



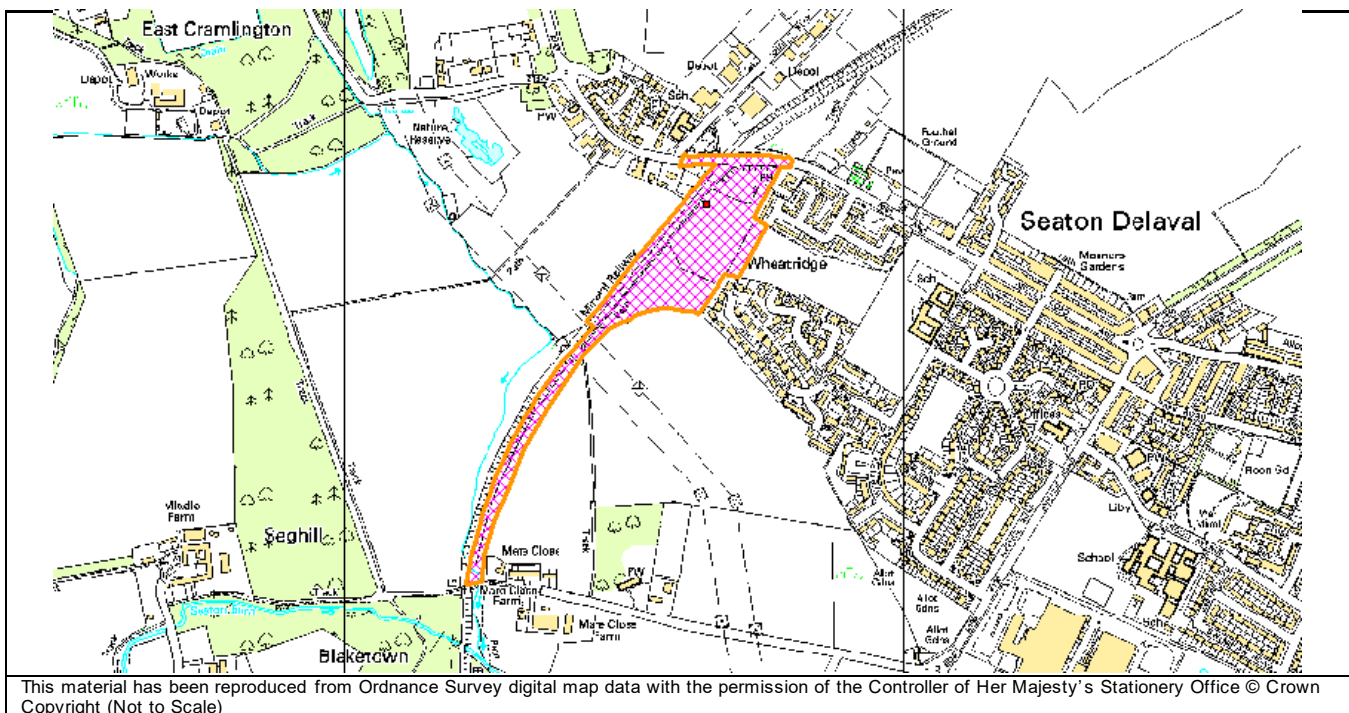
Northumberland

County Council

Strategic Planning Committee 6 June 2023

Application No:	22/02679/VARYCO		
Proposal:	Variation of conditions 2 (approved plans), 5 (details of boundary treatment), 7 (scheme of intrusive investigations), 8 (signed statement), 12 (detailed landscape scheme), 14 (details of car park bays), 23 (scheme of CCTV), 32 (maintenance and adoption of SuDs features) and 34 (detailed lighting design, of planning permission 21/02253/CCD to enable the phased construction of railway station car park including associated minor changes to internal layout, circulation area and landscaping.		
Site Address	Land South East Of Delaval Court, Astley Road, Seaton Delaval, Northumberland		
Applicant:	Northumberland County Council County Hall, Morpeth, NE61 2EF,	Agent:	Alannah Healey SLC Property 72 B-Box Studios Stoddart Street Newcastle upon Tyne NE61 2EF
Ward	Seghill With Seaton Delaval	Parish	Seaton Valley
Valid Date:	3 August 2022	Expiry Date:	16 June 2023
Case Officer Details:	Name: Mr Gordon Halliday Job Title: Consultant Planner Tel No: 07785 727053 Email: gordon.halliday@northumberland.gov.uk		

Recommendation: That this application be GRANTED permission



1. Introduction

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

1.2 An extension of time to determine the application resulting from the need to submit further information and amended proposals has been agreed by the applicant.

2. Description of the Proposal

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

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

2.3 This application that was submitted in August 2022 sought to vary seven of the conditions (nos. 2, 5, 12, 14, 23, 24 and 34) imposed on planning permission 21/02253/CCD to enable the phased construction of the car park for the new railway station in the western part of Seaton Delaval. Subsequently following a detailed design review, revisions to the application were submitted in December 2022. This added condition nos. 7, 8 and 32 and withdrew condition no. 24 (details of the tannoy system).

2.4 The reasons for the design change were stated to be as follows.

'Unfavourable ground conditions (including contamination, poor bearing capacity and a high water table) have resulted in the need to undertake much more significant volumes of earthwork drainage infrastructure intervention and in-the-ground remediation than previously expected. A value engineering exercise has therefore been undertaken.

The process has identified that a reduction in the footprint of phase 1 (and the car park overall) is the most obvious way of mitigating against the below-ground issues, whilst also ensuring that the station can still be delivered to an affordable budget.

The reduction has been achieved by removing the landscaping strips between the parking bays and reducing the number of parking spaces within phase 1 (whilst keeping within the demand modelling figures identified within the technical note that supported the original submission). The removal of landscaping strips would result in a reduction in the encroachment of the development into the countryside, allows for greater area of wildflower meadow planting on part of phase 1 and provides greater opportunity for additional planting around a possible phase 2'.

2.5 A further revision of the landscaping proposals was submitted in March 2023 to relocate the tree planting proposed to the southern boundary of the development, to the boundary with Whytrigg Close to address further concerns raised by local residents. Following further comments from local residents revised landscaping proposals were submitted on 2 May 2023.

2.6 In April 2023 further information, including a Flood Risk Assessment Addendum, an updated Drainage Strategy and accompanying plans and drawings, were submitted to address concerns raised by the Local Lead Flood Authority.

2.7 The Transport Assessment and associated demand modelling submitted in support of the planning application for the station envisaged an 'average demand' for car parking spaces in 2039 of 274 spaces. The application proposed that 284 spaces should be provided. The proposal now is to provide 156 car parking spaces in phase 1 with an additional 112 spaces in phase 2. The total number of spaces therefore would be 268 which represents a slight decrease compared to the 'average demand' envisaged from the demand modelling.

2.8 Other changes proposed compared to the approved scheme include the following details.

- The route of the drainage outfall is relocated within the railway corridor.
- The drainage design has been amended to provide better water treatment through use of the principles of Sustainable Drainage Systems (SuDS). It incorporate permeable paving within the car park, bioretention rain gardens and dry swale / filter drains to provide increased water quality treatment, amenity and biodiversity benefits. .
- A landscaping scheme provides a detailed landscape plan for Phase 1 that includes the removal of landscape strips between car parking bays and 'rain garden' style planters. It also proposes an interim landscaping solution for the Phase 2 footprint. Tree planting is proposed between Whytrigg Close and the proposed car park.
- A post and rail fence is proposed as the boundary treatment between the Phase 1 and Phase 2 areas.

3. Planning History

Reference Number: 19/02151/SCREEN

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

Status: Screening opinion issued

Reference Number: 20/02243/SCREEN

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

Status: Screening opinion issued

Reference Number: 21/02253/CCD

Description: Construction of a new single platform railway station including new highway access and signalised junction; modifications to existing highways including pedestrian footways; provision of parking for cars, electric vehicles, motorcycles, cycles, and taxis; works to public rights of way. Construction of: facilities ancillary to the station including, lighting, soft and hard landscaping, surface and subsurface drainage, utilities and other services, boundary treatment and other associated works

Status: PERMITTED

Reference Number: 22/00120/DISCON

Description: Discharge of Condition 4 (Construction Environmental Management Plan) and 35 (Archaeological Written Scheme of Investigation) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway

Station and associated works).

Status: PERMITTED

Reference Number: 22/00175/DISCON

Description: Discharge of Condition 28 (Programme of Works) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway Station and associated works).

Status: PERMITTED

Reference Number: 22/00466/DISCON

Description: Discharge of Condition 25 (Construction Noise and Vibration Management Plan) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway Station and associated works).

Status: PERMITTED

Reference Number: 22/01520/DISCON

Description: Discharge of Condition 9 (Biodiversity Net Gain) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway Station and associated works).

Status: PERMITTED

Reference Number: 22/01695/DISCON

Description: Discharge of Conditions 32 (Sustainable Urban Drainage) and 33 (Car Park Drainage) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway Station and associated works).

Status: PERMITTED

Reference Number: 22/01865/DISCON

Description: Discharge of Condition 3 (Ground levels) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway Station and associated works).

Status: PERMITTED

Reference Number: 22/01944/DISCON

Description: Discharge of Conditions 29 (Land Contamination) and 30 (Verification Report) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway Station and associated works).

Status: PERMITTED

Reference Number: 22/02031/DISCON

Description: Discharge of Condition 6 (Materials, Colours and Finishes) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway Station and associated works).

Status: PERMITTED

Reference Number: 22/02440/DISCON

Description: Discharge of Condition 33 (Car Park Drainage) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway Station and associated works).

Status: PERMITTED

Reference Number: 22/02951/DISCON

Description: Discharge of Condition 7 (Mining Remediation) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway Station and associated works)

Status: PENDING

Reference Number: 23/00065/DISCON

Description: Discharge of Condition 12 (Detailed Landscaping Scheme) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway Station and associated works)

Status: PENDING

Reference Number: 23/00402/DISCON

Description: Discharge of Condition 11 (Arboricultural Impact Assessment) of planning permission 21/02253/CCD (Construction of Seaton Delaval Railway Station and associated works)

Status: PERMITTED

4. Consultations and Publicity

4.1 Consultations and neighbour notification were carried out on both the original application and the revised proposals. Site notices for major development and development affecting a listed building and public right of way were posted on 5 August 2022 and a press notice was published in the News Post Leader on 12 August 2022.

Consultation Responses

Seaton Valley Parish Council	No response received.
Network Rail	No comments.
County Highways	No objections subject to all previously recommended highways conditions that have not been discharged, together with the amended/additional conditions relating to the implementation of the car park area in two phases, being transferred to the VARYCO decision notice.
County Ecologist	No response received.
Public Protection	No objections.
Lead Local Flood Authority	No objections
Northumbria Police	No response received.
British Transport Police	No response received.
Countryside/ Rights Of Way	No objection to the revised proposals subject to the public right of way that passes through the application site being protected for the duration of the development.

Public Responses

Number of Neighbours Notified	92
Number of Objections	
Number of Support	
Number of General Comments	2

Summary of Responses:

4.2 One representation was received generally welcoming the revised proposals submitted in December 2022 and requesting that consideration be given to additional screening and the construction of a berm behind the houses in Whytrigg Close. A further representation submitted in April 2023 requested that the proposed tree planting to the rear of Whytrigg Close be extended to the south to screen all properties. The revised landscaping scheme submitted on 2 May 2023 extends the tree planting.

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

5. Planning Policy

Development Plan Policy

5.1 The Development Plan in respect of the application site is the Northumberland Local Plan (NLP) adopted in April 2022. The following policies in the NLP are relevant to the consideration of the application.

STP 1: Spatial Strategy
<i>STP2: Presumption in favour of Sustainable Development</i>
STP3: Principles of Sustainable Development
STP4: Climate Change Mitigation and Adaptation
STP5: Health and Wellbeing
STP8: Development in the Green Belt
QOP1: Design Principles
QOP2: Good Design and Amenity
QOP4: Landscaping and Trees
QOP6: Delivering Well-designed Places
TRA1: Promoting Sustainable Connections
TRA2: The Effects of Development on the Transport Network
TRA4: Parking Provision in New Development
TRA5: Rail Transport and Safeguarding Facilities
ENV1: Approaches to assessing the impact of development on the natural, historic and built environment
ENV2: Biodiversity and Geodiversity
ENV7: Historic Environment and Heritage Assets
WAT3: Flooding
WAT4: Sustainable Drainage Systems
POL1: Unstable and Contaminated Land
POL2: Pollution and Air, Soil and Water Quality

5.2 Following a local referendum on 29 July 2021, the Seaton Valley Neighbourhood Plan (SVNP) was formally 'made' on 7 September 2021. The plan therefore becomes part of the statutory development plan and decisions on whether or not to grant planning permission in the Seaton Valley Neighbourhood Area need to be made in accordance with the plan, unless material considerations indicate otherwise. However, the issue of reopening of the railway for passengers and the development of a station at Seaton Delaval are not covered in the SVNP, the community having chosen to focus the plan on a vision to protect green and other open spaces to benefit the area's character and the local community.

National Planning Policy

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

6. Appraisal

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

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

Principle of the Development

6.2 The principle of the Seaton Delaval Station development was established by the permission granted to the original application in November 2021. In June 2022 the Secretary of State approved an application for the Northumberland Scheme under the Transport Works Order Act Order, further confirming the principle of the Seaton Delaval Station development.

Impact on the Green Belt

6.3 The application site is mainly 'white land' (i.e. the land is not allocated for any particular use) in the Development Plan. However, land in the south west of the application site is in the Green Belt. In the original planning application for the station it was proposed that part of the land in the Green Belt would be developed for car parking with the remainder proposed for landscaping and SuDS. However, the officer report concluded that this represented '*local transport infrastructure*' under the terms of paragraph 150 of the NPPF and as such was not inappropriate development in the Green Belt.

6.4 In the revised proposals only a small part of the phase 2 car park is in the Green Belt with the major part of the Green Belt area being proposed for landscaping. This reduction of built development in the Green Belt is considered to be a benefit of the revised proposals. It is concluded therefore that the revised proposals are in accordance with national and local Green Belt policy.

Provision for car parking

6.5 Policy TRA4 in the NLP states that an appropriate amount of off-street vehicle parking sufficient to serve new development should be made available in safe,

accessible and convenient locations. However, the NLP does not identify any minimum or maximum parking standards for developments such as the Northumberland Line. The NPPF states that maximum parking standards should only be set where there is clear and compelling justification that they are necessary for managing the local road network or for optimising the density of development in town centres where the aim should be to improve the quality of parking alongside measures to promote accessibility by pedestrians and cyclists (paragraph 108).

6.6 The car parking proposals were the main grounds of objection to the original planning application for Seaton Delaval Station. Following the submission of the current application the applicants met with local residents to discuss the revised proposals. This led to the submission of revised proposals to address the points raised by local residents.

6.7 This application proposes that the car park for the station is developed in two phases. Phase 1 would be developed first and provide 10 accessible parking spaces, 8 electric vehicle charging spaces, 2 accessible parking spaces with electric vehicle charging and 135 other car parking spaces, a total of 156 spaces. An additional 112 spaces would be provided in Phase 2. The total number of spaces therefore would be 268. This represents a slight decrease compared to the 'average demand' envisaged from the demand modelling in 2039 of 274 spaces.

6.8 County Highways note that whilst the proposed number of spaces sits at the lower scale of the demand forecasting, the quantity of parking proposed still satisfies the updated modelling which incorporates the DfT's estimates in relation to rail demand. County Highways are satisfied that the proposal includes an appropriate number of accessible spaces and electric vehicle charging bays. They conclude therefore that the proposed variation of the conditions will allow the car park to be delivered in two phases, in accordance with the predicted parking demand associated with the phasing and delivery of the Northumberland Line project as set out in the submitted Technical Note.

6.9 In the interests of highway safety and in accordance with the National Planning Policy Framework and Policy TRA 4 of the NLP, County Highways have recommended that the original condition 14 (details of car park bays) is broken down into two new planning conditions - one prior to the commencement of passenger rail services for the first phase of the car park as shown on the submitted drawing and a second new planning condition requesting the details of the extended / full car park area required for phase two. The recommended conditions accord with these comments.

6.10 It is considered that the revised car park proposals are in accordance with Policy TRA4 in the NLP and the NPPF subject to the conditions recommended by County Highways.

Other Highway Considerations

6.11 Policy TRA1 in the NLP requires the transport implications of development to be addressed as part of any planning application and sets out various planning criteria that the development will be required to address. When assessing a variation of condition application, County Highways check that any proposed variation does not have an adverse impact on the safety of all users of the highway or on the wider local highway network. County Highways have reviewed the submitted information and are satisfied that the variation of conditions will not have an adverse impact on highway safety.

6.12 Therefore, County Highways have no objections to the variation of the conditions with all previously recommended highways conditions that have not been discharged, together with the amended / additional conditions relating to the Implementation of the car park area in two phases, being included on the decision notice for the application. County Highways ask that the original conditions 2, 5, 12, 23 and 34 (as well as condition 14 referred to in paragraph 6.9 above) are broken down into two new planning conditions for each phase – one prior to the commencement of passenger rail services for the first phase and a second new planning condition securing the details for the second phase. These amendments have been incorporated in the proposed new conditions.

6.13 it is considered that the revised car park proposals are in accordance with Policy TRA1 in the NLP and the NPPF subject to the conditions recommended by County Highways.

Impact on residential amenity

6.14 Policy STP5 in the NLP states; *'Development proposals will be required to demonstrate where relevant and in a proportionate way, that they ... (f) prevent negative impacts on amenity; (g) protect, and alleviate risk to people and the environment, and do not have a negative impact upon...vibration, air and noise pollution'*.

6.15 The impacts on residential amenity were considered in detail in the officer report for the station application. That report concluded that with the proposed mitigation measures and subject to the imposition of appropriate planning conditions, the proposed development complied with Policy STP5 in the NLP.

6.16 The revised proposals result in the car park being located further away from residential properties at Whytrigg Close. For other properties the impact of the revised proposals on residential amenity is not changed. Public Protection has not objected to the application. It is concluded therefore that the proposals comply with the requirements of Policy STP5 in the NLP.

Impact on the Character and Appearance of the Area

6.17 Policy QOP2 in the NLP requires development to provide a high standard of amenity for users and not cause unacceptable harm to the amenity of those living in the area. Development proposals should ensure that the physical presence and design of the development preserves the character of the area and does not have a visually intrusive or overbearing impact on neighbouring uses. Policy QOP4 in the NLP states that: *'Where relevant, new development will be expected to incorporate well-designed landscaping and respond appropriately to any existing landscape features'*.

6.18 The impact of the proposed development on the character and appearance of the area was assessed in the officer report for the original planning application taking into account the submitted Design and Access Statement and Landscape, Townscape and Visual Appraisal document. The assessment also had regard to the fact that notwithstanding the generally low landscape quality of the site and its contained character, local residents clearly value the site as an undeveloped open field edged with woodland. It was concluded that with the proposed mitigation measures and subject to the imposition of appropriate planning conditions, the proposed development complied with Policies QOP2 and QOP4 in the NLP.

6.19 The current submission includes new landscape proposals. The revised landscaping scheme provides a detailed landscape plan for Phase 1 that includes the removal of landscape strips between car parking bays and 'rain garden' style planters. It also proposes an interim landscaping solution for the Phase 2 footprint. Following representations from local residents direct to the project team, the originally submitted proposals have been revised to relocate and strengthen the tree planting proposed to the southern boundary of the development, adjacent to Whytrigg Close.

6.20 It is considered that the revised landscaping proposals are acceptable and continue to be in accordance with Policies QOP2 and QOP4 in the NLP, subject to the imposition of a planning condition requiring a detailed scheme for the Phase 2 car parking area to be submitted before that area comes into operational use.

Drainage

6.21 Policy WAT 3 in the NLP requires development proposals to demonstrate how they will minimise flood risk to people, property and infrastructure. Policy WAT 4 states that Sustainable Urban Drainage Systems will be a requirement for any development where it is necessary to manage surface water drainage.

6.22 The LLFA raised no objections in principle to the revised proposals as they were originally submitted but requested further information on various matters. In response, and after some delay whilst the information was assembled, the applicants subsequently submitted an addendum to the Strategic Flood Risk Assessment, an updated Drainage report and a number of supporting plans and drawings.

6.23 The LLFA has reviewed the submitted information and has no objections to the proposed variation subject to compliance with the submitted information. Furthermore the LLFA do not object in principle to separate conditions relating to the drainage of the Phase 1 and Phase 2 developments.

6.24 It is concluded therefore that the proposals comply with the requirements of NLP policies WAT 3 and WAT 4.

Other Matters

6.25 Other matters that were assessed in respect of the original application included biodiversity, heritage assets, coal mining legacy, land contamination and public rights of way. The current proposals do not raise any new issues in respect of these matters. A public right of way (footpath 300/128) crosses the site. The public rights of way team has raised no objection to the revised proposals subject to the public right of way being protected for the duration of the development.

Equality Duty

6.26 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

6.27 The proposed variations to conditions do not give rise to any implications for crime and disorder.

Human Rights Act Implications

6.28 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.

6.29 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.

6.30 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.

7. Conclusion

7.1 The principle of the development of a station in the western part of Seaton Delaval as part of the reintroduction of passenger rail services on the Northumberland Line has been established by previous consents.

7.2 The proposed variations to conditions to allow the car parking provision to be phased are considered to be acceptable in principle. County Highways consider that the number of car parking spaces proposed is supported by the modelling and will ensure that cars are not required to be parked in residential areas in the vicinity of the proposed station. Local residents welcomed the original submission for the phasing of the car park but they asked the applicants to consider making a number of detailed changes, including to the landscaping proposals. The applicants subsequently amended the proposals to address the concerns identified by residents. Further information on drainage was also submitted to address issues raised by the Local Lead Flood Authority.

7.3 It is concluded therefore that the proposal is in accordance with the Northumberland Local Plan and the NPPF. The recommended conditions reflect the

fact that a number of conditions imposed on the original planning permission for the proposed development have been discharged since permission was granted.

8. Recommendation

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

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

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

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

Plans

60604435-ACM-XX-ZZ-DRG-LEP-000011 (Rev PO1.1) Site Location Plan
60601435-ACM-03-PL-DRG-ECV-000100 (Rev PO1) Existing / Demolition General Arrangement
60601435-ACM-03-ZZ-DRG-EHW-030006 (PO4) Car Park Traffic Sign and Road Marking Layout
60601435-ACM-03-ZZ-DRG-EHW-030009 (Rev PO4) Vehicle Tracking Sheet 1
60601435-ACM-03-ZZ-DRG-EHW-030011 (Rev PO2) Vehicle Tracking Sheet 2
60601435-ACM-03-ZZ-DRG-EHW-030010 (Rev PO3) Seaton Delaval Car Park Existing Public Utilities Layout
60601435-ACM-03-PL-DRG-ECV-000001 (Rev PO3) Platform General Arrangement
60601435-ACM-03-PL-DRG-ECV-000005 (Rev PO1) Platform Section and Details
60601435-ACM-03-PL-DRG-ECV-000006 (Rev PO1) Platform Services and General Arrangement Details
60601435-ACM-03-ZZ-DRG-EPT-000060 (Rev PO2) E&P Proposed Lighting Layout Seaton Delaval Car Park
60601435-ACM-03-ZZ-DRG-HLG-001301 (Rev PO2) Highways Lighting Proposed Lighting Layout
60601435-ACM-03-ZZ-DRG-HLG-001302 (Rev PO2) Highways Lighting Contours Layout
60601435-ACM-03-ZZ-DRG-HLG-001303 (Rev PO2.1) Highways Lighting Calculation Results
60601435-ACM-03-ZZ-REP-HLG-001301 (Rev PO2) Lighting Calculation Report
60601435-ACM-03-ZZ-SKT-HLG-001300 (Rev PO2) Highways Lighting Proposed Lighting Class
270_SD_P_400 Sections Seaton Delaval Station
173726-AEC-SN02-ZZ-DRG-EHW-900004 (Rev B01) (Seaton Delaval Car Park Phase 1 Indicative General Arrangement)
173726-AEC-SN02-ZZ-DRG-EHW-900005 (Rev B01) (Seaton Delaval Car Park Phase 2 Indicative General Arrangement)
173726-AEC-SN02-ZZ-DRG-EDR-500001 (Rev B02) (Seaton Delaval Car Park Drainage Layout) 23 February 2023
173726-AEC-SN02-ZZ-DRG-EDR-500002 (Rev B02) (Seaton Delaval Station Pavement Sub-Surface Drainage Scheme) 23 February 2023
173726-AEC-SN02-ZZ-DRG-EDR-500003 (Rev B02) (Seaton Delaval Station Car Park Drainage Standard Details)

173726-AEC-SN02-ZZ-DRG-EDR-500004 (Rev B02) (Seaton Delaval Station Car Park Drainage Planter Sections)
173726-AEC-SN02-ZZ-DRG-EDR-500005 (Rev B02) (Seaton Delaval Station Offsite Drainage Sheet 1 of 2) 23 February 2023
173726-AEC-SN02-ZZ-DRG-EDR-500006 (Rev B02) (Seaton Delaval Station Offsite Drainage Sheet 2 of 2) 23 February 2023
173726-AEC-SN02-ZZ-DRG-EDR-500007 (Rev B02) (Seaton Delaval Station Headwall Detail)
173726-AEC-SN02-ZZ-DRG-EDR-500008 (Rev B01) (Seaton Delaval Station Car Park Non-Standard Chamber Details)
173726-AEC-SN02-ZZ-SPE-EDR-000001 (Rev B02) (Seaton Delaval Station 0500 Specification Drainage)
173726-LAC-SN02-ZZ-DRG-ENV-600001 (Rev P05) (Seaton Delaval Landscape General Arrangement)
173726-LAC-SN02-ZZ-DRG-ENV-600002 (Rev P05) (Seaton Delaval Landscape Planting Plan)
173726-LAC-SN02-ZZ-DRG-EHW-600003 (Seaton Delaval Landscape Construction Details Sheet 1 of 2)
173726-LAC-SN02-ZZ-DRG-EHW-600004 (Seaton Delaval Landscape Construction Details Sheet 2 of 2)
173726-LAC-SN02-ZZ-DRG-ENV-600005 (Rev P05) (Seaton Delaval Landscape Planting Schedule)

Documents

Planning Statement. SLC Property. 27 May 2021
Design and Access Statement. SLC Property. 2 June 2021
Heritage Statement. AECOM. January 2021
Landscape, Townscape and Visual Appraisal. SLC Property. 5 May 2021
Health and Wellbeing Statement. SLC Property. 13 May 2021
Air Quality Assessment. AECOM. 21 December 2020
Transport Assessment. Aecom. May 2021
Transport Assessment Addendum. Aecom. September 2021
Transport Technical Note. Aecom. October 2021
Phased Delivery of Seaton Delaval Car Park. July 2022
Noise and Vibration Impact Assessment. Aecom. December 2020.
Preliminary Sources Study Report. Aecom. 2 February 2021
Flood Risk Assessment Addendum. AECOM. Report Number 60628487. March 2023
Drainage Strategy. AECOM. (Rev F03) 2023

Plans and Documents relating to Previously Discharged Conditions

(a) Discharged by discharge of Condition 3. (Application No. 22/01865/DISCON)

60601435-ACM-03-ZZ-DRG-EHW-030003 (Rev PO4) Car Park Highways Typical Cross Sections Sheet 1 of 2
60601435-ACM-03-ZZ-DRG-EHW-030007 (Rev PO4) Car Park Highways Typical Cross Sections Sheet 2 of 2

(b) Discharged by discharge of Condition 11. (Application No. 23/00402/DISCON)

Arboricultural Impact Assessment, Aecom. May 2021

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

3. The development hereby permitted shall be carried out in accordance with the ground levels approved under decision 22/01865/DISCON dated 13 June 2022.

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

4. The provisions of the Construction and Environmental Management Plan approved under decision 22/00120/DISCON dated 3 March 2022 shall be adhered to throughout the demolition and construction period.

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

5a. Details of the proposed boundary treatment to the site shall be submitted to and approved by the Local Planning Authority. The details shall include plans showing the location of existing, retained and proposed new boundary treatments and scaled drawings indicating the positions, height, design, materials, type and colour of the proposed new boundary treatments. The approved scheme shall be implemented before the station is brought into operational use.

Reason: In the interests of visual amenity of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the area in accordance with Policy QOP 2 of the Northumberland Local Plan.

5b. Details of the proposed boundary treatment to the Phase 2 car parking area shall be submitted to and approved by the Local Planning Authority. The details shall include plans showing the location of existing, retained and proposed new boundary treatments and scaled drawings indicating the positions, height, design, materials, type and colour of the proposed new boundary treatments. The approved scheme shall be implemented before the Phase 2 car parking area is brought into operational use.

Reason: In the interests of visual amenity of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the area in accordance with Policy QOP 2 of the Northumberland Local Plan

6. The materials, colours and finishes to be used on all external surfaces shall be carried out in accordance with the details approved under decision 22/02031/DISCON dated 27 June 2022.

Reason: In the interests of visual amenity of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the area in accordance with Policy QOP 2 of the Northumberland Local Plan.

7a. No development shall commence in respect of the Phase 1 development (excluding any grouting works that are required) until:

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

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

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

7b. No development shall commence in respect of the Phase 2 development (excluding any grouting works that are required) until:

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

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

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

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

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

9. The development shall be carried out in full accordance with the provisions in the scheme ("the offsetting scheme") for the offsetting of biodiversity impacts at the site approved under decision 22/01520/DISCON dated 31 May 2022.

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

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

- Priority within the planting scheme to be given to native species, ideally of local provenance.
- Retention where appropriate of the mature trees on the site.
- Retained and created habitats to be subject to a suitable management plan.
- Any felling or arboricultural works outside of the woodland to follow a method statement.

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

Reason: To maintain the biodiversity value of the site and avoid harm to protected species that may be present in accordance with Policy ENV 2 of the Northumberland Local Plan.

11. The development shall be carried out in full accordance with the provisions in the updated Arboricultural Impact Assessment approved under decision 23/00402/DISCON dated 24 February 2023.

Reason: In order that retained trees are protected during construction and to ensure that the proposed development does not have an adverse effect upon the appearance of the area in accordance with Policy QOP 2 of the Northumberland Local Plan.

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

Reason: To ensure that important features are protected and retained in the interests of amenity and to ensure a satisfactory standard of landscaping in accordance with Policies QOP 2 and QOP 4 of the Northumberland Local Plan.

12b. Prior to the start on site to develop the Phase 2 car parking area, a detailed landscaping scheme for this area shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall be implemented in accordance with the approved details within the first available planting season following the approval of details.

Reason: To ensure that important features are protected and retained in the interests of amenity and to ensure a satisfactory standard of landscaping in accordance with Policies QOP 2 and QOP 4 of the Northumberland Local Plan.

13. No trees, shrubs or hedges within the site which are shown as being retained in the approved landscaping scheme required by condition 12, shall be felled,

uprooted, wilfully damaged or destroyed, cut back in any way or removed during the development phase other than in accordance with the approved plans or without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased within three years from the completion of the development hereby permitted shall be replaced, within the next planting season, with trees, shrubs or hedge plants of similar size and species unless the Local Planning Authority gives written consent to any variation.

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

14a. Prior to the commencement of passenger rail services at the station the Phase 1 car parking area indicated on the approved plans, including any disabled and EV car parking spaces contained therein, shall be hard surfaced, sealed and marked out in parking bays in accordance with the approved plans. Thereafter, the Phase 1 car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the provision of passenger rail services at the station.

Reason: In the interests of highway safety, in accordance with Policy TRA 4 of the Northumberland Local Plan and the National Planning Policy Framework.

14ab Prior to being brought into operational use, the Phase 2 car parking area indicated on the approved plans, including any disabled and EV car parking spaces contained therein, shall be hard surfaced, sealed and marked out in parking bays in accordance with the approved plans. Thereafter, the Phase 2 car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the provision of passenger rail services at the station.

Reason: In the interests of highway safety, in accordance with Policy TRA 4 of the Northumberland Local Plan and the National Planning Policy Framework.

15. Prior to the commencement of passenger rail services at the station, a car parking management strategy detailing the number of car parking spaces, including disabled, EV and other spaces for non-public use, and details as to how these spaces will be made available, shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented in accordance with the approved details before the commencement of passenger rail services at the station.

Reason: In the interests of highway safety and sustainable development, in accordance with Policy TRA 4 of the Northumberland Local Plan and the National Planning Policy Framework.

16. Prior to the commencement of passenger rail services at the station, details of the proposed highways works to shown indicatively in the approved plans shall be submitted to and approved in writing by the Local Planning Authority. The highways works shall include the provision of:

- New vehicular, pedestrian and cyclist signalised access junction to the A192 Astley Road;

- Improvements to the Public Right of Way between A192 Astley Road and the approved car park;
- New footway connections to Wheatridge and Whytrigg Close;
- Relocated and upgraded bus stops on A192 Astley Road;
- All other associated works.

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

Reason: In the interests of highway safety, in accordance with Policy TRA 4 of the Northumberland Local Plan and the National Planning Policy Framework.

17. Prior to the commencement of passenger rail services at the station, details of the proposed advanced directional signage for vehicles, cyclists and pedestrians, shall be submitted to and approved in writing by the Local Planning Authority. No passenger rail services at the station shall commence until the details have been implemented in accordance with the approved plans.

Reason: In the interests of highway safety and sustainable transport, in accordance with Policy TRA 1 of the Northumberland Local Plan and the National Planning Policy Framework.

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

Reason: In the interests of highway safety and local amenity, in accordance with Policy TRA 4 of the Northumberland Local Plan and the National Planning Policy Framework.

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

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

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

Reason: In the interests of highway safety and sustainable development, in accordance with Policy TRA 4 of the Northumberland Local Plan and the National Planning Policy Framework.

21. The development shall be carried out in accordance with the provisions of the Transport and Construction Method Statement, together with supporting plan

approved under decision 22/01695/DISCON dated 7 July 2022. The approved Method Statement shall be adhered to throughout the construction period.

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

22. The temporary construction access from the A192 Astley Road approved under decision 22/01695/DISCON dated 7 July 2022 shall be retained in accordance with the approved plans and the agreed timetable for use.

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

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

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

23b. A scheme for the provision of a network of closed circuit television cameras (CCTV), including the proposed location cameras, mounting columns, proposals for the use and management of the system and proposals for its installation for the Phase 2 car parking area shall be submitted to and approved in writing by the Local Planning Authority. The CCTV system shall be installed in accordance with the approved details before the Phase 2 car parking area is brought into operational use.

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

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

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy QOP 2 of the Northumberland Local Plan.

25. The development shall be carried out in full accordance with the provisions of the construction noise and vibration management plan approved under decision 22/00466/DISCON dated 21 March 2022.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy QOP 2 of the Northumberland Local Plan.

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

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy QOP 2 of the Northumberland Local Plan.

27. Prior to the development being brought into use or continuing in use, details of the acoustic barrier(s) as outlined in the document Seaton Delaval Railway Station Noise and Vibration Impact assessment, Aecom, December 2020 shall be submitted to and approved by the Local Planning Authority. The details shall include location, specification, design and performance. The approved scheme shall be implemented in full before the development is brought into use and shall be maintained to ensure it meets the agreed performance for the lifetime of the development.

Reason: To protect residential amenity and provide a commensurate level of protection against noise in accordance with Policy QOP 2 of the Northumberland Local Plan.

28. The development, including any works of demolition, shall be carried out in accordance with the programme of works, including 'enabling works', and the full disclosure report ('Verification Report') approved under decision 22/00175/DISCON dated 8 February 2022.

Reason: To provide an identifiable separation of works that will allow the imposition of conditions aimed only at the main demolition and construction works.

29. The development shall be carried out in accordance with the scheme of assessments, investigation and remediation for potential land contamination approved under decision 22/01944/DISCON dated 30 June 2022.

Reason: To ensure that risks from land contamination to the future users of the land are minimised and to ensure that the development can be carried out safely without unacceptable risks to future users in accordance with Policy POL 1 of the Northumberland Local Plan.

30. If during the development, contamination not previously considered is identified, then an additional Method Statement regarding the material shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the measures proposed to deal with the contamination have been carried out. Should no contamination be found during development then the developer 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 are minimised and to ensure that the development can be carried out safely without unacceptable risks to future users in accordance with Policy POL 1 of the Northumberland Local Plan.

32a. Prior to its first use, details of the adoption and maintenance of all SuDS features related to the Phase 1 development shall be submitted to and approved in writing by the Local Planning Authority. The SuDS features shall thereafter be implemented and maintained for the lifetime of the development.

Reason: To ensure that the scheme to dispose of surface water operates at its full potential throughout the lifetime of the development in accordance with Policy WAT 4 of the Northumberland Local Plan.

32b. Prior to its first use, details of the adoption and maintenance of all SuDS features related to the Phase 2 car park shall be submitted to and approved in writing by the Local Planning Authority. The SuDS features shall thereafter be implemented and maintained for the lifetime of the development.

Reason: To ensure that the scheme to dispose of surface water operates at its full potential throughout the lifetime of the development in accordance with Policy WAT 4 of the Northumberland Local Plan.

33a. Prior to first use a lighting scheme for all areas of the site including, but not restricted to, the Phase 1 car parking area and footpaths, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show how and where external lighting shall be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not unduly affect residential amenity or prevent bats using their territory (e.g. for foraging or commuting) or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the approved scheme and no external lighting shall otherwise be installed without prior approval in writing from the Local Planning Authority.

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

33b. Prior to first use of the Phase 2 car parking area a lighting scheme for the Phase 2 car parking area shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show how and where external lighting shall be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not unduly affect residential amenity or prevent bats using their territory (e.g. for foraging or commuting) or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the approved scheme and no external lighting shall otherwise be installed without prior approval in writing from the Local Planning Authority.

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

34. The development shall be carried out in accordance with the archaeological scheme approved under decision 22/00120/DISCON dated 3 March 2022.

Reason: The site is of archaeological interest and to comply with Policy ENV 7 of the Northumberland Local Plan and the National Planning Policy Framework.

Informatives:

1. Any intrusive activities including initial site investigation boreholes, and / or any subsequent treatment of coal mine workings / coal mine entries for ground stability purposes require the written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action.

2. The prevention of nuisance is the responsibility of the developer and their professional advisors. Developers should, therefore, fully appreciate the importance of professional advice. Failure to address issues of noise, dust and light at the

development stage does not preclude action by the Council under Section 79 of the Environment Protection Act 1990 in respect to statutory nuisance.

3. British Standards 5228 (Code of practice for noise and vibration control on construction and open sites) sets out noise limits that the developers will be expected to adhere to, particularly in relation to working outside 'normal working hours'.

4. There shall be no burning of any material associated with the construction phase of the development.

5. It is recommended that the lighting scheme approved under condition 29 is designed in consultation with the project ecologist and follow guidance set out in Institution of Lighting Professionals Advice Note 08/18 (2018).

6. The application for the temporary closure and / or diversion of section of path 300/128 will be required prior to any works starting that might affect the footpath.

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

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

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

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

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

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

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

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

Date of Report: 16 May 2023

Background Papers: Planning application file 22/02679.VARYCO (this application) and 21/02253/CCD (station application)