

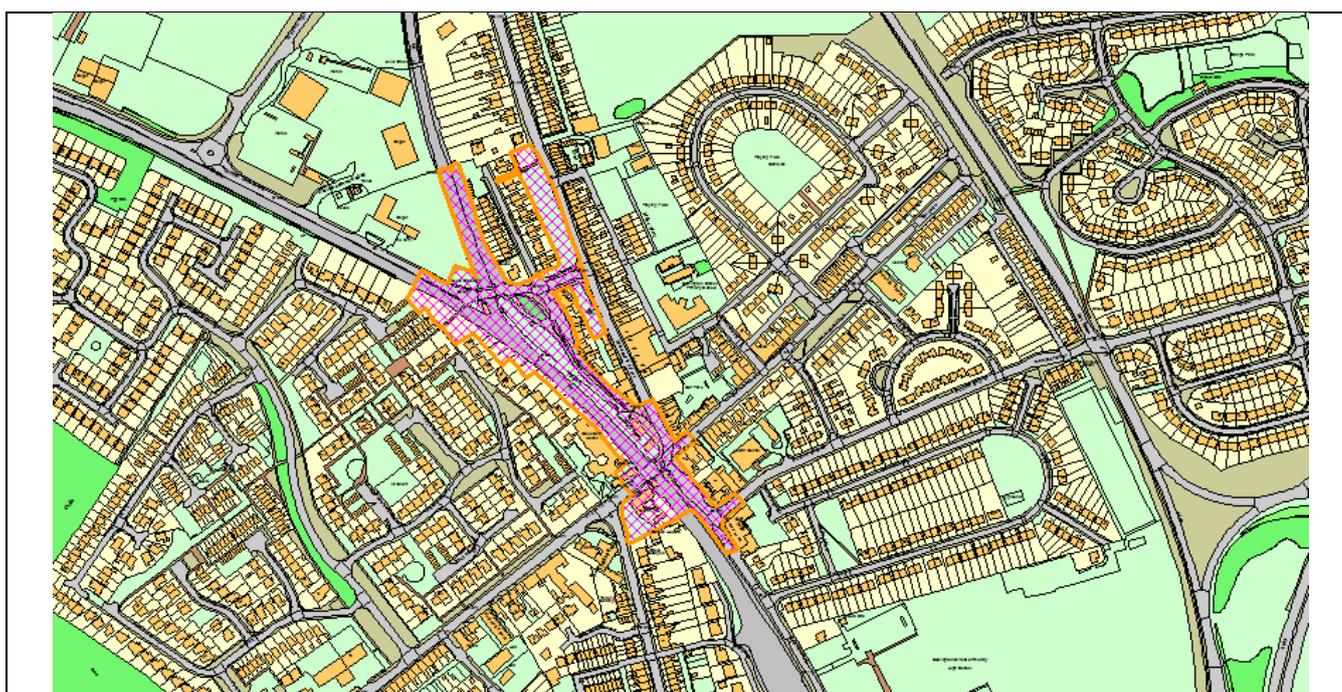


# Northumberland County Council

## Strategic Planning Committee, 2 November 2021

<b>Application No:</b>	21/01106/CCD		
<b>Proposal:</b>	Construction of a two-platform railway station including: ramped pedestrian access, new highway access; modifications to existing highways including pedestrian footways; provision of parking for cars, electric vehicles, motorcycles, cycles, and taxis and other associated works. 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		
<b>Site Address</b>	Bedlington Railway Station, Station Street, Bedlington, Northumberland NE22 5UZ		
<b>Applicant:</b>	Northumberland County Council County Hall, Morpeth, NE61 2EF,	<b>Agent:</b>	Mr Allen Creedy 72 B-Box Studios, Newcastle , NE2 1AN,
<b>Ward</b>	Sleekburn	<b>Parish</b>	East Bedlington
<b>Valid Date:</b>	18 March 2021	<b>Expiry Date:</b>	9 November 2021
<b>Case Officer Details:</b>	Name: Mr Gordon Halliday Job Title: Consultant Planner Tel No: 07785 727053 Email: gordon.halliday@northumberland.gov.uk		

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



## **1. Introduction**

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

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

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

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

2.3 This application is for the construction and operation of a new railway station at Bedlington Station. The proposed location for the new station is adjacent to the original railway station in Bedlington Station that closed in 1964. To the north of the proposed station are residential properties on Barrington Road, to the east are residential and business properties on Park Terrace, to the south is Park Road and to the west are residential properties on Blenheim Drive and East Sleekburn House care home.

2.4 The site of the proposed development has an area of 2.75 hectare. It comprises 5 separate areas:

a) The existing railway corridor and disused platforms.

b) The former station buildings and signal boxes owned by Network Rail. The former station buildings would be retained but are not required for the operation of the new station. It is anticipated that the signal box located adjacent to the Bedlington South level crossing will not be required as part of the signalling operation for the line but work on the signalling requirements has not yet been concluded. A Principal Supply Point building to support the proposed new signalling system would be constructed by Network Rail using their statutory powers without requiring planning permission.

c) The Network Rail storage compound which is proposed for car parking.

d) Narrow strips of land currently within gardens of Sleekburn House and gardens of properties on Blenheim Drive. These are required because the width of the land within the existing railway corridor is insufficient to construct the northbound platform.

e) Existing local highways (Clayton Street, Station Road, Park Terrace, Barrington Road and Palace Road). Various works to the adopted highways and footways in the vicinity of the level crossing will be required. Passengers crossing between platforms will use the level crossing. It is proposed that other works to highways and footways will be required to provide access to the car parks and for safety reasons.

2.5 The development proposals include the following main elements:

- Two new platforms, each approximately 100 metres long, with a range of facilities including vending machines, customer information screens, waiting shelters, CCTV, help points and lighting.
- A car park to the north of Ravensworth Road providing 35 spaces including 4 accessible spaces and 4 electric vehicle charging bays,
- Taxi drop off and cycle storage facilities would be provided.
- A new pedestrian crossing at the junction of Barrington Road and Ravensworth Street would be provided to improve access from the proposed car park on Ravensworth Street.
- The two existing level crossings would be upgraded.
- Various highway and footway works to improve access.
- The existing car park to the south of Bedlington South level crossing might be used as a temporary compound during construction.
- The building on Station Road formerly occupied by Boots would be demolished.

2.6 It is anticipated that the overall construction period, including site clearance, would be approximately 18 months (including Liddle's Street car park which would be the final activity) subject to access, safety and other considerations. Construction would not be continuous with individual activities such as the construction of car parks and platforms likely to take place within discrete periods of time of much lesser duration. The current programme envisages work on site starting in April 2022 to clear the existing Network Rail compound on Park Terrace which will then be used as the main compound for the construction of the railway station. This would then be followed by the clearance and demolition of the former Boots building and old platforms in June 2022 lasting for 3 months. The works on the construction of the new platforms need to be tied into track and signalling works in the area and they could be constructed concurrently or at different periods. The final works will be to develop the Park Terrace and Liddle's Street car parks.

2.7 As the railway line will continue to operate during the construction period, it is anticipated that the main working period will be between 11pm on Thursdays through to 5am on Mondays, but working would not be every weekend or over the full 79 hours every weekend. The contractor is continuing to work with Network Rail and the project team on a variety of measures that might reduce the period of working and deliver more work during daylight hours in order to reduce the disruption and impacts in the local area, including the impacts to Sleekburn House.

2.8 The application when first submitted included a proposed car park for 31 spaces to be located on the existing amenity green space on Ravensworth Street as the second car park to service the station. There was considerable opposition to this proposal including from the Parish Council and local residents. As a result this car park has been removed from the proposed development. In order to provide the required number of car parking spaces an application has been submitted for a car park providing 31 spaces at Liddle's Street. The Liddle's Street application is the subject of a separate item on the agenda for this Committee meeting.

2.9 It was also previously proposed that the land at Liddle's Street would provide compensation for the loss of the amenity land at Ravensworth Street. This proposal has also been removed as the amenity land at Ravensworth Street is no longer required and the Liddle's Street land is now being proposed for car parking as set out in the previous paragraph.

### 3. Planning History

**Reference Number:** 19/02151/SCREEN

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

**Status:** Screening opinion issued

**Reference Number:** 20/02243/SCREEN

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

**Status:** Screening opinion issued

### 4. Consultee Responses

East Bedlington Parish Council	<p>Support the return of passenger rail services but object to the proposed car parking at Ravensworth Street on grounds of loss of amenity space and wildlife habitat and concerns regarding increased traffic volumes on a section of road already suffering from vehicles travelling at speed.</p> <p>The preferred option for additional car parking is the commercial land off Barrington Road currently used as a container park that was suggested during consultation. The Council questions the concerns raised regarding this site as crossing the line at the North level crossing and considers that this presents no greater risk than crossing the line at the South level crossing, which is significantly busier, providing access not only to the station but to schools and town centre amenities.</p> <p>The Council does not accept the offer of land at Liddle Terrace to be an adequate or appropriate compensation for loss of amenity land. This land is subject to high levels of anti-social behaviour, in particular drug related crime and motor bike nuisance. Lighting and access is very poor and there is no visual benefit to residents of West View or Ravensworth Street</p>
Environment Agency	No response received.
The Coal Authority	No objection subject to the imposition of conditions requiring investigations to establish the risks posed by past shallow coal mining activity and the carrying out of any remedial works required.
Natural England	No objection.
Lead Local Flood Authority (LLFA)	No objection subject to the imposition of a condition relating to surface water management.
Northumbria Police	Suggestions made for designing out crime in the proposed development.
British Transport Police	Suggestions made for designing out crime in the proposed development.
Fire & Rescue Service	No objection.
Northumbria	No response received.

Ambulance Service	
County Archaeologist	No objections on archaeological grounds subject to the imposition of a planning condition for an appropriate programme of archaeological mitigation.
Strategic Estates	No response received.
County Ecologist	No objection subject to the imposition of appropriate conditions in relation to mitigation measures, lighting and biodiversity net gain.
Public Protection	No objection subject to the imposition of conditions in relation to station tannoy systems, construction noise and vibration, a scheme for the mitigation of rail noise at Sleekburn House, potentially contaminated land and permitted times for construction and collection deliveries.
County Highways	No objection subject to the imposition of conditions and informatives in relation to highway safety and car / cycle parking considerations.
South SE Tree And Woodland Officer	No response received.
Building Conservation	Support the proposed development subject to the imposition of conditions relating to the design and colour palate for station infrastructure to ensure continuity and quality in the appearance and design of the scheme.

## 5. Public Responses

### 5.1 Neighbour Notification

Number of Neighbours Notified	435
Number of Objections	41*
Number of Support	0**
Number of General Comments	3

\* see paragraph 5.6 below

\*\* see paragraph 5.4 below

5.2 Notices - general site notices were posted on 31 March 2021 and a press notice was placed in the News Post Leader on 1st April 2021.

5.3 Following the submission of revised proposals, including the removal of the Ravensworth Street car parking, full reconsultation and publicity was carried out, including the posting of site notices and a press notice.

#### Summary of Responses:

5.4 A number of the letters of objection express support generally for the reintroduction of passenger rail services, including the proposed station at Bedlington Station, but raise objections to certain elements of the proposals.

5.5 Most notably the objections related to the loss of the public open space on Ravensworth Street to provide car parking. The reasons stated included:

- this area of green space is highly valued by the local community;
- the requirement for car parking has been overestimated;
- brownfield land should be used for car parking;
- such green spaces are good for people's mental health;

- the provision of parking here will exacerbate existing traffic issues of high speeds and an awkward road layout;
- car parking will impact on pedestrian safety including for children at two local schools;
- increased noise, waste and air pollution will result in a residential area;
- loss of landscape character; and
- more difficult for local people to be able to park their cars.

5.6 As stated in paragraph 2.7 above, the proposal to locate a car park on Ravensworth Street has been deleted from the proposed development.

5.7 Other objections raised are as follows:

- the southbound platform is not needed as the existing northbound platform could serve both directions;
- object to proposed one way traffic system for Park Terrace and Park Terrace being used as an entrance to the car park on grounds of pedestrian safety including school children who also play in the street;
- there is too much focus on catering for customers arriving by car;
- the number of car parking spaces required to service the station has been overestimated.

5.8 Bernicia Homes, who have interests (Sleekburn House and 24 – 33 Blenheim Drive), adjacent to the proposed station development have objected. Whilst expressing general support for the Northumberland Line scheme, they consider that its delivery should not be at the expense of the living standards of their residents. They object on the grounds that their residents will be adversely affected by the proposed station development both during construction and when operational.

5.9 Bernicia Homes have submitted evidence to the Transport and Works Act Order Public Inquiry that is due to commence on 9 November and have asked that this evidence is taken into account in consideration of the planning application. The evidence covers a variety of topics including operational noise, construction noise, mapping inconsistencies, daylighting, timescales for construction works and the Local Planning Authority's duties under the Equality Act.

5.10 The Bernicia objections are dealt with in appropriate sections of this report and include detailed advice received from Public Protection in particular on the noise issues.

5.11 Three general representations raise queries on the submitted documents and issues related to provision for cyclists and active travel.

5.12 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=QQ4FAZQSMS400>

## **6. Planning Policy**

### Development Plan Policy

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

GP1 Spatial Strategy
GP4 Accessibility
GP5 Landscape Character
GP6 Trees and Hedgerows
G13 Biodiversity and Wildlife Networks
GP21 Archaeology
GP22 Flood Risk and Erosion
GP23 Pollution and Nuisance
GP25 Noise
GP29 Land Contamination
GP30 Visual Impact
GP31 Urban design
GP32 Landscaping and the Public realm
GP35 Crime Prevention
T1 Ashington, Blyth and Tyne Rail Line
T3 Provision for Cyclists
T4 Provision for Walking
T5 Access for People with Reduced Mobility
T6 Traffic Implications of New Development
T7 Parking Provision in New Development
REC11 Access to the Countryside and Coast

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

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

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

STP 1: Spatial Strategy
STP2: Presumption in favour of Sustainable Development
STP3: Principles of Sustainable Development
STP4: Climate Change Mitigation and Adaptation
STP5: Health and Wellbeing
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

#### National Planning Policy

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

#### Other Documents

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

## 7. Appraisal

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

- Principle of the development
- Economic considerations
- Provision for car parking

- Other highway considerations
- Impact on residential amenity
- Impact on the character and appearance of the area
- Impact on biodiversity
- Impact on heritage assets

#### Principle of the Development

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

7.3 The choice of site location for the proposed station at Bedlington Station aligns well with saved policy T1, albeit that that Plan's proposals map only depicts the proposed station as an allocation within the track bed and adjacent railway corridor.

7.4 Policy TRA5 in the emerging NLP identifies Bedlington Station as one of the locations for stations on the railway line. The emerging plan does not safeguard a specific site for the station, simply showing the station as a point in approximately the same location as the application site. The proposed location for the station is within walking distance of a very large number of homes and can therefore be regarded as a highly sustainable location for a station halt, meeting several of the criteria in emerging NLP policy STP3.

7.5 An objector considers that only one platform is required. However, the applicant has stated that if only one platform is provided at Bedlington Station this would require additional works to make this stretch of the railway single line which would increase capital costs and significantly constrain operating performance through poorer punctuality and reliability of the service. It would also potentially restrict any future aspirations relating to a future extension of the Northumberland Line to Morpeth. It is therefore considered that the principle of having two platforms has been demonstrated.

7.6 The proposed railway station at Bedlington Station is an integral component of the Northumberland Line scheme. It is concluded therefore the principle of the development of the station is in accordance with saved policy T1 and emerging policies TRA5 and STP3. Other aspects of the proposals, notably the car parking, are dealt with in later sections of this appraisal.

#### Economic considerations

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

7.8 In the North East Local Economic Partnership's Strategic Economic Plan, the introduction of passenger services to the line is cited as necessary to the achievement of the plan's connectivity goals. The Northumberland Economic

Strategy recognises that increased connectivity will bring huge benefits, especially to the deprived communities of South East Northumberland. The Strategy identifies the reopening of the Northumberland Line to passengers as a key priority.

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

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

#### Provision for Car Parking

7.11 Policy T7 in the WDLP states that developers should make appropriate provision in their developments for the parking of motor vehicles and motorcycles. Policy TRA4 in the emerging NLP states that an appropriate amount of off-street vehicle parking sufficient to serve new development should be made available in safe, accessible and convenient locations. However, the emerging NLP does not identify any minimum or maximum parking standards for developments such as the Northumberland Line. The NPPF states that maximum parking standards should only be set where there is clear and compelling justification that they are necessary for managing the local road network or for optimising the density of development in town centres where the aim should be to improve the quality of parking alongside measures to promote accessibility by pedestrians and cyclists (paragraph 108).

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

7.13 The TA examined the possibility of utilising existing car parking provision in the vicinity of the proposed station. Four car parks were considered at Clayton Street, Ravensworth Street, and Melrose and Jubilee Terrace car parks. The car parks at Clayton Street and Ravensworth Terrace were found to already be operating at over 85% capacity for significant periods. (The Institute of Highways and Transportation consider a car park to be 'full' at an occupancy rate of 85%). The Melrose and Jubilee car parks had lower occupancy rates but not sufficient to provide the required number of spaces to service the proposed new station. The surveys found that there were already instances of informal on-street car parking.

Reconfiguring the layout of the existing car parks was likely to reduce rather than increase the number of spaces due to the need to adhere to parking standards.

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

7.15 The proposal to provide car parking on the amenity open space on Ravensworth Street raised policy issues and gave rise to a significant number of objections as set out in paragraph 5.5 above. Following discussions with Council officers a site at Liddle's Street in the Council's ownership was also considered and this is the subject of a separate planning application that is also on the agenda for this meeting. The Liddle's Street site would provide 31 car parking spaces. The officer recommendation for that application is to grant planning permission subject to conditions.

7.16 The replacement of the proposed Ravensworth Street car park by the proposed Liddle's Street car park has resulted in various changes to the original proposals for highway and footway improvements in the area. These include an extension of car parking restrictions to minimise the potential for on-street parking as a result of the development of the railway station. County Highways has agreed the proposals, some of which will require Traffic Regulation Orders under separate legislation at the detailed design stage

7.17 It is proposed that the entrance to the new car park on the storage compound would be from Park Terrace. Three objections have been received pointing out that Park Terrace is currently a no through road that is used by local children to play safely. The residents are concerned that the proposed entrance will make Park Terrace unsafe for pedestrians including school children who also play in the street. They also objected to the original proposal for a one-way system for Park Terrace which would mean that they would need to exit Park Terrace by driving through the new car park. They suggested that the proposed exit from the car park on Barrington Road could be widened to provide both ingress and egress for the car park.

7.18 Amended proposals for the Park Terrace car park have been submitted. The proposal to make Park Terrace on-way has been removed from the proposals and it is only the car park that is one-way. 'No motor vehicles except for access' restrictions are proposed for Park Terrace beyond the car park access junction and also for West View. 'Residents only' parking bays on the section of Park terrace between Barrington Road and the car park access junction are also proposed. An egress on to Barrington Road is not possible due to the risks of vehicles waiting to turn right into the car park blocking the level crossing. County Highways consider that the revised proposals are acceptable in road and pedestrian safety terms.

7.19 County Highways note that car parking requirements and highway impacts have been assessed upon the basis of free car parking being provided. The Cabinet has agreed that there should be no charging at Northumberland Line car parks for one year following which there will be a review. County Highways recommend a planning condition is imposed to ensure that the impacts of any change in car parking charging strategy is addressed through the planning process and any mitigation that might be required is provided as part of any change in strategy.

7.20 Overall therefore it is considered that the car park proposals in the application are in accordance with Policy T7 in the WDLP, Policy TRA4 in the emerging NLP and the NPPF.

#### Other Highway Considerations

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

7.22 A Transport Assessment (TA) and a Transport Assessment Addendum (TAA) have been submitted to support the proposed development. The assessments identify the anticipated transport impacts of the proposed development and outline whether any necessary improvements to accessibility and safety for all modes of travel are required. The TAA was prepared to deal with amendments to the proposed development following the removal of the Ravensworth Street car park and to provide further information on a proposed junction identified by County Highways as requiring additional surveys and modelling to be carried out. The TA and TAA examined the road safety record of the highway network in the locality and no significant road safety problems were identified. The assessments have concluded that the proposed development will not have a significant impact on the surrounding highway network in terms of capacity and safety.

7.23 In commenting on the original TA, County Highways also required amended proposals in relation to access to the railway station by sustainable modes of travel and have endorsed the revised proposals which include the addition of a means of crossing Barrington Road to the west of the level crossing to accommodate the desire line towards the industrial estate and the removal of the former vehicular crossing at the location of the pedestrian level crossing into Blenheim Drive. The maintenance access to the east of the level crossing has also been amended to provide pedestrian priority through the access in the provision of a dropped kerb access rather than a junction. The previously proposed zebra crossing to Barrington Road has been replaced by a series of uncontrolled crossings on all arms of the Ravensworth / Barrington Road junction.

7.24 The proposed three areas for cycle parking at the three entrances to the platforms are considered acceptable by County highways.

7.25 The various off-site highway works required as part of the proposals have been subject to a Stage 1 Road safety audit and this has shown that there are no inherent highway safety issues. Any further amendments and full details of the proposed works are the subject of a recommended planning condition and will be subject to future Road Safety Audits at detailed design stage.

7.26 Previous concerns from County Highways regarding the layout of the proposed Park Terrace car park and its implications for the local network and residents' access and safety have also been addressed and are dealt with in paragraphs 7.17 – 7.18 above.

7.27 County Highways have therefore generally endorsed the findings of the TA (subject to the revisions made in the TAA) and TAA and raised no objection to the proposed development subject to the imposition of planning conditions in the interests of highway and pedestrian safety and the amenity of local residents

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

#### Impact on residential amenity

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

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

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

7.32 A main receptor is Sleekburn House that comprises 29 independent sheltered accommodation flats for the elderly located on two floors. Fifteen of these flats, a communal quiet room and a guest bedroom have an aspect onto the proposed station. The Bernicia Group that owns Sleekburn House has objected to the planning application and also has interests in 10 other nearby properties in Blenheim Terrace. Reference is made to the grounds of objection in the following paragraphs.

#### Noise

7.33 The main residential receptors for noise from the proposed development are Sleekburn House, Clayton Arms, The Gables and properties on Blenheim Drive, Station Street, Ravensworth Terrace, Park Terrace and West View. These dwellings are already receptors to noise from the current freight rail traffic.

7.34 It is understood that current freight traffic on the line is up to 30 train movements per week with some of these being early morning. Whilst noise from trains is transitory, the proposed half hour frequency for passenger services represents a significant increase on current levels and at stations the impact will be greater as passengers disembark and board. However, the noise from railcars at the station is predicted to be 41 to 63 dBLAeq (without mitigation) which is between 12dB below and 10dB above the measured current baseline daytime level. The proposal is to use diesel railcars, therefore most train engines will be located under the chassis of the railcar and a certain amount of noise attenuation will be provided at the station from the platform acting as a barrier. An acoustic barrier is proposed on the west platform to mitigate noise for six of the closest receptors to the station, including Sleekburn House. This would reduce noise from the railcars at these properties to 44 to 57 dBLAeq which is between 9dB below and 4dB over the measured current baseline daytime level.

7.35 The Public Health Protection unit has paid particular attention to the noise impacts on first floor receptors at Sleekburn House. The 'worst case scenario' relates to night-time noise from passing trains. The night period is 23.00 – 07.00 and during these periods it is anticipated that three empty trains (05.51, 06.15 and 23.11) and three stopping trains (06.11, 06.38 and 06.54) will pass Sleekburn House. External façade noise levels at Sleekburn House at night are estimated to be:

L<sub>Aeq</sub>, 8-hour – 41dB (ground floor) and 50dB (first floor)

L<sub>A</sub>Max – 63dB (ground floor) and 71dB (first floor)

7.36 With windows open (and allowing for 15dB of attenuation through an open window) internal levels would be:

L<sub>Aeq</sub>, 8-hour – 26dB (ground floor) and 35dB (first floor)

L<sub>A</sub>Max – 48dB (ground floor) and 56dB (first floor)

7.37 The applicant has agreed to install trickle vents in rooms at Sleekburn House which together with closed windows would achieve the following internal noise levels:

L<sub>Aeq</sub>, 8-hour – 11dB (ground floor) and 20dB (first floor)

L<sub>A</sub>Max – 33dB (ground floor) and 41dB (first floor)

7.38 As Sleekburn House is in a town centre location it will already experience a degree of noise during these time periods. For establishments such as care homes BS 8233 has an internal noise limit of 35dB L<sub>Aeq</sub>. Whilst there is no specific relaxation of the night-time limit for L<sub>A</sub>Max, Public Protection consider that existing residents at Sleekburn House might be expected to be partially desensitised to rail traffic noise being exposed to it on a regular basis, including much heavier freight trains with a greater number of wagons during the 06.00 – 07.00 night-time period. Public Protection therefore conclude that given the limited number of passenger traffic movements (passing and stopping) in a small proportion of the night period, the predicted night-time noise impacts are expected to be in the Lowest Observed Adverse Effect Level (LOAEL) when taken against the existing rail traffic.

7.39 Planning conditions are recommended relating to noise mitigation at Sleekburn House and details of the proposed acoustic barrier.

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

7.41 The noise levels at the car park on Park Terrace are predicted to be below the measured daytime background levels at the nearest noise receptors.

7.42 The predicted cumulative daytime noise impact at receptors close to the station is only between 0.1 and 0.6 dB over existing ambient noise levels of 53dB LAeq and because of this low predicted impact, no noise attenuation is proposed at the station.

7.43 The recommended conditions require the submission of a construction noise and vibration management plan for the approval of the Local Planning Authority. That plan would be required to provide details of the construction work and methodologies, measures for the control and reduction of noise emissions associated with construction works, liaison with local residents and arrangements for noise monitoring. A main contractor for the Northumberland Line scheme has only recently been appointed and such information is not yet available. However, the applicants have stated that working at night-time and weekends would be necessary, as the line would remain open during construction for the operation of freight services. The expectation would be that the activities that might generate most noise, such as demolition and platform construction, groundworks and tarmacking the car park, would be carried out during normal working hours as far as practicable and this could be controlled through the approval of the planning condition or by a COPA Section 61 'prior approval' or a combination of both. Public Protection also point out that there are noise limits under British Standards 5228 (Code of practice for noise and vibration control on construction and open sites) that they would expect the applicants to adhere to. The applicants estimate that the overall construction period would be up to 18 months (including Liddle's Street car park), subject to access, safety and other considerations but construction would not be continuous. Individual activities such as the construction of car parks are likely to take place within discrete periods of time of much lesser duration. The construction programme will be refined now that the main contractor for the scheme has been appointed.

7.44 Bernicia Homes have submitted evidence on noise to the forthcoming TWAO public inquiry and have asked that this be taken into account in determining the planning application. This evidence has been examined by Public Protection who consider that their advice to the Local Planning Authority covers the points raised by Bernicia Homes.

7.45 Bernicia Homes consider that the acceptability or otherwise of the construction noise impact should be dealt with at the planning application stage rather than being addressed by way of a condition. However, as pointed out above details of the construction programme are not yet available and Public Protection have recommended that it is appropriate to deal with this matter by imposing a planning condition. They point out that ultimately the applicant will be required to submit adequate and sufficient information to address the impacts of construction noise, including its assessment and proposals for minimisation and mitigation to the satisfaction of the Local Planning Authority. The Local Planning Authority will be advised by Public Protection and has agreed to consult Bernicia Homes on the submitted information.

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

### *Vibration*

7.47 Vibration levels from the proposed railcars are likely to be minimal, especially when compared to the longer and heavier freight trains already using the line and would be significantly below levels that would be noticeable at nearby dwellings. Vibration from plant and machinery during the construction phase will depend on the schedule of works and plant to be used. A contractor has only recently been appointed and as the detailed works and plant are not yet known, this is the subject of a planning condition.

### *Air Quality*

7.48 The railcars will be diesel and there is currently no plan to electrify the line, although the design of the scheme (e.g. the height of bridges) does allow for electrification at some future date. The railcar engines would be similar to those used to drive a large heavy goods vehicle. It is anticipated that the air quality impact from the proposed development would be minimal. Similarly it is considered that the air quality impact from cars travelling to and from the station would be within acceptable levels. A dust management plan for the construction phase has been submitted and Public Protection considers that it is acceptable.

### *Artificial Lighting*

7.49 The external lighting on the platform would be some 5.5 metres from Sleekburn House. The Public Protection team have considered information provided by the applicant on the projected throw from the lighting columns on the platforms and have raised no objection. Similarly it has raised no objection to the lighting proposals for the car park and footways / highways. A condition is recommended requiring the submission and approval of a lighting scheme that shows how and where external lighting will be installed to demonstrate clearly that areas to be lit will not unduly affect residential amenity.

### *Daylight*

7.50 A daylight assessment report for Sleekburn House was submitted with the planning application due to the proximity of the new platform proposed to the south west of the property. The proposals include increasing the height (from 2.5m to 3.4m) of the current privacy fencing / barrier located between Sleekburn House and the proposed platform and moving it closer (in some places by up to 1.3m) to the property. The report reviews the potential change in interior daylight access as a result of the proposed development, based on guidance and methodology set out in the Building Research Establishment (BRE) design guide 'Site layout planning for daylight and sunlight'.

7.51 The assessment found that 'good daylight' as defined by BRE good practice, would be retained for all rooms tested for the proposed fence location and height. Whilst there would be a visible change in views from the rooms, the report concludes that it is unlikely to create a daylight condition which contributes to significant or noticeable daylight losses for these rooms. First floor rooms are largely unaffected by the proposed fence design and height.

7.52 Bernicia Homes have raised concerns regarding the daylight assessment report principally based on their concerns regarding the different mapping techniques

used by the applicants in their submissions. They consider that the position of Sleekburn House has been wrongly mapped with consequential implications for the impacts that will be experienced. The applicants have explained that mapping has been based on a combination of topographical survey, drone survey and Ordnance Survey data. They point out that generally the most accurate of these is topographical data and this is the data that has informed the station designs, including the existing and proposed fence line between Sleekburn House and the railway. They also refer to the roof overhang at Sleekburn House as likely to have affected the position of the building on the plans. The applicants consider that these factors mean that there are no material impacts to the noise and daylight assessment findings in the submissions and none that would lead to an increased impact to Sleekburn House. In respect of noise Public Protection endorse this finding.

7.53 Conditions are recommended relating to ground levels, boundary treatment, landscaping and the acoustic fence and the implications for Sleekburn House will be taken into account in considering applications to discharge these conditions. With the additional safeguards provided by these conditions, it is concluded that the proposals are acceptable in relation to any impacts on daylight at Sleekburn House.

#### *Conclusion on Impact on residential Amenity*

7.54 It is concluded that with the proposed mitigation measures and subject to the imposition of appropriate planning conditions, notwithstanding the adverse impacts on Sleekburn House and other nearby receptors particularly during the construction period, the proposed development complies with Policy GP23 in the WDLP and Policy STP5 in the emerging NLP.

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

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

7.56 Policy GP30 in the WDLP states that developments that in visual terms would cause significant harm to the character or quality of the surrounding environment should be refused. Policy GP32 in the WDLP requires developers to incorporate a high standard of landscape treatment in their developments. Policy QOP2 in the emerging NLP requires development to provide a high standard of amenity for users and not cause unacceptable harm to the amenity of those living in the area. Development proposals should ensure that the physical presence and design of the development preserves the character of the area and does not have a visually intrusive or overbearing impact on neighbouring uses. Policy QOP4 in the NLP (as proposed for modification) states that: *'Where relevant, new development will be expected to incorporate well-designed landscaping and respond appropriately to any existing landscape features'*.

7.57 The application site currently comprises the railway line, Network Rail compound, buildings and platform of the former station, together with various

highways and footways. The boundaries of the site are a mixture of highways, residential properties and their gardens and Sleekburn House.

7.58 A Design and Access Statement (DAS) and a Landscape, Townscape and Visual Overview document were submitted with the application. The DAS points out that the choice of locations for the station was constrained by the track alignment on this stretch of the railway line and the location of existing rail infrastructure. It states that the station size and layout have been designed to meet estimated passenger numbers and to relate to the existing routes, features and buildings around the station, whilst the scale of the proposals is dictated to by Network Rail standards, national legislation and the railway engineering and operating requirements.

7.59 The platforms will be of precast concrete construction with asphalt surfacing. The fencing behind the platforms will be close-boarded timber of a colour to best integrate with the surrounding townscape. Platform furniture and facilities will be designed and coloured to align with the train operating company's branding requirements. The waiting shelters on each platform will provide protection for passengers during inclement weather. The car park and station forecourt area will consist of line marked tarmac with raised kerb pavement and forecourt areas. The DAS concludes that the submitted scheme has sought to balance the competing interests of potential impacts on residential amenity together with the strategic public benefits that will result from the new railway station development.

7.60 The design of the proposed stations on the Northumberland Line, including the station at Bedlington Station, has sought to provide functional and modern railway stations which are compliant with the relevant Network Rail and other industry standards, including those related to accessibility and inclusivity, whilst respecting the local townscape and historic importance of the line's industrial heritage. As referred to in the section below on 'impact on heritage assets' the Building Conservation has raised no objections to the design of the station subject to the imposition of a planning condition requiring details relating to the design and colour palette for station infrastructure to be submitted to ensure continuity and quality in the appearance and design of the scheme as a whole.

7.61 The Landscape, Townscape and Visual Overview document is intended to provide an account of the predicted landscape, townscape and visual effects of the proposed development. It points out that the proposed location for the development is within an urban area with significant rail related infrastructure already present on the site. The layout and views of the landscape around and from the site will not be altered by the development. The overview document concludes that the proposed development will greatly enhance the landscape character of the area due to the improved conditions of the tarmac and paving; the changes to the configuration of the area through expanding footpath widths and altering their alignment to improve safety; increasing green space; and increased quality and maintenance of the proposed planting.

7.62 Bernicia Homes note that the residents of Sleekburn House currently enjoy a largely open green area, with a barrier comprising trees, shrubs and vegetation between the curtilage of the building and the existing platform. They are concerned that the proposals will significantly affect this amenity, and in turn the mental health of elderly residents, the majority of whom spend a large proportion of their time at home, in particular through the erection of a 3.5 metre high acoustic fence but also

through the loss of the current 'green' soft landscaping barrier which also provides a habitat for birds and wildlife which is important for residents' well being.

7.63 The applicants recognise that the proposed increased height and new alignment of the fence will reduce the openness of the existing views and may result in an adverse visual impact for residents of Sleekburn House. However, they consider that the need to mitigate the noise impacts of the proposed development outweighs the change in views from ground floor rooms in Sleekburn House. Landscaping conditions are recommended and the applicants have offered to work with Council officers and Bernicia Homes in formulating the landscaping submissions.

7.64 Some existing trees and green space will be removed to construct the fence, platform and associated infrastructure. At this stage any tree removals are indicative, as the contractor has not been involved in the preparation of the submitted landscape design. Should the Committee decide to grant planning permission, a planning condition is recommended requiring the submission of a final Tree Protection Plan and Arboricultural Method Statement. In approving such a submission the Local Planning Authority will be able to ensure that the trees to be removed are only what is absolutely necessary for the construction and operation of the platform. Where possible compensatory planting would be provided.

7.65 It is concluded that with the proposed mitigation measures and subject to the imposition of appropriate planning conditions, notwithstanding the adverse impacts on Sleekburn House and other nearby receptors particularly during the construction period, the proposed development complies with Policy GP30 and Policy GP32 in the WDLP and Policy QOP2 and Policy QOP4 in the emerging NLP.

#### Impact on biodiversity

7.66 An Ecological Impact Assessment was submitted with the planning application. It notes that development at the site will lead to a net loss of biodiversity. The provision of net gains for biodiversity in accordance with the NPPF and Policy ENV1 in the emerging NLP is the subject of a recommended planning condition. The County Ecologist has raised no objections to the proposed development subject to the imposition of appropriate planning conditions, including the submission of a scheme of biodiversity net gain. The net gain may be in relation to the application site or the Northumberland Line as a whole. Other recommended conditions relate to mitigation measures and a lighting scheme to maintain the biodiversity value of the site and avoid harm to protected species.

#### Impact on heritage assets

7.67 A Heritage Statement was submitted with the planning application. It notes that the station at Bedlington dates back to 1850 and whilst some components of the former station complex have been removed since the station closed in 1964, a number of significant structures remain notably, the station building, platform and signal boxes. It notes that the former 'Boots' building dating from the 19<sup>th</sup> century would be demolished to accommodate the new platform and station.

7.68 The Building Conservation team has considered the impact of the proposed development on the setting of these heritage features. It has concluded that while there would be a change to the setting of the surviving railway station and its

buildings and structures, the ability to appreciate their local significance would not be harmed or negatively impacted by the development proposals. Regarding the demolition of the former Boots building, the team considers that the loss of this heritage building needs to be judged in the context of the Northumberland Line scheme's wider public benefits. To ensure continuity and quality in the appearance and design of the proposed development, a condition is recommended requiring details relating to the design and colour palette for station infrastructure to be submitted.

7.69 The Heritage Statement identifies a potential for the Bedlington Station site to be an appropriate focus for a programme of community engagement reflecting the significance of the former Blyth and Tyne Railway in the context of the development of Bedlington and the surrounding area in the industrial period. Discussions on this proposal have taken place following the submission of the planning application and these will continue. Whilst it is not considered that it would be appropriate to impose a condition on this planning application related to this aspect, there are grounds for believing that such a programme will be agreed as part of the development of the overall Northumberland Line scheme.

7.70 The County Archaeologist raises no objections to the proposed development on archaeological grounds. A condition requiring a programme of archaeological work is included in the recommended planning conditions.

7.71 Subject therefore to the imposition of appropriate conditions, the impact of the proposed development on the heritage assets of the area is considered to be acceptable.

#### Other Matters

##### *Drainage*

7.72 A Flood Risk Assessment was submitted with the planning application. This has been reviewed by the Local Lead Flood Authority who have raised no objection to the proposed development subject to the imposition of a planning condition in relation to surface water management.

##### *Coal Mining Legacy*

7.73 The application site falls within the defined Development High Risk Area, therefore there are coal mining features and hazards that need to be considered in relation to the determination of the application. Coal Authority information indicates the historic unrecorded coal mining activity is likely to have taken place at shallow depth in the vicinity of the application site. A Coal Mining Risk Assessment was submitted with the application. This has been assessed by the Coal Authority who concur with its conclusions and recommendations. The Coal Authority raise no objection to the proposed development subject to the imposition of conditions requiring investigations to establish the risks posed by past shallow coal mining activity and the carrying out of any remedial works required.

##### *Land Contamination*

7.74 The application is supported by a Phase 1 desk stop study for potential land contamination that has recommended that various intrusive investigations are carried

out prior to development. Public Protection have endorsed the findings of the study and have recommended conditions requiring site investigations to be carried out to identify any potential contamination from past historical uses of the site.

### *Equality Duty*

7.75 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. Bernicia Homes consider that an Equalities Impact Assessment should have been submitted with the application and have expressed concern regarding the impact of the proposals on residents of Sleekburn House who as predominantly elderly, including some with disabilities, are a protected group under the terms of the Equality Act 2010.

7.76 In respect of the concerns expressed by Bernicia Homes, there is no requirement to submit an Equalities Impact Assessment with the planning application and it is considered that both the applicants in their submissions and officers in their assessment of the proposals have had due regard to Sec 149(1) (a) and (b) of the Equality Act 2010. The submissions have recognised the potential impacts on residents of Sleekburn House and as set out in this report, officers have considered the information provided by the applicant, together with the responses from consultees and other parties, in assessing the various potential impacts. This assessment has concluded that there would be some adverse effects during both construction and operation but that these impacts would be mitigated to a certain extent by the various measures proposed and also through the imposition of appropriate planning conditions. Officers will continue to apply the equality duty when considering applications to discharge conditions, in particular the conditions relating to noise and landscaping. The adverse impacts need to be weighed in the planning balance against the wider public benefits that would arise through the Northumberland Line scheme, including the proposals for Bedlington Station.

### *Crime and Disorder Act Implications*

7.77 Policy GP35 of the WDLP states that development proposals will be expected to have regard to planning out crime objectives. The Planning Statement submitted with the application states that the design of the proposals has been informed by guidance received from Northumbria Police and British Transport Police. The 'Designing Out Crime' units of both organisations have been consulted on the planning application and have provided recommendations for various measures to assist in reducing the fear of crime and disorder for passengers using the railway and rail staff, including measures related to CCTV, lighting and access. The DAS states that the design of the station platforms and car parks have been developed to include suitable lighting, CCTV, public address system and passenger help points to create an environment which makes vulnerable users feel safe and secure when using the station and its facilities. These matters are the subjects of planning conditions and it is concluded that the policy requirements have been met.

### *Human Rights Act Implications*

7.78 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and

necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

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

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

## **8. Conclusion**

8.1 The reintroduction of passenger rail services on the Northumberland Line would bring considerable benefits to communities in south-east Northumberland, including in the Bedlington area. The proposed station at Bedlington Station forms an important part of the overall scheme and is in accordance with Development Plan policy. It is considered these factors in favour of the proposed development should be given substantial weight.

8.2 The proposed new station would be located adjacent to the location of the former station. This is a sustainable location and there are operational and logistical reasons that would mean locating the station elsewhere in the Bedlington area would not be possible. The car parking proposals, as amended, are considered to be appropriate and acceptable.

8.3 The concerns expressed by Bernicia Homes in relation to residents of Sleekburn House who as predominantly elderly, including some with disabilities, are a protected group under the terms of the Equality Act, are recognised. It is considered that there will be some adverse effects on the amenity and living conditions of these residents in particular during the construction of the platforms and also during the operation of the rail services, notwithstanding the fact that the line is currently used by freight trains. However, the proposed mitigation measures and recommended conditions will assist in reducing these impacts and the applicants have made commitments to continue to work with Bernicia Homes in the development of the scheme. The adverse impacts need to be weighed in the planning balance.

8.4 The proposals for the station, car park and associated development are considered to be acceptable subject to the imposition of conditions including mitigation measures to protect the amenity and living conditions of local residents,

including residents of Sleekburn House. Notwithstanding the adverse impacts, in particular for residents of Sleekburn House, It is concluded that the proposal is in accordance with the Development Plan and that the overall planning balance weighs in favour of granting planning permission subject to appropriate planning conditions.

## 9. Recommendation

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

### General

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

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

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

60601435-ACM-XX-ZZ-DRG-LEP-000014 (Rev PO1) Site Location Plan  
60601435-ACM-01-ZZ-DRG-ECV-000001 Planning Drawing General Arrangement  
60601435-ACM-06-PL-DRG-ECV-000001 (Rev PO1) Existing General Arrangement  
60601435-ACM-06-PL-DRG-ECV-000002 (Rev PO1.1) Platform General Arrangement  
60601435-ACM-06-PL-DRG-ECV-000003 (Rev PO1.1) Up and Down Platforms General Arrangement  
60601435-ACM-06-PL-DRG-ECV-000006 (Rev PO1.1) Platform Services General Arrangement  
60601435-ACM-06-PL-DRG-ECV-000004 (rev PO3) Platform Sections Sheet 1 of 2  
60601435-ACM-06-PL-DRG-ECV-000005 (Rev PO2) Platform Sections General Arrangement  
60601435-ACM-06-ZZ-DRG-EHW-060001 (PO3) Bedlington Car Park Highways General Arrangement  
60601435-ACM-06-ZZ-DRG-EHW-060005 (Rev PO2) Bedlington Station Highways Drainage Layout  
60601435-ACM-06-ZZ-DRG-EHW-060006 (Rev PO2) Traffic Sign and Road Marking Layout  
60601435-ACM-06-ZZ-DRG-EHW-060002 (Rev PO2) Bedlington Car Park Highways Typical Cross Sections 1 of 3  
60601435-ACM-06-ZZ-DRG-EHW-060003 (Rev PO2) Bedlington Car Park Highways Typical Cross Sections 2 of 3  
60601435-ACM-06-ZZ-DRG-EHW-060004 (Rev PO2) Bedlington Car Park Highways Typical Cross Sections 3 of 3  
60601435-ACM-06-ZZ-DRG-EHW-060007 (Rev PO2) Vehicle Tracking  
60601435-ACM-06-ZZ-DRG-HLG-001301 (Rev PO2) Highways Lighting Proposed Lighting Layout Sheet 1 of 1  
60601435-ACM-06-ZZ-DRG-HLG-001302 (Rev PO2) Highways Lighting Contours Layout Sheet 1 of 1  
60601435-ACM-06-ZZ-DRG-HLG-001301 (Rev PO2) Highways Lighting Calculation Results Sheet 1 of 1  
60601435-ACM-06-ZZ-REP-HLG-001301 (Rev PO2) Lighting Calculation Report  
60601435-ACM-06-ZZ-SKT-HLG-001301 (Rev PO2) Proposed Lighting Class Sheet 1 of 1

60601435-ACM-06-ZZ-DRG-EPT-000069 (Rev PO2) Lighting Layout Bedlington Car Park

60601435-ACM-06-ZZ-DRG-EHW-060008 (Rev PO1) Existing Public Utilities Layout

60601435-ACM-06-PL-DRG-ECV-000100 (Rev PO1) Existing Buried Services General Arrangement

60601435-ACM-XX-ZZ-DRG-EEN-000504 (Rev PO1) Bedlington Station Landscape Design

Bedlington Arboricultural Impact Assessment, Aecom for Northumberland County Council. 2020

Northumberland Line: Statement in support of planning application for proposed railway station at Bedlington (Ver. 2.0). SLC Property. 30 July 2021

Northumberland Line Bedlington Transport Assessment Addendum. Aecom for Northumberland County Council. August 2021

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

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

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

#### Environmental Matters

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

a. An assessment of construction noise and vibration including detailing measures for the control and reduction of noise and vibration emissions associated with demolition, earthworks and construction.

b. Details of the disposal of surface water from the development through the construction phase.

c. Equipment cleaning and washing facilities.

d. Excavation plant machinery to be fitted with fuel spill kits.

e. The provision of welfare facilities that shall be maintained by a licenced Waste Carrier.

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

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

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

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

5. Details of the proposed boundary treatment to the site shall be submitted to and approved by the Local Planning Authority. The details shall include plans showing the location of existing, retained and proposed new boundary treatments and scaled drawings indicating the positions, height, design, materials, type and colour of the proposed new boundary treatments in relation to existing neighbouring buildings. 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 GP31 of the Wansbeck District Local Plan.

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

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

#### Land Stability

7. No development shall commence (excluding the demolition of existing structures and 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 and / 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: The site lies in an area where historic unrecorded shallow mine workings are likely to have taken place.

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: In the interests of the users of the proposed development.

#### Contaminated Land

9. No development shall take place, including any works of demolition, until a full programme of works has been submitted to and approved in writing by the Local Planning Authority. The programme shall allow the identification of 'enabling works', separate from the main demolition and construction works, including major groundworks (i.e. soil stripping).

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

10. No development shall take place beyond the 'enabling works' identified under condition 9, until an appropriate scheme of assessments, investigations and remediation has been carried out as detailed below, unless those assessments and investigations demonstrate that remediation is not required, and the Local Planning authority dispenses with any such requirement in writing.

a) Further site investigations are recommended in the Phase 1: Desk Study (The Northumberland Line – Preliminary Sources Study Report – Bedlington Station. AECOM Ltd. dated 26 February 2021 (version 1.0) and shall be carried out to fully and effectively characterise the nature and extent of any land contamination and / or pollution of controlled wastes. These shall specifically include a risk assessment that adopts the Source-Pathway-Receptor principle, in order that any potential risks are adequately assessed, taking into account the site's existing status and proposed new use. The site investigation and findings shall be submitted to the Local Planning Authority without delay upon completion.

b) Thereafter, a written Method Statement (or Remediation Strategy) detailing the remediation requirements for the land contamination and / or pollution of controlled waters affecting the site shall be submitted to and approved by the Local Planning Authority. All requirements shall be implemented and completed to the satisfaction of the Local Planning Authority. No deviation shall be made to the approved scheme without express written agreement of the Local Planning Authority.

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 GP29 of the Wansbeck District Local Plan.

11. The development hereby permitted shall not be brought into use or continue in use until a full closure (Verification Report) report has been submitted to and approved in writing by the Local Planning Authority. The report shall provide verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement(s). Post remediation sampling and

monitoring results shall be included in the closure report to demonstrate that the required remediation has been fully met.

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 GP29 of the Wansbeck District Local Plan.

12. If during the development, contamination not previously considered is identified, then an additional Method Statement regarding this material shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the measures proposed to deal with the contamination have been carried out. Should no contamination be found during development 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 GP29 of the Wansbeck District Local Plan.

#### Landscaping

13. All works shall be undertaken in accordance with the submitted Arboricultural Impact Assessment (AECOM 2020) (AIA) and the Tree Protection Plan (Appendix D of the AIA). If there are any changes to the design of the development hereby approved, including any changes to the proposals in the vicinity of Sleekburn House, a final Tree Protection Plan and Arboricultural Method Statement, which shall also be informed by the requirements in BS 5837:2012 Trees in Relation to Design, Demolition and Construction, shall be submitted to and approved by the Local Planning Authority. No development or other operations, including any works within the root protection area (RPA) of the retained trees shall take place except in accordance with the approved AIA or any approved revised AIA.

Reason: In order that retained trees are protected during construction, in the interests of visual amenity of the area and residents of Sleekburn House and to ensure that the proposed development does not have an adverse effect upon the appearance of the area in accordance with Policies GP6 and GP31 of the Wansbeck District Local Plan.

14. Within one month from 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 GP6 of the Wansbeck District Local Plan.

15. No trees, shrubs or hedges within the site which are shown as being retained in the approved landscaping scheme required by condition 14, 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 Policies GP6 of the Wansbeck District Local Plan.

### Biodiversity

16. The development hereby permitted shall not be commenced unless and until a scheme ("the offsetting scheme") for the offsetting of biodiversity impacts at the site has been submitted to and approved in writing by the Local Planning Authority. The offsetting scheme shall include:

- a. A methodology for the identification of receptor site(s).
- b. The identification of receptor site(s).
- c. Details of the offset requirements of the development (in accordance with the recognised offsetting metrics standard outlined in the Defra Metrics Guidance dated March 2012).
- d. The provision of arrangements to secure the delivery of the offsetting measures (including a timetable for their delivery).
- e. A management and monitoring plan (to include for the provision and maintenance of the offsetting measures in perpetuity).

The written approval of the LPA shall not be issued before the arrangements Necessary to secure the delivery of the offsetting measures have been executed. The offsetting scheme shall be implemented in full accordance with the requirements of the approved scheme.

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

17. No development shall take place unless in accordance with the mitigation measures detailed in the report *Ecological Impact Assessment Bedlington Station, SLC Property, January 2021*, including:

- Priority within the planting scheme to be given to native species, ideally of local provenance.
- A checking survey will be undertaken within one month prior to the start of works to determine whether any Schedule 9 invasive plant species are present on site. Stands of any such species will be subject to control / removal by an appropriately licensed contractor as part of the works.
- The former Boots building and station buildings will be subject to a bat activity checking survey within the peak active season (mid-May to end August) prior to the start of any works on these structures, to ensure up-t-date survey data is available in line with current best-practice guidelines.

- No tree felling, trimming or other arboricultural works will be undertaken on any of the mature trees within or adjacent to the site without a suitably qualified ecologist first being consulted in order to address the residual risk of roosting bats being adversely affected.
- Any arboricultural works to follow a method statement produced by a suitably qualified ecologist
- Installation of at least 5 bat boxes and 5 new nest boxes within the retained buildings or trees.
- Vegetation 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.
- Vegetation clearance works will be undertaken using a two-stage cut following fingertip searches for amphibians by a suitably qualified ecologist, the first cut down to a maximum of 10 centimetres, followed by a second search before the vegetation is cut down to ground level. Any amphibians found during the checks will be moved to a suitably vegetated area outside the site which will not be subject to further disturbance.
- Works will not commence until site operatives have received a toolbox talk from a suitably qualified ecologist to ensure that they are aware of the potential presence of protected species, signs to look out for, working methods to be implemented and procedures to be followed in the event any protected species are recorded during the works.
- Works affecting the buildings on the site will proceed on a precautionary method statement and under the supervision of a suitably qualified and licensed ecologist where these structures have the potential to support roosting birds.
- Any trenches opened as part of the works will ideally be closed on the same day. Where this is not possible, either one side of the trench will be cut to an angle of not more than 45 degrees, or a plank large enough for a person to walk on will be installed each night, to provide wildlife an escape route. The trenches will be checked each morning, prior to the recommencement of works, to ensure no protected or notable species have become trapped.
- Any sightings of protected species within the works area will be recorded in the site diary and the project ecologist will be notified immediately. In the unlikely event any great crested newts are identified on site when the project ecologist is not present, all works will cease immediately and a suitably qualified ecologist will be contacted for advice on how to proceed

Reason: To maintain the biodiversity value of the site and avoid harm to protected species that may be present in accordance with Policy GP13 of the Wansbeck District Local Plan.

#### Highways and Car Parking

18. No passenger rail services shall serve the station until the Liddle's Street Car Park (planning reference 21/03060/CCD) has been implemented in full accordance with its permission and associated conditions.

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

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

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

20. 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 T7 of the Wansbeck District Local Plan the National Planning Policy Framework.

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

- Access junction to car park from Park Terrace;
- Reconfiguration of Park Terrace;
- Egress junction from car park to Barrington Road;
- Amended access junction to Network Rail Compound from Barrington Road;
- Removal and reinstatement to footway of former access on Barrington Road to west of Level Crossing;
- Pedestrian Crossing Points to Barrington Road and Ravensworth Street;
- Pedestrian Crossing Point and Pedestrian Refuge on Station Road and improvements to footways on Station Road / Clayton Road;
- Traffic Management Measures to Park Terrace, West View and Station 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 T6 of the Wansbeck District Local Plan and the National Planning Policy Framework.

22. 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 T6 of the Wansbeck District Local Plan and the National Planning Policy Framework.

23. 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 T7 of the Wansbeck District Local Plan and the National Planning Policy Framework.

24. 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.

25. 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 T3 of the Wansbeck District Local Plan and the National Planning Policy Framework.

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

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

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

### CCTV

27. 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 Policy GP35 of the Wansbeck District Local Plan.

### Noise and Vibration

28. 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 GP25 of the Wansbeck District Local Plan.

29. Prior to the development being brought into use or continuing in use, details of the acoustic barrier(s) as outlined in the document *Bedlington Railway Station Noise Impact Assessment, Aecom. 18 January 2021* shall be submitted to and approved in writing 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 GP25 of the Wansbeck District Local Plan.

30. No development shall take place, including any works of demolition, until a construction noise and vibration management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail the construction work and methodologies, measures for the control and reduction of noise emissions associated with construction works, liaison with local residents and arrangements for noise monitoring.

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

31. The development shall not be brought into use until a scheme for the mitigation of rail noise at Sleekburn House has been submitted to and approved in writing by the Local Planning Authority. The approved noise mitigation scheme shall

be implemented in accordance with the approved details before the development is brought into use.

Reason: To protect the amenity of residents of Sleekburn House in accordance with Policy GP25 of the Wansbeck District Local Plan.

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

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

#### Drainage

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

Reason: To ensure that the scheme to dispose of surface water operates at its full potential throughout the lifetime of the development.

#### Lighting

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

Reason: To protect residential amenity in accordance with Policy GD23 of the Wansbeck District Local Plan and maintain connectivity along commuting and feeding corridors for protected animal species in accordance with Policy GP13 of the Wansbeck District Local Plan.

#### Archaeology

34. A programme of archaeological work is required in accordance with Northumberland County Council Conservation Team (NCCCT) Standards for Archaeological Mitigation and Site-specific Requirements document (17 March 2021) and Level 2 of Historic England's guidance document 'Understanding Historic Buildings: A Guide to Good Recording Practice' (2016). The archaeological scheme shall comprise three stages of work as set out below. Each stage shall be submitted to and approved in writing by the Local Planning Authority.

a) No development or archaeological mitigation shall commence on site until a written scheme of investigation based on NCCCT's 'Standards for Archaeological Mitigation and Site-specific Requirements' and Historic England's 'Understanding Historic Buildings' documents has been submitted to and approved in writing by the Local Planning Authority.

b) The archaeological recording scheme required by NCCCT's 'Standards for Archaeological Mitigation and Site-specific Requirements' and Historic England's 'Understanding Historic Buildings' documents must be completed in accordance with the approved written scheme of investigation.

c) The programme of analysis, reporting, publication and archiving if required by NCCCT's 'Standards for Archaeological Mitigation and Site-specific Requirements' and Historic England's 'Understanding Historic Buildings' documents must be completed in accordance with the approved written scheme of investigation.

Reason: The site is of archaeological interest and to comply with Policy GP21 of the Wansbeck District 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 34 is designed in consultation with the project ecologist and follow guidance set out in Institution of Lighting Professionals Advice Note 08/18 (2018).

6. In relation to the works to the highway required to facilitate the development to Barrington Road, Ravensworth Street, Station Road, Palace Road, Park Terrace and West View as well as on the wider highway network to facilitate a highway signage scheme, pedestrian and cyclists' signage, a clear and transparent set of principles should be applied to ensure public benefit.

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](mailto: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](mailto:highwaysplanning@northumberland.gov.uk)) should be contacted to arrange a survey.

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

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](mailto:highwaysstreetlighting@northumberland.gov.uk) should be contacted before and during the construction period with respect of street lighting to ensure sufficient illumination levels of the public highway.

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](mailto: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.

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

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

**Background Papers:** Planning application file(s) 21/01106/CCD