

PUBLICATION TITLE: LANDSCAPE AND VISUAL APPRAISAL
Hebburn Metro Station
Island Platform

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 This Landscape and Visual Appraisal (LVA) has been prepared by Southern Green Ltd Chartered Landscape Architects, commissioned by Nexus ("the client"), to accompany the Prior Approval Assessment for the Hebburn Station Platform Reconstruction.
- 1.1.2 The LVA seeks to provide an understanding of the baseline landscape and visual conditions of this site and the surrounding area, in order to determine likely effects that may arise as a result of the development and highlight mitigation measures to reduce, offset or compensate for such impacts. This LVA provides a combined approach that considers landscape and visual issues in order to gain an holistic understanding of the impact of the proposed development on landscape and visual receptors.
- 1.1.3 The appraisal has concentrated on a 3.5km radius study area, centered on Hebburn Metro Station, with particular focus paid to receptors and features within a 2km radius of the centre of the site.
- 1.1.4 The LVA appraisal is intended to provide a factual account of the predicted landscape and visual effects of the proposed development.

1.2 Site Location and Study Area

Refer to **Figure 1: Site Location Plan**

- 1.2.1 The site is located within the town of Hebburn, South Tyneside, 6km south east of Newcastle City Centre. Hebburn is primarily residential, with the metro line cutting east-west through the town. The metro station lies on the yellow metro route, travelling from Newcastle City Centre and terminating at South Shields on the coast. Hebburn Metro Station comprises two staggered platforms, separated by the Station Road overbridge, with platform 1 to the west and platform 2 to the east. Both platforms can be accessed on foot from Station Road, via a ramp to platform 1 and stepped access to platform 2. Level access to platform 2 is via the adjacent car park, to the south of the station. The area surrounding the station is predominantly residential. There is a small industrial estate to the north and the town centre lies to the south, where there are a number of shops, a leisure centre and a library.
- 1.2.2 The River Tyne is located north and west of Hebburn, approximately 0.7km northwest of the site at its closest point. Hebburn borders Gateshead to the south west and Jarrow to the east, approximately 2km from the site. The wider area is a built up urban environment consisting of a number of towns, with the River creating a distinct divide between Hebburn in South Tyneside and Newcastle and North Tyneside to the north.

1.3 The Development Proposal

- 1.3.1 This LVA has been undertaken to inform and support the planning application for the reconfiguration of the platform layout. This proposal includes the demolition of existing platform 1 to create a new island platform and new canopy structure. The station would be accessed

from the ramp which joins Station Road, which would require some alterations to tie into the new platform. The metro tracks would be realigned, with minimal track lowering. The existing platform 2 would be demolished, with private access requirements provided to the substation to the east of the platform.

2.0 METHODOLOGY

2.1 Methodology for Landscape and Visual Appraisal

- 2.1.1 This study has been undertaken and reviewed with due diligence by chartered landscape architects.
- 2.1.2 This document is intended to discuss the broad landscape and visual issues that are likely to arise as a result of the development of an island platform at Hebburn Metro Station, it is not a full Landscape and Visual Impact Assessment. The extent of the proposed development, as described in Section 1, is carefully considered in the context of the landscape of the site and the surrounding area as well as visibility from receptors to determine potential effects on visual amenity.
- 2.1.3 The study area and viewpoints included in this report were determined using a combination of map analysis, digital ZTV mapping and field work. Panoramic photography was taken at 1.5m above ground level with a digital SLR camera.
- 2.1.4 Desktop research has been carried out in order to understand the context of the proposed development. This was based on a range of reference documents and online resources (see **Appendix A**).
- 2.1.5 The findings of the desktop and field studies are presented in the following text and represented on a sequence of figures (see **Appendix B**).
- 2.1.6 Indicative massing has also been produced for views representing receptors which will be more sensitive to the proposals, to demonstrate the scale and form of the development in relation to its context.

2.2 Terminology

- 2.2.1 Terms to describe landscape and visual matters in this report have been used in accordance with the Glossary of Terms pages 155 to 159 *Guidelines for Landscape and Visual Impact Assessment*, (Third Edition, 2013), Landscape Institute and Institute of Environmental Management & Assessment.

3.0 LANDSCAPE AND VISUAL CONTEXT

Introduction

This section provides an overview of the baseline study results and references and provides information on the following features within the study area:

- Statutory/ non-statutory designations;
- Landscape Character;
- Visual context/ ZTV and representative views.

3.1 Statutory and Non-Statutory Designations

Refer to **Figure 2:** Access and Circulation

Figure 3: Heritage Designations

Figure 4: Landscape and Planning Designations

- 3.1.1 The designated areas and features within the study area are discussed in the following sections and are illustrated on **Figures 2 - 4**:

Access and Circulation

Footpaths and bridleways

- 3.1.2 There are no public rights of way in the immediate vicinity of Hebburn Metro Station. To the south of the site there are two short sections of public footpath around Hebburn Cemetery and on the northern edge of Hebburn Comprehensive School.
- 3.1.3 To the north of the site, Hadrian's Wall Path National Trail follows the route of the River Tyne on the edge of Hebburn. At its closest point the route is located 0.6km from the site.

Cycleways & Other Routes

- 3.1.4 National Cycle Network (NCN) Route 14 lies within 1km of the site, to the north of Hebburn. The route generally follows the River Tyne, skirting around the edge of the Industrial Estate along the rivers edge.

Heritage Designations

- 3.1.5 This section provides a summary of any heritage designations within the site and study area to advise the setting and context of it, and to explain the choice of landscape and visual receptors for the appraisal;

Listed Buildings

- 3.1.6 There are no Listed Buildings in the immediate vicinity of the site but there are numerous Listed Buildings located within the study area. The closest, Grade II listed Church of St Aloysius, is located 0.2km north of Hebburn Metro Station.

3.1.7 Other Listed buildings located within 1km of the site include:

- Grade II St Andrews Centre
- Grade II The Albert Public House
- Grade II Church of St Aloysius
- Grade II Hebburn Hall
- Grade II Mortuary Gateway and Chapels in Hebburn Cemetery
- Arch, Walls, Piers, Gates and Railings at Entrance to Hebburn Cemetery

Conservation Areas

3.1.8 The site doesn't lie within or adjacent to a Conservation Area but there are several within the wider 3km study area. The closest, Hebburn Hall Conservation Area, is located 0.6km to the south of the site.

Landscape and Planning Designations

3.1.9 This section provides a summary of any landscape designations within the site and study area to advise the determined value, and choice of, landscape and visual receptors for the appraisal;

Wildlife Corridor

3.1.10 There are several Wildlife Corridors within the wider study area. Notably the southern bank of the River Tyne is a designated Wildlife Corridor. At its closest it lies 0.7km to the north west of the site.

3.1.11 To the south there are two Wildlife Corridors, the area around Monkton Dene Park as well as an area of Wardley Manor Country Park. These areas are generally located further than 2km from the site.

Local Wildlife Site

3.1.12 A section of the River Tyne is designated as a Local Wildlife Site, which at the closest point is 0.75km northwest of Hebburn Metro Station.

3.2 Landscape Character

Refer to **Figure 5:** National Character Area

Figure 6: Local Character Areas

National Landscape Character

3.2.1 National Character Area mapping is carried out by Natural England and is the primary source of reference for this study (Natural England National Landscape Character Area profiles 2013). The site falls within **NCA14: Tyne and Wear Lowlands**. The key characteristics of this Character Area are listed below and those which are of particular relevance to the site and study area are underlined:

- *Undulating landform incised by the river valleys of the Tyne and the Wear and their tributaries.*
- *Widespread urban and industrial development with a dense network of major road and rail links and the spreading conurbations of Tyneside in the north. Dispersed towns and villages further south.*
- *Historic riverside cities of Newcastle upon Tyne and Durham, strategically located at bridging points of the rivers Tyne and Wear.*
- *Between settlements, wide stretches of agricultural land with large, regular, arable fields bordered by hedgerows with few hedgerow trees, often with large farmsteads and urban fringe pasture land with pony and cattle grazing.*
- *Strong legacy of mining, much restored to agriculture, forestry, industry, housing and amenity uses such as country parks, linking urban areas with countryside and coast by transforming wagonways to cycle routes and footpaths.*
- *Industrial prosperity reflected in the large number of 18th- and 19th-century country houses, set within parkland in the vicinity of major settlements.*
- *Mixed woodland estates and plantations on restored spoil heaps provide woodland cover in some areas, although sparse elsewhere.*
- *Oak or oak/birch broadleaved woodland, a characteristic feature on steep sides of narrow river valleys, with some river flood plains holding pockets of fen, reedbed and species-rich grasslands.*
- *Important relic of lowland heath survives at Waldrige Fell, one of few remaining areas of common land.*
- *Small area of coastline between Whitley Bay and South Shields consisting of sand, rocky foreshore habitats and maritime cliffs, with historic landmarks such as St Mary's lighthouse and Tynemouth Priory.*
- *Heavily modified, Tynemouth estuary supports regionally important numbers of wintering waterbirds and breeding shelduck and North Shields is a busy port terminus for sea ferries to Norway and Denmark.*
- *Part of North Tyneside coast supports seabirds: purple sandpiper, ruddy turnstone and breeding little tern.*
- *Long history of settlement, mining and industry evidenced through historic buildings and settlement patterns which form a core part of today's landscape.*

- *Important tourist attractions include Durham, Newcastle upon Tyne, Whitley Bay and two World Heritage Sites – Hadrian’s Wall and Durham Castle and Cathedral.*

Local Landscape Character (South Tyneside)

- 3.2.2 The local landscape character is defined by identification of a Landscape Character Type (LCT) and as well as Landscape Character Area (LCA), as set out within the South Tyneside Landscape Character Study (March, 2012). These character types and areas are shown on **Figure 6: Local Landscape Character**. This Figure also shows character types of the neighboring areas of Newcastle and Gateshead.
- 3.2.3 The site lies entirely within Landscape Character Type ‘Urban’ given its location within the centre of Hebburn. The South Tyneside Landscape Character Study identifies 26 distinct Landscape Character Areas that make up this Urban area. As shown on **Figure 6** the metro line forms the boundary between Character areas 2 and 3, therefore both will be considered in this appraisal.
- 3.2.4 The northern side of the metro line is defined as **Character Area 2: Hebburn North**, key characteristics of this area are as follows;
- *Fragmented residential area, with housing from a range of periods.*
 - *Surviving older buildings are important but often isolated.*
 - *Important links to the river and Riverside Park.*
- 3.2.5 Visual characteristic of this LCA are also identified;
- *The spire of the former St Andrew’s Church forms a visual focus in views within, and into, this area.*
 - *Views down the sloping streets look along to the river, and the northern bank is visible from many areas*
- 3.2.6 The southern side of the metro line is defined as **Character Area 2: Hebburn Central**, key characteristics of this area are as follows;
- *Small cluster of older terraces adjacent to Modernist shopping centre.*
 - *High-rise flatted developments.*
 - *Attractive parks around the imposing Hebburn Hall.*
- 3.2.7 Visual characteristics of this LCA are;
- *The long straight streets in this area allow linear views.*
 - *Durham Court is almost always visible. The spire of the former St Andrew’s Church is a landmark to the north, though there are few longer views from the area.*

Site Landscape Character

- 3.2.8 The site comprises the area of Hebburn Metro Station, including the track and both platforms 1 and 2, which are separated by the Station Road overbridge. It also includes the ramped access from Station Road to platform 1.
- 3.2.9 The immediate context is a built up urban environment and includes car parking (associated with the metro station), key road infrastructure (Station Road) and associated footways, and nearby residential properties to the north and south of platform 1, and east of platform 2. There are also a number of commercial buildings to the south of the metro station and a small industrial estate to the north of platform 2.
- 3.2.10 Within the immediate context of the metro line, the track is lined with broadleaf trees and shrubs, which offer a degree of seasonal screening between the tracks and adjacent built form. The vegetation lining the tracks is also evident to the east and west. There are some deciduous shrubs and small trees between platform 1 and the adjacent metro tracks, and two trees and ornamental shrub planting are evident between platform 2 and the station car park.

3.3 Visual Context

In order to explore the potential visibility of the proposed site and select likely viable viewpoints to represent potential receptors, a 3.5km diameter Zone of Theoretical Visibility (ZTV) map has been generated using digital topographic mapping.

Visual Envelope

Refer to **Figure 7a:** Zone of Theoretical Visibility (ZTV) Plan (bare land)
Figure 7b: Zone of Theoretical Visibility (ZTV) Plan (combined) with
Viewpoint Locations

- 3.3.1 The visual envelope is the extent to which the proposed development could be seen from areas in the surrounding landscape. The visual envelope is shown as a coloured area on the Zone of Theoretical Visibility (ZTV) Plans. **Figure 7a** illustrates the ZTV with only the 'bare land' topography within the study area taken into consideration. The ZTV illustrated in **Figure 7b** refines the theoretical visual envelope by considering existing natural and man-made elements which, in addition to topographical features, are likely to further reduce visibility of the site. These features are treated as broad blocks, with existing buildings and areas of woodland/trees assigned an average height of 8m. It is important to note that the ZTV mapping is not fully accurate but can help to build up an understanding of the overall visibility of the development when supported by inspections on site. Desk study also informed the viewpoint selection, with particular consideration given to designated or sensitive locations such as open spaces, Public Rights of Way, listed buildings and adjacent residential areas.
- 3.3.2 It is anticipated that, in reality, potential views indicated within the ZTV would be even further contained by minor landforms, walls and buildings, roadside hedgerows and tree belts, and localised planting or small woodland blocks that are not always evident on OS data used to produce the ZTV.
- 3.3.3 Potential receptor viewpoints were explored during a site visit on 18th and 21st January 2020 in clear to overcast weather conditions. Panorama photographs were captured from each of the receptors visited.

Representative Views

- 3.3.4 Key views of the site from within the defined ZTV were selected to demonstrate and test the visibility of the proposals from different directions, distances and receptor types, and provide an understanding of the baseline conditions and context of them. The selected viewpoints are listed in the table below.

	Viewpoint Description	Distance from Centre of Site	Receptor Type
1	View north west from Glen Street	50m	Road users, pedestrians, residents
2	View south west from St Aloysius View	46m	Road users, pedestrians, residents
3	View west from the overbridge at Station Road	110m	Road users, pedestrians
4a	View west from the bottom of the overbridge at Station Road	120m	Road users, pedestrians
4b	View north east from the bottom of the overbridge at Station Road	45m	Road users, pedestrians
5	View south from the overbridge at Station Road	40m	Road users, pedestrians
6	View west from Hebburn Metro Car Park and the rear of properties on Landfall Drive	38m	Road users, pedestrians

- 3.3.5 The viewpoints selected for use in this report illustrate a representative sample for the purposes of making a preliminary judgement, and are not intended to form the basis of an exhaustive analysis. Views have been selected to represent residential, pedestrian and road user receptors within the vicinity of the site to determine potential changes in view and the consequent potential effect upon visual amenity arising from the proposals.
- 3.3.6 Panorama photography was captured from the representative viewpoints to illustrate the visibility of the site, or lack of it, in the baseline situation. This photography is provided in **Figures 8 - 14** and the panoramas are annotated to identify areas of the site likely to be visible and key features or built form also evident to inform the context of the view.
- 3.3.7 Two indicative massing overlays have also been produced to illustrate the proposals. These views has been chosen to represent residential, pedestrian and road user receptors which are most likely to be more sensitive to the proposals, to demonstrate the scale and form of the development in relation to its context. These are included as **Figures 15 and 16:**
- Baseline Photograph and Indicative Massing Overlay Viewpoint 1;
 - Baseline Photograph and Indicative Massing Overlay Viewpoint 3.

4.0 POTENTIAL IMPACTS

- 4.1.1 This section considers the anticipated impacts upon landscape and visual amenity that would result from the proposed development, which will be taken into consideration in the appraisal of predicted effects in Section 5.0.

During Construction

4.1.2 Effects upon landscape amenity

- Local footways and car parking access around the platforms may be affected during the construction phase of the development.

4.1.3 Effects upon visual amenity

- Anticipated loss of the broadleaf vegetation between existing platform 1 and the metro track.
- Construction equipment and machinery is likely to create noise and visual disturbance, and may require working areas to be temporarily fenced to prevent access during construction. There will also be a requirement for site traffic to access the working areas, which may require provision of site cabins and materials storage areas, but at the time of writing exact details of this are not known. This could cause temporary visual disturbance for the duration of construction of the new platform and canopy.

At Completion

4.1.4 The effects of the development at completion are likely to include the following:

- Potential changes to access ramp from Station Road to Platform 1;
- Completion of new island platform and associated canopy;
- Changes in access to platforms due to demolition of existing Platform 2.

5.0 APPRAISAL OF PREDICTED EFFECTS

5.1 Introduction

- 5.1.1 The findings are advised by desk top study and field work undertaken to ascertain the baseline character and visibility of the site in relation to its surrounding context, combined with a review of the outline proposals to predict potential effects on landscape and visual receptors.
- 5.1.2 The following paragraphs provide an appraisal of the predicted effects on the landscape character of the site and study area.

5.2 Landscape Character Appraisal

- 5.2.1 The site is located within the centre of Hebburn, in a built up urban environment. Platform 1 and 2 of the station are separated by the Station Road overbridge, from which views down to each platform are possible. Platform 1 is located in the centre of the tracks, accessed via the ramp from Station Road. Platform 2 is access via steps from station road, or level access through the adjacent Hebburn Metro car park. The surrounding area is primarily residential, with a small industrial estate evident to the north. To the south is the centre of the town which comprises a commercial area including a number of shops and community facilities.
- 5.2.2 The site and its surroundings are typical of the Urban Landscape Character Type, as defined within the South Tyneside Landscape Character Study (March, 2012). The metro line itself forms the boundary of two local landscape character areas, defined within the same study, Hebburn North and Hebburn Centre.
- 5.2.3 The prior approval proposals are predominantly to the west of the Station Road overbridge, with a new platform and canopy centred in the tracks and therefore potential to affect the local character of Hebburn North and Hebburn Centre. Taking into consideration the limited extent of works, and that the existing feature is being replaced, it is considered that the proposals will not adversely affect the local landscape character. The proposals are minimal and in keeping with the existing land use and wider Landscape Character Type 'Urban'.

5.3 Visual Receptor Appraisals

Refer to **Figure 7b**: Zone of Theoretical Visibility (ZTV) Plan (combined) with Viewpoint Locations
Figures 8-14: Panoramic Viewpoints
Figures 15-16: Baseline Photograph and Indicative Massing Overlay

- 5.3.1 These views demonstrate how the features along the boundaries, and within the immediate adjacent landscape, help to contain and minimise views to the sites - which are not always evident or obvious from the ZTV plan. The photographs also demonstrate the topography of the site, surrounding area and the nature of the vegetation adjacent to the site, which restricts views to the development within the study area.
- 5.3.2 Descriptions of both the existing view of the site and the predicted view of the development or lack of, for each of the viewpoints are provided below.

Viewpoint 1: View north west from properties on Glen Street

Refer to **Figure 8b: Panoramic Viewpoint 1**

Figure 15: Baseline Photograph and Indicative Massing Overlay Viewpoint 1

Existing View

- 5.3.3 Viewpoint 1 is representative of residential receptors along Glen Street which back onto the metro line, in particular the four properties to the east which are located directly south of platform 1. As shown in **Figure 8b** fence lines screen the majority of the view toward the metroline, with associated overhead cables and lighting visible above this. It is anticipated that residents would experience similar views from the ground floor and rear garden of the properties. Second storey views would likely include the platform and areas of the track, as well as the access ramp which connects to Station Road.

Predicted View

- 5.3.4 As shown within the indicative wirelines and photomontage the proposed canopy is higher than the existing structure and would protrude above the fence line from Glen Street. Residents would also be able to see this above the fence line to the rear of the properties. Existing intermittent vegetation to the southern boundary of the metro line would provide some seasonal screening of the canopy.

Viewpoint 2: View south east from properties on St. Aloysius View

Refer to **Figure 9b: Panoramic Viewpoint 2**

Existing View

- 5.3.5 Viewpoint 2 is representative of residential receptors on St. Aloysius View which back onto the metro line. The boundary fence line blocks the majority of views toward platform 1, although the rounded top of the canopy can be seen above this, with the properties of Glen Street as a backdrop to the view. Existing broadleaf trees create a buffer between the back of the properties and the metro line, which would offer seasonal screening when in leaf.

Predicted View

- 5.3.6 It is anticipated that the canopy would remain in view above the existing fence, given the increase in height of the proposed structure. The existing boundary vegetation would not be affected by the works and would therefore continue to provide seasonal screening toward platform 1 and the new canopy.

Viewpoint 3: View west from the overbridge at Station Road

Refer to **Figure 10b: Panoramic Viewpoint 3**
Figure 16: Baseline Photograph and Indicative Massing Overlay
Viewpoint 3

Existing View

- 5.3.7 Viewpoint 3 depicts the oblique view from the western footpath of Station Road, at the top of the bridge, looking west to Platform 1. The ramp is dominant within the view, and platform 1 is also visible. This view clearly shows the existing vegetation that borders both sides of the metro line.

Predicted View

- 5.3.8 As shown in **Figure 16** the existing ramp will not undergo much change. The new platform canopy will be more visible due to the increased height of the proposed structure. It will slightly screen some of the surrounding context of the view such as boundary vegetation and properties to the north. However given the urban context of this view, the new canopy does not take away from the amenity value of receptors using the footpath or vehicle users along Station Road, nor does it introduce new characteristics.

Viewpoint 4a: View west from the bottom of the overbridge at Station Road

Refer to **Figure 11b: Panoramic Viewpoint 4a**

Existing View

- 5.3.9 Viewpoint 4a illustrates the view north west from the eastern footpath on the Station Road overbridge. To the north, at the high point of the bridge the covered ramp is clearly visible, which provides access to platform 1. Looking west the ramp is visible through the vegetation lining the southern side of the metro line. At the end of the ramp the outline of the existing canopy structure can also be partially seen through the vegetation. During the summer months when vegetation is in full leaf views through the vegetation would be heavily filtered.

Predicted View

- 5.3.10 It is anticipated that this view would remain largely the same, changes would be evident toward the eastern edge of the view and it is likely the canopy would protrude above some of the lower boundary vegetation. During spring and summer when vegetation is in full leaf it is anticipated there would be glimpsed views of the proposed canopy structure through the trees.

Viewpoint 4b: View north east from the bottom of the overbridge at Station Road

Refer to **Figure 12b: Panoramic Viewpoint 4b**

Existing View

- 5.3.11 Viewpoint 4b is representative of that available to footpath and road users travelling along Station road looking east to platform 2. The platform and existing canopy are central within the view, with the industrial estate forming the backdrop. The substation can be seen to the north of the car park but the tracks themselves are mostly out of view from this location.

Predicted View

- 5.3.12 Due to the proposed combined platform, the existing platform 2 and canopy will be demolished. The substation will be retained and access into this would still be required. It is anticipated that there would likely be fencing to the boundary of the metro line to restrict public access. The large industrial unit to the north would remain a prominent feature of this view.

Viewpoint 5: View south from the bottom of the overbridge at Station Road

Refer to **Figure 13b: Panoramic Viewpoint 5**

Existing View

- 5.3.13 Viewpoint 5 shows the view toward platform 2 from the north, representative of road and footpath users on Station Road. The tracks are visible, as are the platform, canopy and substation. Beyond the station and platform, the local housing estate can be clearly seen. Tree planting in the foreground is anticipated to partially filter views from here during spring and summer when vegetation is in full leaf.

Predicted View

- 5.3.14 Changes to the metro tracks associated with the proposals will not be perceptible within the wider context of the view. The removal of the platform 2 canopy will create a slightly more open view looking to the existing car park and residential estate beyond. It is anticipated a new fence line would be visible, restricting public access onto the tracks. Vegetation would seasonally provide some filtering of this view.

Viewpoint 6: View west from Hebburn Metro car park and the rear of properties on Landfall Drive

Refer to **Figure 14b: Panoramic Viewpoint 6**

Existing View

- 5.3.15 Viewpoint 6 is representative of views from the rear of properties on Landfall Drive. The boundary wall would screen views of the existing infrastructure from the ground floor, however it is expected that the second and third storeys would have views across the platform, canopy and tracks.

Predicted View

- 5.3.16 Due to the abandonment and demolition of the platform 2 canopy it is anticipated there would be a fence line put in place to restrict public access onto the tracks. It is therefore likely that views would open up slightly toward the new fence line and tracks. The changes in view are also not anticipated to alter the overall urban context of the view.

6.0 MITIGATION AND RECOMMENDATIONS

6.1.1 The following mitigation measures are recommendation in order to assist in sensitively integrating the changes to the proposed island platform at Hebburn Metro Station and to minimise associated visual effects on the adjacent residential receptors:

- Existing vegetation surrounding the existing metro line and platforms should be retained where practicable; and
- The material selected for the proposed canopy structure should be in keeping with the surroundings whilst providing an enhancement to the existing platform.

6.1.2 In addition to the proposed mitigation measures the following recommendations for the proposals are put forward to further integrate the proposal:

- Materials for new platforms should tie into existing surfaces or provide an enhanced aesthetic where suitable; and
- Consideration of the design and materiality of the fence around the sub-station and platform 2 area after demolition.

7.0 SUMMARY AND CONCLUSIONS

- 7.1.1 Based on the characteristics described within the National Character Areas NCA14: Tyne and Wear Lowlands it is considered there will no adverse effects on the landscape character within the study area due to the scale and minimal nature of the proposals. Changes to both the local landscape character type 'Urban' as well as the two landscape character areas the site falls within are considered to be negligible. The nature of the proposals is to replace and improve existing infrastructure already present, the development is therefore not out of context within its local surroundings.
- 7.1.2 The Landscape and Visual Appraisal, through site and ZTV analysis, has found that views toward the site are limited to the immediate corridor of the metro line, as well as localised roads and footways, primarily around Station Road which allows elevated views east and west to both platforms.
- 7.1.3 There are a small number of residential receptors within the immediate local area which are likely to experience a change in view. A small number of properties along St Aloysius View which back on to the metro line and are in close proximity platform 1. Existing broadleaf vegetation forms the boundary between the rear gardens and the tracks, filtering the majority of views, however the existing canopy can be seen (refer to **Figure 9b**). Due to the increase in height of the proposed canopy it is expected that views toward this from residents, as well as footpath users, would be possible. The existing close boarded fence, as well as boundary vegetation acts to partially screen this view, and it is considered that seasonally the views would be heavily filtered by the existing tree line. However given the increase in height creating a more prominent structure this is likely to have a limited effect on a small number of residential receptors.
- 7.1.4 To the south of Platform 1 there are four properties along Glen Street which are oriented north-south with direct views toward the site. **Figure 8b** shows a representative view north from the ground floor of these properties, where the existing tracks and canopy cannot be seen. Figure 15 shows the indicative massing of the new canopy, which, given its increase in height would be visible above the fence line. Vegetation here is minimal so residents would likely experience uninterrupted views of the top of the canopy where this rises above their boundary fence. Therefore it is anticipated that the proposals would have an effect on a small number of residential receptors on Glen Street.
- 7.1.5 To the west of Station Road four properties oriented east-west have mid distance views toward Platform 1. These views are partially screened by the topography of Station Road and adjacent broadleaf trees, furthermore, views would only be possible from second and third storey windows.
- 7.1.6 Local road and footpath users will experience changes in view, notably from Station Road which has an elevated position above the Hebburn Metro Station. Given the transient nature of both pedestrians and vehicle users across the bridge, as well as the scale and nature of the proposals the change in view is considered to be minimal.

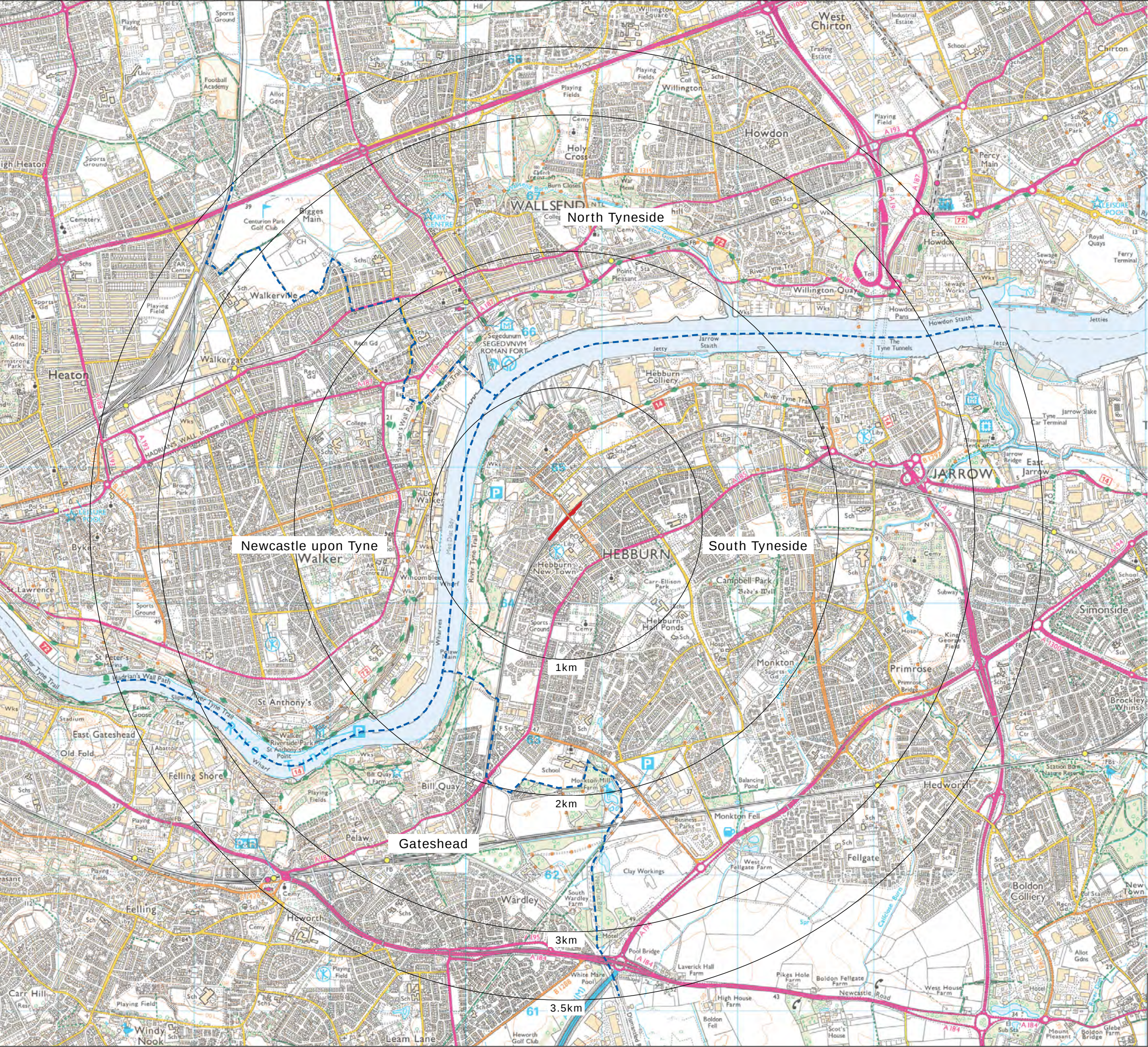
- 7.1.7 As the proposals do not introduce features uncharacteristic of the existing urban environment and immediate surrounding of Hebburn Metro Station, it is deemed that there would be no effects on the landscape receptors within the study area.
- 7.1.8 If the recommendation mitigation measures are carried through to detailed design, including the retention of existing boundary vegetation and careful selection of materiality in relation to the canopy it is considered that this will help to assimilate the proposals within the existing views toward platform 1 and that the changes in view experienced from the surrounding residential receptors at Glenn Street would be limited, and the proposal would be viewed within the context of its surrounding urban environment. It is therefore considered that there would not be an effect on visual amenity.

Appendix A - References

1. Guidelines for Landscape and Visual Assessment (Third Edition 2013, prepared by the Landscape Institute and IEMA)
2. Natural England Character of England Map – Natural England Website
3. South Tyneside Landscape Character Study (March 2012)
4. The National Heritage List for England Website (www.HistoricEngland.org.uk)
5. The Magic Website
6. The Planning Portal
7. South Tyneside Council website
8. Streetmap.co.uk
9. Google Street View Mapping

Appendix B - Figures

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Figure 4:	Landscape & Planning Designations
Figure 5:	National Character Areas
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Figure 15:	Baseline Photograph and Indicative Massing Overlay Viewpoint 1
Figure 16:	Baseline Photograph and Indicative Massing Overlay Viewpoint 3



LEGEND

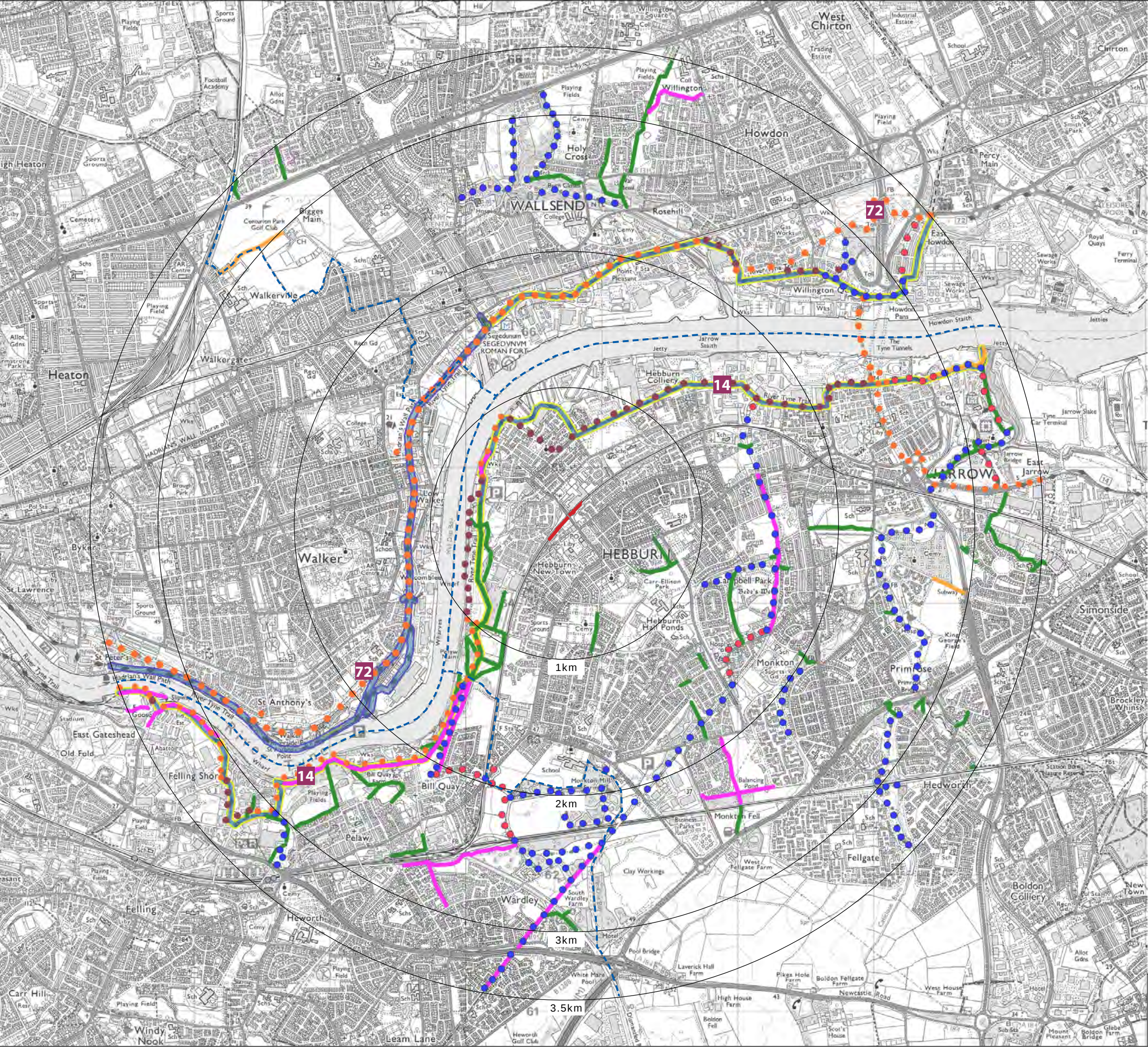
- Site Boundary
- Study Area - 3.5km Radius
- Metropolitan Districts Boundaries



Site Aerial

0km 0.5km 1km 2km

Scale Bar - 3.5km

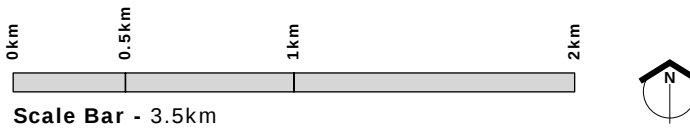


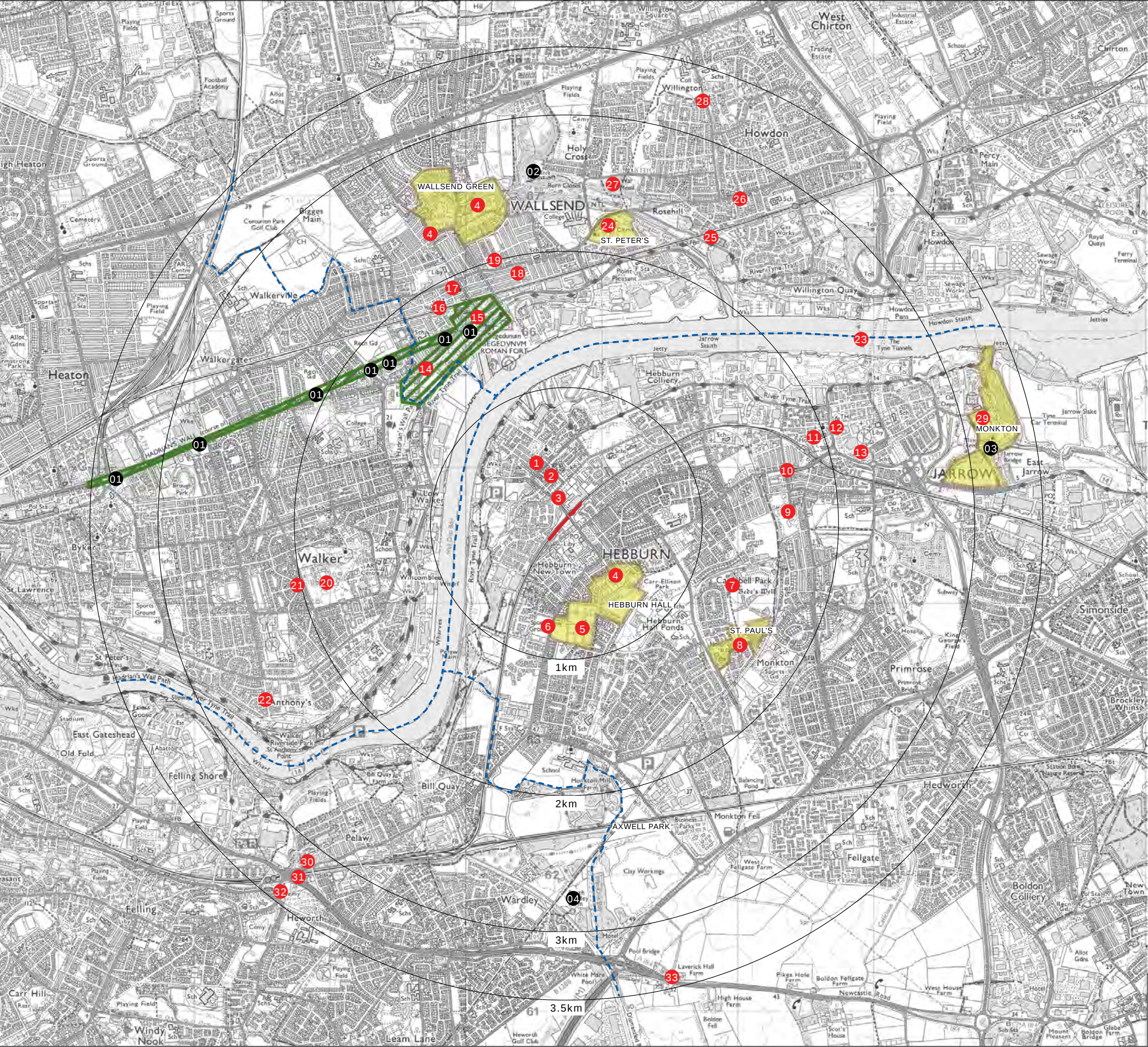
LEGEND

- Site Boundary
- Study Area - 3.5km Radius
- Metropolitan Districts Boundaries
- Footpath
- Bridleway
- Restricted Byway
- National Trail (River Tyne Trails)
- National Trail (Hadrian's Wall Path)
- Traffic-Free Route on the National Cycle Network
- On-road Route on the National Cycle Network
- Traffic-Free Local Cycle Route
- On-road Local Cycle Route



Site Aerial



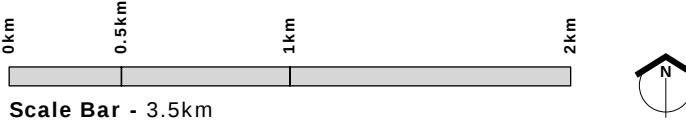


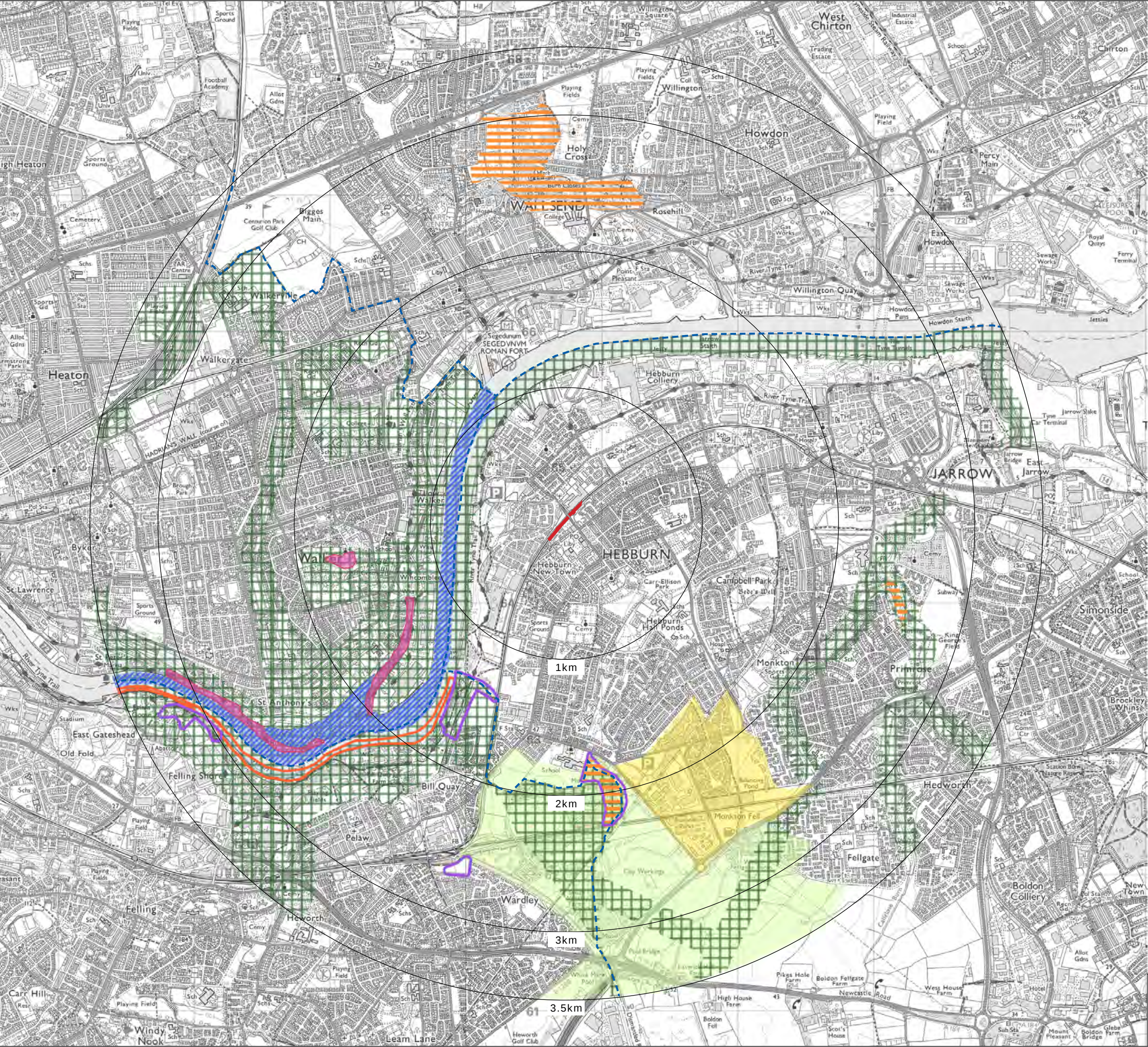
LEGEND

- Site Boundary
- Study Area - 3.5km Radius
- Metropolitan Districts Boundaries
- Scheduled Monuments
- Listed Buildings
- Conservation Areas
- World Heritage Site / Buffer Zone

- SCHEDULE MONUMENTS**
- 1. HADRIAN'S WALL IN WALL MILE 0,1 AND 2
 - 2. HOLY CROSS CHURCH AND GRAVEYARD, WALLSEND
 - 3. VILLAGE OF JARROW
 - 4. WARDLEY MOATED SITE

- LISTED BUILDINGS**
- 1. ST ANDREWS CENTRE, GRADE II
 - 2. THE ALBERT PUBLIC HOUSE, GRADE II
 - 3. CHURCH OF ST ALOYSIUS, GRADE II
 - 4. HEBBURN HALL, GRADE II
 - CHURCH OF ST JOHN
 - CARR-ELLISON PARK FIRST WORLD WAR MEMORIAL
 - 5. MORTUARY GATEWAY AND CHAPELS IN HEBBURN CEMETERY, GRADE II
 - 6. ARCH, WALLS, PIERS, GATES AND RAILINGS AT ENTRANCE TO HEBBURN CEMETERY
 - ENTRANCE LODGE TO HEBBURN CEMETERY
 - 7. BEDES WELL NORTH OF THE GRANGE, GRADE II
 - 8. 7 NUMBERS OF LISTED BUILDINGS WITHIN CONSERVATION AREA
 - 9. PIERS, WALLS, GATES AND RAILINGS AT ENTRANCE TO JARROW PARK, GRADE II
 - CLUBHOUSE IN JARROW PARK
 - 10. ST BEDES PAROCHIAL CHURCH CENTRE, GRADE II
 - 11. CENOTAPH NORTH EAST OF CHRIST CHURCH RECTORY
 - CHRIST CHURCH
 - 12. JARROW TOWN HALL, GRADE II
 - STATUE TO SIR CHARLES MARK PALMER
 - 13. CHURCH OF ST BEDE, GRADE II
 - 14. THERMAL SYNDICATE OFFICES, GRADE II
 - 15. CLOCK AT SOUTH WEST CORNER OF JUNCTION WITH STATION ROAD, GRADE II
 - 16. ROMAN CATHOLIC CHURCH OF OUR LADY AND ST COLUMBA AND ATTACHED GATES, GRADE II
 - 17. 4 NUMBERS OF LISTED BUILDINGS, GRADE II
 - 18. 4 NUMBERS OF LISTED BUILDINGS, GRADE II
 - 19. WALLSEND LIBRARY, GRADE II
 - 20. WAR MEMORIAL TO THE 5TH NORTHUMBERLAND FUSILIERS, GRADE II
 - 21. WALKER WAR MEMORIAL, GRADE II
 - 22. WAR MEMORIAL OUTSIDE ST ANTHONY'S CHURCH, WALKER, GRADE II
 - 23. TYNE PEDESTRIAN AND CYCLIST TUNNELS, GRADE II
 - 24. 3 NUMBERS OF LISTED BUILDINGS WITHIN CONSERVATION AREARIDGE
 - 25. WILLINGTON VIADUCT, GRADE II
 - ACCOMMODATION ARCH EAST OF JUNCTION WITH MARTIN ROAD
 - 26. 53, TYNEMOUTH ROAD, GRADE II
 - BEWICKE SCHOOLS
 - HOUSE WEST OF BEWICKE SCHOOL
 - 27. WAR MEMORIAL, GRADE II
 - 28. ELMGROVE, GRADE II
 - CHURCH OF ST MARY
 - 29. 3 NUMBERS OF LISTED BUILDINGS WITHIN CONSERVATION AREA
 - 30. GARDEN WALLS AND SUMMERHOUSE OF FORMER NETHER HEWORTH HALL, GRADE II
 - 31. HEWORTH CONSTITUTIONAL CLUB, FORMERLY NETHER HEWORTH HALL, GRADE II*
 - 32. 10 NUMBERS OF LISTED BUILDINGS
 - 33. LAVERICK HALL AND LINKED OUTBUILDINGS
 - BARN RANGES AT LAVERICK HALL



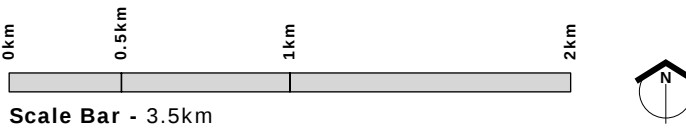


LEGEND

- Site Boundary
- Study Area - 3.5km Radius
- Metropolitan Districts Boundaries
- Green Belt
(Gateshead Council - CS1, CS19)
- Great North Forest
(Gateshead Council - CS1, CS19)
- Wildlife Corridor
(Gateshead Council - ENV51)
- Local Wildlife Sites
(Newcastle City Council - DM29)
- River Tyne Corridor
(Newcastle City Council - DM29)
- Local Nature Reserve
(Gateshead Council - ENV50)
(Newcastle City Council - DM29)
- Site of Nature Conservation Importance
(Gateshead Council - ENV50)
- Site of Local Conservation Interest
(Newcastle City Council - DM29)



Site Aerial





LEGEND

- Site Boundary
- Study Area - 3.5km Radius
- Metropolitan Districts Boundaries
- NCA 14 Tyne and Wear Lowlands

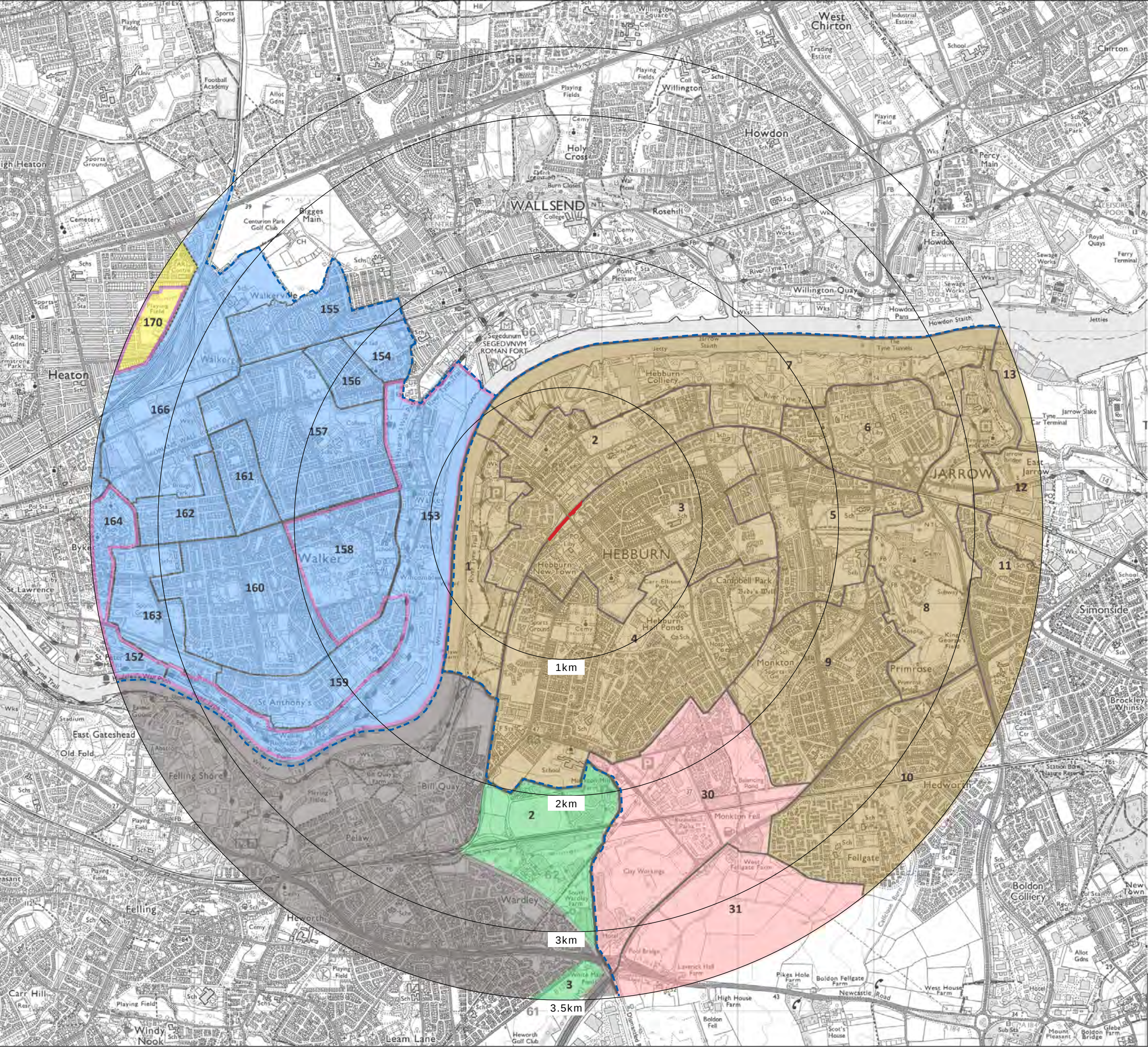


Site Aerial

0km 0.5km 1km 2km

Scale Bar - 3.5km

N



LEGEND

- Site Boundary
- Study Area - 3.5km Radius
- Metropolitan Districts Boundaries

Landscape Character Assessment for Gateshead Council (2007)

- Urban Areas
- Eastern Plain

South Tyneside Landscape Character Study (March, 2012)

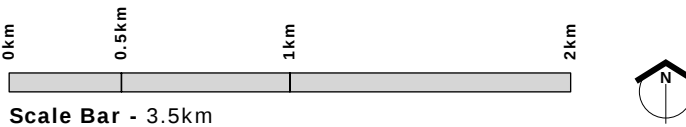
- Urban (Landscape Character Type 1)
- Urban fringe ((Landscape Character Type 3)

Newcastle Character Assessment (August, 2017)

- Gosforth/Jesmond/Heaton & Arthur's Hill : Zone M
- Newcastle East End & Riverside: Zone N
- Areas of Local Townscape Significance

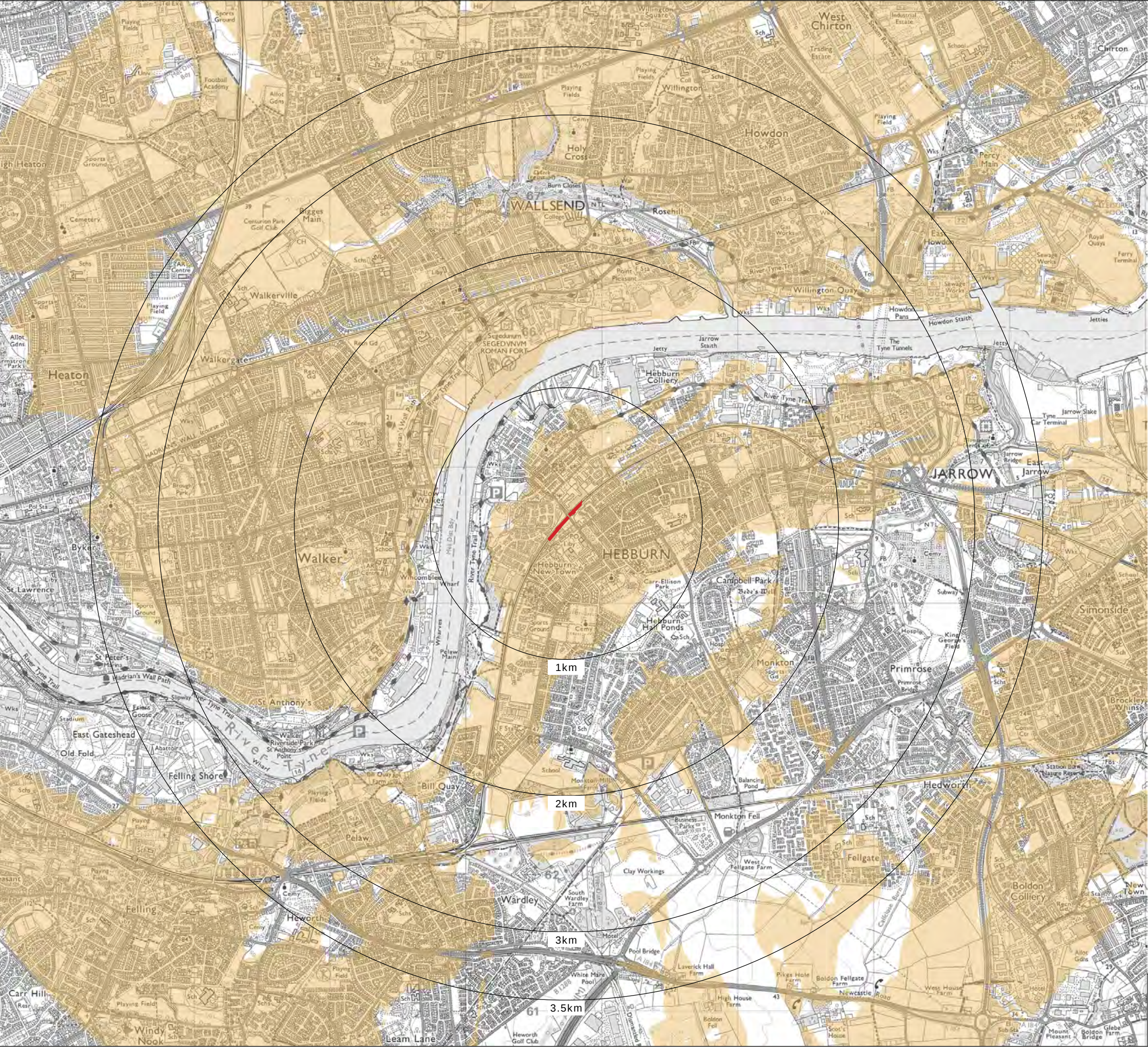


Site Aerial



HEBBURN METRO LVA (PJ2886)
Figure 6
Local Landscape Character Types and Areas

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LEGEND

Site Boundary

Study Area - 3.5km Radius

Metropolitan Districts Boundaries

Areas from where the proposed development site may be visible (Bare Land - topographical information only)



Site Aerial

This figure has been based on the following parameters:

- 1. ZTV Resolution: 10.0m
- 2. Viewer's eyes height: 2.0m
- 3. An height of 6.93m for proposed canopy within the development site

0km0.5km1km2km

Scale Bar - 3.5km

HEBBURN METRO LVA (PJ2886)

Figure 7a

Zone of Theoretical Visibility Plan (Bare Land)

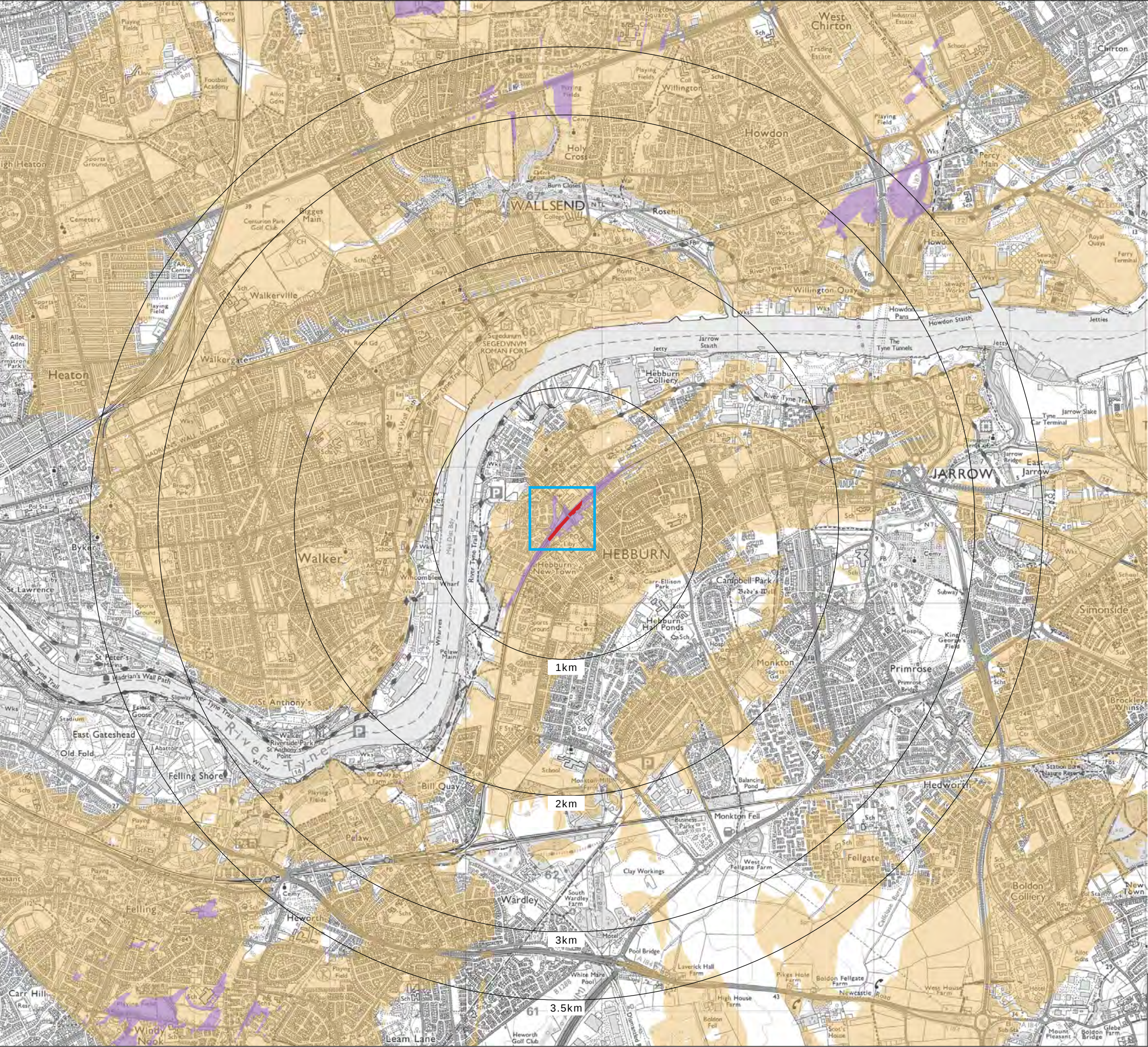
20.01.21

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LEGEND

- Site Boundary
- Study Area - 3.5km Radius
- Metropolitan Districts Boundaries
- Areas from where the proposed development site may be visible (Bare Land - topographical information only)
- Areas from where the proposed development site may be visible (Barriers)
- Viewpoint Location

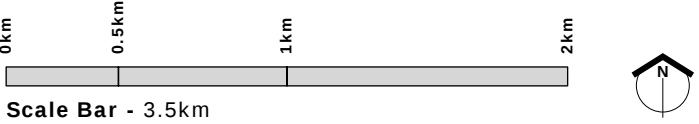
- 1. VIEW NORTHWEST FROM GLEN STREET
- 2. VIEW SOUTHEAST FROM ST ALOYSIUS VIEW
- 3. VIEW WEST FROM THE OVERBRIDGE AT STATION ROAD
- 4a. VIEW WEST FROM THE BOTTOM OF THE OVERBRIDGE AT STATION ROAD
- 4b. VIEW NORTHEAST FROM THE BOTTOM OF THE OVERBRIDGE AT STATION ROAD
- 5. VIEW SOUTH FROM THE OVERBRIDGE AT STATION ROAD
- 6. VIEW WEST FROM HEBBURN METRO CAR PARK AND THE REAR OF PROPERTIES ON LANDFALL DRIVE



Detailed Viewpoint Map

This figure has been based on the following parameters:

- 1. ZTV Resolution: 10.0m
- 2. Viewer's eyes height: 2.0m
- 3. An height of 6.93m for proposed canopy within the development site and an average height of 8m (assumed) for settlements and woodland cover in the surrounding landscape.





Indicative extent of site within view

Viewpoint 1 - View northwest from Glen Street



Viewpoint 1 - View northwest from Glen Street
N.B. For Context Only (HFoV. : 60°)



Viewpoint 2 - View southeast from St Aloysius View



Viewpoint 2 - View southeast from St Aloysius View
N.B. For Context Only (HFoV. : 60°)



Indicative extent of site within view

Viewpoint 3 - View west from the overbridge at Station Road



Viewpoint 3 - View west from the overbridge at Station Road
N.B. For Context Only (HFoV. : 60°)



Indicative extent of site within view

Viewpoint 4a - View west from the bottom of the overbridge at Station Road



Indicative extent of site in view

Viewpoint 4a - View north east from Pontefract Road
N.B. For Context Only (HFoV. : 60°)



Indicative extent of site within view

Viewpoint 4b - View northeast from the bottom of the overbridge at Station Road



Viewpoint 4b - View northeast from the bottom of the overbridge at Station Road
N.B. For Context Only (HFoV. : 60°)



Viewpoint 5 - View south from the overbridge at Station Road

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Figure 13a
Photographic Viewpoint 5

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Viewpoint 5 - View south from the overbridge at Station Road
N.B. For Context Only (HFoV. : 60°)



Indicative extent of site within view

Viewpoint 6 - View west from Hebburn metro car park and the rear of properties on Landfall Drive



Viewpoint 6 - View west from Hebburn metro car park and the rear of properties on Landfall Drive
N.B. For Context Only (HFoV. : 60°)



Baseline Photograph

N.B. This image provides landscape and visual context only



Indicative Massing Overlay



Viewpoint Location Map

NOTES

This figure has been based on the following parameters

1. Indicative massing overlay represents outline of the proposed development site, does not show any additional elements.
2. Date and time of photography: 18th January 2021
3. SLR Digital Camera Nikon D750, 50mm Lens (Camera height 1.5m)
4. Print at A1

Viewpoint parameters

1. Location : 430679E 564498N (Grid reference)
2. Eye Level : 39.7 m (AOD)
3. Field of view : 90° (HFOV, cylindrical projection)
4. Distance to boundary of proposed site : 37m

HEBBURN METRO LVA (PJ2886)

Figure 15.
Baseline Photograph and Indicative Massing Overlay
Viewpoint 1.
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Baseline Photograph

N.B. This image provides landscape and visual context only



Indicative Massing Overlay



Viewpoint Location Map

NOTES

This figure has been based on the following parameters

1. Indicative massing overlay represents outline of the proposed development site, does not show any additional elements.
2. Date and time of photography: 18th January 2021
3. SLR Digital Camera Nikon D750, 50mm Lens (Camera height 1.5m)
4. Print at A1

Viewpoint parameters

1. Location : 430761E 564628N (Grid reference)
2. Eye Level : 264.0 m (AOD)
3. Field of view : 90° (HFOV, cylindrical projection)
4. Distance to boundary of proposed site : 70m

HEBBURN METRO LVA (PJ2886)

Figure 16.
Baseline Photograph and Indicative Massing Overlay
Viewpoint 3.
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