

DELEGATED REPORT / CASE OFFICER'S ASSESSMENT

Ref No: ST/0770/21/PALPAO
Proposal: Application for Prior Approval under Part 18 , Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, for the redevelopment of Hebburn Metro Station (Island platform).
Location: Hebburn Metro Station
Station Road
Hebburn

Site Visit Made: 18/8/21

Description of the site and of the proposals

This is an application for prior approval for works to Hebburn Metro Station. The application site is located on Station Road / Glen Street within Hebburn Town Centre. Hebburn Metro Station has two separate platforms which are split either side of Station Road (B1927) bridge with step free access available on both platforms.

The existing Hebburn Metro Station, with split platforms, was built in the 1980's. Platform 1 is situated between the metro tracks themselves to the west of Station Road, with both the Eastbound and Westbound Metro lines situated to the south of the platform and the separate Network Rail freight line to the north. The platform is accessed via a covered ramp from Station Road. Platform 2 is situated to the east of Station Road and is accessed at ground level from the adjacent car park. The car park would be retained as existing, with no alterations to its layout. There is also a substation located adjacent to Platform 2.

This prior approval application seeks to demolish the existing platforms (both platform 1 and 2). This would include the removal of all the existing seating, shelters and ticket machines. It is proposed that platform 1 would be re-built and redeveloped to create an 'island' platform, which would be accessed from Station Road. The new consolidated island platform would be lowered by 300mm to facilitate required track lowering works (required in connection with the wider Metro Flow Project, detailed below). Following the demolition of platform 2, the area formerly occupied by the station would be fenced off and secured.

The proposed rebuilt platform 1 would need to be lowered so it would be compliant with platform train interface requirements of the Rail Vehicles Accessibility Requirements (RVAR) legislation of a 65mm gap and a 50mm step. The island platform, which would serve two tracks and create a platform 1 and 2, would be larger in scale than the present platform 1, and by virtue of it serving both east and westbound services, would be used more frequently. A canopy structure would be built, that would provide a sheltered waiting area for passengers waiting on either platform. The existing ramped access from Station Road would be retained (with minor modification).

Nexus' Metro Flow Project, involves the dualling of three single track sections from Pelaw to Bede Metro Stations. The proposal to dual track the metro railway between Pelaw (located within the boundary of Gateshead Metropolitan Borough Council) and Jarrow Stations will be achieved through combining the Metro and Network Rails Infrastructure with works to the existing track infrastructure. The proposed works would include the removal of some sections of existing track (e.g. where there are currently three adjacent tracks sections) and the laying of new track and the stripped (divested) Network Rail track that runs alongside the metro line will be utilised and upgraded to create dual tracked sections. In order to

avoid largescale bridge reconstructions there are four proposed track lowers of varying lengths and depths and the works at Hebburn Metro Station is one of these sections.

The wider context of the Metro Flow project was detailed in a separate application (ref: ST/0476/20/CLP) - a certificate of lawful proposed use or development. The application concluded that the evidence supplied in support of the application (with supporting legal argument) confirmed the proposed development within the application would be lawful, falling within Part 18 Class A of Schedule 2 of the Town and Country Planning (General Permitted Development) (GPDO) (England) Order 2015 (as amended). The legal argument accompanying the application set out relevant local and private Acts of Parliament; Part 18 Class A permits the carrying out of development authorised by “a local or private Act of parliament, ... which designates specifically the nature of the development authorised and the land upon which it may be carried out.”

Part 18 Class A has two conditions. The first condition states:-

A.1 Development is not permitted by Class A it is consists of or includes –

- a) The erection, construction, alteration or extension of any building, bridge, aqueduct, pier or dam; or
- b) The formation, laying out or alterations of a means of access to any highway used by vehicular traffic,

Unless the prior approval of the appropriate authority to the detailed plans and specifications is first obtained.

The certificate of lawful development concluded that the works proposed to both Hebburn Metro Station (the subject of the current prior approval application) and further works to Jarrow Station (the subject of a further separate application) fell within the scope of this condition. A building for the purpose of the GPDO includes ‘ any structure or erection and...includes any part of a building...and...does not include plant or machinery and...does not include any gate, fence, wall or other means of enclosure (article 2.1). Consequently, the current prior approval application (and another in respect of works at Jarrow Station) have been submitted to the local planning authority (LPA).

Application context:

This is not an application for planning permission; this is an application for prior approval and the assessment criteria does not have the wide scope of consideration that would usually be afforded. The application is made under Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (GPDO).

Part 18, Class A of the GPDO permits development on the condition that prior approval of the detailed plans and specifications of any building is first obtained from the Local Planning Authority. In its evaluation the LPA can only consider:

- a) Location and
- b) Design and external appearance of a development.

The GDPO states that ‘*development is not to be refused, nor are conditions to be imposed unless:*

- a) The development ought to be and could reasonably be carried out elsewhere on the land; or*
- b) The design or external appearance of any building or bridge would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury. ‘*

It follows that unless the LPA considers that the location of the development ought and could be reasonably carried out elsewhere OR the design or appearance adversely affects (injures) the amenity of the neighbourhood and is not reasonably capable of modification, Prior Approval must be granted.

The prior approval application is subject to a limited time period within which the Council must make its decision, unless a longer period has been agreed by the applicant and the Council in writing. In this case the time period is 56 days and the applicant has agreed to an extension of time to 24/09/2021.

Publicity / Consultations (Expiry date; Notification letters: 17/8/21 and Site notices: 26/08/21)

Neighbour responses

The Occupier, 25 Douglas Close, Glen Court;

Myself and neighbours are very concerned about the proposals, as we already have to put up with objects (stones, apples, bottles and cans) being thrown over the fences, with 2 broken windows to date being.

Noise and shouting and bad language is already an issue. Fear that the island platform would double the disturbance at least.

If the works go ahead they will need a 15 foot sound proof fence to maintain security and safety.

The Occupier, 24 Douglas Close, Glen Court

Within the noise assessment, this refers to properties having enhanced double glazing. What is enhanced double glazing? Does not believe the property has this. Questions whether the property should be upgraded as compensation.

Concern that work will be done during the day and at the weekends – will be too noisy at night.

Things will be thrown over the fence. Questions whether the fence should be upgraded as compensation to combat such issues.

Value of the house could depreciate due to the perceived increase in noise and spoilt views.

Unable to open the window in the summer due to increased noise levels. Questions whether air conditioning should be installed as compensation.

Concern that anti-social behaviour at the platform will increase. Questions whether there would be increased CCTV and Nexus presence to combat this. Refers to the reporting of anti-social behaviour on a number of occasions. Questions whether a higher fence would combat these issues.

Cleaning takes place during the night using an industrial generator which is extremely noisy even when windows are closed.

When trains are required to stay at the station overnight they are extremely noisy when with the windows shut. This has been discussed with Nexus previously and agreement was made for the trains to be held at the other platform (non-residential area).

Questions whether the new platform couldn't be located on the other side (recognises implications for needing a bridge), or questions if it could be moved further down towards the bridge.

An actual sound assessment should be carried out not a predicted one.

The landscape queries have been considered from a higher point. The impact on their view will be significant and they will lose current views of trees and vegetation.

Further representation received from the occupiers of no. 24 Douglas Close:

Refers to the use of a chainsaw during the night; assumed was being used to tidy foliage along the metro line. This disturbed the whole family, including small children. Considers this to be unnecessary when a hand tool could have been used.

Gravely concerned that should building work be undertaken at night they will not be able to sleep.

Refers to job role and concern about impact / safety.

Other Consultee responses

External:

Network Rail

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No comments received.

County Archaeologist

The proposals involve demolishing both platform 1 and 2 at Hebburn Metro Station and reinstating them at a level 300mm below the present platforms to accommodate freight traffic on the Metro system and track lowers. The stations include waiting shelters, seating and ticket machines. There is cycle parking and car parking located adjacent to Platform 2.

I have checked the proposed development area against the Historic Environment Record and historic maps. The southern platform of Hebburn Metro Station is located on the site of an earlier railway station (HER 2515). The original station was constructed on the route of the North Eastern Railway, Newcastle and South Shields Branch (HER 2509) after 1855. The extant platform stations were constructed in the 1980s as part of the original Metro line works. Consider that no archaeological work is required if the application is approved.

Northumbria Police – Designing Out Crime Officer

Northumbria Police work closely with the Metro operators on the SBD Safer Tramstops Scheme. This accreditation scheme is the light rail equivalent of the safer Stations scheme that exists for mainline stations. On consideration of the application, we believe any crime and disorder issues can be discharged via the accreditation scheme and therefore we have no objections to the proposal.

Northern Gas Networks

No comments received

Tyne and Wear Fire and Rescue Service.

Please advise if this is to be timber framed construction.

The Fire Authority have no objections to the proposal, subject to the provisions detailed in an appended report (issues covered included vehicle access to a pump, fire service vehicle manoeuvring and provision of water supplies). Further comments will be made on receipt of a Building Regulations submission.

Internal

Traffic and Road Safety

The application will require construction traffic to commence and undertake these works successfully. A construction management plan will be required to ensure that these works are regulated effectively and done with consideration to local residents.

Countryside Officer

Given the specific parameters on the issues the LPA can engage with (the LPA can only consider the location and design and external appearance of the development), no comments to make.

Environmental Protection – contaminated land

The end use of the proposal is same in nature to the current development and in terms of human health/land contamination is not of sensitive end use.

The nature of the land use as a railway does have the potential to introduce contamination to the ground therefore there is a risk to site workers during construction of the replacement platform. This risk however can be mitigated by correct PPE and awareness from site workers to ensure any risk is minimised.

Environmental Health – Noise

The proposal is for the removal of the current platform, to be replaced with one island platform that serves trains entering the station from both directions. This is of course a significant change and

therefore the consultant has carried out a noise assessment using appropriate methodology to assess the change in noise levels at the nearest residential receptors as a result of this new platform.

The consultant has predicted the noise levels resulting from the change in platform location using two different methods, by carrying out spot measurements of trains entering and leaving the existing platforms to characterise the noise arising from doors opening/warning sirens etc, and also using recent data that the consultant has taken to measure noise from the train as it passes by appropriate measuring locations.

These noise levels have then been used to predict the change at the nearest sensitive receptors that have been chosen appropriately by the consultant. The outcome of this prediction is that there will be improvements in the noise levels at some locations, no change in some locations, and a “minor adverse” affect at some residential properties. The consultant stresses the importance of considering not just these outcomes, but the context around the noise climate. Importantly, it must be noted that the properties where a minor adverse impact has been predicted are relatively new, and benefit from mitigation strategies that were installed to ensure that noise levels at residential properties met appropriate guidelines, therefore, it is likely that the overall impact will be that there is a negligible impact. It is therefore considered that the proposal is acceptable in terms of the impact on the noise climate at residential receptors.

Environmental Health – lighting

The proposal is for the removal of the current platforms, and for them to be replaced with one singular island platform serving both metro lines.

In this instance, the consultant has advised that an assessment is required, however as the final option for an island platform as opposed to works to the existing 2 platforms has not been chosen at the time the assessment was carried out, the lighting scheme has not been defined. Therefore, the consultant has carried out an assessment of the current lighting environment, and provided criteria that must be met in order to ensure that any new lighting does not impact upon the nearest receptors.

Therefore, if you are minded to grant approval of this application, I would recommend a condition is added requiring the submission of a full lighting assessment before the platforms become operational. This assessment must confirm that the new lighting scheme meets the criteria set out in Table 4 of the assessment, Obtrusive lighting limitations for exterior lighting installations.

Community Safety

No comments from a community safety or CCTV perspective.

Assessment

In accordance with Part 18 of the GPDO, the following matters are materials to this assessment:

- 1) Location
- 2) Design and external appearance.

Location

The platform at Hebburn Metro Station will need to be lowered to ensure compliance with platform train interface requirements of the Rail Vehicles Accessibility Requirements (RVAR) legislation of a 65mm gap and a 50mm step.

The existing tracks are in situ and no amendments to the track position are proposed. As such this poses a constraint in terms of the flexibility of siting.

Nexus, within the supporting statement accompanying the application, have detailed their consideration of alternatives. The only realistic alternative to the redevelopment of platform 1 as an island platform serving both the east and west bound metro services would be to construct an island platform between the rail tracks to the east of Station Road. Nexus have advised that due to the width of the track to the east of Station Road overbridge, relocation in this location would not be possible. Nexus have also advised that use of the existing ramp access from Station Road overbridge would need to be utilized; a new ramp access would not be financial viable. Based on the site context and constraints there are no realistic alternatives to the prior approval proposals which will facilitate the redevelopment of the station with a single island platform. The proposed location has been identified by Nexus as being preferable from an operational, cost and regeneration perspective; with a modern design for the building (canopy structure) which Nexus state would reflect the wider Hebburn town centre regeneration.

It is considered, taking into account the constraints and the supporting statement, the selected location is logical from an operational perspective and there is no evidence to identify that the works, to develop an island platform, ought to be or could reasonably be carried out elsewhere on the land.

Design and External appearance

In accordance with Condition A.2(b) of Part 18 Class A of the GPDO, consideration of the design and appearance of the proposal and the amenity of the neighbourhood needs to be had. In support of the prior approval application Nexus have submitted a Landscape and Visual Appraisal, a Baseline Lighting Survey and Noise assessment.

The Landscape and Visual Appraisal (LVA) sets the context of the site, being within a built-up urban environment including car parking, key road infrastructure, footways and residential properties to the north and south of the existing platform 1 and to the east of platform 2 (existing). Commercial properties are also located to the south of the metro station and an industrial estate to the north of platform 2(existing). The LVA notes that the track is lined with broadleaf trees and shrubs, which provide a degree of seasonal screening between the tracks and adjacent buildings.

The LVA refers to the South Tyneside Landscape Character Study, March 2012, for which the site lies within 2 character areas; Hebburn North and Hebburn Central noting key characteristics.

The LVA selected viewpoints for assessment and indicative massing overlays have also been produced, to demonstrate the scale and form of development from the identified sensitive receptors, which includes residential properties in Douglas Close, which back onto the metro line and the application site.

The LVA identifies and considers potential impacts, which can be summarized as those during and post construction. During construction there would be potential impacts to the footways and car parking access around the platforms, the loss of broadleaf vegetation between platform 1 and the metro track and noise and disturbance created by construction activity and machinery. Post development, the likely impacts are considered to be the proposed changes to the access ramp from Statin Road to platform 1, the new platform and canopy and changes to platform access with the demolition of platform 2.

The works would take place within the existing Metro Station, which is itself located within a built up area. Taking into consideration the extent of the works proposed and noting that the proposal would replace an existing platform (and render an existing platform (platform 2) obsolete, with subsequent demolition), it is not considered that the character of the area and neighbourhood would be detrimentally affected. The development would not be considered out of character to the wider area or the metro station itself. The resultant development would be consistent with features and Nexus infrastructure seen elsewhere along the network and as such would not appear out of character.

The LVA reports on the assessment of visual receptors, and key sensitive receptors, which includes properties in St Aloysius View, Glen Street, Douglas Close and views from the overbridge at Station Road. This concludes that the canopy structure proposed would be visible; it is noted that this would be

a higher structure than existing. Objections from two residents at Douglas Close have referenced the loss of view. The canopy structure to be erected across the island platform would be visible above the rear fence of properties in Douglas Close, which abuts the metro line. Views will also be afforded from St Aloysius View and from the public highway (including from the Station Road overbridge). The LVA refers to intermittent vegetation providing some seasonal screening at these points and that the structure will not be out of character to the area and metro station site itself.

It is considered that although the canopy structure would be higher and visible (at a number of identified and assessed locations) the resultant development would not result in an over dominant or unacceptable form of development. Separation distances, seasonal vegetation, the retention of existing boundary enclosures and the position of intermittent land between the nearest receptors and the proposed island platform and canopy would mitigate and reduce any resultant impact to outlook. The baseline for the current outlook from properties is noted with receptors currently have an outlook towards the metro line, station platform and associated structures.

The works, as set out above are considered to be the only suitable option and location in developing an island platform. The existing platform 1 would be demolished, re-constructed and extended however, the platform would itself be lower in height than the existing.

No specific materials have been identified with the application; the LVA and supporting statement to the application note that there will be an appropriate selection of materials and surface finishes to provide an enhanced aesthetic and materials will be selected to be in keeping with the surrounding area. It is considered that further details will be required to assess the material palette and a condition is recommended in this regard to ensure that materials to be used would be in keeping to the character of the area, the metro station itself and to ensure no impact to visual and residential amenity.

Details in respect of noise and lighting through the submission of a noise assessment and a lighting survey have been submitted.

The proposal is for the removal of the current platforms, and for them to be replaced with one singular island platform serving both metro lines.

The lighting survey confirms that the lighting scheme has not been defined at this stage. Therefore an assessment of the current lighting environment has been undertaken, and criteria has been provided within the lighting statement that must be met in order to ensure that any new lighting does not impact upon the nearest receptors. The Council's Environmental Health Officer has advised that the criteria are acceptable and recommends that a condition is attached to any permission to require the submission and approval of a full lighting assessment before the platforms become operational. This assessment must confirm that the new lighting scheme meets the criteria set out in Table 4 of the assessment, Obtrusive lighting limitations for exterior lighting installations. A condition is therefore recommended in this regard.

Due to the extent of the works proposed through this application, which is a significant change to the existing split platform arrangement, a noise assessment using appropriate methodology to assess the change in noise levels at the nearest residential receptors as a result of this new platform has been undertaken.

The noise assessment identifies predicted noise levels resulting from the change in platform location using two different methods, by carrying out spot measurements of trains entering and leaving the existing platforms to characterise the noise arising from doors opening/warning sirens etc, and also using recent data taken to measure noise from the train as it passes by appropriate measuring locations. An objection refers to 'predicted' noise levels; the methodology used is considered to be acceptable following consultation with the Council's Environmental Health Team.

These noise levels have then been used to predict the change at the nearest sensitive receptors that have been chosen appropriately by the consultant. The outcome of this prediction is that there will be improvements in the noise levels at some locations, no change in some locations, and a "minor adverse" affect at some residential properties. The applicant's report stresses the importance of considering not just these outcomes, but the context around the noise climate. Importantly, it must be noted that the properties where a minor adverse impact has been predicted are relatively new, and benefit from mitigation strategies that were installed to ensure that noise levels at residential properties met appropriate guidelines, therefore, it is likely that the overall impact will be that there is a negligible impact as a result of the development.

In respect of the mitigation strategies that were installed to the nearest residential receptors, as referenced above, planning permission (reference ST/0126/15/FUL) was granted for the demolition of existing buildings and the erection of 31no. two storey dwellings with new landscaping, boundary treatments and vehicle/pedestrian access/egress from Glen Street.

This planning permission was duly implemented. Planning permission was granted subject to conditions. Two conditions (no. 10 and 11) were included in respect of noise mitigation, as follows;

- 10 *No dwelling hereby approved shall be brought into use until a noise barrier is constructed at an effective height of 2.5 metres in its entirety and with a mass of 10-12 kg/sq metre to the boundary with the Tyne and Wear Metro Line as shown on Drawing Number GH44: L 04C received 10/06/2015 has been installed in its entirety. The acoustic fence shall be retained thereafter.*

To ensure a satisfactory standard of development in the interests of residential amenity in accordance with Development Management Policy DM1of the South Tyneside Local Development Framework.

- 11 *No dwelling hereby approved shall be brought into use until the following proposed glazing specification set out in the Noise Assessment report GH/GS/002 dated June 2015 and e-mail received 10 June 2015, has been installed to all windows:*

i) Plots 18 and 19 - all habitable room windows - increased glazing specification to 10mm/16mm argon/9.1mm Pilkington optiphon, or an equivalent glazing which provides 45Rw (40Ctr) sound insulation;

ii) Plots 6-15 - all habitable room windows facing the Tyne and Wear Metro Line - increased glazing specification to 4 / 6 to 20mm / 4; and

iii) acoustic trickle vents to be provided to plots 6-15, 18 and 19.

This glazing, including the proposed trickle vents, shall be retained thereafter.

To ensure a satisfactory standard of development in the interests of residential amenity in accordance with Development Management Policy DM1of the South Tyneside Local Development Framework.

The Council's Environmental Health Officer has reviewed the submitted noise assessment and has advised that the proposed development is considered to be acceptable in terms of the impact on the noise climate at residential receptors.

It is noted that the wider Metro Flow project seeks to increase capacity on the network, however this prior approval application does not extend to the consideration of the wider project.

Objections have raised questions as to whether increased acoustic mitigation to private property should be installed, including fencing, enhanced glazing and air conditioning (due to being unable to open windows during warmer weather). The applicant's submitted noise assessment does not recommend the installation of any further methods of noise/visual barrier to existing properties, and notes the current provisions. As outlined above the report has been assessed by the Council's Environmental Health colleagues and concludes that the proposal is acceptable to residential receptors.

Reference is made above to the construction phase and the impact to surrounding residents and commercial operators. Nexus have advised that they operate a Responsible Contractor Policy and as such the construction phase would be managed in a manner that seeks to be considerate to surrounding properties and to minimise unnecessary impacts wherever possible.

Anti-social behavior

As summarized above, two representations received have referred existing noise disturbance and problems of anti-social behavior with items being thrown over the rear boundary fence to their properties causing damage to private property. Nexus have been contacted regarding these referenced incidents and the concerns raised with the LPA from residents that the development of a single island platform would worsen the existing situation to properties in Douglas Close through increased activity and passenger numbers.

Nexus have advised that the customer service team have looked into the complaint regarding items being thrown to the adjacent properties at Douglas Close, but have unfortunately been unable to track any specific complaints. Contact details for Nexus have been provided, which have been passed to the two objectors to raise the complaints again, should they wish to do so.

Nexus across the network have a number of existing methods of deterring anti-social behavior, which will continue at Habburn Station. Such methods include the Metro Policing units, Security Managers for hot spot areas and Nexus have also undertaken a recent upgrade of the networks CCTV system. CCTV is currently installed at Hebburn Station and will be retained through the proposed works.

Alongside the response received from Nexus detailing the security measures in place, both Northumbria Police and the Council's Community Safety Team have been consulted on the proposal. No objections have been raised by the Community Safety Officer from an anti-social behavior or CCTV perspective. Northumbria Police have advised that they work closely with the Metro operators on the SBD Safer Tramstops Scheme and believe any crime and disorder issues can be discharged via the accreditation scheme and raised no objections to the proposal.

It is considered that the proposed works would not result in any injury to the amenity of the neighbourhood and does not warrant amendment to its design or appearance, subject to the further consideration of materials and lighting. Due to full lighting details not being developed at this stage, a condition is recommended in respect of the submission of a lighting design and assessment, as detailed above. Additionally full details for materials will need to be submitted for assessment and approval by the LPA through a further condition.

Other matters

As set out above, the Council's Traffic and Road Safety Team have advised that a construction management plan be provided to ensure that the works are regulated effectively and done with consideration to local residents.

As set out above, conditions should only be applied to the development where the development ought to be and could be reasonably carried out elsewhere on the land, or the design and external appearance of any building would injure the amenity of the neighbourhood and is reasonably capable of modification

to avoid such injury. As such, and based on the above, no construction management condition is attached. Nexus have been advised of the comments and recommendations provided by the Council's Traffic and Road Safety and an informative is therefore recommended.

The Council's Environmental Protection Officer has advised that in terms of human health the end use is not defined as 'sensitive' and is the same use as existing. In respect of site workers during construction, the nature of the land use as a railway does have the potential to introduce contamination to the ground and therefore there is a risk to site workers during construction of the replacement platform. This risk however can be mitigated by correct PPE and awareness from site workers to ensure any risk is minimised. An informative to the applicant is therefore recommended in this regard.

An objection has raised concern about the devaluation of property; this is not a material planning consideration.

Conclusions

As set out above, Part 18, Class A, Schedule 2 of the GDPO states that '*development is not to be refused, nor are conditions to be imposed unless:*

- a) The development ought to be and could reasonably be carried out elsewhere on the land; or*
- b) The design or external appearance of any building or bridge would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.*

It is considered that the development cannot reasonably be carried out elsewhere on the land and so condition A.2 a) of Part 18 of Class A of the GDPO is satisfied.

In respect of condition A.2 b) the design and external appearance of the proposed works is not considered to result in injury to the amenity of the neighbourhood and does not warrant amendment to its design or appearance.

There is no reason to refuse prior approval, however a condition is recommended in respect of full details of a lighting scheme and its assessment prior to the first use and operation of the island platform. Prior approval is therefore recommended.

In assessing this application due regard has been had to the requirement of section 149 of the Equality Act 2010.

Recommendation

Prior Approval Required & Given PALPAO

Conditions

- 1 Prior to the commencement of the above ground development samples and details of all external materials shall be submitted to and approved in writing by the Local Planning Authority. All works shall be carried out in accordance with the approved details.

In order to secure a satisfactory standard of development and in the interests of the amenity of the area in accordance with Development Management Policy DM1 of the South Tyneside Local Development Framework.

- 2 Prior to the first use and operation of the island platform (as detailed on Drg no. 10096-HEB-1001-WEDG-001 received 14/07/2021), details for a full lighting scheme and a lighting assessment shall be submitted to and approved in writing by the Local Planning Authority. The lighting assessment must confirm that the new lighting scheme meets the

criteria set out in Table 4 (entitled 'Obtrusive lighting limitations for exterior lighting installations') contained within of the Baseline Lighting Survey - Hebburn Metro Station, report reference: NJD21-0045-001R (prepared by njd Environmental Associates, April 2021) received 14/07/2021. All works shall be carried out in accordance with the approved details.

To ensure a satisfactory standard of development in the interests of residential amenity in accordance with Development Management Policy DM1 of the South Tyneside Local Development Framework.

Informatives

1 In dealing with this application the Council has implemented the requirements of the National Planning Policy Framework to seek to approve applications for sustainable development where possible.

2 NOTE TO APPLICANT

The Highway Authority have requested the submission of a Construction Management Plan to ensure that the works are regulated effectively and done with consideration to local residents.

3 NOTE TO APPLICANT

Any potential risk to site workers during construction of the replacement platform can be mitigated and minimised by correct PPE and awareness from site workers.

List of approved plans for standard note

Drg No 10096-HEB-1001-WEDG-001 received 14/07/21

Case officer: Helen Lynch

Signed:

Date: 24/09/2021

Authorised Signatory:

Date:

«END»