



Northumberland County Council

We Asked, You Said, We Did: Northumberland Line, New Hartley Curve to Holywell

We Asked

We asked for your feedback on our proposals for the Northumberland Line scheme, which will see the reintroduction of passenger services between Ashington and Newcastle. In particular, we asked for comments on proposals for new stations and bridges, changes to level crossings and the land we will need to use to build the scheme. In the New Hartley Curve to Holywell area, we sought feedback on proposals for Seaton Delaval station.

You Said

We received 1023 responses to the consultation, made up of 949 response forms and 74 emails and letters. 91% of respondents were fully, mostly or slightly supportive of the project.

We have analysed all the feedback received and have provided a summary of the main themes raised in relation to Seaton Delaval station and the level crossings and temporary sites between New Hartley Curve and Holywell.

Seaton Delaval station

We received 510 comments from 269 individuals directly relating to Seaton Delaval station. 27% were positive and 33% were neutral or suggestions.

Comments on Seaton Delaval station:

- noted that the proposals would help improve the economy by bringing more people to the area and providing more opportunities for local people;
- noted that re-use of the brownfield site is an excellent use of land with environmental and visual benefits;
- suggested promoting active travel by providing good connectivity with the local footpath and cycle networks;
- suggested that a single platform would inhibit future service expansion;
- suggested that too much car parking is being provided and that parking on residential streets may be impacted;
- suggested changes to the design of the car park to minimise its impact on local residents;
- queried the potential for increased flood risk to local properties; and
- raised concerns about the impacts on congestion on the local road network and suggested the need for a signalised junction with the A192.

Further details of the consultation feedback on Seaton Delaval station and how this was considered by the project can be found in the Statement of Community Engagement which was submitted alongside the planning application.

Level crossings

180 comments from 180 individuals were received on the level crossings between New Hartley Curve and Holywell, of which 16% were positive and 26% were neutral or provided suggestions.

Feedback on Mares Close level crossing:

- noted objection to its closure as it is used to access many walking routes and connects Seghill to Seaton Delaval; and
- made suggestions on how the crossing could remain open and be safely used by pedestrians and equestrians.

Feedback on Seghill level crossing:

- highlighted the existing dangers present at the crossing;
- suggested that safety improvements were required; and
- requested minimal disruption to local residents during construction.

Further general feedback on the level crossings in this section:

- gave suggestions for the detailed design of the level crossings;
- suggested that crossings should be accessible for all users and should be safe for equestrians and should provide access to bridleways;
- asked questions on how traffic would be impacted; and
- made suggestions that underpasses should be included.

Temporary sites

At the time of our consultation we presented a number of potential options for temporary sites needed to build the scheme. 74 comments from 74 individuals were received about the proposed temporary sites between New Hartley Curve and Holywell. 49% were positive and 34% were neutral or provided suggestions.

Comments on the New Hartley Curve to Holywell temporary sites:

- raised concerns about the noise impacts on neighbouring properties;
- raised concerns about loss of green space, making suggestions to improve the space and highlighting the need for reinstatement post-construction; and
- questioned how access to bridleways in the location of Mares Close level crossing would be retained.

We Did

We met with the design team and considered your feedback. Where possible we have incorporated this into the proposals and have outlined our response to key areas of concern below. Your feedback will continue to be considered as the detailed design progresses.

Future expansion

The demand modelling undertaken to support our proposals indicates that the current design (including proposed single platform) provides sufficient capacity for future

anticipated use. However, the design of the station does not preclude future expansion, should this be required in future.

Car park design and capacity

After reviewing all of feedback on the car parking at Seaton Delaval carefully we are updating our proposals for the station car park, aiming to address some of the concerns raised.

We are currently in the process of developing the revised plan, which will include changes to the position of vehicular and pedestrian access routes and to the layout of the car park. These changes will also require amendments to our proposed landscaping along the access route. We will share the revised plan in due course, prior to the submission of the planning application.

Flood risk

Details of the approach taken to mitigate flooding are included in the Flood Risk Assessment (including a Drainage Strategy) for the station.

To ensure that the proposed scheme will not increase the risk of flooding, a Sustainable Drainage System will serve the car park, access roads and station in accordance with local and national standards. This system has been designed to accommodate runoff from the site, which will mimic the existing situation, with any excess water continuing to flow south westwards and not towards local properties, meaning their risk of flooding will not increase as a result of the scheme.

Impact on the local road network

The station's Transport Assessment considers the development's impact on the local road network, and indicates that the station will result in a moderate increase in traffic in the vicinity of the station. However, this is offset by the benefits of the station on the regional road network, with an overall reduction in traffic anticipated.

The station's Transport Assessment has also considered how people will access the station and car park. Based on this assessment, a signal-controlled junction is proposed with the A192.

Level crossings

The detailed design of the level crossings is currently ongoing. Feedback in relation to these is being reviewed and will be considered as the design progresses.

Temporary sites

Preferred temporary works sites have yet to be agreed, and consideration of the feedback received in relation to them is currently ongoing and will inform a construction strategy. Once the location of temporary works sites have been confirmed, all necessary conditions and permissions would need to be obtained from the relevant authority.