

WEARDALE RAILWAY

NEWSLETTER No.43 : 6 AUGUST 2010

RAILWAY INSPECTION –AUGUST 4TH – FULL REPORT

WOLSINGHAM COAL LOADING FACILITY GIVEN GO AHEAD

NEW TIMETABLE ISSUED AND DISTRIBUTED TO WEARDALE HOMES

- **RAILWAY INSPECTOR VISIT : AUGUST 4TH** : Donald Heath reports : When the Railway Inspectorate gave their consent for the Company to start running passenger trains between Bishop Auckland and Wolsingham last May, it was conditional on certain unfinished items of work being completed before August 9th this year. August 4th, saw the Inspecting Officer return to check that we had carried out everything which he had, back then, asked us to do. I am pleased to report that with the exception of a couple of very small items, Mr Raxton found every thing was now in accordance with his requirements, and that once two minor jobs are completed he will be arranging for the Company to be issued with an open authority to run passenger and freight trains over this section of the route sine die. Overall, a successful day with our Regulator being, in general, re-assured that we are operating and maintaining our railway in the manner and to the standards that are expected of us. (A full report on the visit is given at the end of the News Summary section)
- **NO 40 APPEAL MOVING AHEAD** : The Appeal to help cover the costs of the re-certification of No40 in 2012 is moving ahead well, having raised over £2,800 in the first two months. Special thanks to Trevor Hewitt and John Lewins for their help in administering the Appeal and providing the commemorative photograph. Thanks to all who have contributed so far and a special mention to Wilf Hume our Honorary Vice President and Arthur Temple for their notable donations and collections. A copy of the Appeal form and details of the awards for various levels of donations is given at the end of the Newsletter.



A Bristol 8124 model bus providing a shuttle service between Stanhope Market Place and the station on Classic Car day, 16 June.



The second 141 class DMU(141113)on service duty on the 20th June seen crossing Etherley Viaduct (Both Photos : John Lewins)

- **COAL LOADING APPLICATION APPROVED :-** The Weardale Railway application to build a facility to load coal within the Wolsingham Depot area was heard at county Hall on the 27th July. The application was approved by a clear majority vote. The next four to five months will see the construction of the loading siding , a run around loop, the concrete loading pad and various other infrastructure tasks. Coal is already being moved by road in small quantities from the Park Wall site. More details will follow once the construction plans are finalized. The Planning consent includes several conditions to help recognize the concerns of nearby residents and satisfy environmental requirements. A summary of these is given at the end of the Newsletter.

- **JUNIOR CLUB HELP SPREAD THE (PRINTED) WORD :** Dave Million reports : Over the last two weeks the juniors have been very busy with a leaflet drop of the new Weardale Railway timetable and the August Ticket Promotion leaflet. So far the team have spread the word throughout Stanhope, Frosterley, Eastgate, Westgate, Daddry Shield, St Johns Chapel, Rookhope and Wolsingham. The August promotion leaflet offers a return trip from the Dale stations to Bishop Auckland on either of the last two trains of the day for £2.50 – Mondays to Fridays. A copy of leaflet is reproduced at the end of the Newsletter.
- **COMMUTING ON THE WEARDALE RAILWAY :** For one person living in Darlington and working in Stanhope the arrival of Weardale Railways community service has proved a boon. The gentleman boards the morning Northern Rail train from Darlington with his bicycle and then transfers to our 9.20 from Bishop Auckland and on arrival at Stanhope cycles to his workplace He returns on the 5.55 pm from Stanhope.
- **MURAL NOW ADORNS BISHOP AUCKLAND NORTHERN RAIL STATION :** The mural was created by Bishop Auckland Station Trust member Cameron Boyle and artist Leanne Collin, and replicates images from the station in the early 1900s, it includes a map of the current route to Saltburn and also a list of the town’s main tourist attractions. Meanwhile, the revamped station is featured in the 2010-11 edition of Scenic Britain by Train, which was released recently. Robert Whitehouse, community rail officer for the Bishop line, said: “We are extremely pleased with this. The line needs as much publicity as it can get to bring trade into the town and other places of interest along the route.”



Bishop Auckland station mural : Trust member Cameron Boyle, right, Michael O’Neil, Chairman of Bishop Auckland Station Trust. (Photo : Northern Echo)



Junior Club members on the road between Westgate and Rookhope while distributing the new timetable and the August promotion leaflet (Photo : D Million)

- **DEPOT NEWS :** No 40 : The two axles have been remachined at Boothams of York and were returned to Wolsingham this week. Richard Campbell is now working on the bearings and axle boxes. We hope to have the loco ready for service again later in August . Work continues on the Griddle Car on minor repairs and repainting – again it is hoped to have the coach ready for use by mid August. Work is also underway on the Junior Club Mk 2 coach. all the windows have now been replaced, interior paneling is almost complete and repainting has begun.
- **NEW TIMETABLE ISSUED :** The revised timetable mentioned in the last Newsletter had now been issued – it gives full details of the full service to Bishop Auckland and the fares . It is annotated with the words “Until further notice” and gives details of the timing of events up to the second quarter of 2011. In any case it is likely to have to change at the time of the introduction of the new national Timetable in May 2011. It is understood that Northern Rail are considering increasing the number and pattern of services on the Darlington –Bishop Auckland line at that time.
- **REMEMBER :** You can get immediate news of events and happenings on the railway if you visit this link : <http://www.twitter.com/WeardaleRailway>

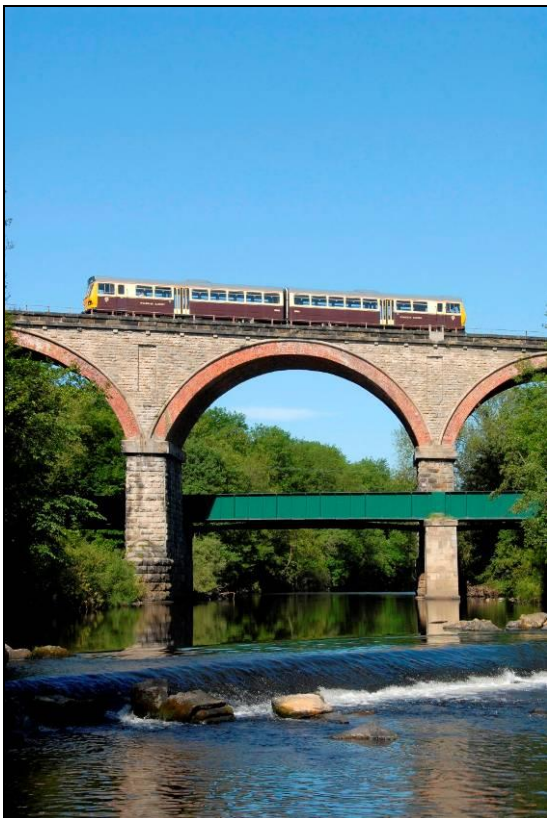
- **TRUST GAINS GRANT FOR EQUIPMENT** : The 2D Small Grants Fund has awarded the Weardale Railway Trust a grant of £980 towards the cost of weedkilling equipment. Thanks go to Arthur Temple for his efforts in obtaining this funding. Over the last seven years Arthur has obtained grants and funding for the project totalling over £45,000 We understand Arthur is unwell at the moment and we wish him a speedy recovery.
- **WEARDALE RAILWAY TOURISM INFORMATION EXCHANGE DAY** : Our marketing team, Clive and Wendy Elsdon report : The Weardale Railway is hosting a leaflet exchange and tourism information day on Thursday 12th August 2010. This is the first of such events that will take place twice a year. The event will enable local tourist attractions and accommodation providers to network and share information about what they can offer. It will also provide a free opportunity to exchange leaflets and distribute them to a wide audience. Twelve organisations have been signed up so far and attendees have been invited to travel on the new community service to and from Bishop Auckland. If you want more information or know of some organisation who may wish to participate please call Wendy Elsdon on : 07887 591 628. A copy of the booking form is available via a link on the Weardale Railway website : <http://www.weardale-railway.org.uk/>



On June 20th, John Lewins, captured this scene as the Charter train from Alnmouth and Newcastle passed the Stanhope showground.

- **DCC CONSIDERING EXTENDING LINESIDE PATH** : This year saw the opening of a lineside footpath built on land leased to Durham County Council by the Weardale Railway between Witton le Wear and the Low Barns Nature Reserve. DCC has been one of the main proponents of adapting former railway routes as footpaths and multi user routes, but this path alongside a working railway was a new concept. Such has been its success that they have asked us to commission a feasibility study to see if the path can be extended from the Low Barns area to Enginemans Terrace at the site of the former Wear Valley Junction where the Weardale Railway joins the now abandoned route to Crook.
- **WITTON LE WEAR CROSSING – WORK CONTINUES** : Over the last few weeks of July, Trust members, Steve Raine, John Hargreaves and Trevor Hewitt worked with RMS staff to add lights on to the gates, reposition one of the sets of traffic lights and position an electrical cabinet on the wall of the Crossing Keepers Cabin.

- **SPECIAL SUMMER RAIL SERVICE FROM BISHOP AUCKLAND TO WHITBY :** Northern Rail have commenced a special direct service between Bishop Auckland and Whitby every Sunday until September 12. The service has been funded by Durham County Council and Darlington Borough Council to encourage people to use the line and give families access to the coast throughout the summer holidays. Trains will leave Bishop Auckland at 8.40am, arriving in Whitby at 11.16am, and return at 3.57pm, arriving at 7.47 pm, or 5.09pm, arriving at 8.39 pm. Adult return fares are £16.80 and five to 15-year-olds travel half price.
- **TO THE COAST AND OTHER DESTINATIONS FROM WEARDALE :** Unfortunately the service train to Whitby mentioned in the above item leaves before the arrival of the first train from Stanhope. However it is possible to make extended day trips from the Dale stations and a poster has been prepared showing some of the journey possibilities to Darlington, Saltburn, Leeds and York. For example the total Day return fare from Stanhope to Saltburn would be £14.10, leaving on either the 08.20 or the 10.30 train and returning on the 15.03 or the 17.30 from Saltburn. For full details and prices see the poster reproduced at the end of this Newsletter.



The Bridges of Weardale : two ways of combining road and rail bridges. On the left 141103 crossing Etherley viaduct with the road bridge cutting diagonally through the abutments (17th June) and on the right 141113 crossing the Broadwood bridge, with its namesake road bridge in the background – both photos : John Lewins.

- **MESSAGE FROM GROUP GENERAL MANAGER :** Mike Fairburn, BARS Group GM sends this message to Newsletter readers : I am personally very impressed by the operation of the community service to date. The results are at least as good as we could have hoped for and probably better. This is due in no small part to the efforts made by all to deliver on the commitment to operate the service. The organisational effort to get the railway ready for traffic on May 21st stretched every available resource, this because of factors outside our control and it would have been very easy to say "we are not ready we are not going to open" but we did not and we have striven collectively to operate a safe punctual service with a good degree of success since. Cancellations have been minimal .we recognise that a good performance record of operation is a vital foundation of building public confidence in our service delivery, but we have already shown what we can do and are planning the developments to support the ongoing operation of the service beyond the summer period.

- **‘HERITAGE LINE’ BECOMES ‘THE BISHOP LINE’** : A survey conducted recently on behalf of the Heritage Line Community Partnership found the designation ‘ Heritage Line’ for the Darlington – Bishop Auckland was confusing many of the respondents into thinking it was a heritage railway operation and that the title was not sufficiently location specific. Accordingly after some discussion a recent meeting of the Partnership it was agreed that the name should be changed to ‘The Bishop Line’. The Weardale Railway is a member of the partnership along with the rail companies, local authorities and other interested bodies.
- **FROM THE MAIL :**

Today I travelled on the 11:35 Bishop Auckland to Wolsingham and the 15:40 return service. I identified myself to the staff on the train as a retired railwayman - including several years in charge of the DMU Depot at Darlington - and spent a pleasant time talking to the staff about the current operations. Both services ran to time, the 141(103) seemed to be in good order, and, having brought my bicycle with me, I got some photos of the train at various points between Wolsingham and Stanhope. An enjoyable, nostalgic day out! I now live in Derby, which precludes me from being of much use as a volunteer but I intend to visit again when the opportunity permits. I hope that this venture is a success and that the coal traffic comes to fruition. I have fond memories of trips on the footplate of the class 31 loco which worked a pick-up freight from Darlington to Eastgate in the early 1980s.

Hi me and the wife travelled on the 0926 Frosterley to Bishop Auckland 11/07/10, and had a very good trip with your pay guard giving us a running commentary, which we found very interesting. Did museum at north rd by train and then returned back to Stanhope class 73 to Frosterley. The guard [old chap] was a good ambassador to your railway. many thanks for a great day out.

- **WAR ON THE LINE PREPARATIONS** : September 18, 19 are the dates and the marketing team are gearing up for the final preparations. Below are small reproductions of two of the three posters which Clive and Wendy ask you to print out and display if possible. You can download the forms from this location on the WR website : <http://www.weardale-railway.org.uk/> and click on – special events. Currently the website is attracting around 2,500 hits per week .Our thanks are due to Frank Holmes for all the work he puts into updating the site.

WEARDALE RAILWAYS

M.V.T.

1940's Dance

18th September 2010
Stanhope Masonic Hall
Greenbank, Stanhope

YESTERDAYS HEROES

Tickets £5.00 Food £5.00 Licenced Bar
Spot On! - 1940's Style Live Entertainment
DJ Woody - 1940's Dance Music
7.00pm till Late

Let the Railway be your guide
www.weardale-railway.org.uk
Tel: 01388 526203
twitter facebook

Dance Ticket Line open 10:00am till 8:00pm Tel: 05602 722052
(Part of the Weardale Railways "War on the Line" event. 18th & 19th September 2010)

DURHAM DALES Weardale Railways, Stanhope Station, Station Road, County Durham. DL13 2YS. Stations at Wolsingham, Frosterley & Stanhope.

WEARDALE RAILWAYS

M.V.T.

War on the Line

Saturday 18th & Sunday 19th September

YESTERDAYS HEROES

MILITARY VEHICLES
RE-ENACTORS & DIORAMAS
MILITARIA STALLS
1940'S DANCE SATURDAY EVENING

WOLSINGHAM
FROSTERLEY
STANHOPE
COUNTY DURHAM

Let the Railway be your guide
www.weardale-railway.org.uk
Tel: 01388 526203
twitter facebook

Join in the fun by wearing
1940's costume (Optional)

DURHAM DALES Weardale Railways, Stanhope Station, Station Road, County Durham. DL13 2YS. Stations at Wolsingham, Frosterley & Stanhope.

Edited by Gerry Mudd : Please send your queries, comments, suggestions - & corrections to :- gcmudd@ntlworld.com or call 01932 889811 // 07773800554

.jpg files of photos available for reproduction elsewhere on request and with due acknowledgement.

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REPORTS, ANNOUNCEMENTS AND APPEALS

- **HMRI – INSPECTION VISIT, AUGUST 4TH : FULL REPORT :**

When the Railway Inspectorate gave their consent for the Company to start running passenger trains between Bishop Auckland and Wolsingham last May – how long ago that now seems(!) – it was conditional on certain unfinished items of work being completed before August 9th this year. August 4th, saw the Inspecting Officer return to check that we had carried out everything which he had, back then, asked us to do. I am pleased to report that with the exception of a couple of very small items, Mr Raxton found every thing was now in accordance with his requirements, and that once two minor jobs are completed he will be arranging for the Company to be issued with an open authority to run passenger and freight trains over this section of the route sine die.

The inspecting party convened at Bishop Auckland West station where the new platform and access routes were examined. We also discussed with him the arrangements for running after dark which will need to be in place and working before the end of this month. Travelling by road, the party then went to Primrose Hill level crossing where the new fencing and gate were looked at. Apart from the need to trim back some foliage on the north west approach (up side/down direction), the arrangements received approval. From there on to Enginemen’s Terrace which is a superb example of what the Project team working in close harmony with the Sunday gang and the County Council can achieve when everybody puts their minds to it; this crossing really is an exemplar of its type.

Parking in the Abattoir car park, the inspection party walked along the multi-user foot path to Blakey Hall Farm crossing where the newly re-hung gates were checked. Whilst they now open the right way – viz away from the railway - alas they were not self closing. Bryan Mills promised to rectify that the very next day. With the drivers collecting their cars and driving on to Witton – le – Wear level crossing, the rest of the group walked along the multi-user path looking at the lineside fence as well as the minor crossings in that short section.

The public highway crossing at Witton was subjected to a most detailed examination and the physical facts were checked against the measurements in the draft level crossing order. Mr Raxton was pleased with what he saw and, with 2 minor exceptions, he accepted it as being “fit for purpose”. Where appropriate he ammended some of the statements in the draft order to comply with what is on the ground. The only items which he wanted action on concerned the provision of an additional street lamp to provide consistency in the level of illumination of the highway over the whole of the crossing – which is an unusually long one due to the skew of the road with respect to the railway – and some adjustments to the red lights on the top bar of each of the two gates. The Company is to send him photographs of these alterations as soon as they are finished.

The passage of two trains over the crossing was observed and, as a result of this, changes will be made to the locations at which the guards telephone the crossing keepers to alert them to the imminent arrival of the approaching train. (The Inspecting Officer felt that we are, currently, keeping the crossing closed to road traffic a little longer than is essential.) After this the party went on to the depot where the draft proposals for the coal loading facility were explained over a sandwich and a cup of coffee.

To aid digestion as it were, a walk was then taken along the Weardale Way from outside the depot gates alongside the river as far as the Show Gound foot path crossing looking in on the Scotch Isle crossing en route. Both of these were found to be greatly improved over their condition at the time of the previous inspection, I am pleased to report. Whilst at Show Ground crossing, the arrangements for a temporary platform to serve the Wolsingham show at the start of September were discussed.

Following this it was to Stanhope for the end of inspection debrief and noting of the actions by the parties involved. The inspection concluded with Mr Raxton riding in the cab back to Bishop Auckland looking at the various items which he had not visited in the morning. He made a number of comments en-route but he was particularly impressed with the arrangements which had been put in place at Harperley.

Overall, a successful day with our Regulator being, in general, re-assured that we are operating and maintaining our railway in the manner and to the standards that are expected of us.

Donald Heath,
Operations Manager

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Celebrates the introduction of the new Community Rail service
from
Stanhope, Frosterley & Wolsingham
to Bishop Auckland

with a Special Offer Evening Day Return Fare of only **£2.50** (children 5-15 years **£1.25**)

Monday to Friday during August 2010.

(Not available on Bank Holiday Monday, 30th August 2010)

The Special Offer Evening Day Return Fare is available from all Weardale stations to Bishop Auckland West on the following services only:-

OUTWARD

Stanhope Depart	15:20	17:55
Frosterley Depart	15:26	18:01
Wolsingham Depart	15:35	18:10
Bishop Auckland West Arrive	16:15	18:50

RETURN SAME DAY

Bishop Auckland West Depart	16:35	19:10
Wolsingham Arrive	17:08	19:43
Frosterley Arrive	17:17	19:52
Stanhope Arrive	17:30	20:05

No need to book, just come along and pay on the train or buy your ticket at the Booking Office at Stanhope station.

WEARDALE RAILWAY

SUMMER DAYS OUT VIA THE WEARDALE RAILWAY

DAY RETURN FARES AVAILABLE (MONDAYS TO FRIDAYS)

BY CONNECTING TRAINS AT BISHOP AUCKLAND YOU CAN TRAVEL FROM STANHOPE TO :-

DARLINGTON	£9.60
SALTBURN	£14.10
YORK (from)	£26.40
LEEDS (from)	£32.80

NOTE ; WR FARES FROM FROSTERLEY ARE 10p LESS AND FROM WOLSINGHAM 20p LESS

OUTWARD			SAME DAY RETURN FARES		SAME DAY RETURN FARES
STANHOPE	dep	08.20		10.30	
FROSTERLEY	dep	08.28		10.36	
WOLSINGHAM	dep	08.35		10.45	
BISHOP AUCKLAND	arr	09.15	£5.50	11.25	£5.50
DARLINGTON	arr	09.50	£5.50 + £4.10	12.06	£5.50+£4.10
SALTBURN	arr	10.52	£5.50 + £8.80	12.58	£5.50+ £8.80
YORK	arr	10.27	£5.50 +£21.50	13.21	£5.50+£20.90
LEEDS	arr	11.04	£5.50 +£ 30.40	13.53	£5.50+ £27.30

RETURN TIMES			
LEEDS	dep		17.30
YORK	dep	15.00	17.46
SALTBURN	dep	15.03	17.30
DARLINGTON	dep	15.57	18.32
B. AUCKLAND	dep	16.35	19.10
WOLSINGHAM	arr	17.08	19.43
FROSTERLEY	arr	17.17	19.52
STANHOPE	arr	17.32	20.05

- Tickets are valid on the day of issue only. Passengers need to rebook on the train from Bishop Auckland to their final destination and ask for a same day return fare.
- Passengers transfer from the Weardale Railway platform to the train in the Northern Rail platform at Bishop Auckland, allow 5 minutes for changing at Darlington for all onward destinations.
- With a Railcard (Senior, Family, Young Persons , Disabled etc) you can save up to 33% on the fares from Bishop Auckland

WEARDALE RAILWAYS ALSO OPERATES TRAINS TO BISHOP AUCKLAND ON SATURDAYS AND SUNDAYS SEE OUR WEBSITE FOR DETAILS OF BOTH COMMUNITY AND HERITAGE DIESEL AND STEAM SERVICES

<http://www.weardale-railway.org.uk/>

Whilst every effort is made to maintain advertised services, Weardale Railway reserves the right to cancel, alter or suspend any train without notice and accepts no liability for loss, inconvenience or delay thereby caused.

WEARDALE RAILWAY TRUST
LOCOMOTIVE No. 40 : APPEAL FOR FUNDS

The Trust owned 0-6-0 tank engine is our single largest asset. It was built in 1954 by Robert Stephenson and Hawthorne to carry passengers on the NCB system in Northumberland. Like all steam locomotives it requires boiler recertification every 10 years and the current certificate expires in October 2012.

After its recent repairs the Locomotive is performing well and hopefully will carry out three more summers of work on our Heritage services. But we do now need to start thinking ahead and planning and saving for the next major expenditure in making the boiler fit for recertification. Additionally there are other modifications improvements and replacements we need to make to the running gear and to improve the performance of the locomotive.

This will cost a significant amount of money and although we keep costs to a minimum with the help of our loyal band of volunteers there are certain parts of the work that has to be done by specialist firms.

So, how much will be needed? Our estimate to cover both the recertification and the modifications is £95,000. The Trust estimates that it should be able to provide £55,000 from its own funds by October 2012, so the objective of this appeal is to raise £40,000 over the next two and a half years.

With the kind help of contributors from the Trust both locally and nationally – even internationally, we were able to raise over £30,000 in the last appeal – we hope we can rely again on your generosity in these more difficult times to keep the sound and sight of a steam engine working in Weardale.

In return for your contributions the Trust and Weardale Railways CIC have joined together to provide the incentives shown below. Foremost is a print of a truly splendid photograph by Trust member John Lewins whose work has also appeared in the Railway press. The harsh winter we have just experienced provided some excellent photographic opportunities and John took advantage of these on December 20 by capturing this scene of No 40 hauling a Santa Special passing near Holbeck 4. It is shown below on a small scale and in low resolution. On the larger scales being offered this photograph really does capture steam, snow and the atmosphere of Weardale to perfection. John has kindly offered to carry out the work of printing and laminating himself, so you can be sure of a quality product.



No 40 hauling a Santa Special in December 2009 – this photograph, by John Lewins is being offered

THE No 40 APPEAL

Contributions should be sent to the following address :-

**The Weardale Railway Trust (No 40 Appeal)
Stanhope Station
Stanhope, Bishop Auckland
Co Durham, DL13 2YS**

- * Cheques should be made out to :- The Weardale Railway Trust
- * I enclose a cheque for £ - - - , as my contribution towards the recertification of Locomotive No 40.
- * I wish/ do not wish my copy of the photograph to be laminated
- * I wish to make my donation via the GIFT AID scheme. YES/NO – please delete as appropriate
- * I would like to be kept informed of the progress of the railway and this appeal by email Newsletter,
- my email address is :- _____

Name : _____ Address : _____

Gifts of any amount are welcome, for those of £10 and over the following will apply :-

All gifts over £10 will be acknowledged and the donor will receive an A5 (5.8 x 8.3 inches) colour print of “No 40 in Winter”

All gifts over £18 will be acknowledged and the donor will receive an A4 (8.3 x11.7 inches) colour print of “No 40 in Winter” This can be laminated if requested.

All gifts over £25 will be acknowledged and the donor will receive an A3 (11.7 x 16.5 inches) colour print of “No 40 in Winter” This can be laminated if requested.

All gifts over £50 will be acknowledged and the donor will receive an A3 (11.7 x 16.5 inches) colour print of “No 40 in Winter” This can be laminated if requested. Plus one Day Rover ticket for the Heritage service

All gifts over £100 will be acknowledged and the donor will receive an A3 (11.7 x 16.5 inches) colour print of “No 40 in Winter” This can be laminated if requested. Plus two Day Rover tickets for the Heritage service and copies of “Rebirth of a Railway” and “The Nursery on the Line”

All gifts over £500 will be acknowledged and the donor will receive an A3 (11.7 x 16.5 inches) colour print of “No 40 in Winter” This can be laminated if requested. Plus two Day Rover tickets for the Heritage service and copies of “Rebirth of a Railway” and “The Nursery on the Line” and a **voucher for a footplate ride on No 40**

G C Mudd, T Hewitt, J Lewins.

SUPPLEMENT

THE COAL LOADING PLANNING APPLICATION DECISION :- Here are some extracts from the report to the committee :-

REASONS FOR THE DECISION (To approve the application)

1) The proposal would be located on an existing railway depot site..... more recent national and local plan policies seek to encourage the use of rail for the transportation of minerals as opposed to road. The proposal would have significant benefits in this respect by reducing heavy goods vehicle movements and CO2 emissions, and the number of roadside communities affected by this road traffic. The proposal would also help to maintain a viable local railway service and would accord with... (various policies)

2) Whilst the potential of the development to have adverse effects on local amenity and general environmental conditions is recognised it would take place over a temporary period and is considered acceptable in terms of its overall local impact and in the light of assessments that have been carried out and mitigation measures and controlling conditions that would be put in place over the life of the development. The proposal would therefore accord with MLP Policies

3) The objections, concerns and reservations expressed about the proposed development and its component parts have been taken into account but are not considered sufficient to outweigh the overall acceptability of the scheme in planning terms. This view is generally reflected in the response of statutory consultees and suitable controlling measures can be put in place to ensure these environmental concerns are managed and mitigated as part of the development in accordance with MLP Policies.....

The development hereby approved shall also only be carried out in accordance with a scheme or schemes to be agreed, in writing, with the Mineral Planning Authority which shall, amongst other matters, include provision for the matters listed below :-

- (a) A scheme to dispose of and treat site drainage that shall include measures to ensure no increase in flood risk and demonstrate how pollution to controlled waters shall be prevented.
- (b) A reptile mitigation strategy.
- (c) A noise action plan reflecting guidance in MPS2 to include, amongst other matters, the exact locations of noise monitoring points and proposed monitoring frequency as well as details of times, duration and mitigation measures proposed during the construction phase.
- (d) A dust action plan reflecting guidance in MPS2 to include, amongst other matters, specified measures to be implemented when such weather conditions arise that indicate dust emissions are likely to occur and potentially impact on neighbouring residential receptors.
- (e) Details of the type and height of fencing to be provided around the site boundary and within the site.
- (f) Details of the improvements to the site entrance with the Road A689 (Durham Road).
- (g) Details of improvements to the access road.
- (h) Details of the design and location of the site compound including buildings, fixed plant and machinery to be used on the site, all hardstandings, turning circle and car park as shown on Drawing No. 322/D02 'Site Plan'.
- (i) Details of the height, type, position and angle of any external lighting and of CCTV cameras.
- (j) Details of the materials to be used for the construction of the retaining wall around the gun barrel shed and a method statement of how this construction is to be undertaken in order to protect the physical structure of the listed building

(k) Details of any signage to be displayed.

(l) Programme for demolition of buildings.

(m) A detailed scheme for the accurate location and protection of Northumbrian Water Limited assets (via means of a detailed scheme for the diversion of its apparatus or redesign of the proposal to avoid constructing a structure over the sewer), thereafter the development shall take place in accordance with the approved details.

4. Those details required by Condition 3 shall be submitted to, and agreed, in writing, with the Mineral Planning Authority prior to the commencement of the development, unless otherwise agreed in writing with the Mineral Planning Authority.

The retaining wall around the Gun Barrel Shed shall be erected at the beginning of the construction phase and removed upon cessation of the use of the site hereby permitted.

10. Prior to the importation of coal to the site the following works shall be carried out, where relevant, in accordance with the relevant schemes agreed under Condition 3:

(a) the installation of the approved site drainage measures.

(b) the formation of the site offices (and any other buildings or containers), compound including car park, turning circle and all other areas of hardstanding, with surface formed in accordance with the approved details, levelled to preclude ponding of water;

(c) improvements to the site access, with surface formed with tar-macadam or concrete levelled to preclude ponding of water;

(d) perimeter fencing and any fencing within the site;

(e) erection of the height, type, position and angle of any external lighting and of CCTV cameras;

(f) A survey of the stone wall adjacent to Attwood Terrace.

(g) the provision of notice boards of durable material and finish:

i. to be placed at the site entrance, indicating the name, address, and telephone number of the company responsible for the operation of the site, and of an official who will be available to deal promptly with any complaints;

ii. to be placed so as to be clearly visible to all drivers of heavy goods vehicles exiting the site access, instructing them to use the approved traffic route; and

(h) the provision within the site of a water supply as appropriate for the agreed dust suppression measures and sufficient number of water bowsers and/or dust suppression equipment.