

**Development Control (Hetton, Houghton & Washington)  
Sub-Committee**

**01 March 2011**

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**REPORTS FOR CIRCULATION**

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**REPORT BY DEPUTY CHIEF EXECUTIVE**

**PURPOSE OF REPORT**

This report is circulated to the Sub Committee Meeting. It includes additional information received after the preparation of both the report on applications and the supplement. This information may allow a revised recommendation to be made.

**LIST OF CIRCULATED ITEMS**

Applications for the following sites are included in this report.

**Washington**

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| S2 | Radial 64 (Former Dunlop Tyre Factory) Birtley Road Washington.      |
| S3 | Skate Park at Sports Arena, Washington Arena, Washington Town Centre |

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Number:	S2
Application Number:	<b>10/03972/FUL</b>
Proposal:	<b>Erection of 30,000 sq m manufacturing facility including ancillary offices, car parking / servicing, associated highway improvements and access arrangements.</b>
Location:	Radial 64 (Former Dunlop Tyre Factory) Birtley Road Washington

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Further to the Supplement Report, discussions have been ongoing with the applicant, with regards the highway matters, in particular, the scope of the requirements of junction improvements and the travel plan.

#### Junction Improvements.

The applicant has advised that they do not consider the works to the Birtley Road / Picktree lane junction to be fundamental in helping to enable the satisfactory operation of the development. Notwithstanding this, they have stressed that they are keen to commit to provide some form of junction improvements in this location, particularly in light of the comments raised by residents in this respect.

Transportation Engineers however have advised that they consider it will be likely that trip distribution assumptions for the scheme will now be different than those which were submitted previously for the site. This would be due to the fact that an existing, identifiable employee base would now be transferring to the site from Rolls Royce's existing Pallion plant. Such relocation is likely to result in a different dynamic of origin/destination of trips for employees than for the more mixed-use outline scheme that has previously been approved for the site. As such, this potential change in movements, unless proved otherwise, could possibly influence capacity issues at junctions in the vicinity of the site. With this in mind, it is considered appropriate that further work is carried out to supplement the Transport Assessment, factoring in Rolls Royce's current employment base, to more accurately establish the likelihood of traffic movements around the site. As such, it is recommended that a further condition is imposed securing such requirements and that condition 25 referencing more widespread junction improvements, is amended to just cover the main site access, as requested by Rolls Royce. Such a change will ensure that only the improvements that are deemed as being necessary by Transportation Engineers are controlled by any consent given. As already mentioned, Rolls Royce have stated that over and above this they are willing to continue to discuss what they consider to be lesser / non-essential works with highways engineers in order to develop some further mutually-agreeable improvement that may be of benefit to the wider community outside of the planning process.

## Travel Plan.

The applicant has raised concerns they have with the wording of condition 31, as they consider that the requirement to “meet the target modal shift of 16% from car borne journeys” to be over onerous due to the fact that their initial Transport Assessment has indicated that their trip generation would fall within this threshold. Whilst the applicant has advised that Rolls Royce will be able to meet these targets, they are concerned that the current wording of the condition could imply that a further 16% reduction would be required in addition to the initial 16% that has been imposed on the site at the outline stage.

These concerns have been acknowledged and as such, it is proposed that the condition is re-worded slightly to state that the “Travel Plan *will continue to support* the target of achieving a modal shift of 16% from car borne journeys”

## CONCLUSION

Having considered the requested above, the Local Planning Authority is of the opinion that in their revised form, the conditions will still help ensure that a satisfactory form of development is delivered. As such, it is recommended that the two conditions in question be revised accordingly, as set out below.

**RECOMMENDATION: APPROVE**, subject to the revised / additional conditions as set out below:

25. Prior to the occupation of any of the buildings on site, a scheme of junction improvements at the Birtley Road site access, together with a timetable for their implementation shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall then be fully implemented in accordance with the agreed timetable in the interests of highway safety and to comply with policy T14 of the approved Unitary Development Plan.
31. Prior to the occupation of any of the buildings on site, a site-wide Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This Travel Plan will continue to support the target of achieving a modal shift of 16% from car borne journeys, to ensure the maximum number of permitted trips for the whole development is not exceeded. Once agreed, the measures and monitoring strategy as set out in the site-wide Travel Plan shall be fully implemented in order to ensure that the Travel Plan targets are being met. And that the use of modes of transport other than the private car are to be promoted, in order to meet clearly defined individual targets and penalties, to comply with policy T 14 of the adopted Unitary Development Plan.
44. Prior to the occupation of the development, a supplemental TA that shows the impact of the development on the existing road network around the site access shall be submitted to and agreed in writing with the LPA. For the avoidance of doubt, such an assessment should, where possible, use survey data which takes into account employees routes to and from the site, in the interests of safe and free flow of traffic and to accord with policy T14 of the UDP.

45. Prior to the occupation of the development, details of any further mitigation measures to maintain operational capacity to the road network around the site access, if identified within the Supplementary Transport Assessment shall be implemented prior to the commencement of development, in the interests of safe and free flow of traffic and to accord with policy T14 of the UDP.

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Number:	S3
Application Number:	<b>11/00212/LAP</b>
Proposal:	<b>Installation of floodlighting to wheeled sports park, to comprise of the erection of 4 no. 8 metres high columns each with 2 no. 150w floodlights</b>
Location:	Skate Park at Sports Arena, Washington Town Centre, Washington, NE38 7SS

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As stated in the main report, the proposed development is considered to be acceptable in principle, whilst the proposal is not considered to raise any significant concerns in relation to visual and residential amenity or highway and pedestrian safety.

However, at the time of writing the main report, the period for the receipt of representations in respect of the proposal had not yet expired; this date has now passed and no objections to the scheme have been received. Furthermore, a consultation response was awaited from Sport England; this has since been received and Sport England has confirmed there is no objection to the proposals, for the floodlighting assists in providing increased opportunities for people to participate in sport and active recreation.

As such, for the reasons given in the main report, the proposal is considered to be acceptable and compliant with the requirements of policies CF1, WA35, B2, B3 and T14 of the City Council's adopted Unitary Development Plan (1998). Accordingly the recommendation is to grant consent.

**RECOMMENDATION: GRANT CONSENT** in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, subject to the conditions set out below:

1. The development to which this permission relates must be begun not later than three years beginning with the date on which permission is granted, as required by section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 to ensure that the development is carried out within a reasonable period of time.
2. Unless otherwise first agreed in writing with the Local Planning Authority, the development hereby granted permission shall be carried out in full accordance with the following approved plans:-

the location plan received 28.01.2011, the site plan received 28.01.2011 and the floodlight elevation received 25.01.2011.

In order to ensure that the completed development accords with the scheme approved and to comply with policy B2 of the adopted Unitary Development Plan.