the road at one end of the factory for deliveries of raw materials and access to the dock on the eastern side, the size, shape, and orientation of the site, has met most of JDR's requirements. The

plan form and layout of the proposed building is rectangular in shape and corresponds to the area of the existing site.

3.4 In further detail the proposal comprises of the development of an advanced manufacturing and technology facility of which the main building is a 53,100sqm and of a typical industrial warehouse appearance that's measures approximately 289.3m in length by 91.3m in depth and reaches approximately 14m in height. It has a front projection from this measuring approximately 180 m in length by 44m depth and it has a rear projection and measures approximately 180m in length by 27 m depth. It includes three vertical towers at approximately 26.0m (Testing Tower), 45m (CCV Tower), and 47.5m (VLM Tower) above FFL of 5.1m. This building will be located in an east/ westerly rectangular format roughly in the centre of the site. With regard to the construction of the towers they will be steel framed with Kingspan metal composite cladding panels for the roof and walls. The main production hall will also be a steel portal framed building with similar cladding as the towers. An office and welfare building is also proposed directly to the north western side of this main building. This will be much smaller and measure approximately 12m by 42m and 6.3m in height. This will be a modular two storey building with flat roof which will have an open plan office, canteen, changing rooms, lockers and reception in.

3.5 As shown the proposals also includes parking for 114 staff and visitors to the north west of the site as well as HGV parking (15 spaces) to the south of the building. .

- Main vehicular access from Brock Lane – this is the existing access point into the Site, Second vehicular access off Brock Lane for emergency vehicles only +
- Mobile baskets and fixed carousels for external storage of cable to the eastern side of the site
- Ancillary plant, machinery and enclosures
- Associated SUDS infrastructure and outfalls.

3.6 JDR has confirmed its intention to go ahead with the project, subject to final agreements, with construction expected to begin in 2022 ahead of a 2024 opening, creating 207 high-quality local jobs on completion and safeguarding 270 jobs at JDR's existing facilities.

3.7 The application site is situated on the north bank of the River Blyth estuary, c.2km north of the town of Blyth (on the south bank of the river), c.1km north-east of Bedlington, 500m east of East Sleekburn and 250m east of Cambois, extending north along the coast road. It lies in the Parish of East Bedlington and Sleekburn Ward. The site comprises land on which the former Blyth Power Station was situated. Blyth Power Station was constructed between 1958 and 1966. It was decommissioned in 2001 and demolished in 2003. Since that date, the site has lain vacant, prior to land remediation in 2019.

3.8 The site covers an area of 15.76ha, bounded to the south by the National Grid and NEDL substations, the south-west by the estuary, the west by waste and scrub land and the north by Brock Lane. The majority of the site, with the exception of land immediately adjacent to the ash barge dock, is surrounded by palisade fencing with secure gates at the main access points. There are stockpiles of crushed demolition arisings, excavated made ground and excavated natural soils present on site which will be either used to raise the site, or be removed to another site. Outside the site boundary on the northern side is a landscaped area of approximately 1ha, this area provides a buffer between the site and the nearest residential properties on Wilson Avenue. The eastern boundary was formerly defined by the partially buried remains of the landward section of the West Staithes, but these have now been removed

although the seaward section remains intact and is a Grade II listed building. Immediately to the east of the site is the Ash Dock, originally constructed in the early 20th century as a tidal basin in association with the coal staithes. The culverted watercourse known as the Cow Gut is present in the eastern part of the site and enters the site on the north east boundary and is culverted broadly parallel to the coal staithes across the entire site before discharging into the River Blyth in the south.

3.9 The main vehicular access points are sited to the northwest and northeast of the site, which provides access from Brock Lane. The surface landform around the site boundary rises gently from south-east to northwest and ranges in height from 6m to 12m above Ordnance Datum.

3.10 The site is mainly situated in Flood Zone 1, although is adjacent to the River Blyth and associated mudflats which fall into Flood Zone 3b. These mudflats are designated priority habitat and SSSI. To the east is the Northumbria Coast and Northumberland Marine SPA and Ramsar site. The Northumberland Local Plan designates the site as a Local Wildlife and Geological Site, a Nature Improvement Area, a mineral safeguarding area and includes the site within the Blyth Estuary Strategic Employment Area. The site was until recently covered by the East Sleekburn LDO, under which permission was given to remediate the site and prepare it for development such as for this proposed use and more recently permission was granted to vary this permission to include raising the level of the land. A screening opinion has been carried out for this development which determined the development would not be EIA development.

3. Planning History

Reference Number: 900250

Description: LAND AT EAST SLEEKBURN
RESIDENTIAL DEVELOPMENT - OUTLINE

Status: WDN

Reference Number: 96/00014/469FUL

Description: LAND EAST OF HAVELOCK MEWS EAST SLEEKBURN
RESIDENTIAL DEVELOPMENT OF 1.45 HA. OF
LAND (OUTLINE)

Status: WDN

Reference Number: 13/00033/LDO

Description: Local Development Order will grant planning permission exclusively for land use, buildings and ancillary facilities; and associated development specifically linked to the following business sectors: The manufacture, maintenance and servicing of plant, machinery, equipment, parts and vessels for off shore industries; Advanced manufacturing and technology; Port and logistics related businesses; and Storage and distribution linked to off-shore industries in the following Use Classes: B1 (a) Offices (excluding those within A2 class); (b) Research and development, of parts and processes; and (c) Light Industry appropriate in a residential area; B2 General Industry (excluding incineration purposes, chemical treatment or landfill or any operation processing or storage or activity involving hazardous or inert waste); and B8 Storage and Distribution and for the following amenity facilities: A1 Shops; A3 Food and Drink subject to various criteria, requirements and conditions.

Status: PER

Reference Number: 16/04722/LDO

Description: The phased development of the East Sleekburn Enterprise Zone including the reclamation and remediation of the site to enable future redevelopment. The activities proposed include a site compound, material crushing and storage areas, ground remediation, construction of an ecological corridor on the northern boundary, reinstatement of surface water drainage and three outfalls including Cow Gut and a haul road aligned east to west along the northern boundary.

Status: PER

Reference Number: 19/02253/DISCON

Description: Discharge of conditions 32 ,33 (Dust, Particulates, Odour and Ventilation) of approved planning application 16/04722/LDO

Status: PER

Reference Number: 19/03900/DISCON

Description: Discharge of Condition : 29 (lighting) relates to planning application 16/04722/LDO

Status: WDN

Reference Number: 22/00407/VARYCO

Description: Variation of condition 1 (approved documents) pursuant to planning permission 16/04722/LDO to vary the approved documents so that a new Detailed Scheme of Works can be approved setting out details of site raising activities to complete the approved remediation strategy for the site to deliver a development platform.

Status: PER

Reference Number: 22/01571/DISCON

Description: Discharge of Condition 21 (Heavy Goods Vehicle movements) on approved application 22/00407/VARYCO

Status: PCO

Reference Number: 13/00034/LDO

Description: Local Development Order will grant planning permission exclusively for land use, buildings and ancillary facilities; and associated development specifically linked to the following business sectors: The manufacture, maintenance and servicing of plant, machinery, equipment, parts and vessels for off shore industries; Advanced manufacturing and technology; Port and logistics related businesses; and Storage and distribution linked to off-shore industries in the following Use Classes: B1 (a) Offices (excluding those within A2 class); (b) Research and development, of parts and processes; and (c) Light Industry appropriate in a residential area; B2 General Industry (excluding incineration purposes, chemical treatment or landfill or any operation processing or storage or activity involving hazardous or inert waste); and B8 Storage and Distribution and for the following amenity facilities: A1 Shops; A3 Food and Drink subject to various criteria, requirements and conditions.

Status: PER

Reference Number: 17/00858/SCREEN

Description: Request for a screening opinion.

Status: EIANR

Reference Number: 17/00999/FUL

Description: Modifications to the Ash Barge Dock including widening, deepening and dredging and a temporary compound for processing materials and associated works.

Status: PER

Reference Number: 18/01659/DISCON

Description: Discharge of condition 4 (partial - cable route and construction) and 11 (highways and site management method) on approved planning application 13/03524/OUTES (as amended by planning approval reference 16/01588/NONMAT) in respect of part of phase 4 of the North Sea Link project.

Status: PER

Reference Number: 18/02977/DISCON

Description: Discharge of Condition 11(Bird Monitoring) on approved planning application 17/00999/FUL

Status: PER

Reference Number: 18/02983/NONMAT

Description: Non-material amendment relating to planning permission 17/00999/FUL for realignment of the new quay wall 6m to the east, thereby reducing the width of the extended dock

Status: PER

Reference Number: 19/00059/DISCON

Description: Discharge of condition: 3 Method Statement Heritage Impact Assessment relating to planning approval 17/00999/FUL

Status: PER

Reference Number: 19/00087/NONMAT

Description: Non-material amendment relating to planning permission 17/00999/FUL to allow changes to the approved plans as the mitigation within the subject approved documents conflict with the recently approved marine licence

Status: PER

Reference Number: 19/02253/DISCON

Description: Discharge of conditions 32 ,33 (Dust, Particulates, Odour and Ventilation) of approved planning application 16/04722/LDO

Status: PER

4. Consultee Responses

East Bedlington Parish Council	Supports the application.
Highways	No objection subject to conditions.
Northumbrian Water Ltd	1)No comments to make, as no connections to the public sewerage network are proposed 2)No objection.
County Archaeologist	No objections.
National Grid Plant Protection	1)Object 2)No objection
Natural England	1) Further information required to determine impacts on designated sites. 2) No objection - subject to appropriate mitigation being

	secured
County Ecologist	No objection subject to conditions.
Marine Management Organisation	No response received.
Lead Local Flood Authority (LLFA)	1) No objection subject to conditions. 2) No objection subject to conditions.
Climate Change Team	No response received.
Public Protection	No objection subject to conditions.
Building Conservation	Support the application.
Waste Management - South East	No response received.
Architectural Liaison Officer - Police	No objections
Highways England	No objection subject to a condition.
Northern Gas	No response received.
Landscaping – external consultant David Stokoe	The broad conclusions in the LVIA are generally sound
National Grid Transco North Of England Network	None received.
Environment Agency	1) Object to the proposed development because it involves the use of a non-mains foul drainage system in circumstances where it may be reasonable for the development to be connected to a public sewer 2) No objection subject to informatives.

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	304
Number of Objections	0
Number of Support	0
Number of General Comments	2

Notices

Stat pub & affect listed building & con 24th March 2022

News Post Leader 18th March 2022

Summary of Responses:

2 letters with general comments have been received which in summary make the following comments:

- could every effort be made to enhance the landscape/wildlife environment surrounding the site. This would make so much difference.

- the report produced by Waterman states that the site is 1.5km from the centre of Blyth. However, there is no direct route to Blyth from Cambois. The report fails to make reference to the fact that the site is in the Parish of East Bedlington and is just 2 miles from Bedlington Town Centre rather than the 5 miles it takes to travel to Blyth.

Please can the applicant confirm that they have taken into consideration the needs and infrastructure of Bedlington rather than Blyth in making this application?

The transport survey was conducted in 2020 - a period when there was considerably less traffic on the road network due to the changes in behaviour and restrictions brought about by the COVID-19 pandemic. A more recent survey would be more relevant and compelling. In the Transport Assessment Part 1 document it states in section 2.10: As demonstrated within this TA, the development proposals are in an area of good public transport accessibility, can accommodate the delivery of goods and export of waste and have been designed to accommodate trips on foot, cycle or public transport. It can therefore be concluded that the development proposals are in accordance with the general of the NPPF".

I wish to object to this assertion on the following points: There is poor public transport accessibility, with only 3 buses a day travelling to Cambois, and no bus services running at the times that members of the workforce are expected to arrive on site. There is no footpath or street lighting for over a mile between West Sleekburn, A189 and along Brock Lane until the junction with the Converter Station. Therefore, I would not agree that the road network has been defined to accommodate those making trips on foot or cycle. It would not be practical to travel from Blyth, that is for sure. Therefore, the only practical way to travel from anywhere beyond East Sleekburn is by private car.

I live in East Sleekburn and travel by car to Cambois on most days, turning right out of the village onto Brock Lane, and am aware that many road users from East Sleekburn and Bedlington Station do so as well. I envisage that the increased road traffic brought about as a result of both JDR and BritishVolt's developments in Cambois will result in congestion at this junction which has poor visibility to oncoming traffic from Cambois, and will likely result in danger to road users without improvements to the junction. Please could a remedy be included in any planning consent conditions?

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=R8F8AXQS0CN00>

6. Planning Policy

6.1 Development Plan Policy

Northumberland Local Plan - 2016 - 2036 (Adopted March 2022)

Policy STP 1 Spatial strategy (Strategic Policy)

Policy STP 2 Presumption in favour of sustainable development (Strategic Policy)

Policy STP 3 Principles of sustainable development (Strategic Policy)

Policy ECN 1 Planning strategy for the economy (Strategic Policy)
Policy ECN 2 Blyth Estuary Strategic Employment Area (Strategic Policy)
Policy ECN 4 'Round 2' Enterprise Zones (Strategic Policy)
Policy ECN 5 Large-scale windfall employment development (Strategic Policy) 77
Policy ECN 6 General employment land - allocations and safeguarding (Strategic Policy)
Policy QOP 1 Design principles (Strategic Policy)
Policy QOP 2 Good design and amenity
Policy QOP 4 Landscaping and trees
Policy QOP 5 Sustainable design and construction
Policy QOP 6 Delivering well-designed places
Policy TRA 1 Promoting sustainable connections (Strategic Policy)
Policy TRA 2 The effects of development on the transport network
Policy TRA 4 Parking provision in new development
TRA 8 Ports, harbours and beach launch facilities (Strategic Policy)
Policy ENV 1 Approaches to assessing the impact of development on the natural, historic and built environment (Strategic Policy)
Policy ENV 2 Biodiversity and geodiversity
Policy ENV 3 Landscape
Policy ENV7 Historic Environments
Policy WAT 1 Water quality
Policy WAT 2 Water supply and sewerage
Policy WAT 3 Flooding
Policy WAT 4 Sustainable Drainage Systems
Policy POL 1 Unstable and contaminated land
Policy POL 2 Pollution and air, soil and water quality

6.2 National Planning Policy

NPPF 2021
NPPG 2019

6.3 Other Documents/Strategies

East Sleekburn LDO- now expired.

7. Appraisal

7.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning applications should be determined in accordance with the development plan, unless material considerations indicate otherwise. In this case the development plan comprises the Northumberland Local Plan 2016-2036 (adopted March 22). The National Planning Policy Framework (NPPF) (2021) and Planning Practice Guidance (PPG) are material considerations in determining this application

7.2 The main issues in the consideration of this application are:

Principle of Development
Design and landscape impact
Impact on Residential Amenity and contamination
Heritage Impact
Drainage- surface water and foul water
Ecology

Highways

Principle of development

7.3 This site previously fell within land covered by the East Sleekburn Local Development Order. Under application -16/04722/LDO permission was given for the 'reclamation and remediation of the site to enable future redevelopment. The activities proposed included a site compound, material crushing and storage areas, ground remediation, construction of an ecological corridor on the northern boundary, reinstatement of surface water drainage and three outfalls including Cow Gut and a haul road aligned east to west along the northern boundary.' These works were considered to fall within the description of development permitted in the East Sleekburn LDO, being associated development linked to one of the business sectors listed as being allowed at the site. The business sectors listed included

- The manufacture, maintenance and servicing of plant, machinery, equipment, parts and vessels for off shore industries;
- Advanced manufacturing and technology;
- Port and logistics related businesses;
- Storage and distribution linked to off-shore industries.

7.4 The works proposed under this application are also considered to fall under the description of development permitted under the East Sleekburn LDO, however as the LDO has now expired this current application must be determined in accordance with the development plan policies which fall in the Northumberland Local Plan, Adopted March 2022.

7.5 The site falls within the Blyth Estuary Strategic Employment Area as defined in the Northumberland Plan and is thus covered by policy ECN2. This policy sets out that 'Land at Blyth Estuary is allocated as a 'Strategic Employment Area' within which the following sectors within the main employment industrial uses will be prioritised: a. low carbon and related environmental goods and services; b. offshore and sub-sea engineering; c. energy generation sectors with special emphasis on renewable and low carbon; d. development which will support and strengthen the economic role of the Port of Blyth.

7.6 Given the proposal is for the regeneration of the derelict brownfield site through the construction of a building to be used for the manufacturing of subsea cables, which will be used for offshore wind, wave, and tidal energy projects it is considered the proposal fully complies with Northumberland Local Plan Policy ECN2 as it falls within two sectors of industrial uses allowed, being –offshore and sub-sea engineering and energy generation sectors with special emphasis on renewable and low carbon. As set out in the design and access statement the proposal will 'replace a redundant method of generating power and replace it with a new clean facility that supports the production of clean energy.' The development will also use transportation from the Port of Blyth and as such will also contribute towards strengthening its economic role. The proposal will also comply with Local Plan Policy STP 3 Principles of sustainable development (Strategic Policy) as it will help contribute to building a strong, responsive and competitive economy across Northumberland. The principle of development is therefore acceptable and is in accordance with NLP Policies STP3 and ECN2.

7.7 Policy ECN2 also sets out that 'Development proposals in the above categories will be supported where there is no unacceptable adverse impact upon: a. Neighbouring sites of biodiversity importance, including the Northumbria Coast Special Protection Area (SPA) and Ramsar Site, the Northumberland Marine SPA, the Northumberland Shore Site of Special Scientific Interest (SSSI), and the Blyth Estuary Local Wildlife Site, including the Mount Pleasant Peninsula; and b. The significance and setting of the Grade II listed Coal Staithes at the former Blyth Power Station site.' The impact on these will be discussed below.

7.8 The proposal also fully accords with the NPPF which states that planning decisions should help create the conditions in which businesses can invest, expand, and adapt. It advises that significant weight should be placed on the need to support economic growth and productivity, and that the approach taken should allow each company to build on its strengths. The NPPF states that planning decisions should recognise and address the specific locational requirements of different sectors, which includes making provision for clusters of high technology industries.

7.9 The Northumberland Economic Strategy 2019- 2024 also provides detail on the Council's commitments to grow the economy as set out in the Council's Corporate Plan and the emerging Local Plan for Northumberland (now adopted). This states 'we will concentrate on the delivery of inclusive, industrial growth in our communities and with our innovative businesses across the county. Our vision is therefore to be a prosperous, inclusive and connected community.' To achieve this, its strategy includes attracting investment and growing key sectors. It sets out its priorities for delivery and as part of this identifies its six industrial growth opportunities which will be the focus of attention including 'Energy, Offshore Wind and Subsea' and 'Advanced Manufacturing'. Other priorities include Deliver industrial growth, Support enterprise, Develop a skilled workforce and Enable an inclusive economy.

7.10 The proposed JDR Cable Systems development would deliver the objectives of national and local policy to support economic growth and contribute to a cluster of businesses in the offshore industries. It would also support the delivery and aims of the Northumberland Economic Strategy. As set out in the design and access statement 'The proposed development project at Cambois represents the next phase of expansion for JDR, bringing more production capacity for longer-length and higher voltage offshore cabling, and in doing so this will bring more high technical skilled jobs to Cambois, Northumberland and the North-East of England. This proposed manufacturing facility will help the UK meet its target of 40 GW of offshore wind by 2030 and will support the UK to achieve net-zero carbon emissions by 2050....JDR in Cambois will be installing a Continuous Catenary Vulcanisation (CCV) line. ...which will be the only quayside located High-Voltage CCV line operational in the UK, this will enable JDR to manufacture from raw materials to finished tested cables... JDR aims to invest in new cable technologies to be produced at the proposed site. Higher voltage cables are part of the long-term road map.... This proposed factory will boost both domestic UK and global export cable capacity for offshore wind.'

Section 106

7.11 The proposed development which is the first Tyneside location to bring forward this type of production facility for offshore cabling will create an initial 170 highly skilled jobs for the area, which is a priority of the Northumberland Economic Strategy 2019- 2024. The applicant states 'The jobs created will be working across multiple functions including production, commercial, engineering, operations,

services, and other supporting functions. In addition, there will be opportunities for construction positions during the building/site development phase. JDR have numerous STEM Ambassadors and STEM Mentors supporting local communities. STEM Ambassadors are volunteers from a wide range of science, technology, engineering, and mathematics related jobs across the UK. STEM Mentoring brings together youth and mentors for fun, educational first-hand activities. JDR often opens its factory doors to local schools, colleges, and universities to experience 'A Day in the life of cable making' providing real life experience in a real-life working facility.'

7.12 As part of the application the applicant has also agreed to enter into a section 106 agreement to provide apprenticeships and ensure best endeavours will be made to provide Local Residents with employment opportunities for at least 10 years from the date of Practical Completion of the development and provide Local Residents with training opportunities. This will comply with Local Plan Policy STP 3 Principles of sustainable development (Strategic Policy) which in applying the presumption in favour of sustainable development in Northumberland, 'seeks to support more and better jobs and provide the infrastructure which is required to enhance the quality of life of individuals and communities.' JDRs commitment to training and employing local residents will fully accord with these aims of Policy STP3.

7.13 In total, around 207 people are expected to be employed directly at the plant when complete. In addition, there will be a significant number of indirect jobs created through the supply chain for the development. In the opening year it is expected that there will be 26 office staff and 145 operational staff employed at site and that once the site is fully operational it is expected that there will be 27 office staff and 180 operational staff employed at the site.

7.14 While the above job creation levels are strategically significant, steps have been taken allow local benefits to be realised such that due weight can be reasonably attached. In the absence of aligned steps to secure local employment, there could be concerns that new jobs created could be disproportionately taken up by long distance commuting or cause displacement effects. Therefore, as part of the on-going discussions with the applicant regarding the provision of employment and skills planning gain from the planning application the applicant has agreed to enter into a section 106 agreement to recognise their commitment developing training and skills development to prepare the local workforce. There are 2 strands to this commitment:

(a) An Employment Plan (post construction) – that NCC and JDR will work together to agree a range of employment objectives for the prioritisation of opportunities for local residents to be interviewed for employment opportunities, where possible for the first 10 years of the development after the construction phase. In addition to those employment objectives the applicant will aim to provide a minimum of 8 work experience positions per year and 4 Apprenticeships per year along with a minimum of 1 internship and 1 graduate engineer per annum. JDR will work with the Council to deliver on those commitments..

(b) Training Skills Plan (post construction) - NCC and JDR will work together to agree a range of training, education and skills initiatives to prepare the local workforce for potential employment which is likely to include but not be limited to the creation of educational relationships with local colleges universities and training providers, the provision of mentoring, CV writing, interview techniques and training

and through the attendance of careers and recruitment fairs of local schools, colleges and universities

7.15 It is recognised that whilst the Employment Plan and Training Skills Plan are living documents that evolve over time, it is important that the outline principles are agreed in advance to provide the parties with certainty over how the Plans and Strategy will develop. Furthermore it is understood that the applicant will use reasonable endeavors to meet the expectations of the two strands of commitment discussed above.

Design and Landscape Impact

7.16 The preamble to NLP Policy QOP 1 (Design principles) sets out why creating a high quality design is important, including the social, environmental and economic benefits. It sets out how incorporating natural features within the design of developments, allows daily exposure to nature with its health benefits and addresses health inequalities and how good design can contribute towards lessening and mitigating the effects of climate change. It sets out how changes to Northumberland through new development must be designed to respond to the existing and anticipated physical, social, economic and environmental context, both locally and in terms the wider perspective. Policy QOP1 then sets out design principles which must underpin the design of any new proposed development in Northumberland and seek to ensure that development contributes positively to the people, places and natural environment that define Northumberland. This includes having particular regard to: i. Building heights; ii. The form, scale and massing, prevailing around the site; iii. The framework of routes and spaces connecting locally and more widely; ...etc ...'

7.17 The NPPF also seeks good design stating this is a key aspect of sustainable development, which creates better places in which to live and work and helps make development acceptable to communities.' This and the National Design Code also set out certain criteria which development should adhere with to help create 'high quality, beautiful and sustainable buildings and places.' Policy QOP 4 'Landscaping and trees' also states 'Where relevant, new development will be expected to incorporate well-designed landscaping and respond appropriately to any existing landscape features' followed by criteria which development should accord with.

7.18 In terms of the layout and design of the proposal this, as are many industrial buildings, is dictated by the requirements of JDR and so the operational activity within the building and the surrounding site. As this site layout is a large rectangular area orientated in an east west orientation this suits JDR's requirements as the proposed rectangular factory needs to be linear in orientation to facilitate the production of the cable manufacture. Thus the best layout for the building and to fit on site is also to be located on this site in an east /westly orientation.

7.19 The scale and design/ shape of the building is also dictated by what will be manufactured and in this case what is proposed will meet all of JDR's requirement, in order to manufacture the cables. The proposal includes two large industrial gable ended slightly pitched roofed, portal framed enclosures that together create one building form. From this are smaller projections to the north and south of similar designed buildings and the three towers of varying heights also emerge from the main body of the building, which as set out in the Design and Access statement, form a contrast with the low-lying factory. The towers will be steel framed with

Kingspan metal composite cladding panels for the roof and walls. The main production hall will also be a steel portal framed building with similar cladding as the towers. The main shed which will be light grey in colour. The Jade green colour used on the outer surface of the towers is a corporate colour. The much more modest scaled office will be a modular office building. As stated in the above description, the remainder of the site will include areas of hard standing, providing areas for electrical substations needed to support the building, areas for storage of raw materials, a perimeter access road, visitor, staff and HGV car parking, a covered enclosure for twenty cycles for visitors and staff, security building, large carousels and mobile baskets for storing cables externally.

7.20 Both access points off Brock Lane, one in the north-west corner and the other mid-way along Brock Lane, are established site entry points to the former factory and the intention is to maintain these access points for the new development with improvements. With access to the road at one end of the factory for deliveries of raw materials and access to the dock on the eastern side, the size, shape, and orientation of the site, has met most of JDR's requirements. JDR are also providing for cycle access to the site by providing a joint cycle and pedestrian footpath coming in via the main entrance.

7.21 The building has therefore been designed for its end use and the processes that are involved in the manufacturing of the cables, which impacts upon its scale and limits the how the building can be designed. For example the three towers are necessary and are all the size they are so key processes can be carried out, including the addition of layers of insulation over the copper through the CVV which is gravity driven and so needs the height; another tower also contains the vertical apparatus which winds all the components together vertically to form the cable that come from different baskets at ground floor level; the Testing Building then tests the cables in a Faraday cage which is a vertically high structure. Whilst the towers will project higher than the main building these towers also only form part of it. The majority of the building is very similar in height to the National Grid building which is directly to the south west of this proposed building. The site is also located in an employment site where such manufacturing buildings are normally found. Overall, it is considered that the design of the building is therefore acceptable and it will not appear incongruous in this particular location given the back drop of the National Grid building and that a power station was once located on this site. The applicant has also submitted a Sustainability & Energy Statement which sets out how the design of the building and site can be developed to reduce its annual energy consumption and why certain measures may be inappropriate. Such measures include low energy lights, carefully positioned windows, sensors on lights, airsource heat pumps and high building fabric performance

7.22 With regard to landscape impact the application site is located in an industrial landscape where there has been a long history of industrial activity. The site occupied the former Blyth Power station which had high cooling towers. It lies next to the Port of Blyth. The National Grid building lies close and to the south west of the site and recently planning permission was granted for the British Volt building to the north of the site. The Northumberland Landscape Character Assessment (August 2010) also identifies the site as lying in an intensively developed landscape, comprising a coastal urban edge; River mouths with mudflats or modified to form harbours; Large-scale industrial structures and former industrial sites etc. It further states 'This is the most developed section of Northumberland's coastline, and is dominated by the large-scale industrial developments around Blyth Harbour,

including highly visible silos and wind turbines. Formerly a major coal port, the harbour now has significant areas of derelict and 'brownfield' land. The site of the now-demolished Blyth Power Station occupies extensive areas between the two river mouths. Associated railway sidings are interspersed with rows of former miners' housing, as at Cambois.'

7.23 Although the site is in a recognised industrial area, given the scale of the development, including the large manufacturing building with three towers, this does have potential to impact on short and long range views of the site. As such as part of the application the applicant has therefore submitted a Landscape Visual Impact Assessment (LVIA), which has been considered by an external consultant.

7.24 Overall the Landscape consultant has confirmed that the broad conclusions in the LVIA are generally sound. The LVIA in its summary and conclusions sets out that 'Noticeable visual effects would occur in views from properties along Brock Lane and nearby streets leading off this lane and users of the English Coast Path and Cycle Route 1 that passes along the northern edge of the Development and then passes approximately 900m west and 500m south of the Development. It is also assumed that properties on the southern edge of Wembley Terrace and English Coast Path users along the A189 bridge crossing would likely experience visual effects due to their sensitivity and proximity to the Development, however this is based on desk-based studies only therefore a significance of effect has not been identified. Mitigation measures inherent in the design ensure additional planting is provided which would provide some screening effect to those receptors adjacent to the northern boundary of the Development. Desk and field-based studies have shown that effects as a result of the proposed development would be restricted to a localised area surrounding the Development. Visual effects would be further reduced by the proposed mitigation measures and increased levels of vegetation Development to the north and southeast boundaries of the Development. The proposed Development would integrate with the local context of existing industrial setting and not impede on existing vegetation patterns or arable land. It is concluded that the proposed development would be in accordance with the local planning policy. In landscape and visual terms, it would have localised effects that would not impact on the integrity of the surrounding landscape character Furthermore, the proposed mitigation measures would help reduce potential visual effects to those receptors in close proximity to the Development. The proposed completed Development would be barely perceptible beyond 1km of the wider setting.'

7.25 The Landscape Consultant states that 'direct landscape effects on the site area would be restricted because of the brownfield nature of the site and would mainly be a result of the characterising presence of the introduction of new large scale industrial buildings. This characterising influence will most notably be experienced in a localised area associated with Brock Lane and a restricted area to the south of the River Blyth estuary. More widely the Proposed Development will be perceived as an incremental addition to the existing industrial context of the site and surrounding area. 'Significant' or 'notable' adverse visual effects would be limited to those experienced by a small number of close-range receptors during construction and operation. These receptors would include residents in properties in close proximity to the Proposed Development including; Selbourne Terrace and West Bridge Street to the northeast and Wilson Avenue, Waterfield Road and Sandfield Road to the northwest. Walkers using the England Coast Path including the section on Brock Lane between the above mentioned residential areas and a section on the southern bank of the River Blyth will also experience notable adverse visual effects.'

7.26 Whilst overall the Landscape Consultant is in agreement with the LVIA, which the Local Planning Authority also support the conclusions of he has suggested some additional improvements to the landscaping to the north west boundary with particular regard given to the northern boundary interface with Brock Lane where a well-considered boundary treatment with associated planting could provide an enhanced road corridor, screen low level clutter and provide an appropriate setting for the large scale industrial buildings. Subject to conditions which will ensure further details are submitted to show this, overall it is considered that the impact on the character of the site, its setting and on the landscape from close and distant views is acceptable and as such in this respect the proposal is in accordance with the NPPF and Local Plan Policies QOP1 and QOP4.

Impact on residential amenity and contamination

7.27 Both Policy QOP1 and QOP2 also through design seek to ensure proposals not cause unacceptable harm to the amenity of existing and future occupiers of the site and its surroundings. Policy QOP 2 (Good design and amenity) further highlights that • Development will be required to provide a high standard of amenity for existing and future users of the development itself and not cause unacceptable harm to the amenity of those living in, working in or visiting the local area. • Development proposals will need to ensure that the following criteria are met where applicable, taking into account any relevant cumulative effects and possible mitigation measures: • The physical presence and design of the development preserves the character of the area and does not have a visually obtrusive or overbearing impact on neighbouring uses, while outlook from habitable areas of the development is not oppressive and the best outcomes for outlook are achieved wherever possible; • Trees, other green and blue infrastructure and soft landscaping of amenity value are retained where appropriate and are introduced or replaced where they would enhance amenity of the development; • Neighbouring uses are compatible and that there are no unacceptable adverse impacts from noise, disturbances, odour, gases, other emissions and any other harmful effects, resulting from either the development or from neighbouring uses on the development.'

7.28 It is considered that given the position of the building and towers the development will not impact upon any neighbouring residents in terms of loss of light, outlook or privacy. Public Protection have also assessed the proposal where they have considered noise and vibration impacts – from construction and operational phases, land contamination, ground gas protection, air quality impacts – from construction and operational phases and artificial lighting impacts. They have considered where the nearest residential receptors are and the various reports including a Construction Environmental Management Plan, Phase 1 desk top report, and lighting scheme that have been submitted with the application. Overall Public Protection have raised no objection to the proposal subject to conditions which will help to mitigate against any impact the proposal may cause. In terms of contamination Public Protection also confirm that the development would not introduce a sensitive receptor to the site regardless of the presence of any contamination and the site is being remediated under planning application 16/04722/LDO and once those works are complete the site will pose a LOW risk to human health and controlled waters. As such it is considered the proposal is acceptable in terms of impact upon residential amenity subject to the conditions proposed by Public Protection and in this respect is therefore in accordance with

Local Plan Policies QOP1 and QOP2. In addition there are other environmental acts including the Control of Pollution Act 1974 which the applicant will need to adhere to.

Heritage Impact

7.29 It is considered that the development proposals have the potential to affect the setting and significance of the Grade II listed West Coal Staithes at Blyth Power Station which is situated to the east and in proximity to the proposed development site. The landward part of the Staithes has been removed, as approved under a previous listed building application. The seaward element remains. Building Conservation have therefore been consulted. They confirm 'the proposed development, by virtue of its form and function would not be deemed incongruous when viewed in context with the prevailing industrial and maritime character. Therefore, it is considered that the development proposals will not result in a harmful impact to the setting of the coal staithes which form part of the identified industrial and maritime hub and to which this character is an integral part of their setting.' As such they conclude that while the development proposals will result in a change to the setting of the listed staithes, this is not deemed harmful in the context of NPPF and so support the application.

7.30 In addition the County Archaeologist has also been consulted and have confirmed that the risk of the proposed development damaging or destroying significant archaeological remains is considered to be low and since the Power Station was subject to a compressive recording exercise prior to demolition in 2003, no further archaeological mitigation will be required in relation to these remains. As such they have no objections to the proposed development on archaeological ground and confirm that no archaeological work is recommended.

7.31 As such having regard to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act (PLBCAA) which requires the local authority to have special regard to the desirability of preserving the listed building, its setting and any features of special architectural or historic interest which it possesses, the NPPF Chapter 16 'Conserving and Enhancing the Historic Environment', and Local Plan Policy ENV 1, ENV7 and ECN 2, the proposal is acceptable in terms of impact upon heritage assets.

Drainage- surface water and foul water

7.32 The LLFA have been consulted and have raised no objection to the application subject to the imposition of conditions and informatives. Northumbrian Water have also been consulted and have confirmed they have no objection to the applicant connecting to the main public foul sewerage system.

7.33 In addition the Environment Agency have been consulted and whilst originally objecting to the proposal on the grounds that a non mains sewerage system will be used, have since removed their objection given the applicant will now connect to the mains foul water system. They have asked however that advice notes are attached which advise the applicant of certain regulations which needs to be adhered to where necessary. The proposal is therefore considered to be acceptable in terms of surface water and foul water drainage and in accordance with Local Plan Policies Wat3 and Wat 4.

Ecology

7.34 The application is supported by a Ecological Impact Assessment , Biodiversity Net Gain Design Stage Report F. • (Shadow) Habitat Regulations Assessment (HRA) Screening Report & Stage 2 Appropriate Assessment . and Construction Environmental Management Plan. These focus on the on potential effects of the proposed development on the Northumbria Coast Special Protection Area (SPA) and Northumberland Marine SPA, which lie in close proximity to the proposed works area, the Northumberland Shore Site of Special Scientific Interest (SSSI) and biodiversity and protected species in the area. European sites (SPA/SAC) are protected by the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations). Due to the proximity and potential impact to internationally important sites, Northumberland County Council as a competent authority, has also carried out an assessment under the Habitats Regulations, known as a habitats regulations assessment (HRA), to test if the (planning application) could significantly harm the designated features of a European site. All SSSI's are also considered of National importance and the Government expects planning authorities to apply strict tests when determining a planning application affecting SSSIs, to ensure that they avoid or at least minimise adverse effects.

7.35 The impact of the proposed works on ecology, protected species and these areas of significance including the Northumberland Marine Special Protection Area (SPA), the Northumbria Coast SPA and Ramsar site and Northumberland Shore Site of Special Scientific Interest have been assessed and consider by both Natural England and the County Ecologist.

7.36 Natural England have no objection subject to appropriate mitigation being secured, via condition, which would ensure the sites of significance stated above would not be impacted upon detrimentally. This is the mitigation measures as detailed in the authority's Habitats Regulations Assessment (Appropriate Assessment).

7.37 The County Ecologist has also considered all the information submitted and has carried out a Habitats Regulations Assessment to test if the proposal could significantly harm the designated features of a European site where consideration of all possible effects of the proposal, on the designated features of the site is given. This includes impacts that are direct and indirect, temporary, and permanent. The County Ecologist has concluded that with mitigation secured by condition the Habitat Regulations Assessment can conclude no adverse impact on integrity of the nearby Northumberland Marine SPA and Northumbria Coast SPA & Ramsar Site, and no adverse impact on interest features of the Northumberland Shore SSSI. Overall they have no objection to the scheme subject to appropriate mitigation. As such it is considered that subject to the inclusion of the two conditions proposed by the County Ecologist, that sets out mitigation that must be adhered to, the proposal is acceptable in terms of impact on ecology, protected sites and species, in accordance with Local Plan Policy ENV2.

Highways

7.38 The application has the potential to impact on highway safety, the highway network and parking. This is through construction traffic, vehicular movements to and from the development when built. In this case given the sites location close to the A189 both Highways England and the Highway Authority have therefore been

consulted on the information submitted. This includes layout plans showing access points to the site and vehicle parking, manoeuvring, cycle parking and servicing within the site. In addition as part of the application a Transport Assessment and Travel Plan have been submitted as part of the application. The impacts of the additional vehicular movements on the Local Highway Network are considered in the Transport Assessment. This includes the anticipated traffic generated by the nearby BritishVolt development. The Travel Plan has been submitted with the application and this document sets out the means by which employees will be encouraged to use more sustainable modes of transport to access the site. Methods to encourage walking, cycling, car sharing and the use of public transport are set out.

7.39 Highways England have provided a response and state that they have no objection to the proposal subject to a condition requiring a Highways Operational Management Plan (HOMP) to be submitted and approved in consultation with them. This was identified as necessary, as a means to manage the trip impact at the A19 Moor Farm junction during the critical weekday morning and evening network peak periods. Whilst National Highways are content that the operation associated with the proposed development, as specified within the Transport Assessment (TA) submitted in support of the application, appropriately manages the trip impact at the A19 Moor Farm junction, the operational characteristics and shift change times suggested needs ensuring in planning terms. Therefore, a HOMP is unavoidable, in the absence of a major scheme intervention at the junction, and represents National Highways' conditional response to the planning application. The proposed development's operation at the Strategic Road Network (SRN) during the weekday morning and evening highway peaks shall therefore be managed through a Highways Operational Management Plan (HOMP).

7.40 The Highway Authority have also been consulted. They have confirmed that they have assessed the proposal against the National Planning Policy Framework, Northumberland Local Plan and current local and national highway policies and confirm that the development conforms to the policy framework and as such there are no highway objections subject to the imposition of the recommended conditions and informatives as set out in their response. The Highway Authority have also set out that a s278 agreement will need to be entered into to secure off site highways works to undertake the connection between the internal pedestrian/cyclist route and the existing footway to Brock Lane or the improved route implemented under the British Volt permission.

7.41 As such subject to Highways England and the Highway Authorities conditions and informatives it is considered that the proposal is acceptable in Highways terms and is in accordance with the NPPF and Local Plan Policies Tra 1,2, and 4.

Other

7.42 In response to the comments made neighbours the applicant has submitted a landscape plan that shows areas of planting. In addition further landscaping is also sought via a condition.

7.43 In response to the other comments, firstly concerning the transport survey, the baseline surveys in 2020 were those that were undertaken for the BritishVolt application and were deemed acceptable for that assessment and have been replicated in this assessment. The level of impact of the proposed JDR development with a maximum of 44 trips per hour does not have a significant impact upon

operational capacity, as set out in the results in the Transport Assessment. Furthermore, it is considered that there is sufficient available capacity in the baseline and BritishVolt scenario to accommodate the increase in flows that could have occurred under the full return to traffic levels.

7.44 Secondly in respect to the public transport issue and access by sustainable transport, the Highway Authority have considered this as part of their assessment and confirm that 'the site is connected to the existing footway infrastructure on Brock Lane providing dedicated pedestrians connectivity towards Cambois, East Sleekburn and Bedlington Station. Cycle access is currently via oncarriageway provision with cyclists being required to mix with vehicular traffic. As part of the BritishVolt development off-carriageway improvements are secured for cycle access, along with a Toucan Crossing on Brock Lane to the east of the site. Cycle access to this development will benefit from these improvements, as shown in the submitted plans. There is a limited choice of access by Public Transport due to the current frequency and timing of services that serve Brock Lane. However, it is considered that for a development of this nature, based upon the employee numbers that any improvement to public transport services that would result in a meaningful modal shift to public transport use would be an unreasonable in planning terms to secure. The Framework Travel Plan recognises with concentration on other forms of sustainable transport modal shift, however, if services were to improve then the Travel Plan is adaptable as a live document to highlight public transport access to the site during the lifetime of the development.'

7.46 The Highway Authority have also confirmed that in terms of the T-junction into East Sleekburn this has not been explicitly modelled in the Transport Assessment but given that we are looking at least than one extra vehicle per minute in the shift change (worse case scenario based upon 44 employees all in individual cars) it would not be expected to have a material difference on the operation of a side road junction associated with this development in respect to gaps in passing traffic. The shift changes for JDR are different to those for British Volt as well so there wouldn't be the cumulative impact of both operations - both applications have operational shift changes controlled by condition we recommended and the HOMP from National Highways.

Equality Duty

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

These proposals have no implications in relation to crime and disorder.

Human Rights Act Implications

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.

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.

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. Recommendation

That this application be GRANTED planning permission subject to conditions and completion of the S106 agreement to secure an Employment Plan and a Training Skills Plan.

Conditions/Reason

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

02. Except where modified by the conditions attached to this planning permission, the development shall be carried out in accordance with the details shown on the following plans and documents:

Proposed indicative site plan 7616_A120_P11
Factory Building Ground Floor Plan 7616 A130 SEP 21 P07
Factory Building CCV Tower Floor Plans 7616 A131 JAN 22 P03
Factory Building VLM Tower Floor Plans 7616 A132 JAN 22 P03
Factory Buildings Roof Plans 7616 A135 P06
Factory Building Elevations 7616 A140 P06
Factory Building Sections 7616 A145 P06

Proposed Modular Offices. Ground Floor, First Floor & Roof Plans 7616 A180 P03
Proposed Modular Offices. Elevations and Section 7616 A181 P03
Emergency site access general arrangement DR-WSL-Z2-ZZ-DR-H-2102 P01
Main site access general arrangement JDR-WSL-Z2-ZZ-DR-H-2101 P01
Soft landscape plan WIE15063-116-XX-DR-L-741000
Location Plan 7616_A100_P04

Air Quality Assessment February 2022
Biodiversity Net Gain Design Stage Report February 2022

Construction Environmental and Social Management Plan Former Blyth Power Station, Land south of Brock Lane, Cambois, Blyth February 2022

Construction Environmental Management Plan Former Blyth Power Station, Land south of Brock Lane, Cambois, Blyth February 2022

Design & Access Statement Project Number: 7616 Document Number: A195
Ecological Impact Assessment (EclA) Former Blyth Power Station, Land south of Brock Lane, Cambois, Blyth February 2022
External Lighting Proposals January 2022
Framework Travel Plan February 2022
Noise Impact Assessment February 2022
Briefing Note – Operational Waste Storage Provisions
Preliminary Environmental Risk Assessment February 2022
Sustainability & Energy Statement 05th January 2022
Transport Assessment February 2022
Utility Report 25 February 2022
Landscape & Visual Impact Assessment May 2022
Soft Landscape Plan WIE15063-116-XX-DR-L-741000 P02

Klingfisher Lighting D38137/LC/D
Indicative Drainage Strategy 130471/2001 D
Food Risk Assessment and Drainage Strategy from Fairhurst – reference D/I/D/130471 Revision 8 – dated April 2022
Framework travel plan

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

03. Prior to first connection of surface water from the development a full CCTV survey of the existing surface water network shall be carried out. This shall determine whether the existing system is in a working condition. Where it is not, remedial actions shall be undertaken to bring any sub-standard areas to a full working condition. Results of this CCTV survey shall be submitted to the local planning authority. The development shall 2 thereafter be carried out in accordance with the approved details.

Reason: To ensure the development effectively disposes of surface water. In accordance with Local Plan Policy WAT3.

04. All outfalls to the river Blyth shall be fitted with a non-return valve.

Reason: To prevent tide locking and the increased risk of flooding to the development. In accordance with Local Plan Policy WAT3.

05. Prior to the development being brought into use a Highways Operational Management Plan (HOMP) shall be submitted to and agreed in writing with the Local Planning Authority in consultation with National Highways:

- a) The HOMP shall include strategies to mitigate the impact of logistics, operations, visitor and staff trips on the A19/A189 Moor Farm junction during the respective single hours with the highest recorded traffic demands during the weekday morning and evening peak periods.
- b) The strategies shall include but not be limited to the specification of the arrival and departure times of operations and office-based staff trips so that these accord with the details provided in the Transport Assessment submitted in support of the planning application (document reference WIE15063-100-R-14-2-1-TA, dated February 2022, prepared by Waterman Infrastructure & Environment Limited).
- c) The strategies shall also include the identification of the arrival and departure times of logistics and visitor trips so that these do not travel through the A19/A189 Moor Farm junction during the identified highest trafficked weekday peak hours.
- d) A traffic survey shall be undertaken at the A19/A189 Moor Farm junction from which the highest trafficked weekday peak hours are to be identified. The scope of the traffic survey to be agreed in writing with the Local Planning Authority and National Highways before being undertaken.
- e) The weekday peak hours at the A19/A189 Moor Farm junction and are to be agreed in writing with the Local Planning Authority and National Highways and stated within the HOMP. National Highways Planning Response (NHPR 21-09) September 2021
- f) The HOMP shall include the contact details for National Highway's Abnormal Loads Team.
- g) The agreed HOMP shall be fully implemented prior to the development being brought into use and shall only be varied if agreed in writing with the Local Planning Authority in consultation with National Highways

Reason: To assess the impact on the Highway network in accordance with the NPPF.

6. The noise from fixed plant installed in association with any building on the site shall not exceed the following noise rating levels when assessed at the specified locations, using BS 4142:2014+A1:2019 (or any subsequent version):-

Location	Noise Rating Level dB LAeq, T*		
	Day (0700 – 1900)	Evening (1900 - 2300)	Night (2300 – 0700)
SR A - Sandfield Road, Waterfield Road and Wilson Avenue	38dB	36dB	35dB
SR B – West Bridge Street	36dB	35dB	35dB

*T shall be 1 hour between 0700 and 2300 and 15 minutes between 2300 and 0700.

Reason: To protect residential amenity and provide a commensurate level of protection against noise. In accordance with Local Plan Policy QOP3.

07. Prior to the first use or occupation of the development as hereby permitted, the applicant shall employ a competent acoustic consultant to assess the cumulative level of noise emissions from the development at the nearest noise sensitive properties against the permitted levels in Condition 6.

The assessment shall be undertaken in accordance with the methodology described in BS 4142:2014+A1:2019 (or any subsequent version). The applicant shall submit a validation report based on the consultant's findings to the Local Planning Authority for written approval.

Where the noise levels from the development exceeds the levels stated in Condition 6, at the nearest noise sensitive premises, appropriate mitigation measures shall be agreed and implemented in full within a timescale 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 Local Plan Policy QOP3.

08. The main manufacturing buildings shall be constructed to provide sound insulation against emissions of internally generated noise in accordance with a scheme indicated by the noise assessment (Noise Impact Assessment, Waterman Infrastructure & Environment Ltd, Document Reference WIE15063-100-R-4-2-1-Noise dated February 2022). A report shall be submitted for approval in writing to the LPA showing full details of any required noise insulation and the resulting noise attenuation upon nearby receptors. Any noise insulation shall be implemented prior to the commencement of the use and be permanently retained thereafter.

Reason: To ensure that the noise breakout from the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Local Plan Policy QOP3.

09. With the exception of advance infrastructure, site preparation, groundworks and trial trenching, no above ground works shall take place until a noise and vibration assessment and management plan has been submitted to the LPA and approved in writing. The plan shall identify the main sources of construction noise and detail measures for the control and reduction of noise and vibration emissions associated with demolition, earthworks and construction. The development shall be carried out in accordance with the plan so agreed.

Reason: To protect residential amenity and provide a commensurate level of protection against noise and vibration. In accordance with Local Plan Policy QOP3.

10. No development shall take place, including any works of site preparation or demolition, until a dust management plan has been submitted to the LPA and approved in writing. The plan shall identify the main sources of dust during

construction and include measures for the control and reduction of dust emissions associated with the construction works. The plan shall also include details of how the principal contractor will deal with complaints of dust by any nearby receptors.

Reason: To ensure a commensurate level of protection against dust. In accordance with Local Plan Policy POL2.

11. No buildings shall be constructed until a report detailing the protective measures to prevent the ingress of ground gases, including depleted Oxygen (<19%), to the CS2 standard specified in BS 8485:2015+A1:2019 (Code of Practice for the design of protective measures for Methane and Carbon Dioxide ground gases for new buildings), have been submitted to and approved in writing by the Local Planning Authority.

The report shall contain full details of the validation and verification assessment to be undertaken on the installed ground gas protection, as detailed in CIRIA C735 (Good practice on the testing and verification of protection systems for buildings against hazardous ground gases).

Reason: In order to prevent any accumulation of ground gas, which may potentially be prejudicial to the amenity of the occupants of the respective properties. In accordance with Local Plan Policy POL1.

12. The development shall not be brought into use until the applicant has submitted a validation and verification report to the approved methodology in Condition 11, which has been approved in writing by the Local Planning Authority.

Reason: In order to prevent any accumulation of ground gas, which may potentially be prejudicial to the amenity of the occupants of the development. In accordance with Local Plan Policy POL1.

13. If during redevelopment contamination not previously considered is identified, then an additional written Method Statement regarding this material shall be submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until a method statement has been submitted to and approved in writing by the Local Planning Authority, and measures proposed to deal with the contamination have been carried out. Should no contamination be found during development then the applicant shall submit a signed statement indicating this to discharge this condition.

Reason: To ensure that risks from land contamination to the future users of the land and dwellings are minimised and to ensure that the development can be carried out safely without unacceptable risks to any future occupants. In accordance with Local Plan Policy POL1.

14. Air Quality Impact Assessment - Operational Phase

An assessment of the likely impact of the development on local air quality shall be carried out by a suitably qualified person. The assessment should consider the

impact the proposed development will have in terms of the air quality objectives described in the National Air Quality Strategy. A report of the findings and any recommendations shall be submitted to and approved in writing by the LPA.

Reason: To protect residential amenity and provide a commensurate level of protection against air quality impacts. In accordance with Local Plan Policy POL2.

15. The applicant shall submit an artificial lighting assessment demonstrating that the lighting from the development shall not exceed a value of plus 5 lux between dawn and 2300 and plus 1 lux between 2300 and dawn at the nearest light sensitive receptors above existing ambient levels for the written approval of the LPA.

Reason: To protect residential amenity and provide a commensurate level of protection against light . In accordance with Local Plan Policy QOP2.

16. Unless agreed in writing during the construction phase, there shall be no noisy activity from mobile plant, pneumatic equipment, power tools, machinery etc. audible at the site boundary outside the hours of:

Monday to Friday - 0700 to 1900.

Saturday 0730 to 1600.

With no noisy work audible at the site boundary on Sunday or Bank Holiday, unless agreed in writing with the LPA.

Any repeatedly noisy activity at any time may render the developer liable to complaints which could result in investigation as to whether a statutory nuisance is being caused.

Reason: To protect residential amenity and provide a commensurate level of protection against noise. In accordance with Local Plan Policy QOP2.

17. During the construction phase, there shall be no deliveries to the site or collections from the site by road unless agreed in writing with the LPA outside the hours of:

Monday to Friday - 0700 to 1900

Saturday - 0730 to 1600

With no deliveries or collections on a Sunday or Bank Holiday, unless agreed in writing with the LPA.

Reason: To protect residential amenity and provide a commensurate level of protection against noise. In accordance with Local Plan Policy QOP2.

18. No development shall commence until a Construction Method Statement, together with a supporting plan has been submitted to and approved in writing by the

Local Planning Authority. The Construction Method Statement and plan shall, where applicable, provide for:

- i. details of temporary traffic management measures, temporary access, routes and vehicles;
- ii. vehicle cleaning facilities;
- iii. the parking of vehicles of site operatives and visitors;
- iv. the loading and unloading of plant and materials;
- v. 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.

19. Prior to the development being brought into use, the car parking area indicated on the approved plans, including any disabled car parking 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 for that phase 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 development.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework and Policy TRA4 of the Northumberland Local Plan.

20. Prior to the development being brought into use operational use a car parking management strategy, which will include the provision of and Page 8 of 10 v4 May 2021 management of Electric Vehicle Parking and Infrastructure, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the strategy has been implemented in accordance with the approved details.

Reason: In the interests of highway safety and sustainable development, in accordance with the National Planning Policy Framework and Policies TRA1 and TRA2 of the Northumberland Local Plan.

21. Prior to the development being brought into use, details of the proposed highways works providing the pedestrian/cyclist connection at the main access junction shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the highways works have been constructed in accordance with the approved plans.

Reason: In the interest of highway safety and sustainable development, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

22. Notwithstanding details submitted, the development shall not be brought into use until details of the location of any gates to be installed or retained at the site accesses to Brock Lane have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the details have been implemented, and thereafter retained, in accordance with the approved details.

Reason: In the interests of highway safety and sustainable transport, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

23. The eastern secondary emergency access to Brock Lane shown on the approved plans shall only be used in the event of an emergency at the development.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

24. Revised Details to East of Car Park, including cycle parking details – Notwithstanding details submitted, the development shall not be brought into use until revised details to the east of the main car park comprising relocated cycle parking (including details of the cycle parking infrastructure), dedicated pedestrian provision and improved manoeuvrability for the car park have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the details shall be implemented in accordance with the approved details prior to the development being brought into use and the cycle parking being kept available for the parking of cycles at all times.

Reason: In the interests of highway safety and sustainable development, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

25. Twelve months after first occupation of the development details of a Full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. At all times thereafter the approved Full Travel Plan shall be implemented in accordance with the approved details. This Full Travel Plan must include:

- i. contact details of a suitably qualified Travel Plan Co-Ordinator and commitment to a Travel Plan budget and implementation programme
- ii. details of and results from an initial staff travel to work survey;
- iii. clearly specified ongoing targets for staff travel mode shares;
- iv. a plan for monitoring and reviewing the effectiveness of the Full Travel Plan; and
- v. a scheme providing for a biennial monitoring report to be submitted to the Local Planning Authority regarding the implementation of the Full Travel Plan.

Reason: In the interests of Sustainable Development, in accordance with the National Planning Policy Framework and Policies TRA1 and TRA2 of the Northumberland Local Plan.

26. The approved development shall adhere to the shift patterns for workers as set out in the approved Transport Assessment unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety, local amenity and highway capacity, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

27. Prior to the development being brought into use, a Delivery, Refuse and Servicing Strategy setting out details of delivery, refuse and servicing for the development, including vehicle routing, vehicle timings, vehicle details and storage locations shall be submitted to and agreed in writing with the Local Planning Authority. The approved Delivery, Refuse and Servicing Strategy shall be implemented in accordance with the approved details prior the development being brought into use.

Reason: In the interests of highway safety and local amenity, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

28. The development hereby approved shall be undertaken in accordance with the following avoidance and mitigation measures:

- i) During the work programme common and sandwich tern numbers and activity in the Blyth estuary shall be monitored between 15 June and 31 August, so that any times when more than 1% of the Northumberland Marine SPA population are present can be identified and limits imposed on work as appropriate.
- ii) The impact on development on these birds will be monitored using the same monitoring scheme set out in the 'Ash Barge Dock Monitoring Scheme' (EcoNorth 2018, ref ECN17 176). Should a risk of adverse effects on the integrity of the SPA be identified, site-specific measures will be agreed with the LPA and Natural England to control noise, visual disturbance or vibration sources as appropriate.
- iii) Strict exclusion zones for construction workers and activities will be imposed, including the West Staithes, the adjacent mudflats and the north bank of the Blyth estuary.
- iv) Works creating noise in excess of 70dB (LAmax) within an 80m zone adjacent to the estuary will be prohibited during September – March each year.'

Reason: To protect and conserve interest features of statutory designated nature conservation sites in line with the NPPF and Local Plan Policy ENV2.

29. Prior to first use of the development hereby approved, a Habitat Management and Monitoring Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall detail the location and timings for the creation of the ecological corridor and other areas of soft landscaping and a work schedule setting out the longterm management of these areas for the benefit of the biodiversity:

- a. as outlined in Figure 3: UKHab Post Development (Ref. WIE15063_100_GIS_BNG_3A) of the Biodiversity Net Gain Design Stage Report February 2022 Waterman Infrastructure & Environment Ltd, and
- b. shown on the Soft Landscape Plan February 2022 Waterman Infrastructure & Environment Ltd (Ref. WIE15063-116-XX-DR-L-741000 rP01). The actions within the Habitat Management and Monitoring Plan shall then be implemented within 12 months of commencement of development and for a period of 30 years.

Reason: To mitigate and compensate impacts on biodiversity and provide enhancement in line with NPPF paragraph 180 and Local Plan Policy ENV2.

30. No landscape works shall commence until a detailed landscaping scheme showing both hard and soft landscaping proposals has been submitted to and approved in writing by the Local Planning Authority. This shall include, where required, the planting of trees and shrubs including a fully detailed planting schedule setting out species, numbers, densities and locations, the provision of screen walls or fences, boundary treatments, the mounding of earth, materials to be used for areas of hardstanding, parking, pathways etc., areas to be seeded with grass and other works or proposals for improving the appearance of the development. The development shall be carried out in accordance with the approved drawings not later than the expiry of the next planting season following commencement of the development, or within such other time as may be approved in writing by the Local Planning Authority. Any soft landscaping removed, that has died or has become seriously damaged, defective or diseased within 5 years from its planting shall be

replaced within the next planting season with soft landscaping of a similar size and species to that which it is replacing.

Reason: To maintain and protect the landscape value of the area and to enhance the biodiversity value of the site. In accordance with the NPPF.

31. Prior to the commencement of development details of screening to be located along the northern boundary shall be submitted to and approved in writing with the Local Planning Authority. The screening shall then be erected in accordance with these approved details during any time any works are being carried and the screening shall be constructed in full accordance with the approved detail.

Reason: To protect residential amenity and provide a commensurate level of protection against noise and dust in accordance with Local Plan Policy QOP2.

32. Prior to the commencement of development above ground floor level details of the facing materials and finishes to be used in the construction of the development and their colour, shall be submitted to and approved in writing with the Local Planning Authority. The development shall then be constructed in full accordance with the approved details.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Local Plan Policy QOP2.

Informatives

1) Public Protection

Sealing and Verification of Service Ducts (gas protection)

The applicant should ensure that as well as the top-hat being secured to the gas membrane (tape or weld) that the internal annulus of the duct holding each of the service pipes and conduits (water, gas, electric etc.) should be filled with a recognised gastight sealant such as FILOseal+ or FILOseal+HD produced by Filoform UK Ltd:

<https://www.filoform.co.uk/catalog/category/view/s/re-enterable-ductsealingsystem/id/9/>

The applicant should submit additional verification of how the annulus in the dwellings have been sealed, with what method and with photographic evidence.

Dust Management Plan

It would be expected that a dust management plan be submitted with any subsequent application, this can be an initial draft but should contain the main elements of such a plan. Such a plan should also include an anti-idling policy for plant and machinery onsite to minimise air pollution.

Dust minimisation and control shall have regard to guidance such as : The Institute of Air Quality Management has produced very current documentation entitled "Guidance on the Assessment of Dust from Demolition and Construction"

available at:

<http://iaqm.co.uk/guidance/>

Additionally, the Mayor of London's office has produced robust supplementary guidance document entitled "The Control of Dust and Emissions During Construction and Demolition" which is available at:

<https://www.london.gov.uk/what-we-do/planning/implementing-londonplan/supplementary-planning-guidance/control-dust-and>

The HSE also provide guidance on construction dust:

<http://www.hse.gov.uk/construction/healthrisks/hazardous-substances/constructiondust.htm>

As do the CITB through the Construction Dust Partnership:

<https://www.citb.co.uk/health-safety-and-other-topics/health-safety/construction-dustpartnership/>

A dust management plan will often address the following points (although this is not exhaustive):

- Identify the higher risk receptors in close proximity to the site (school and residential).
- Identify the main sources of dust from the development. • Suggests the methods to minimise the risks from sources of dust.
- Suggests "toolbox talks" for aspects of power tool operation and general site operations.
- Use the normal wind direction to indicate the likely direction for any windentrained dust to be carried.
- Quantify the proportion of time (ie days of a year) when the wind direction could carry dust to the higher risk receptors.
- Identify an individual who will have overall site responsibility – ie site manager, site agent....
- Identify who the main contractor is and whether and/or which responsibilities will lie with them.
- Provide any contact details in the dust management plan for a responsible person/organisation.
- Indicate how the dust management plan will be conveyed to the main contractor (if the author of this plan has been the applicant who will not be a contractor) and sub-contractors, unless this is to be through toolbox talks.
- Contain a copy of the suggested letter drop to inform the nearest receptors of operations and how to complain.
- Indicate whether there will be a site notice board for the public with contact details contained on it, especially out-of-hours.

Statutory Nuisance

The Public Health Protection Unit would advise that 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 of statutory nuisance.

Burning Materials Onsite There shall be no burning of any material associated with the construction phase on the site.

2) LLFA

Any works within the cross-sectional area of a watercourse will require the prior written consent of Northumberland County Council, under the Land Drainage Act (1991). Please contact the FCERM team (fcerm@northumberland.gov.uk) for further information.

Any works in or adjacent to the river Blyth may require an Environment Permit. Please contact the Environment Agency for more information.

3)Highways

INFO28 - Section 278 Agreement and works in adopted highway -

You are advised that offsite highway works required in connection with this permission are under the control of the Council's Technical Services Division and will require an agreement under Section 278 of the Highway Act 1980. These works should be carried out before first occupation of the development. All such works will be undertaken by the Council at the applicant's expense. You should contact Highway Development Management at highwaysplanning@northumberland.gov.uk to progress this matter.

INFO40 - Reminder to not deposit mud/ debris/rubbish on the highway - In accordance with the Highways Act 1980 mud, debris or rubbish shall not be deposited on the highway. Travel Plan Reporting - Travel Plan monitoring should be reported through the Go Smarter Travel Plan database. You can contact the Travel Plan Officer at gosmarter@northumberland.gov.uk

4) Environment Agency

Pollution Prevention - Advice to LPA/Applicant

The car parking will require an oil interceptor which will be tankered away at regular intervals. No run off from the car parks should be put into the surface water system.

Risks From Floating Vehicles During Flood Event - Advice to LPA/Applicant

The Applicant should be aware that vehicles can start to float in flood depths of less than 60cm – less if it is fast-flowing. The Applicant must satisfy themselves that any relevant building will be constructed in such a way that vehicles floating or displaced as a result of flooding, would not jeopardise its structural stability. In addition, the Applicant should ensure that any sensitive infrastructure such as gas and water pipes or electrical cabling are located and designed to withstand the 2 potential impacts of floating or displaced vehicles.

Flood Resistance And Resilience Advice to LPA/Applicant

We strongly recommend the use of flood resistance and resilience measures.

Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help reduce flood damage.

To find out which measures will be effective for this development, please contact your building control department. If you'd like to find out more about reducing flood damage, visit the Flood Risk and Coastal Change pages of the planning practice guidance.

Further guidance on flood resistance and resilience measures can also be found in: • Government guidance on flood resilient construction

<https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings>

- CIRIA Code of Practice for property flood resilience

https://www.ciria.org/Research/Projects_underway2/Code_of_Practice_and_guidance_for_property_flood_resilience.aspx

- British Standard 85500 – Flood resistant and resilient construction

<https://shop.bsigroup.com/ProductDetail/?pid=00000000030299686>

Environmental Permit - Advice to Applicant The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Date of Report:

Authorised by:

Date:

Background Papers: Planning application file(s) 22/00879/FUL