

## PLANNING AND HIGHWAYS COMMITTEE

### AGENDA

**Meeting to be held in the Civic Centre (Committee Room 2) on Monday, 20<sup>th</sup> February 2012 at 5.30 p.m.**

ITEM		PAGE
1.	<b>Receipt of Declarations of Interest (if any)</b>	
2.	<b>Apologies for Absence</b>	
3.	<b>Minutes of the last meeting of the Committee held on Tuesday 24<sup>th</sup> January, 2011</b>  (copy attached)	1
4.	<b>Reports of the meeting of the Development Control (North Sunderland) Sub Committee held on 1<sup>st</sup> February, 2012</b>  (copy attached)	15
5.	<b>Report of the extraordinary meeting of the Development Control (Hetton, Houghton and Washington) Sub Committee held on 31<sup>st</sup> January, 2012</b>  (copy attached)	17

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6. **Washington Bus Link Improvement Schemes –  
Formal Objection**

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Report of the Executive Director of City Services (copy  
attached)

Elaine Waugh,  
Head of Law and Governance,

Civic Centre  
SUNDERLAND  
10<sup>th</sup> February, 2012

**At a meeting of the PLANNING AND HIGHWAYS COMMITTEE held in the CIVIC CENTRE on TUESDAY, 21<sup>ST</sup> JANUARY, 2012 at 5.30 p.m.**

**Present:-**

Councillor Tye in the Chair

Councillors Ball, Charlton, Copeland, Curran, Ellis, Essl, M. Forbes, Francis, E. Gibson, Howe, Lauchlan, T. Martin, Padgett, D. Richardson, Scott, Tate, P. Watson, Wood and A. Wright.

**Declarations of Interest**

There were no declarations of interest.

**Apologies for Absence**

Apologies for absence were submitted on behalf of Councillors Fletcher, T. Foster, Gallagher, Kay and Thompson.

**Minutes of the Last Meeting of the Committee held on Tuesday, 20<sup>th</sup> December, 2011**

1. RESOLVED that the minutes of the last Committee held on Tuesday, 20<sup>th</sup> December, 2011 be confirmed and signed as a correct record.

**Report of the Meeting of the Development Control (North Sunderland) Sub-Committee held on 5<sup>th</sup> January, 2011**

The report of the meeting of the Development Control (North Sunderland) Sub-Committee held on 5<sup>th</sup> January, 2011 (copy circulated) was submitted.

(For copy report – see original minutes).

2. RESOLVED that the report be received and noted.

## **Reports of the Extraordinary Meeting of the Development Control (Hetton, Houghton and Washington) Sub-Committee held on 13<sup>th</sup> December, 2011 and the Meeting held on 3<sup>rd</sup> January, 2012**

The reports of the meetings of the Development Control (Hetton, Houghton and Washington) Sub-Committee held on 13<sup>th</sup> December, 2011 and 3<sup>rd</sup> January, 2012 (copies circulated) were submitted.

(For copy reports – see original minutes).

3. RESOLVED that the reports be received and noted.

### **Change in Order of Business**

The Chairman proposed a change in the order of business to deal with the remaining items in reverse order, so that Items 06 and 07 would be considered together as the final items, before separate decisions upon those items would be taken.

4. RESOLVED that the proposal to change the order of business be agreed.

### **Wearmouth Masterplan and Design Code: Supplementary Planning Document**

The Deputy Chief Executive submitted a report (copy circulated) to advise the Committee of the responses received following public consultation on the Wearmouth Masterplan and Design Code Supplementary Planning Document and to seek the Committee's comments on the revised document.

The Committee's comments would be reported to Cabinet on 15<sup>th</sup> February, 2012 when agreement would be sought to approve the Wearmouth Masterplan and Design Code as a Supplementary Planning Document (SPD).

(For copy report – see original minutes).

5. RESOLVED that the Committee agreed the amended Wearmouth Masterplan and Design Code for referral to Cabinet for consideration.

### **Objections to the Proposed Traffic Calming and Associated 20 mph Speed Limit Zone around the Barnes Junior and Infant School, Sunderland**

The Executive Director of City Services submitted a report (copy circulated) to inform the Committee of the objections received to the proposed Traffic Regulation Order (TRO) for the introduction of Traffic Calming features and associated 20 miles per hour (mph) Speed Limit Zone in certain streets around the Barnes Junior and Infant School.

(For copy report – see original minutes).

A further letter submitted by one of the objectors before the meeting was circulated for Members' information.

6. RESOLVED that:-

- (i) the formal objections to the Traffic Calming and Associated 20 mph Speed Limit Zone should not be upheld;
- (ii) the Executive Director of City Services be requested to instruct the Head of Law and Governance to confirm the making of the proposed Orders; and
- (iii) the objectors be informed accordingly.

**Reference from Development Control (Hetton, Houghton and Washington) Sub-Committee**

**Planning Application – 11/02076/FUL - Redevelopment of Campground waste transfer station including: Waste reception building, storage facilities, staff site office, visitors centre, wind turbine, car parking and associated infrastructure and landscaping – Campground Refuse Disposal Works**

and

**Reference from Development Control (Hetton, Houghton and Washington) Sub-Committee**

**Planning Application – 11/01980/FUL – Redevelopment of existing Household Waste and Recycling Centre, including raised access platforms, roof over Household Waste and Recycling area and erection of building to accommodate Waste Electrical and Electronic Equipment (WEEE) and provide staff facilities and associated access and infrastructure – Gateshead MBC Campground Refuse Disposal Works**

(For copy reports – see original minutes).

Mike Mattok, Technical Manager, Development Control presented the reports. Referring to application 11/02076/FUL he advised that the Campground Waste Transfer Station had a long history with the original permission going back to November 1968. A second permission was granted for an incinerator and ancillary buildings in June 1970. However due to the age of these permissions there are no planning conditions controlling activities on the site. Nevertheless, the current use of the site as a waste transfer station and household waste recycling centre requires an environmental permit controlled by the Environment Agency to control potential impacts on the environment.

The development site (2.45 ha) is rectangular in shape and wrapped around the north east and north west sides of the Gateshead Household Waste and Recycling Centre. The site comprises a number of large vacant buildings and areas of hardstanding. The buildings vary in height but the tallest at 21 metres height is visually prominent. Access is from the B1288 (Springwell Road) linking north to Wrekenton and south to the A194(M) via Springwell Village. The structures include the derelict incinerator plant, a weighbridge in use together with cabins, offices canteen, workshops and a road salt store.

The site is used for the transfer of waste involving the use of a structure known as the Rubb Shelter, which has a temporary planning permission 08/00278/REN allowing use as a waste transfer station until 2013. Beyond the north west boundary is a narrow belt of mature trees, beyond which are residential properties and a school playing field. The closest property is approximately 15 metres from the boundary and the school is approximately 85 metres from the boundary. The site is located in the Green Belt.

The proposal incorporates a building for the temporary storage and handling of residual waste – 80 x 42 metres and 9 metres to the eaves. There is also an education facility proposed to allow the public to visit the site. That building aims to achieve an excellent Breeam Rating, incorporating a number of sustainability features, and measures 28 x 10 metres by 8 metres to the eaves. The Waste Transfer Facility (WTF) will have the capacity to manage 90,000 tonnes of waste per annum. The main purpose of the facility is to bulk up waste material by type for onward transportation to treatment facilities. Recyclable waste will be separated out and this amounts to about 3% of the annual tonnage.

Four letters of objection have been received and one petition and these are at Appendix 1 to the Report. Further letters of objection had been received after production of the report, and these had also been circulated to Members.. The key issues are the principle of the development, the impact on the surrounding area and residential amenity, landscape and visual impact, hydrogeology, hydrology and flood risk, land contamination, noise, ecology, air quality, sustainability, traffic and cultural heritage issues.

The starting point in considering the application are the policies contained the adopted development plan ie Sunderland UDP and European, National and Regional Planning Policy. The European Directive on Waste looks for the cleanest most appropriate technologies in product manufacture and final disposal of waste; managing waste to avoid landfill; self sufficiency in waste disposal facilities and the use of waste as a source of energy. The proposals help implement or meet these policy requirements as detailed in the report. With regard to Green Belt policy PPG2, the policies of which are repeated in the UDP, it accepts the redevelopment of developed sites in the Green Belt where there is environmental improvement. That is true of this proposal which reduces the number of buildings on site, reduces their height and improves their appearance. It also has improved landscaping proposals.

The site is in Flood Zone 1 ie the lowest risk of flooding. A flood risk assessment has been undertaken and this is accepted by the Environment Agency (EA). The drainage design is still to be finalised but will involve discharge to both soakaways and in part the foul water system. The proposal includes collection, harvesting and the use of rainwater in the office and visitor centre.

In relation to ground contamination, although a desktop study of contamination has been done, Environmental Health consider it necessary for a condition to be attached to any permission requiring additional information to be submitted for approval, to include the submission of an updated ground investigation report, site conceptual model, risk assessment and remediation strategy.

City Services have been consulted on noise and vibration. They have raised no objections but have asked for a condition requiring a noise barrier at the northern and western site boundaries of at least 2.5 metres height. In addition they require a noise assessment to be undertaken when the site is operational, and if noise is greater than 5dB (A) above background noise, proposed mitigation measures will have to be submitted, approved and implemented.

In relation to air quality, the conclusion is that vehicular emissions are not likely to be a threat to the health of residents.

On traffic and transportation, the submitted transport assessment (TA) quantifies the existing and proposed commercial traffic movements per day as 124 existing and 202 proposed. This use represents an increase of not more than 1% of traffic on Springwell Lane. A condition is proposed to specify those three routes which heavy goods vehicles within the control of the operator shall follow (routes 1, 2 and 4 set out below).

The objections are considered in detail at appendix 2 to the report, and as most objections do not distinguish between the 2 applications, Members should note each report contains the same appendix 2. The objections were considered as set out below.

Previous use of the site. There are allegations but no evidence provided that the ongoing use of the site has harmed the health of nearby residents. However the EA permitting process is there to ensure no risks to health. Government planning advice requires that waste should be dealt with as near to source as possible. Other issues raised were vermin, noise, vibration and litter, and where there are any possible uncertainties, these are covered by conditions proposed to be imposed on any permission.

A major issue is that relating to traffic movements. With regard to the SITA waste transfer station at present there are 124 traffic movements per day i.e. 62 inwards and 62 outwards. It is anticipated that the increased tonnage of waste to be handled by the proposed new facilities will increase traffic to 202 movements per day i.e. 101 in and 101 out.

5 routes have been considered and appraised by the applicant. 1. Wrekenton Long Banks and the A1, 2. Wrekenton Long Banks and Durham Rd (A167), 3. Old Durham Rd – Sheriff Hill area of Gateshead. 4. Leam Lane and Northumberland Way (A195) and 5. Via Springwell Village and to the south. The applicant has stated that routes 3 and 5 will not be used by any vehicles above 7.5 tonnes in weight and that is mirrored in condition 23 proposed to be imposed on any permission. Accordingly the proposal will not worsen the numbers of HGV movements through Springwell Village.

The issue of surface water drainage. While details of drainage design are still to be finalised the basic principles have been submitted. The key point is that it is not acknowledged that drainage problems at Low Mount Farm are caused by surface water from the Campground site, but if they were the new proposals would reduce that problem for 3 reasons. 1. The present dependency on soakaways to deal with surface water is being reduced; 2. Some of the surface water will be carried by the foul drainage system proposed at the SITA site 3. There is a proposal to harvest

surface water to use as grey water for the proposed buildings and thence on via the foul water system. In this respect the proposals are a vast improvement on the existing systems.

The proposals accord with policy in the adopted development plan and the recommendation is to approve subject to the conditions set out in the report.

In relation to application 11/01980/FUL Mr. Mattok advised that this is an application, submitted by Gateshead Council for modernisation and redevelopment works at the existing household waste and recycling centre. The site is for the disposal of domestic waste only and is used by members of the public. No trade waste is accepted.

4 letters of objection had been received and 1 petition, which are at appendix 1 to the report. The circulation reports include recently received objections..

The report details the proposals, namely improved access to the site; circulation and traffic arrangements; providing a roof to shelter users; raised parking areas to assist in making deposits into skips; the provision of additional skips; improved on site signage and perimeter fencing and landscaping.

The main issues are the principle of the use on this site in relation to national and local policy, including PPS10 and Green Belt issues, together with issues of visual impact and residential amenity. The report details national policy on improving waste facilities and recycling, which clearly this proposal is in accordance with. The proposal lies within the Green Belt and is considered to be an improvement in terms of visual impact. It is not a new development as such but a replacement of existing facilities. Trees lost to the development will be compensated by new planting.

The new building works which will include staff facilities and secure storage of waste electrical and electronic equipment will be largely lost behind the elevated roadway.

There will be no worsening in terms of impact on residential amenity as the hours of opening (8am to 8pm in summer and 8am to 5pm in winter or 8am to 6pm Saturday/Sunday in winter) will remain the same. Noise levels will not be increased by the proposal, but as one existing building screening the development from housing will be removed, any approval should have a condition regarding noise survey and remediation measures if required. Similarly a ground investigation report and remediation strategy have been submitted, but if approved, conditions should be applied requiring an updated ground investigation report, risk assessment and remediation strategy.

At this stage the drainage systems for both schemes are not finalised. However, both the EA and Northumbria Water have been consulted and neither have objections to the present drainage proposals, which are principally a new soakaway system for surface water with water from the service yard going to the foul water system. This is subject to ongoing site investigation, analysis and design.

The responses to the objections are set out in detail at appendix 2 to the report, and were outlined in relation to the Sita application. One difference is the response to the objections relating to traffic movements. In relation to Gateshead's household waste application, deliveries of waste is via private car, and no significant increase in these movements is anticipated.

The recommendation is to approve subject to the conditions set out in the report.

Councillor T. Martin commented that he was very impressed with the running of a similar waste plant in Ashington, and he had also visited the Springwell site which did need to be improved.

Councillor Forbes commented that she considered the report did not give any degree of clarity over certain issues, and the additional objections highlighted matters of real concern over consultation and advertisements in the Springwell area. Apparently residents had taken matters further and were awaiting reports from the Secretary of State etc. Given that there were concerns over the consultation, Councillor Forbes moved to defer the application so that a full consultation could be carried out.

Councillor A. Wright seconded the motion to defer, commenting that he had concerns over the notices placed, and whilst consultation and notification had been done in accordance with the Town and Country Planning Act, surely in this case, due to the boundary issues, more should have been done.

Councillor A. Wright also commented that it would have brought no hardship to place a notice in the Journal and Chronicle publications as well as the Sunderland Echo, and he did feel we needed to step back and look at this.

Councillor Ellis wished to echo those concerns raised in relation to the consultation carried out with residents of Springwell Village, and the fact that reports on drainage and traffic were still outstanding.

The Chairman advised that he would not have allowed this item to come before the Committee if he did not feel that the consultation had been carried out correctly, and that he had received a great deal of information on the matter since last autumn. In his opinion it was unfair to claim that there had not been the opportunity to respond to the consultation.

Councillor Charlton commented that he had also attended the site visit and received a great deal of information on this matter, and would not be happy to defer the item again as he wished for those objectors present, who had given up their time, to be able to voice their views.

The Chairman put the motion of deferral to the Committee. With six in favour and fourteen against, the motion to defer was rejected.

The Chairman then introduced the objectors who had requested to speak, and advised that they would have a total of ten minutes each to speak given that the two items were being outlined together.

Ms. Lisa Wild, representing the Swinburn family who reside at Low Mount Farm and who had objected to the application, mainly over the drainage system on site and at the entrance road, outlined her objections.

Ms. Wild advised that the current drainage system did not work and constantly drains onto Low Mount Farm from the site then into their pond, which drains into the River Don. The Campground site is at a higher level than the Farm.

There was no direct reference in the application to the Springwell Pond which is on their land, and they have at no time been approached by Entec to carry out a complete survey of the farm. Therefore as the survey provided excluded Low Mount Farm, the family felt it should be rewritten and submitted again.

Ms. Wild commented that due to the apparent traffic and drainage issues she could not understand how SITA and Gateshead Council would not address the problems, whilst Sunderland Council allowed this to happen.

Having suffered several floods in the past twenty five years, the most recent in August 2011 when the B1288 was impassable, Ms. Wild commented that now was the time for the issues to be resolved.

Ms. Debra Coxon outlined her objections to the application. Whilst visually the proposals would be better, there would be quality of life impacts. She stressed that the area also has to deal with the former Springwell Quarry and the waste from Thompsons, which when combined would result in 634,000 tonnes of waste being transported. As there was a condition not to travel through Springwell Village, the constituents of Gateshead and primarily Wrekenton would be the people to suffer the burden.

Ms. Coxon commented that the applicant had plans to increase the turnover to 90,000 tonnes per annum, yet failed repeatedly to provide sight of the licence allowing them to do this.

The volume of combined noise, the two years it could take to complete the development and the traffic issues it would create meant everyone would suffer, with the families in Vicarage Close the worst affected as they shared a boundary with the Campground.

Ms. Coxon claimed the applicants did not stick to the allowed operational hours of 8am-5pm and in fact worked 7am-7pm which gave a clear example of how they perceive themselves as above the law.

Ms. Coxon felt that if plans for a recycling plant had been requested in an industrial estate, this would not have been a problem, but as this was in an unsuitable location, it needed to be recognised that Wrekenton and the quality of life of its residents were being destroyed by traffic problems.

Ms. Coxon asked the Committee to consider if the decision was reversed and the traffic was to travel through Springwell Village, causing problems to Sunderland constituents, whether they would make the same decision to approve.

The Chairman then introduced Mr. Swinburn who commented that the land in question was inaccurately described in the field survey as amenity grassland to the south, yet in fact was agricultural land and part of a working farm.

In relation to safeguarding of land, no contact had been made with the landowners of Low Mount Farm, and in his opinion the combined impact of the two sites must be given detailed consideration, as not to do so would go against the Council's duty of care.

An impact assessment of the Farm had still not been carried out despite being only 400 metres away, and assurances were sought that the Farm would not be adversely affected in relation to its soil quality and local biodiversity.

Ms. Lesley Sharp, a resident of Springwell Village, commented that she was concerned for the surrounding area and the problems friends have experienced due to vermin, with 18 rats caught during a two week period. Ms. Sharpe advised that traps did not always kill the rats, which made it an unpleasant experience to dispose of them.

Mr. Alan Barber commented on the present state of the buildings, and felt the correct thing to do was to remove the buildings, as the amenity needed to be protected, along with the Green Belt. There were no environmental benefits for the area the waste site was situated in, and it should be removed and put at Follingsby.

Ms. Carole Smiles wished to comment on the negative impact this proposal would have on Springwell Village through traffic displacement, as drivers use the village as a shortcut to avoid the haulage vehicles.

Ms. Smiles claimed that Low Mount Farm had been ravaged by contaminated water and Sunderland City Council were in possession of many relevant and damning facts, so that if this application were to be approved, then no doubt there would be repercussions.

Mr. David Jones, objecting on behalf of Ms. Elsie Jones, commented that residents who pay their Council Tax to Sunderland City Council had been inadequately consulted and the report needed greater detail. Whilst the letter of the law had been followed, the fact that only four letters of objection and one petition were received on a matter of this magnitude surely indicated that the Council had failed to consult properly, failing to meet the needs of one target group, the residents of Springwell Village.

On the point of democracy, Mr. Jones commented that eight public notices were erected and enquired as to why only one was displayed in Springwell Village. 98 notification letters were sent out yet they failed to undertake distribution outside of the normal jurisdiction. A notice was placed in the Sunderland Echo, a publication not stocked in the local newsagents.

Mr. Jones advised that residents had called for a public meeting, but their request was declined and they felt they had not been allowed to participate in the democratic process.

Mr. Mattok referred to the queries over the Green Belt and advised that redeveloping the existing site was appropriate for Green Belt use.

He did not consider the residents to have been sold short on public consultation.. A public meeting was held, with some Elected Members in attendance, and 14 objection letters had been received, considered and addressed.

Councillor Ellis commented that if Officers were arguing that residents have had sufficient time to object, then why had the risk assessments on drainage etc not been completed in sufficient time.

In response to Councillor Francis' enquiry as to why only one notice was erected in Springwell Village, Mr. Mattok advised that a notice was placed adjacent to the site, predominant notices in Gateshead, one in Springwell, 500 metres away from the site and also in the newspaper, so the Council had gone well beyond the requirements. Mr. Mattok also stated that it was clear Springwell Village had received notification as many residents from the area submitted objections, which were considered.

In relation to Page 27 of the Agenda, Councillor Forbes enquired about the likely noise impact for nearby residents and asked why the application information was limited.

Mr. Mattok advised that very few complaints had been received by either Council over the 12 month period in relation to noise nuisance..

Marion Dixon, Environmental Health Manager (Environment) advised that whilst no complaints had been received, conditions have been put forward in relation to noise screens. An assessment had been carried out, with the model used suggesting the noise levels would be less than the existing, and a further assessment would be undertaken once the work was carried out.

Councillor T. Martin advised that the issue of vermin had been an issue he was concerned about at the visit to the site, and he had not been convinced with the existing traps, but the proposed new facility seemed to take care of this problem

The Chairman introduced Jeff Moffitt of Gateshead MBC who advised that the application was for improvements essential to ensure the site would be fit for purpose. Their quest is to improve all areas of waste management. Not only would the plans improve the look but also improve the recycling rates, traffic management by not having to close while vehicles are emptied, and visitors' usage. It would be more pleasant and quicker for service users, with a separate area for cars and service vehicles. There will be a roof, more containers and improved signage.

Gateshead MBC had allocated scarce financial resources to the new design which would be an asset to the area and would complement the visitor centre. They have carried out consultation on the plans with residents of Springwell, Wrekenton and Eighton Banks and received overall approval.

The Chairman introduced Corrina Scott-Roy representing SITA UK Limited who wished to refute the claim that residents of Springwell had not been consulted. As part of their pre-application strategy SITA had leafleted over 3000 households,

placed notices in the Chronicle publication and held an exhibition, where half of the attendees were residents from Springwell Village.

In relation to the objections about flooding, Ms. Scott-Roy advised that it was quite normal to work up detailed plans for drainage once the planning application was approved. SITA would appoint a consultant engineer should permission be granted, and she was happy to share those plans once drawn up.

The proposals would improve the quality of life for residents, not just visually. Noise levels would be reduced as the operations were to be done under a closed door policy, with limited vehicle movements outside of the building.

Ms. Scott-Roy also refuted claims that SITA were not good neighbours, and stated they do take on board some suggestions, such as those for the colour of the buildings and for additional acoustic screening. They maintain an open dialogue with residents who are invited to join the Liaison Group meetings.

In terms of the Green Belt, the site is listed in the Unitary Development Plan for waste use.

Ms. Scott-Roy also did not accept claims of increased traffic as the waste coming in would remain the same. SITA was seeking an increase under its EA permit to 90,000 tonnes from the current 75,000. However, there were no restrictions on the planning permission in relation to tonnage, as it is covered by the separate EA regime. The haulage routes would not travel through Springwell Village and she wished to assure those residents that there were no proposals to change the route.

Ms. Scott-Roy wished to highlight the benefits of the proposal, in that the old buildings would be removed, the new transfer station would be 10m lower than the existing one and there would be a reduction in noise levels.

SITA had also helped local Community Groups and Football Clubs who have benefited through grants from the SITA Trust, so there were clear intrinsic benefits to this application.

Ms. Scott-Roy advised that if the application was not approved, the operation could remain as it was, in its current state, so it was in the interests of everyone that this site be modernised as it was in dire need of it.

Councillor Wood commented that those Members who sit on the Development Control (Hetton, Houghton and Washington) Sub-Committee had been invited to attend a visit of the site. As this had been referred to Planning and Highways Committee, Councillor Wood felt that Members of this Committee should also have had a site visit to help make an informed decision.

Councillor Wood commented that this was clearly a very contentious planning application with serious complaints made by residents, so if a decision was made now, they would feel a sense of injustice. He would be unable to support the recommendation if the application was put to the vote now.

Councillor E. Gibson commented that the existing facility was already in operation and the application would greatly improve what was already there.

Councillor Charlton thanked the objectors for their input and felt he had learned a great deal. He also commented that a large amount of information had been received on the application, more than any other he could recall in the past. He requested clarification from SITA on the flooding issues.

Andy Stokes, Contract Director (SITA) advised that they were aware of a number of concerns over the drainage and flooding issues, and they have had discussions with Gateshead MBC and Northumbria Water, but they could only develop a scheme once they were able to gain full access to the site should the application be approved.

In response to Councillor Charlton's further query over the number of transport wagons, Ms. Scott-Roy advised there would be 44 wagons per day, which remained the same as at present, and in terms of HGV vehicles there would be no increase. The only increase would come from customer vehicles.

Councillor Charlton commented that if the planning application was not approved the site would carry on "as is". Therefore it was important to bear this in mind during decision making, but he did feel SITA needed to become a better neighbour and work with residents.

Councillor Copeland commented that she had listened to both sides, and as this was an existing site, felt the application needed to go ahead. However she was sympathetic towards the residents, and felt SITA must work with them better. As site manager, they had the responsibility to deal with the concerns, and make the site the best facility they could.

Councillor Ellis commented that she was astounded that there is currently no drainage provision by design, and on reading through the papers she noted that one resident had been told to move house during the consultations SITA had carried out. If the Gateshead MBC facility is not fit for purpose at present, she asked why the residents' suggestion to move the facility to an Industrial Estate is not considered.

Mr. Moffitt advised that he did not recall saying the facility was not fit for purpose.

Councillor Forbes commented that she fully agreed with Councillor Wood in relation to the consultation of Members, and moved that the application be deferred pending a site visit for the Members of Planning and Highways Committee.

Councillor A. Wright wished to second the motion, advising that as comments had been made in relation to the existing site operating now, he would like the opportunity to view this and the traffic issues raised.

Councillor P. Watson moved against the motion to defer, as he believed a site visit would be of no benefit to the Committee as they would not be able to see any increase in traffic that may occur in the future.

Councillor T. Martin seconded Councillor P. Watson's motion.

The Chairman commented that he also was a Member of the Development Control (Hetton, Houghton and Washington) Sub-Committee and had been unable to attend

the site visit which was arranged due to work commitments, but he had visited the site separately of his own accord, which any Member of this Committee could have done prior to the meeting.

The Chairman then put the motion for deferral for a site visit to the vote. With five Members in favour and 13 Members against, the motion to defer the application was rejected.

Councillor Forbes requested clarification as to whether the facility could still operate if the consent was not renewed after 2013.

Mr. Mattok advised that the consent for the Rubb Shelter would lapse in 2013, but there were no limits on the rest of the facilities so it would depend on how essential the Rubb Shelter was.

Ms. Scott-Roy advised that the facility could operate without the Rubb Shelter. The use of the site had been established in perpetuity.

Councillor Forbes felt there was a need to be kept informed of further monitoring of the drainage issues, etc should this be approved as there had been no monitoring in the past which was why problems had escalated.

In response to Councillor Francis' query over the objectors' claims on the increase to 90,000 tonnes of waste and if the licence allowed that, Mr. Scott-Roy advised that the EA licence was currently to handle 75,000 tonnes per annum, but in terms of Sunderland City Council, there were no limits.

Councillor Francis also felt that this Committee should have had a site visit and hoped that adequate monitoring would be carried out, and was very concerned no hydrological survey had been submitted in advance.

Councillor P. Watson commented that this application epitomised the difficult job faced by the Committee, and wished to assure residents that when decisions were made every planning issue was considered. 39 conditions over the two planning applications had been proposed, driven by the concerns of Planning Officers.

Councillor P. Watson also commented that there was a clear decision to be made between keeping the site as it is, which is a massive detriment at present, or grasping this opportunity to bring the site up to modern standards. He urged Members to make a realistic decision on the facts.

The Chairman commented that a lengthy discussion had taken place and the Committee had tried to be as fair as possible to the objectors in relation to the time they were given to outline their concerns. The Chairman advised that he had had concerns over the water drainage, but they had been satisfied through the conditions, and the matter would continue to be worked on.

Mr. Mattok advised that the recommendation for application 11/02076/FUL was to approve subject to the 23 conditions set out in the report.

Having been put to the vote, with fourteen Members in favour, three against and two who abstained, it was:-

7. RESOLVED that the application be approved subject to the conditions set out in the report.

Mr. Mattok advised that the recommendation for application 11/01980/FUL was to approve subject to the 16 conditions set out in the report.

Having been put to the vote, with fifteen Members in favour, two against and two who abstained, it was:-

8. RESOLVED that the application be approved subject to the conditions set out in the report.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed) P. TYE,  
Chairman.

**At a meeting of the DEVELOPMENT CONTROL (NORTH SUNDERLAND)  
SUB-COMMITTEE held in the CIVIC CENTRE on WEDNESDAY, 1<sup>ST</sup> FEBRUARY,  
2012 at 4.45 p.m.**

**Present:-**

Councillor T. Foster in the Chair

Councillors Curran, Francis and E. Gibson.

**Declarations of Interest**

There were no declarations of interest.

**Apologies for Absence**

Apologies for absence were submitted on behalf of Councillors Charlton, Copeland, Fletcher, D. Richardson, Tye and L. Walton.

**Applications made under the Town and Country Planning Acts and  
Regulations made thereunder**

The Deputy Chief Executive submitted a report (copy circulated) relating to the North Sunderland area, copies of which had also been forwarded to each Member of the Council upon applications made thereunder.

(For copy report – see original minutes).

**11/03149/FUL – Change of use from public house to 6 No. bedsits and  
maintenance/store area and change of use of garage to beauty spa to include  
an extension to the rear – The Wearsider, Emsworth Road, Sunderland,  
SR5 2QG**

Danielle Pearson, Senior Planner presented the report and was on hand to answer Members queries.

In response to a query from Councillor Francis, Mrs. Pearson advised that the units were unlikely to accommodate more than one person in each individual room so it was expected that the eight parking spaces would suffice.

In relation to Councillor Curran's concerns over car parking usage from the proposed Beauty Spa, Eric Henderson, Engineer advised that as the bedsits would come under social housing, they accept a much lesser ratio for parking and he was comfortable with the parking provision for this site.

Councillor E. Gibson commented that the bedsits could be suitable for students who may not possess cars.

1. RESOLVED that the application be approved subject to the eight conditions set out in the report.

(Signed) T. FOSTER,  
Chairman.

**At an Extraordinary meeting of the DEVELOPMENT CONTROL (HETTON, HOUGHTON AND WASHINGTON) SUB-COMMITTEE held in the CIVIC CENTRE on TUESDAY, 31<sup>st</sup> JANUARY, 2012 at 5.45 p.m.**

**Present:-**

Councillor D. Richardson in the Chair

Councillors Lauchlan, Padgett, J. Scott, Tate and Wakefield

**Declarations of Interest**

Councillor Tate declared a personal interest in application 11/02873/FUL – Plot 19C, Hetton Lyons Industrial Estate, Hetton-le-Hole, Houghton-le-Spring and Items for Information, 11/02362/OUT – Land at North Road, Hetton-le-Hole, 11/02768/OUT – The Peel Centre, Spire Road, Washington and 11/03553/FUL – Land North of Sycamore House, Louvain Terrace Weat, as a Member of Hetton Town Council, which is a consultee in the applications.

**Apologies for Absence**

Apologies for absence were received from Councillors Charlton, Fletcher, Morrissey and Scaplehorn

**Applications made under the Town and Country Planning Acts and Regulations made thereunder**

The Deputy Chief Executive submitted a report and supplementary report (copies circulated), which related to Hetton, Houghton and Washington areas, copies of which had also been forwarded to each Member of the Cabinet upon applications made under the Town and Country Planning Acts and Regulations made thereunder.

(for copy report – see original minutes)

**11/02873/FUL – Change of use from vacant land to inert waste recycling facility comprising external aggregate production stockpile, screened soil produce and pre-screened soil and inert waste areas, a 3-way split screen, a 360° excavator, 2no. skip/container plant storage areas and associated parking (RETROSPECTIVE) (AMENDED DESCRIPTION 13.07.2011), Plot 19C, Hetton Lyons Industrial Estate, Hetton le Hole, Houghton-le-Spring**

The Chairman advised that there were three speakers for this item, Cllr Blackburn, Ms. Kay Rowham, speaking in objection to the application and Mr. Marco Muia, Oaktree Environmental Ltd. speaking on behalf of the applicant. He invited the representative of the Deputy Chief Executive to present the application as set out in the report.

The Officer took Members through the report advising that there had been representations received from residents of four neighbouring properties and two petitions. She drew the Committee's attention to the objections that had been made, the relevance of them to the application and conditions that would be in place as part of the planning permissions should Members be mindful to approve the granting of the application.

The Officer referred to complaints made regarding dirt and debris being driven on to nearby roads by the vehicles accessing the site and advised that should the application be granted a further condition would be included to have an extra wheel wash facility provided on the site.

The Chairman invited Councillor Blackburn to address the Committee who thanked Members for allowing him to speak on behalf of the residents of Hetton Ward. He explained that Hetton was an ex-coal mining village which in part had some environmental elements of industry still within it. Through the hard work of local politicians and the community they had succeeded in restoring areas such as Hetton Lyons Country Park to be enjoyed by all. It had been instrumental to securing funding to ensure the park was transposed and regained.

He advised that complaints had been received over the previous site that Alltrac owned and would register it as anti social behaviour of a commercial scale and stated that residents in and around the area deserved better and the level of community interest could be noted due to the 200+ named petition that had been handed in to the Council.

In closing, he commented that to grant this application would only be a step backwards for the ward and felt that it would set a precedent for the other 24 wards in the city. He asked the Committee to refuse the application on these grounds and on behalf of the residents within the ward.

The Chairman then invited Ms. Kay Rowham to address the Committee. Ms. Rowham advised that she also spoke in objection to the application and on behalf of 337 residents who had signed a petition regarding Unit 19C.

She commented that she felt the report was biased in favour of the applicant as they had been informed that this application was solely based on Unit 19c and issues with Unit 6, also owned by Alltrac, could not be taken into account. However, she referred to page eight of the report where Officers felt that concerns raised over there being no details of a weighbridge, storage or staff facilities being supplied could be alleviated as they were provided at the Alltrac site at Unit 6, and felt that if the report could refer to it then so should the petitioners be allowed to.

Her second objection was towards whether the Council and other agencies, such as the Environment Agency would have the sufficient resources to be able to police the fifteen conditions if the application was granted. Residents felt that experiences with the existing site at Unit 6 clearly showed that the resources were not there to enforce against issues they had so how could they be reassured that resources would be in place to cover any issues or breach of condition over two sites.

Lastly, she asked the Committee to take into account the fact that over the last two years of Unit 19C trading, and seven years of Unit 6, the applicant had never demonstrated that they were willing to comply with the conditions imposed upon them, and asked Members to refuse the planning application that was before them.

The Chairman thanked the speakers for their objections and asked Mr. Marco Muia (Agent), Oaktree Environmental Ltd to address the Committee. Mr. Muia advised that most of the points raised by the two objectors had been covered in the Officer's presentation of the report but wished to reiterate that the site was an inert waste recycling facility, situated in the middle of an industrial estate and was in accordance with the Planning Policy.

He advised that as a result of the Member's site visit that had been undertaken a request for a bund to be installed had been made which the applicant had agreed to and was now in place on site and that other alterations to the site could not be made until the application was approved and the relevant conditions in place to adhere to. At any time the Environment Agency and Planning Department had the statutory duty to enforce action against any breach of the conditions that were made on the site.

Mr. Muia advised the Committee of changes which the applicant had already made such as reduction of the operating hours of the site and the removal of a crusher and explained that the applicant was looking to carry out approximately one load per hour, with 20 loads in one day being the absolute maximum. He also advised that now that the bund was in place a further noise assessment could be undertaken.

In closing he asked the Committee to consider that prior to the planning application being made only one complaint had been made regarding Unit 19C and asked that the application be granted approval.

Members also raised concerns over the planning application and the suitability of the premises for the industrial estate due to its proximity to Hetton Lyons Country Park.

The representative of the Deputy Chief Executive outlined to Members the consequences of refusing planning permission contrary to the report recommendation which was to approve the application. He advised that the Committee would need to provide sound planning reasons on which to refuse permission, but that in any event it remained the view of the Council's Planning Officers that a refusal of permission could not be substantiated.

At this juncture the Chairman proposed a short adjournment to the meeting.

On reconvening Councillor Tate, seconded by Councillor Scott, moved that the application be refused on the grounds that the development is located adjacent to Hetton Lyons country Park which is an area of high environmental quality enjoyed by local residents and visitors, and that the proposal if allowed would detract from the visual amenity of the area and the appearance and the enjoyment of the Park. The proposed development is in a sensitive location immediately adjacent to the Park and will give rise to litter and dust which will enter the Park and which as a consequence will significantly detract from its appearance and enjoyment.

Upon being put to the vote the new substantive decision was carried with 5 Members voting in favour, viz:-

Councillors	Lauchlan Wakefield	Padgett	Scott	Tate
-------------	-----------------------	---------	-------	------

and 1 Member abstaining, viz:-

Councillors D. Richardson

Accordingly, it was:-

1. RESOLVED that the application be refused for the reasons as set out above.

**11/03177/EXT1 – Application for a new planning permission to replace an extant planning permission 05/03963/SUBB in order to extend the time limit for limitation at Willows Reservoir, East of 23 Eddison Road, Swan, Washington**

2. RESOLVED that the application be deferred as requested by the applicant.

**11/03181/OUT – Outline application for the erection of 125 houses with associated landscaping and highway works with access to be determined and remaining matters reserved for future consideration at site of Emerson House, Emerson Road, Emerson, Washington**

3. RESOLVED that the application be deferred for further consideration.

**11/03537/EXT1 – Application for a new planning permission to replace an extant planning permission, in order to extend the time limit for implementation 08/03582/OUT. Application for outline planning permission for the erection of a B8 distribution unit, including detailed permission for means of access, including stopping up and diversion of public footpath and bridleway at Plot 2, Mandarin Way, Pattinson Industrial Estate, Washington**

4. RESOLVED that the application be deferred for further consideration.

## Items for Information

5. RESOLVED that site visits be undertaken to the following application:-

- 11/03553/FUL – Land north of Sycamore House, Louvain Terrace West, Hetton le Hole at the request of Councillor Tate.

## Town and Country Planning Act 1990 – Appeals

The Deputy Chief Executive submitted a report (copy circulated) concerning the appeals received for the period 1<sup>st</sup> to 31<sup>st</sup> December, 2011.

(for copy report – see original minutes).

6. RESOLVED that the report be received and noted.

(Signed) D. RICHARDSON,  
Chairman.

REPORT OF THE EXECUTIVE DIRECTOR OF CITY SERVICES

WASHINGTON BUS LINK IMPROVEMENT SCHEMES – FORMAL OBJECTION.

**1.0 PURPOSE OF REPORT**

1.1 The purpose of the report is to inform Planning & Highways Committee of a formal objection received to the proposed bus link improvement schemes at nine bus links in Washington.

**2.0 BACKGROUND**

2.1 The bus links are an original feature when Washington New Town was constructed.

2.2 At its meeting of 17<sup>th</sup> September 2008 Washington Area Committee agreed to consider removing all the bus links in the Washington area subject to the evaluation of three bus link removal pilot schemes.

2.3 The pilot bus link removal schemes were evaluated during 2009/10 and it was concluded that many of the bus links were subject to different environmental characteristics. Removal en masse was not considered appropriate, so each bus link was reviewed independently.

2.4 A programme of improvements involving a range of treatments was developed for the nine bus links during 2010, which received the support of Washington Area Committee on 1<sup>st</sup> December 2010.

**3.0 PROPOSAL**

3.1 The proposed scheme of measures involves the introduction of a new Traffic Regulation Order (TRO) and associated signing that prohibits motor vehicles except buses and creates a route for buses and pedal cycles only that is more robust and enforceable. The bus links affected by the proposals are listed below and drawings attached at Appendix A

Table 3.1 – Location of proposed measures

LOCATION	DRAWING NO.
Well Bank Road, Donwell	TRS/10/2018/01
Barmston Way, Barmston	TRS/10/2019/01
Newstead Court, Glebe	TRS/10/2020/01
Raby Road, Oxclose	TRS/10/2021/01
Titchfield Road, Biddick	TRS/10/2022/01
Hambleton Road, Lambton	TRS/10/2023/01
Vigo Lane, Rickleton	TRS/10/2024/01
Marlborough Road, Sulgrave	TRS/10/2025/01
Un-named bus link from Sycamore Avenue to Sedling Road, Harraton	TRS/10/2026/01

3.2 The estimated cost of introducing the improvements to all nine bus links is approximately £25,000, which will be funded from 2011/12 Public Transport element of the Local Transport Plan grant.

#### 4.0 PUBLICATION OF PROPOSALS

4.1 Notices for the publication of proposals were posted on 9<sup>th</sup> December 2011 with formal objections required in writing by 6<sup>th</sup> January 2012. The formal objection period was extended from 21 to 28 days due to the Christmas period.

4.2 Washington Hackney Operators Association (WHAOA) was sent a copy of the notice by the Head of Law and Governance in response to their comments received previously and as part of the publication of proposals process.

4.3 To date one formal objection has been received following the publication of proposals and this came from WHOA. It should be noted that WHOA also made comment on a number of other issues not relevant to the scheme in question, which will be dealt with at a later date.

#### 5.0 OBJECTION RECEIVED

5.1 The objection received and the reasons given as to why this objection should not be upheld is given below:-

Table 5.1 – objection and response

ISSUE	RESPONSE
Did not receive a response to previous e-mail of 25 July 2011.	The previous email received from WHOA was in response to the initial consultations. The issues raised were considered in the delegated decision of 14 <sup>th</sup> October 2011. The council did not support the issues raised and recommended that the scheme be implemented as proposed, subject to a positive response to the publication of proposals. A copy of the delegated decision was not sent to WHOA in response to their initial comments. As a statutory consultee, WHOA were issued with a copy of the notice for the following publication of proposals. The notice provided WHOA with confirmation that the Council was proposing to progress the original scheme. The notice also provided an opportunity to object formally. WHOA have objected and the objection is the subject of this report.

Taxis are not given priority, which is in conflict with National Guidance.

Barmston Village Centre has moved, the old one is to be demolished and only the NE38 Sports Bar remains.

Marlborough Road is isolated, the school is quite a distance away and the shops are on another road.

The Council has to achieve the best balance between national guidance and local concerns. It is not considered appropriate to give taxis blanket access to all restricted locations across the City, such as the bus links. Each location must be considered on individual merit.

For the bus link improvement schemes, relaxing the traffic order to allow access to an extra class of vehicle, such as taxis, would be detrimental to compliance. Taxis are more likely to be followed through the links by the general motorist as the vehicles are similar. Access to the bus links should be restricted to an absolute minimum for ease of understanding and enforcement. It should be noted that the existing order prohibits taxis using the links.

Barmston Village Centre is currently subject to significant redevelopment. Some premises have been relocated within the village centre area, but these are still within 50m of the bus link. The proposed bus link improvement scheme is still considered appropriate to prevent through traffic using the village centre.

Marlborough Road provides vehicle access to Usworth Grange Primary School, within 100m of the bus link. The bus link segregates Marlborough Road from Manor Road. The local shops and Usworth Colliery Primary School are located in Manor Road within 50m and 200m of the bus link respectively. Whilst pedestrian access is obtained from adjacent roads / footpaths, Marlborough Road clearly serves as a route to schools and shops.

<p>Newstead Court has a school close by, has no village centre and is on a blind bend, which is a danger to pedestrians.</p>	<p>The curvature of Newstead Court in the vicinity of the bus link is considered acceptable as traffic flow is relatively low due to the existence of the bus link. In Newstead Court there have been no accidents involving personal injury reported by Northumbria Police in the last three year period to September 2011. It is considered that pedestrians can cross safely using appropriate care. Newstead Court is in close proximity to the Galleries and would become a very popular alternative access road if the bus link was removed. The village centre has been demolished, but there are plans to redevelop the area in future.</p>
<p>Sycamore Drive near Wear Industrial Estate is fully supported by WHOA.</p>	<p>Comment noted.</p>
<p>Washington Area Committee has a deciding vote and has funded schemes without public consultation, such as the Brandy Lane Road Closure.</p>	<p>The Council followed statutory consultation procedures to close the bus link in Brandy Lane. When the scheme was published in the public domain, formal objections were received including an objection from WHOA. The formal objections were considered by the Planning and Highways Committee of the Council before a delegated decision to implement the scheme was made by the Executive Director of City Services. The same process is being followed for the current bus link improvement schemes.</p>

## 6.0 CONCLUSIONS

- 6.1 The proposed bus link improvements have been designed to be more robust and enforceable creating a route for buses and pedal cycles only.
- 6.2 The objections received during the consultation process have been investigated and discussed in the section above.
- 6.3 The objections are not considered to be significant and should not be upheld.

## **7.0 RECOMMENDATIONS**

7.1 It is therefore RECOMMENDED that:-

- (i) The formal objection received during the publication of proposals opposing the proposed bus link improvement schemes should not be upheld.
- (ii) The Executive Director of City Services be requested to instruct the Head of Law and Government to confirm the making of the proposed orders.
- (iii) The objector is informed of the decision and any items not considered relevant to this objection will be given a formal response.

## **APPENDIX A**

### **PROPOSED LAYOUT DRAWINGS**

**APPENDIX B**

OBJECTION RECEIVED

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-  Existing signs to be taken down and removed from site
-  Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
-  Proposed new signing  
TSRGD 974 (20mm)
-  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4
-  Existing Carriageway Markings to be burned off
-  Existing Bus Link to be Maintained

**Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to be illuminated externally.  
Proposed new signs TSRGD 974 to be erected on existing supports (non illuminated)  
This drawing should be read in conjunction with Design Risk Assessment

REV - A Modifications to Key Nov 2011

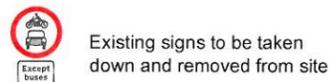
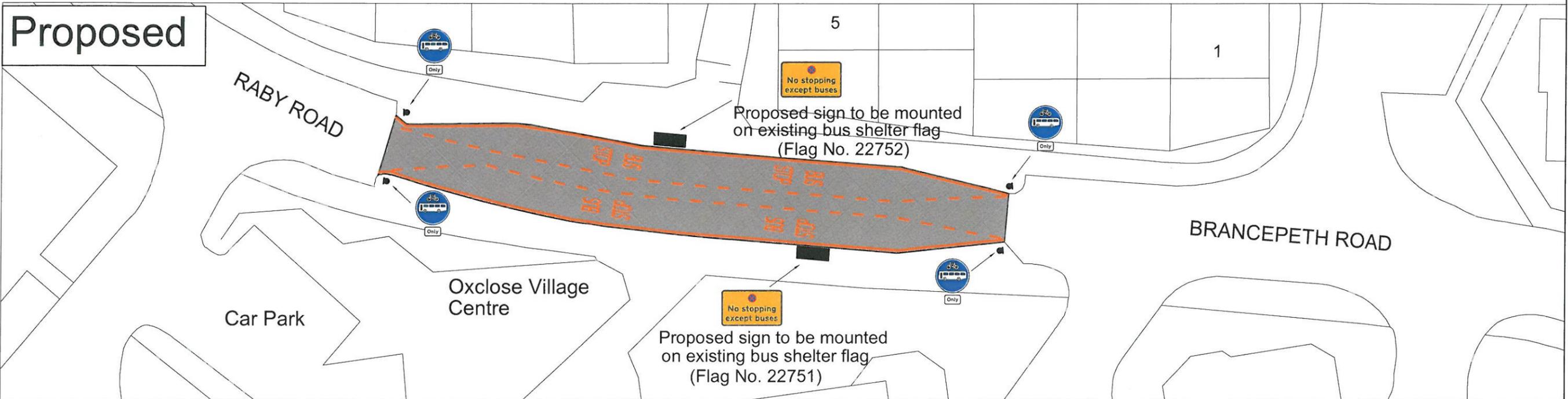
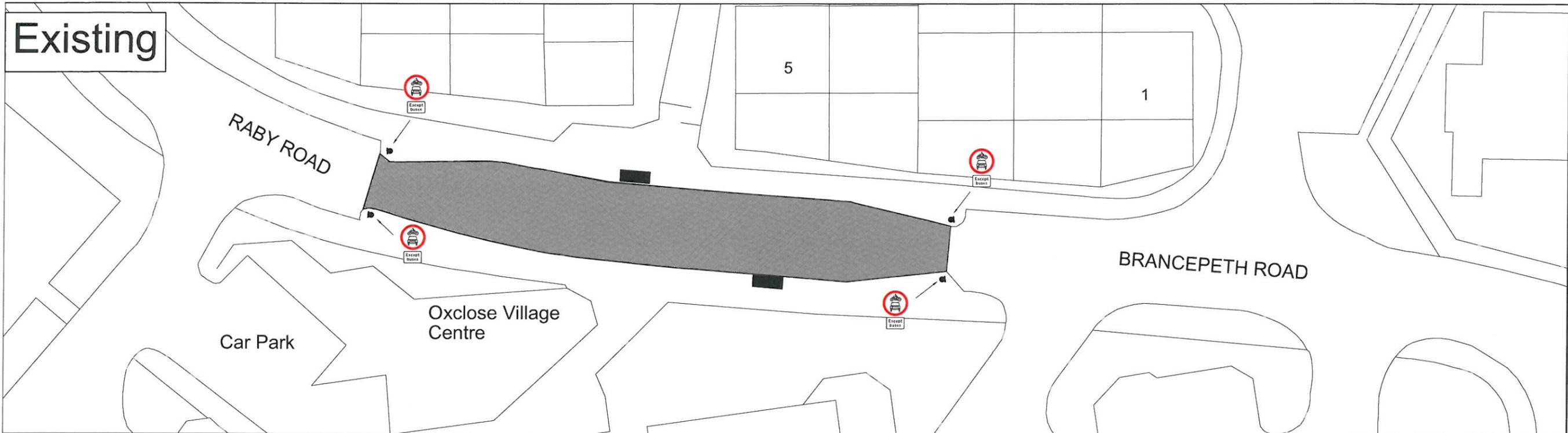


**Sunderland City Council**

City Services  
P.O. Box 102, Civic Centre  
Sunderland SR2 7DN

Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

PROJECT		Barmston Way, Barmston, Washington	
TITLE		Proposed Bus Link Improvement Scheme Preliminary Design	
PROJECT CONTACT		CONTACT DETAILS	
Craig Wilkinson		561 1608	
DRAWN	VP	APPROVED	JCW
DATE	June 2011	DATE	June 2011
CHECKED BY	JCW		
DATE	June 2011		
SCALE	NTS	SHEET SIZE	A3
DRAWING NO.	TRS / 10 / 2019 / 01	REVISION	A



Existing signs to be taken down and removed from site



Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)



Existing Bus Link to be Maintained



Existing Bus Shelter



Proposed new signing  
TSRGD 974 (20mm)



Proposed Bus Stop Clearway Markings  
TSRGD 1025.4

**Note:**

Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to use existing illumination

Proposed new signs TSRGD 974 to be erected on existing bus shelter flags (non illuminated)

This drawing should be read in conjunction with Design Risk Assessment

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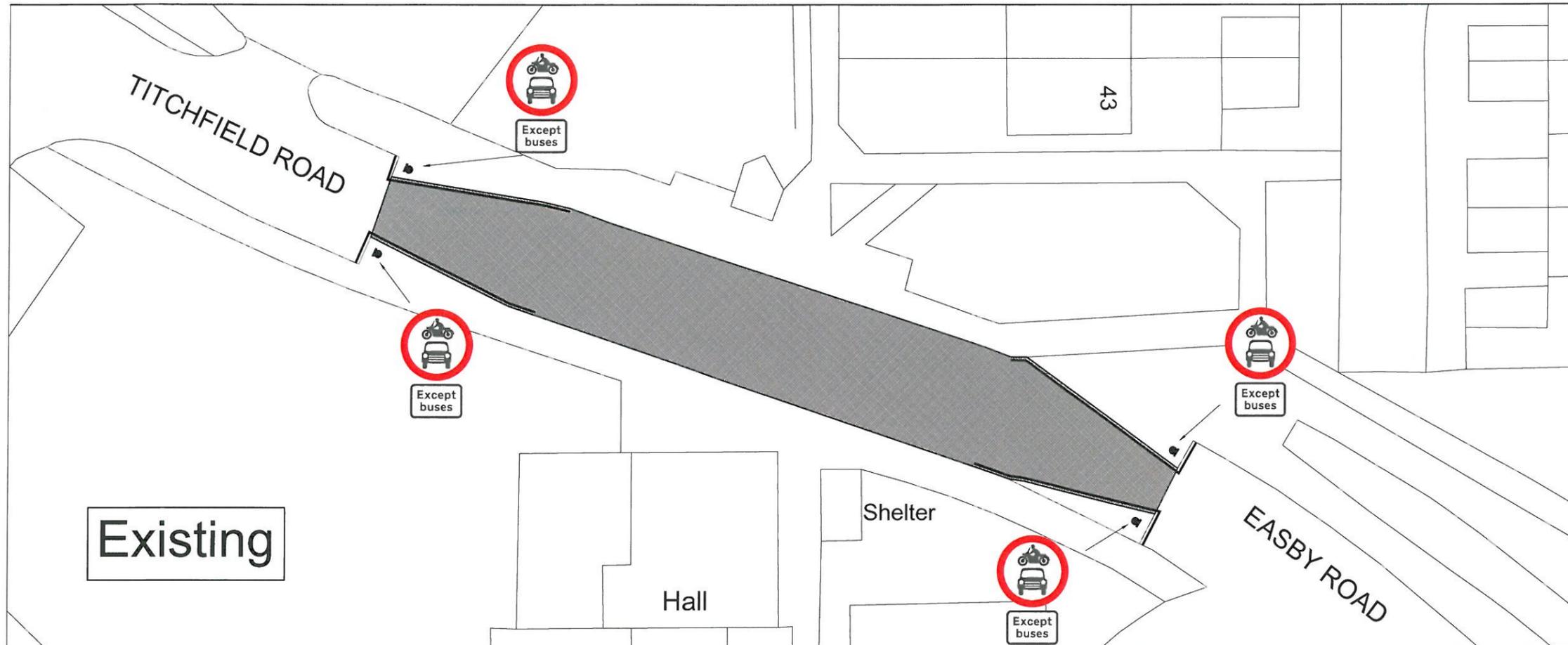
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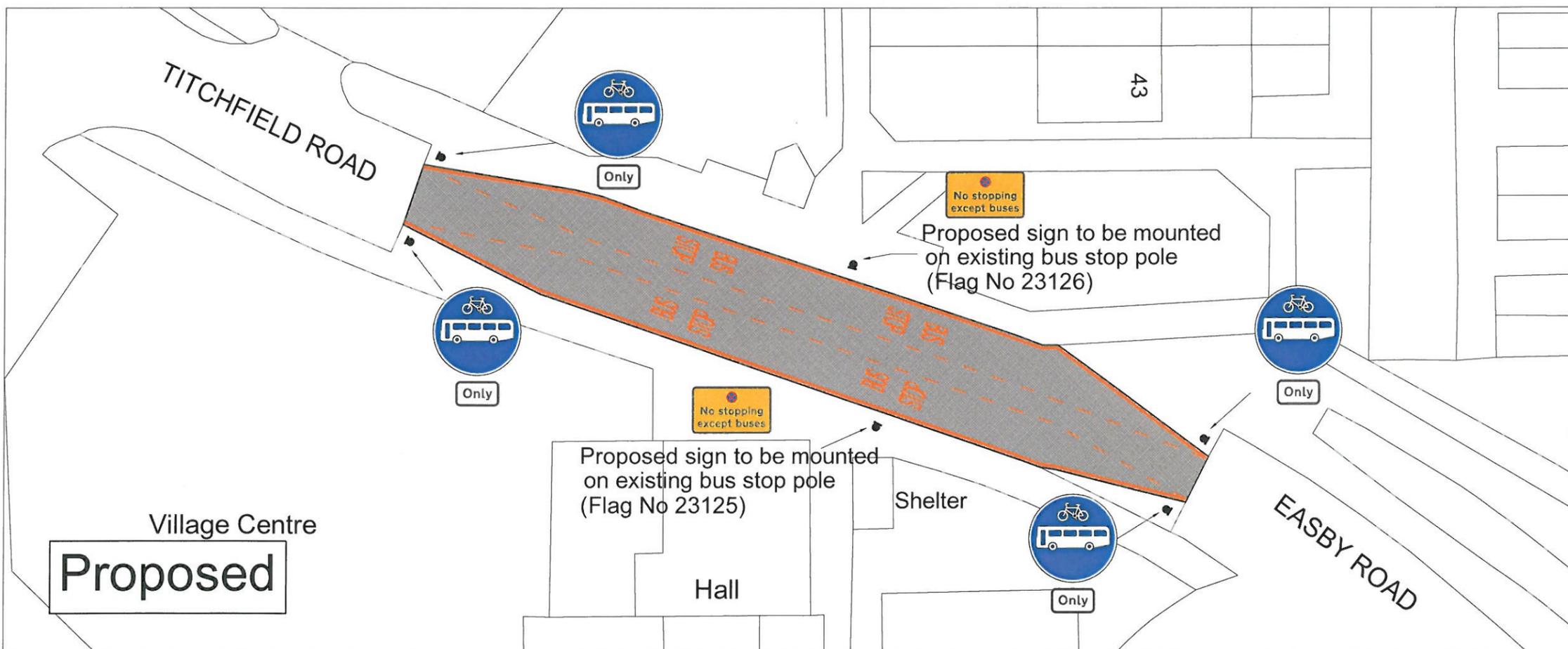
PROJECT Brancepeth Road, Oxclose, Washington		
TITLE Proposed Bus Link Improvement Scheme Preliminary Design		
PROJECT CONTACT Craig Wilkinson	CONTACT DETAILS 561 1608	
DRAWN BY VP	DATE July 2011	SHEET SIZE A3
CHECKED BY JCW	DATE July 2011	SCALE NTS
APPROVED BY	SIGNED	DATE
DRAWING NO. TRS / 10 / 2021 / 01	REVISION A	

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  -  Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
  -  Proposed new signing  
TSRGD 974 (x-height 20mm)
  -  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4
  -  Existing Carriageway Markings to be removed
  -  Existing Bus Link to be Maintained
- Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to be illuminated externally.
- Proposed new signs TSRGD 974 to be erected on existing bus stop poles (non illuminated)
- This drawing should be read in conjunction with Design Risk Assessment

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 **Sunderland City Council**

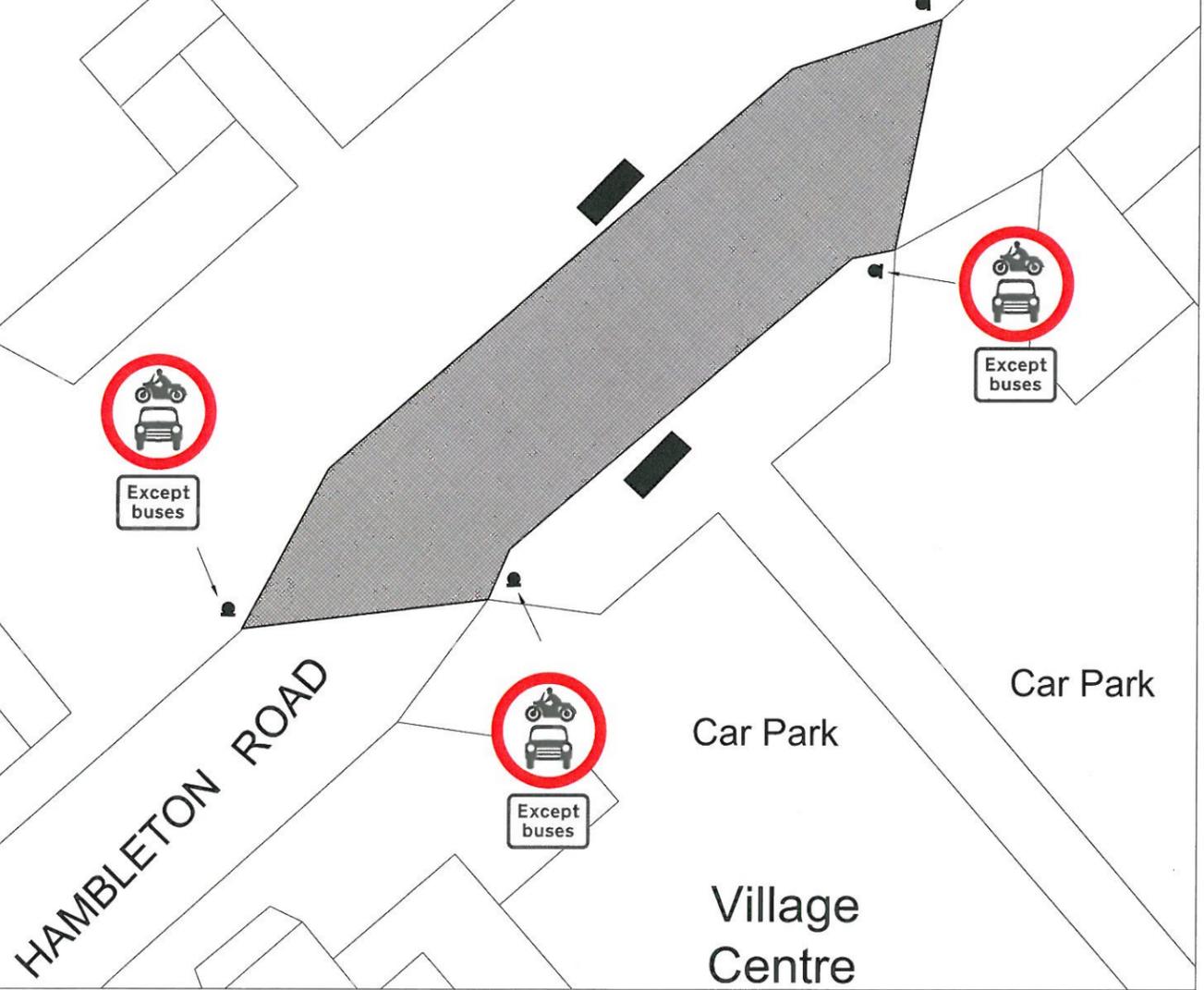
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Fax: 0191 553 1460  
Web: [www.sunderland.gov.uk](http://www.sunderland.gov.uk)

PROJECT			
Easby Road, Biddick, Washington			
TITLE			
Proposed Bus Link Improvement Scheme Preliminary Design			
PROJECT CONTACT	CONTACT DETAILS		
Craig Wilkinson	561 1608		
DRAWN	VP	APPROVED	JCW
DATE	July 2011	DATE	July 2011
CHECKED BY	JCW		
DATE	July 2011		
SCALE	NTS	SHEET SIZE	A3
DRAWING NO.	TRS / 10 / 2022 / 01	REVISION	A

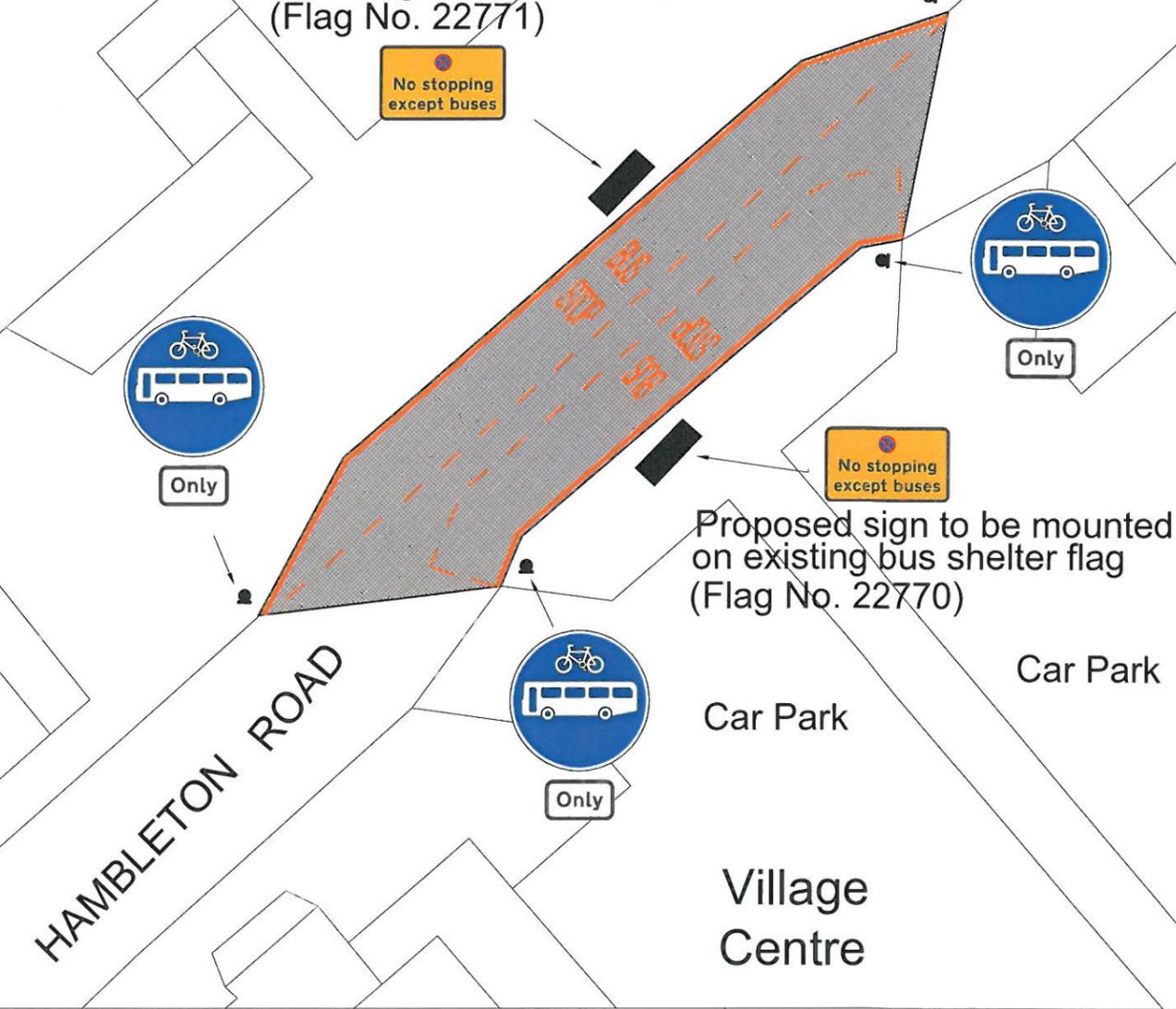
# Existing

Lambton Primary School



# Proposed

Lambton Primary School



Existing signs to be taken down and removed from site

Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)

Existing Bus Link to be Maintained

Existing Bus Shelter

Proposed new signing TSRGD 974 (20mm)

Proposed Bus Stop Clearway Markings  
TSRGD 1025.4

**Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to use existing illumination

Proposed new signs TSRGD 974 to be erected on existing bus shelter flags (non illuminated)

This drawing should be read in conjunction with Design Risk Assessment

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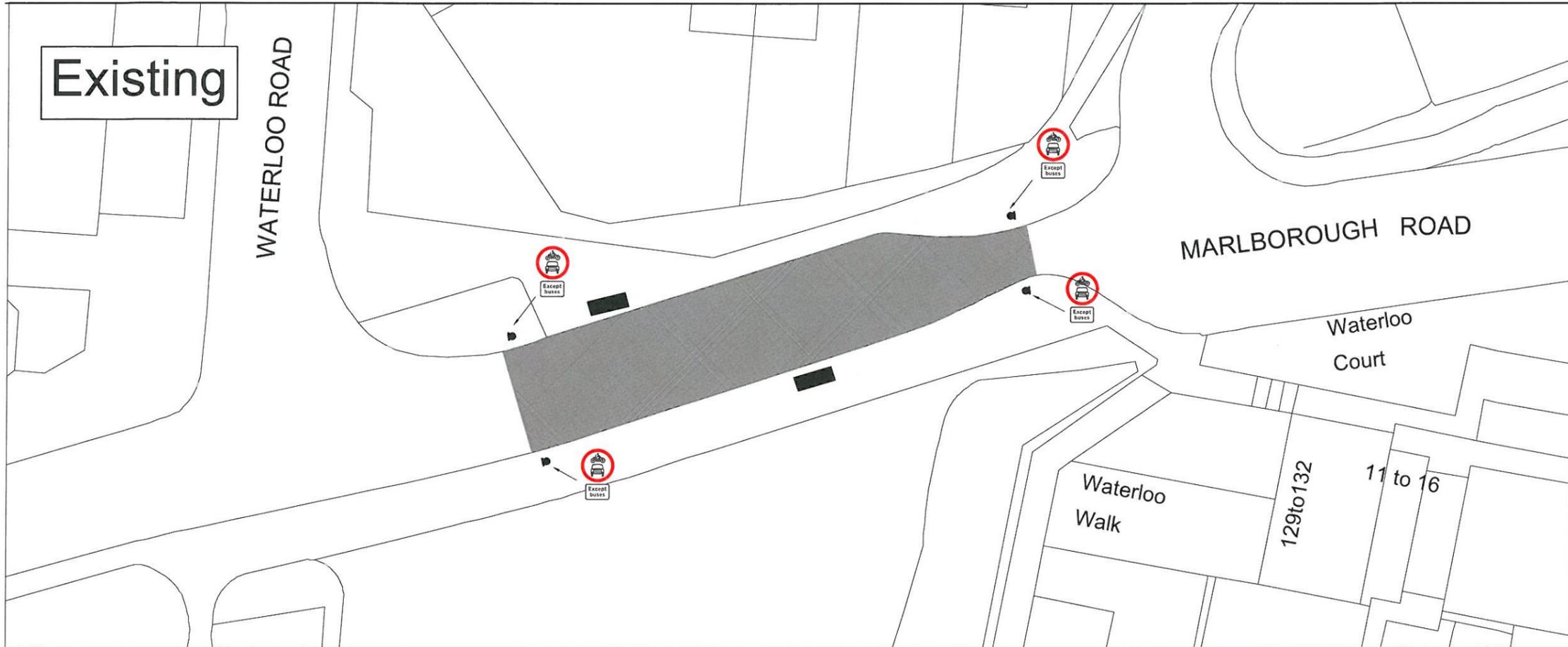
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Sunderland SR2 7DN

Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

PROJECT Hambleton Road, Lambton, Washington		
TITLE Proposed Bus Link Improvement Scheme Preliminary Design		
PROJECT CONTACT Craig Wilkinson		CONTACT DETAILS 561 1608
DRAWN BY VP	DATE July 2011	SHEET SIZE A3
CHECKED BY JCW	DATE July 2011	SCALE
APPROVED BY	SIGNED	DATE
DRAWING NO. TRS / 10 / 2023 / 01	REVISION A	

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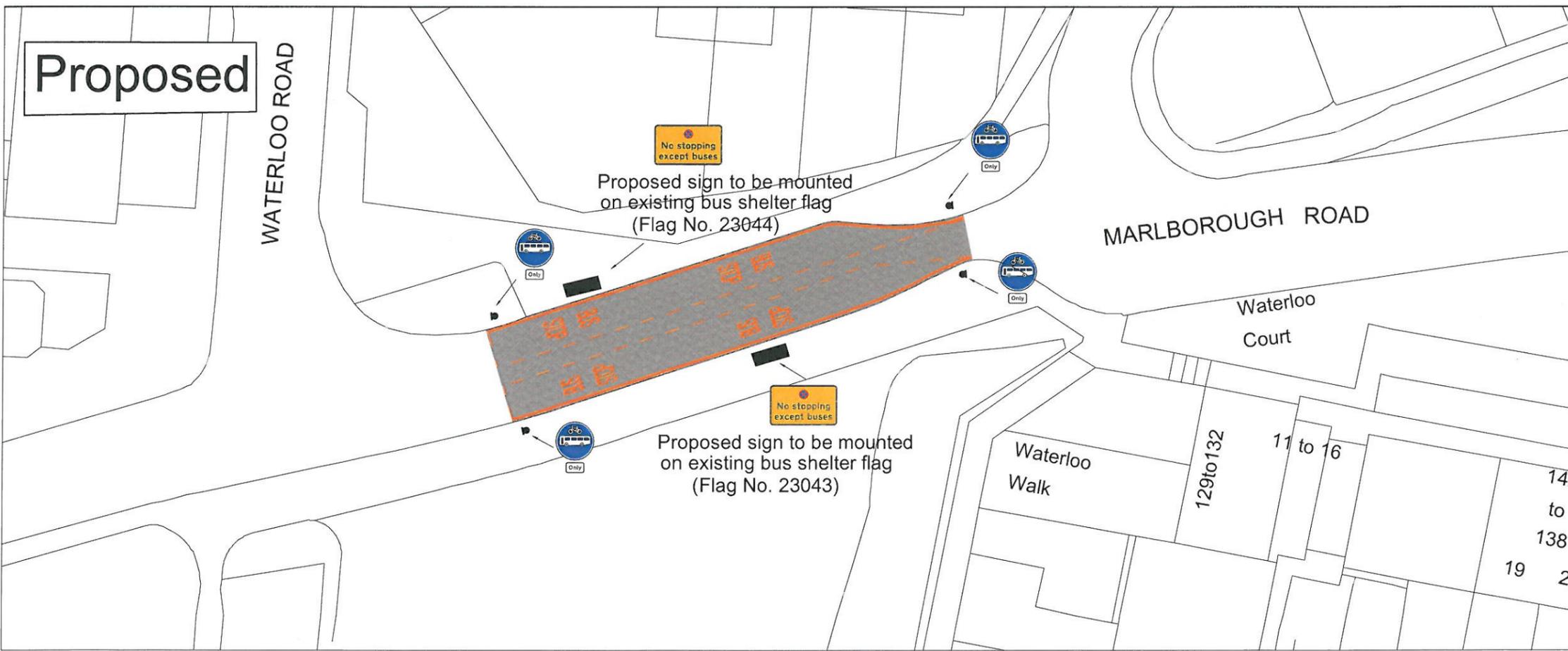


-  Existing signs to be taken down and removed from site
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TSRGD 953 (750mm)  
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-  Proposed new signing  
TSRGD 974 (20mm)
-  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4
-  Existing Bus Link to be Maintained
-  Existing Bus Shelter

**Note:**  
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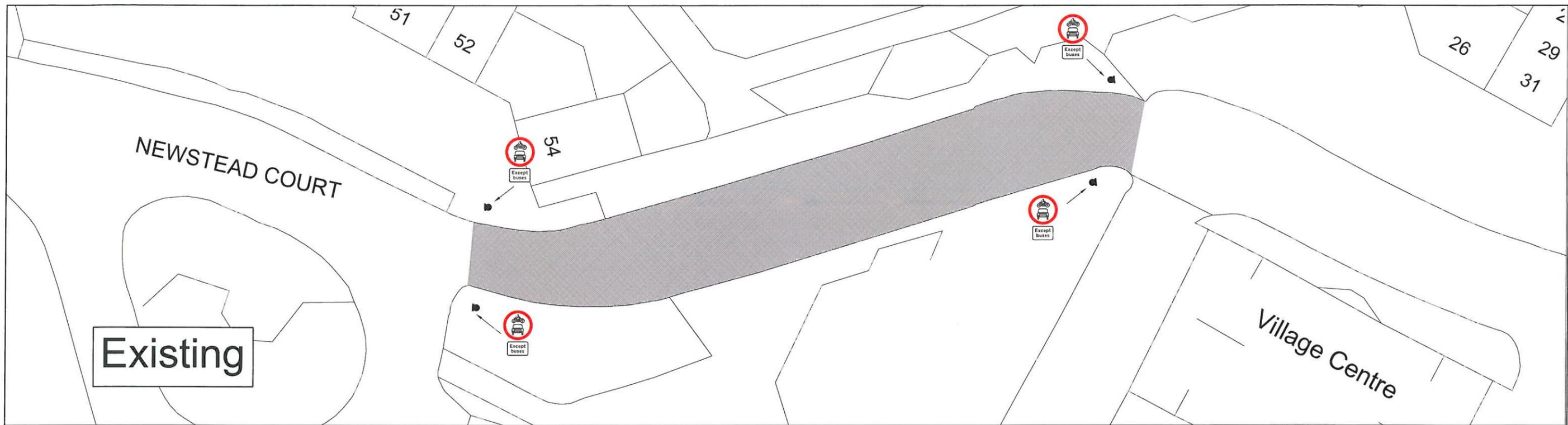


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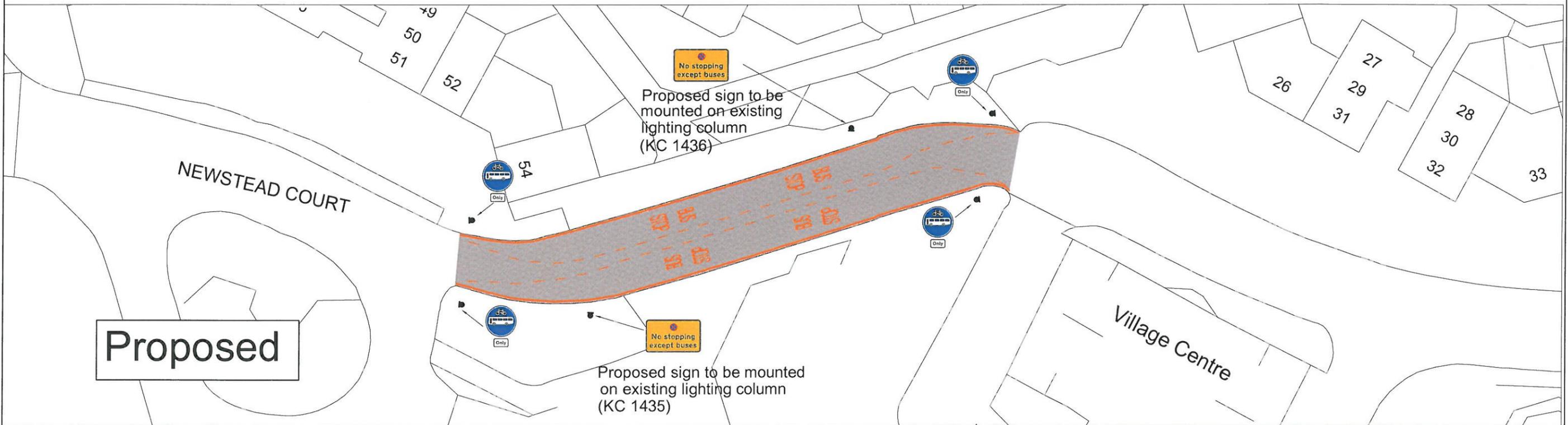
City Services  
P.O. Box 102, Civic Centre  
Sunderland SR2 7DN

Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

PROJECT		Marlborough Road, Sulgrave, Washington	
TITLE		Proposed Bus Link Improvement Scheme Preliminary Design	
PROJECT CONTACT	CONTACT DETAILS		
Craig Wilkinson	561 1608		
DRAWN	VP	APPROVED	PL
DATE	July 2011	DATE	July 2011
CHECKED BY	PL		
DATE	July 2011		
SCALE	NTS	SHEET SIZE	A3
DRAWING NO.	TRS / 10 / 2025 / 01		REVISION
			A



Existing



Proposed

-  Existing signs to be taken down and removed from site
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TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
-  Existing Bus Link to be Maintained
-  Proposed new signing  
TSRGD 974 (20mm)

-  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4
- Note:**  
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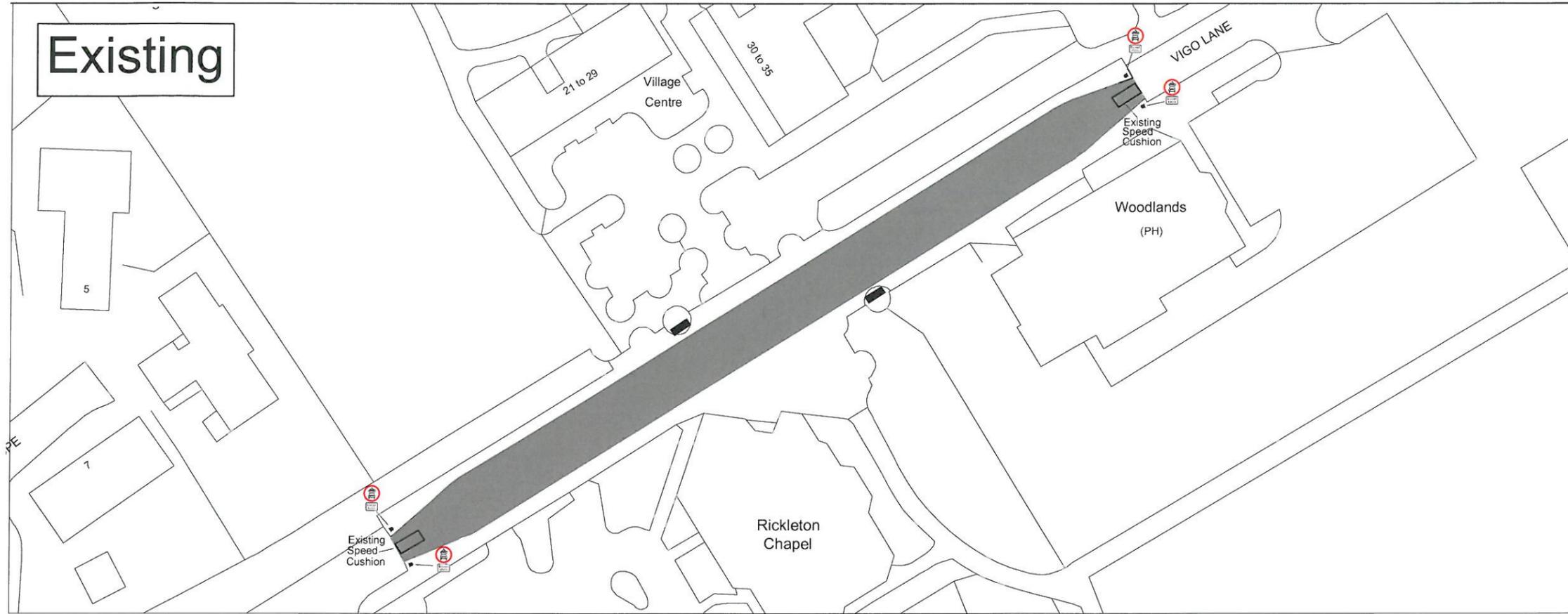
**Sunderland City Council**

City Services  
P.O. Box 102, Civic Centre  
Sunderland SR2 7DN

Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

PROJECT Newstead Court, Glebe, Washington		
TITLE Proposed Bus Link Improvement Scheme Preliminary Design		
PROJECT CONTACT Craig Wilkinson	CONTACT DETAILS 561 1608	
DRAWN BY VP	DATE June 2011	SHEET SIZE A3
CHECKED BY JCW	DATE July 2011	SCALE NTS
APPROVED BY	SIGNED	DATE
DRAWING NO. TRS / 10 / 2020 / 01	REVISION A	

# Existing



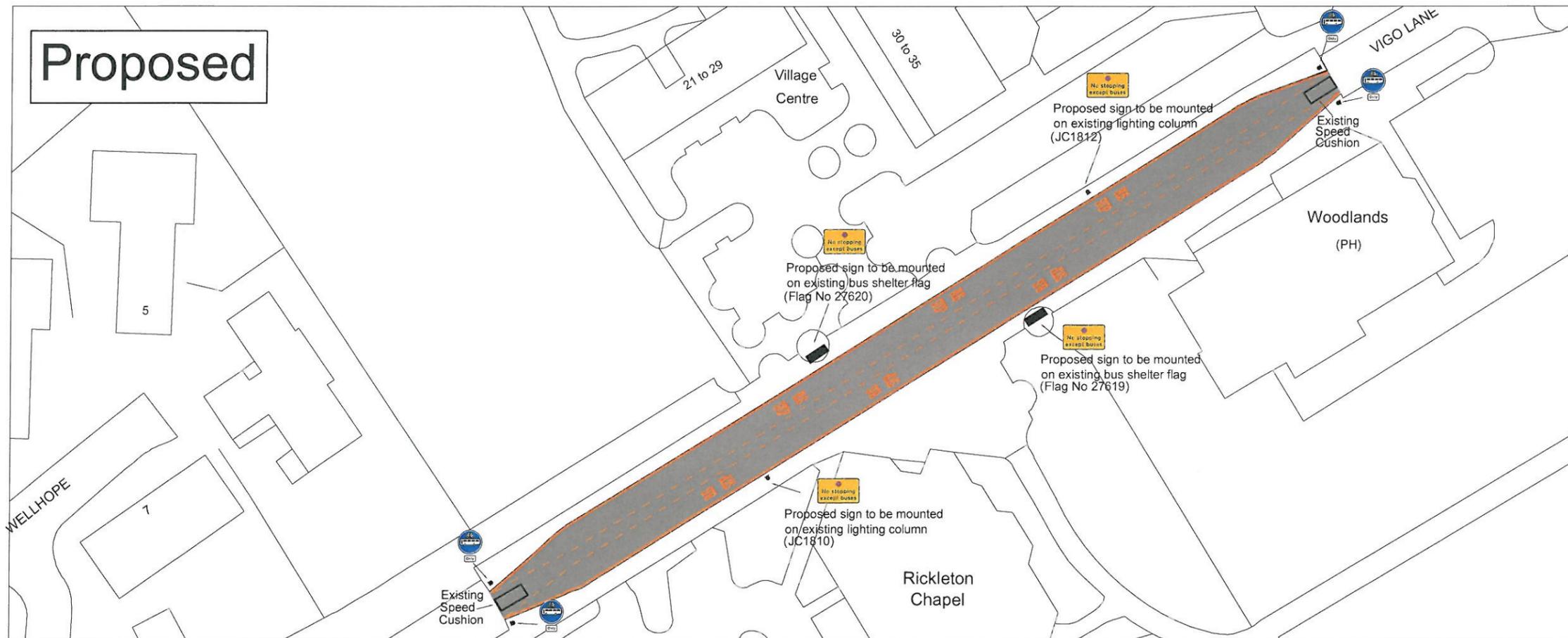
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-  Existing signs to be taken down and removed from site
-  Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
-  Existing Bus Link to be Maintained
-  Existing Bus Shelter
-  Proposed new signing  
TSRGD 974 (20mm)  
(No Stopping x-height 40mm)
-  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4

**Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to use existing illumination  
Proposed new signs TSRGD 974 to be erected on existing bus shelter flags and lighting columns (non illuminated)  
This drawing should be read in conjunction with Design Risk Assessment

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# Proposed





**Sunderland City Council**

City Services  
P.O. Box 102, Civic Centre  
Sunderland SR2 7DN

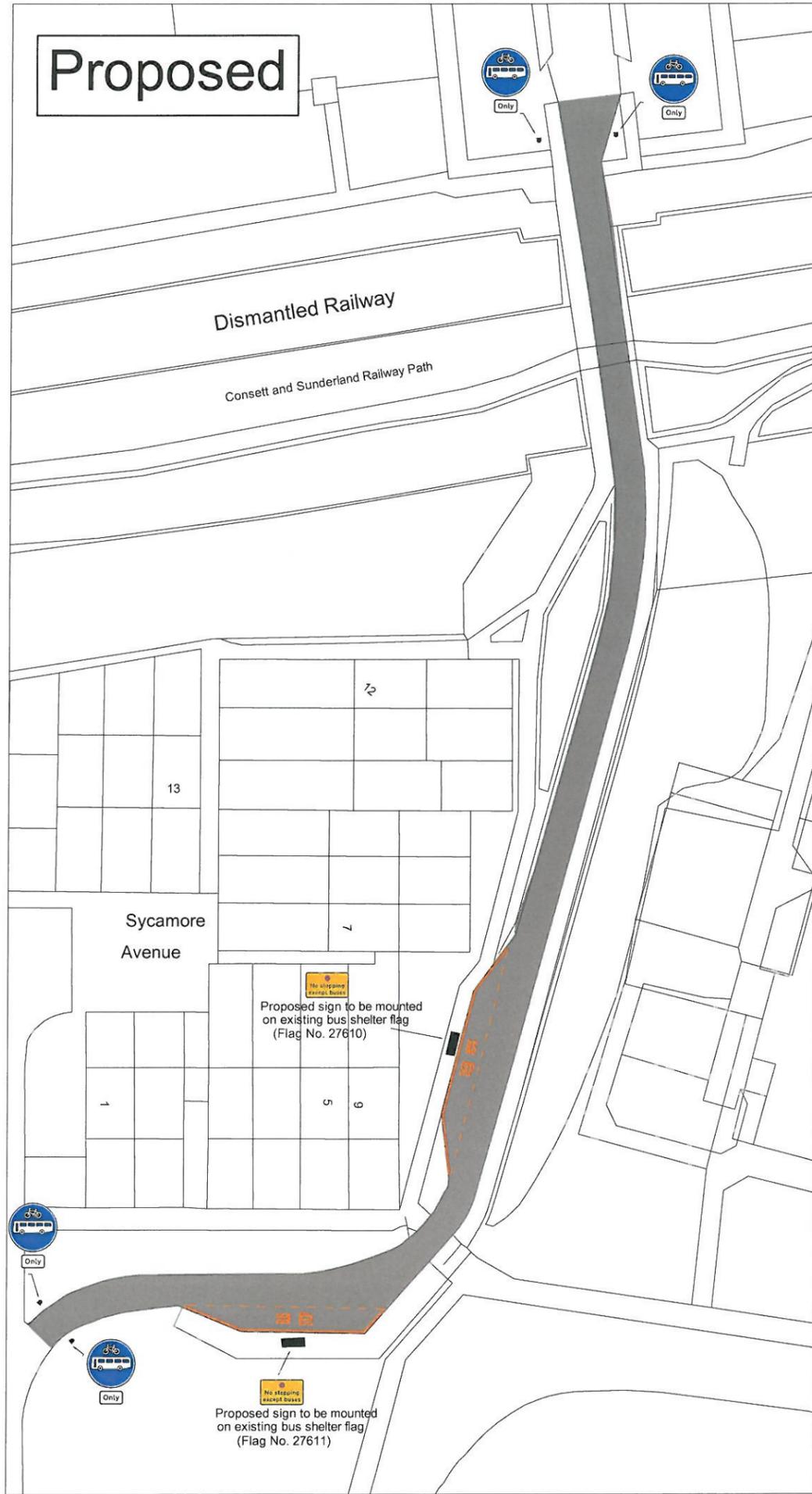
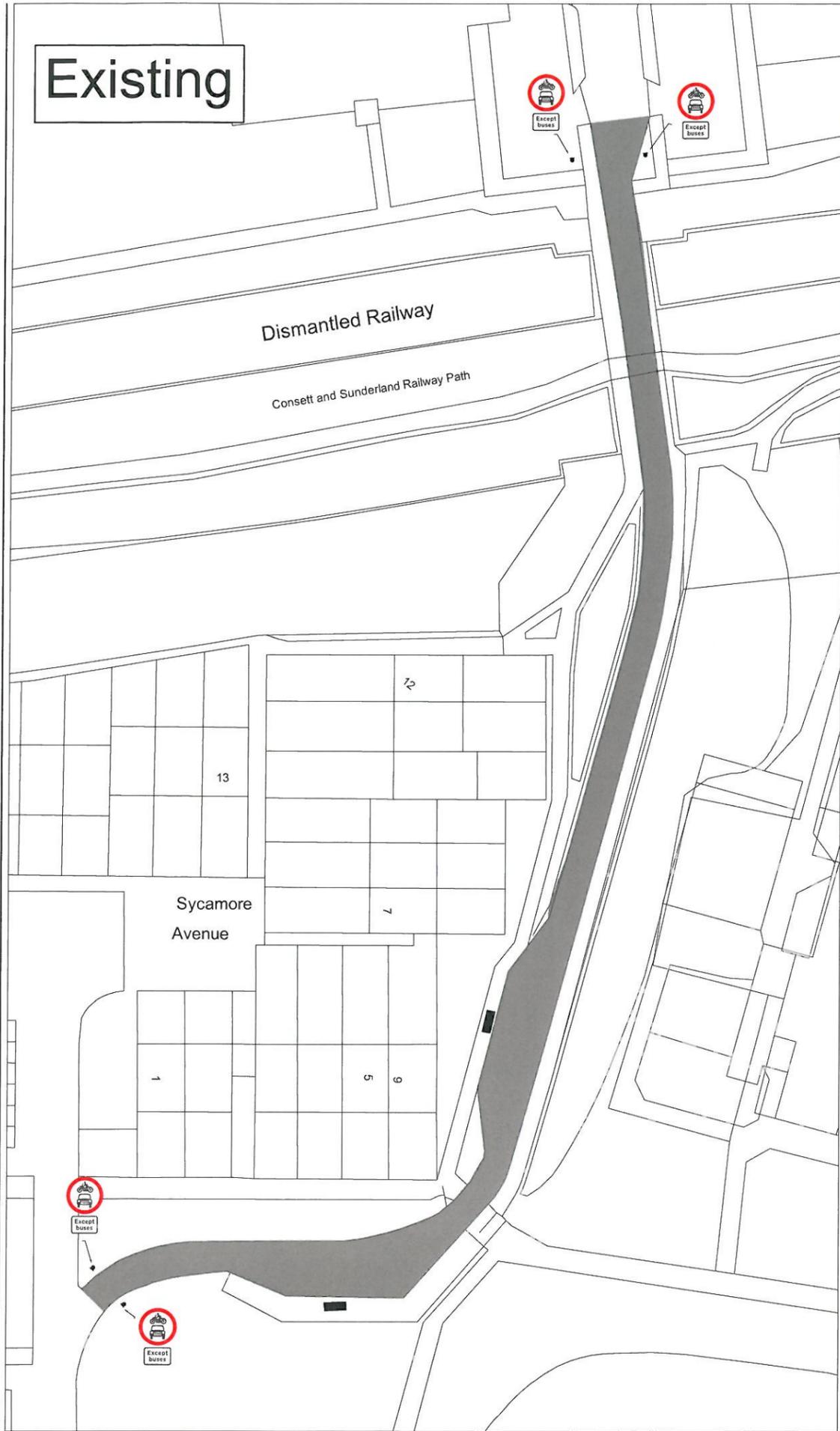
Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

PROJECT		Vigo Lane, Rickleton, Washington	
TITLE		Proposed Bus Link Improvement Scheme Preliminary Design	
PROJECT CONTACT	CONTACT DETAILS		
Craig Wilkinson	561 1608		
DRAWN	VP	APPROVED	PL
DATE	July 2011	DATE	July 2011
CHECKED BY	PL		
DATE	July 2011		
SCALE	NTS	SHEET SIZE	A3
DRAWING NO.	TRS / 10 / 2024 / 01		REVISION
			A

# Existing

# Proposed

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-  Existing signs to be taken down and removed from site
-  Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
-  Existing Bus Link to be Maintained
-  Existing Bus Shelter
-  Proposed new signing  
TSRGD 974 (20mm)
-  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4

**Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to use existing illumination  
Proposed new signs TSRGD 974 to be erected on existing bus shelter flags (non illuminated)  
This drawing should be read in conjunction with Design Risk Assessment

REV - A Modifications to Key Nov 2011

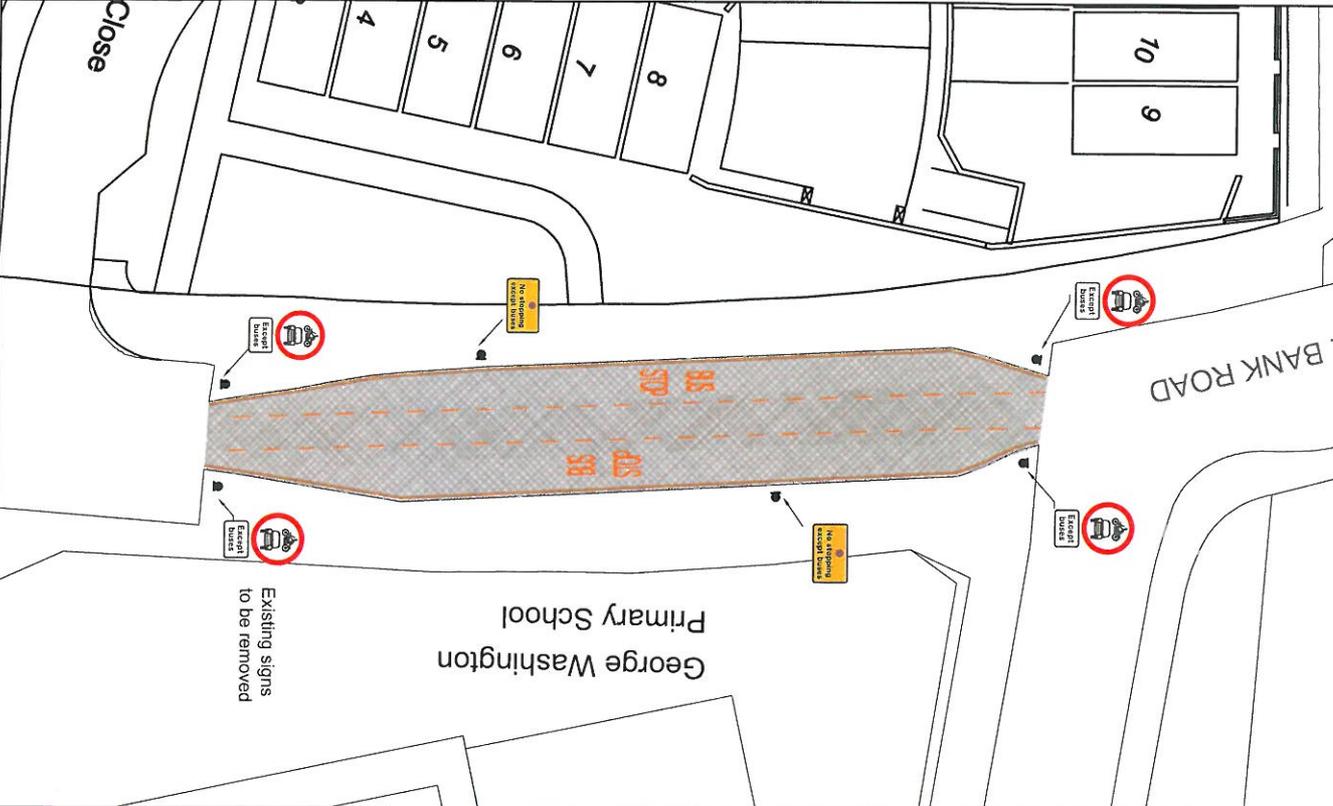


**Sunderland City Council**

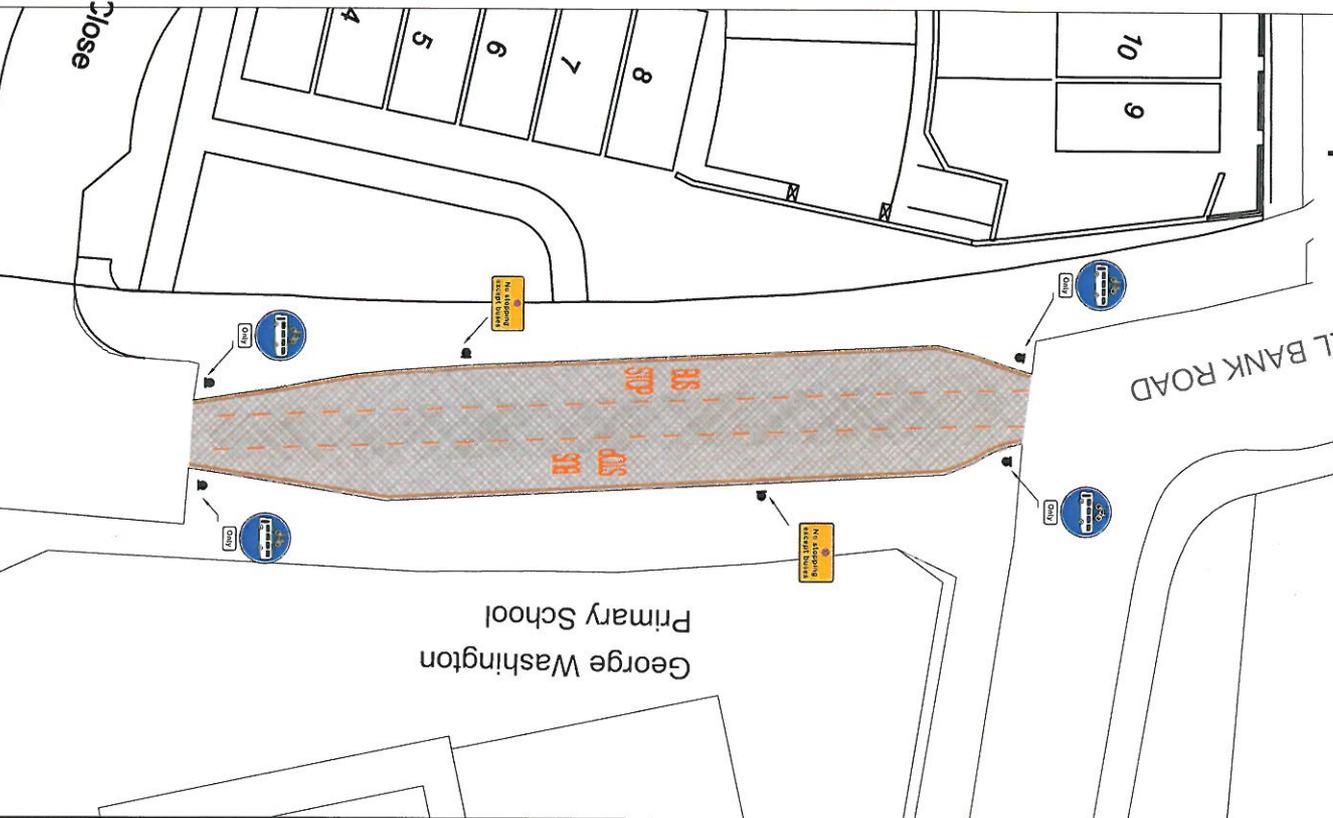
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Sunderland SR2 7DN  
  
Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

PROJECT		Un-named Bus Link from Sedling Road to Sycamore Avenue, Harraton, Washington	
TITLE		Proposed Bus Link Improvement Scheme - Preliminary Design	
PROJECT CONTACT		CONTACT DETAILS	
Craig Wilkinson		561 1608	
DRAWN	VP	APPROVED	PL
DATE	July 2011	DATE	July 2011
CHECKED BY	PL		
DATE	July 2011		
SCALE	NTS	SHEET SIZE	A3
DRAWING NO.	TRS / 10 / 2026 / 01	REVISION	A

# Existing



# Proposed



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Existing signs to be taken down and removed from site

Proposed new signing to replace existing signs  
 TSRGD 953 (750mm)  
 TSRGD 953.2 (x-height 75mm)

Existing Sign TSRGD 974 to be Maintained

Existing Bus Link to be Maintained

Existing Bus Stop Clearway to be Maintained

**Note:**  
 Proposed new signs to be housed on existing poles and to use existing illumination.



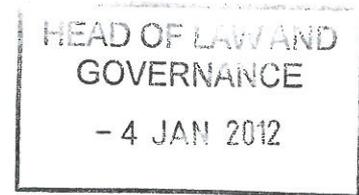
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 Sunderland SR2 7DN  
 Telephone: 0191 520 5555  
 Fax: 0191 553 1480  
 Web: www.sunderland.gov.uk

PROJECT		Well Bank Road, Donwell	
TITLE		Proposed Bus Link Improvement Scheme Preliminary Design	
PROJECT CONTACT		Craig Wilkinson	
CONTRACT DETAILS		561 1608	
DRAWN	VP	APPROVED	JCW
DATE	June 2011	DATE	June 2011
CHECKED BY	JCW		
DATE	June 2011		
SCALE	NTS	SHEET SIZE	A3
DRAWING NO	TRS / 10 / 2018 / 01	REVISION	



**RE & LA WALLACE**  
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**Washington,**  
**Tyne and Wear**  
**NE38 7JX**  
**robwallace281@hotmail.com**  
**Tel.. Rob 07962275924**



**To Jenifer Clifford,**

**With regard to the improving of the Bus link signage in Washington, my previous email has had no response dealt with by Vicky Porter and the main aim for my response was to have the word TAXI included on these signs.**

**According to the LTP, Taxis play an important role in complementing the local Bus service and a crucial role in the evening economy yet we are not included in the LTP. The Commons Transport Committee has called for the Government to issue guidance to ensure we feature more prominently in local transport plans yet we have no mention!**

**We as a City need to be able to work together to fulfil our potential and drive forward to make these things happen, is it that I am asking the wrong people as we never seem to have the support, we are the same as everyone in this economic climate in having to cut costs and would also like to help others by cutting theirs too.**

**Regarding the Bus Links on the improvement scheme,**

**Barmston Way, the village centre has moved and the old one is due to be demolished, so the link is now only to stop anyone apart from busses driving past the NE38 sports bar only ?**

**The Marlborough road, is out on its own with a school quite a distance away and local shops on another road?**

**Newstead Court, has a school close by but has no village centre now and is on a blind bend anyway therefore a danger to pedestrians now and needs a crossing before someone does get hurt.**

**I support the Sycamore Ave to Wear Ind Est link to be Bus only as being single carriageway the Buses are timed not to meet**

**The one not on your list is the Unamed road between Parkway and the Leisure Centre next to Washington Police Station, why is this a Bus Link at all? We have 40ft LGV's having negotiate through the Galleries Town Centre car parks to deliver goods at Asda whilst they are very careful and courteous they are unable to take another route as the will be facing the wrong way to reverse into Asda to tip their loads as there is no turning point available, yet allowing them to use this link would take them away from the car parks and would allow the car parks to be a safer environment.**

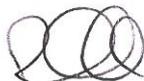
Washington Area Committee seem to have the deciding vote on what happens in Washington to even paying for the closure of the Brandy lane bus link, yet they seem to be “we say and it happens” without any public consultation of their own, if I am wrong I am willing to listen and be corrected.

To sum up, the Bus link Improvement Scheme although good it may be, will extra enforcement be available to support this scheme, what will be the enforcement entail ie fines or license points?

Will we as Taxi drivers be listened to at least, and included in the LTP as this would put us in line with other Local Authorities with regard to Bus only lanes ect, and will word TAXI be added to these new signs.

And finally my personal opinion on this matter is that while I can see the benefits of this scheme the bigger picture is that this scheme has to be around 40 years old and is in need of an overhaul and not just a lick of paint metaphorically speaking of course.

Yours Sincerely,

A handwritten signature consisting of several overlapping loops, likely representing the name Rob Wallace.

**Rob Wallace 3.1.2012**  
**Washington Hackney Operators Association.**

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Regular news: **Issue 575 22 Jul 2011**

## MPs call for LTP guidance on taxi services

**James Dark**

The Commons Transport Committee has called on the government to issue guidance to local authorities to ensure that taxis and private hire vehicles (PHVs) feature more prominently in local transport plans.

The proposals for a greater role for taxis in LTP's was welcomed by the National Association of Taxi Users (NATU) which noted that LTPs currently ignore the role of taxis, especially their potential to provide a missing link to and between other methods of public transport. "This...

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## Taxis

Taxis complement the Tyne and Wear public transport system by providing a completely flexible service, available from any location at almost any time of the day or night. As they operate on a 24-hour basis, they are crucial to the evening economy, particularly in the cities of Newcastle and Sunderland.

We hold regular liaison meetings with operators to examine how taxi and private hire services can be integrated with other forms of community transport, so as to use the best solution to meet local needs.

An independent study into the role of taxis and private hire vehicles in Tyne and Wear was carried out in 2008 and this is helping to inform our future strategies. We are also seeking to improve waiting facilities at taxi ranks, to extend taxi marshalling schemes, provide information on taxi and private hire at public transport interchanges and maximise the use of technology such as smartcards.

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Posted August 01 2011

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« Nov **December 2011** Jan »

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

## Get In Touch

Want to drop us a line or have a question? Please fill in your details below.

Name...

Email...

Message...

SUBMIT

**RE: Well Bank Road - Bus Link Improvement Scheme**

From: **Rob Wallace** (robwallace281@hotmail.com)  
Sent: 25 July 2011 20:57:31  
To: vicky.porter@sunderland.gov.uk (vicky.porter@sunderland.gov.uk)  
1 attachment  
bus link sign.jpg (20.8 KB)

Dear Sir/Madam,

As a trade representative for Washington Hackney Carriage Operators Association, I fully understand and applaud the Local Councillors for wishing to see the current scheme revised as I witness on a daily basis the abuse of these Bus links by the public who seem to speed up going through thinking the faster they go the less likely they will get caught and this has to stop before someone is seriously hurt or killed.

Where our views differ is the fact that we as Hackney Carriage drivers provide a service that runs alongside the buses, only we travel with the elderly and disabled who are unable to use the Bus service due to their conditions and without us they would simply never get out but for this they have to pay more to be driven the long way round.

Recently the Experimental traffic order (Brandy Lane, Dunnock Drive and Parsons Road) was made permanent with the later addition of a possible full closure of Brandy Lane yet they all run smoothly and are a great benefit to the general public and ourselves and our customers. With hindsight Brandy Lane would have been better designed as an open road only with a full Zebra Crossing in the centre of the Link as the give ways at present are too far apart and car drivers speed up to be into the link before the oncoming car does, this I think would be an economical and cost effective solution to the one at present and the most important a safer road for crossing without the expense of remodelling and closure. If all the Bus Links in Washington had a crossing in the centre this would also make for a safer Washington too.

We would like nothing better than to have the same respect paid to us as is paid to the Buses for the work we do in the community and would like nothing better than to have the word "TAXI" also on this sign. This would allow us to offer our customers a reduced fare and save fuel and wear and tear on our vehicles thus also helping the environment. This would help to put us in line with other Local Authorities who allow Taxis to use the Bus Lanes as when these out of town vehicles come into Washington they often drive through anyway thinking all Local Authorities have the same laws on the use of Bus Lanes and Links.

If I need to approach another department to help with this issue please let me know, to have "Taxi" on this sign in my opinion makes sense and I hope you agree.

Regards, Rob Wallace.

---

Subject: Well Bank Road - Bus Link Improvement Scheme  
Date: Tue, 19 Jul 2011 13:37:25 +0100  
From: Vicky.Porter@sunderland.gov.uk  
To: Dev&Reg-TrafficTROLList@sunderland.gov.uk

<<Well Bank Road PDF Plan.pdf>>  
Dear Sir / Madam,

Local Councillors have raised concern about vehicle speeds and abuse of the existing bus link in Well Bank Road near George Washington Primary School and the Council is considering a bus link improvement scheme.

The scheme involves maintaining the existing bus link by prohibiting motor vehicles except buses and pedal cycles, as shown on drawing number TRS/10/2018/01. New signs and modifications to the existing Traffic Regulation Order are to be introduced, which would make the bus link more robust and enforceable.

I would welcome your views on the proposed scheme and should be grateful if you would respond by Friday 2 September 2011.

Please contact Craig Wilkinson on (0191) 561 1608 if you have any queries regarding the above.

Regards,

Vicky Porter  
Engineering Technician  
Network Development (Strategy)  
City Services  
Sunderland City Council



Only



**RE & LA WALLACE**  
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**Biddick,**  
**Washington,**  
**Tyne and Wear**  
**NE38 7JX**  
**Robwallace281@hotmail.com**  
**Tel.. Rob 07962275924**

**To E. Waugh,**

**It was with relief to read Jenifer Cliffords letter dated 20<sup>th</sup> May 2011 stating the Experimental Traffic Order ( Brandy Lane, Dunnock Drive & Parsons Road ) was due to become permanent 18<sup>th</sup> June 2011.**

**It was with dismay I read her next letter dated 20<sup>th</sup> June 2011 stating the Brandy Lane order is to be revoked.**

**In my job as a Hackney Carriage Owner Driver I also represent the Independent Hackney trade as well as the IHCOS (Independent Hackney Carriage of Sunderland) members in Washington at Civic Liaison group meetings and local businesses such as the Galleries.**

**With this in mind I would like to raise an objection on behalf of the the new proposed order to prohibit the driving of motor vehicles at any time.**

**The reasons for the objection are as follows:-**

**Running costs of vehicle including mileage, tyres ect leading to higher emissions.**

**Extra cost of fuel.**

**Extra travelling time & inconvenience.**

**Higher Taxi fares for customers mainly elderly and disabled.**

**More congestion on the A1231 westbound at peak times.**

**Reverting back to Taxi and Private Hire cars having to wait outside a previous complainants home waiting for booked work from the Social club and Chinese Restaurant at unsocial hours.**

**The impact on local businesses such as the Royal Mail and the Counting house for the Banks who have shortened the security van routes thus lessening the risk of attack.**

**Confusion for other motorists.**

**The cost of the previous works together with the cost of the proposed works in the current financial position we are all in does not make sense to close this road.**

**My personal opinion is that if the road was originally opened as a straight through road with a give way at the entrance to the Duke Pub car park and wide Zebra crossing in the centre of the bus link to aid crossing for schoolchildren and pedestrians, the high bushes removed or the height lowered for visibility the Zig Zags on the road before and after the crossing would prevent parking and the crossing would slow the cars anyway.**

**The current position is some drivers approaching the give way lines which are quite far apart, try to beat the approaching car through obviously speeding up doing so.**

**I hope my letter has enough for this matter to turn back around and maybe lead to the possibility of us Taxi drivers being able to use all the Bus links in Washington leading to a reduction in Taxi Fares and running costs at some time in the future.**

**Regards, Rob Wallace**

**..... 29<sup>th</sup> June 2011**