

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise.

Unitary Development Plan - current status

The Unitary Development Plan for Sunderland was adopted on 7th September 1998. In the report on each application specific reference will be made to those policies and proposals, which are particularly relevant to the application site and proposal. The UDP also includes a number of city wide and strategic policies and objectives, which when appropriate will be identified.

STANDARD CONDITIONS

Sections 91 and 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 require that any planning application which is granted either full or outline planning permission shall include a condition, which limits its duration.

SITE PLANS

The site plans included in each report are illustrative only.

PUBLICITY/CONSULTATIONS

The reports identify if site notices, press notices and/or neighbour notification have been undertaken. In all cases the consultations and publicity have been carried out in accordance with the Town and Country Planning (General Development Procedure) Order 1995.

LOCAL GOVERNMENT ACT 1972 – ACCESS TO INFORMATION

The background papers material to the reports included on this agenda are:

- The application and supporting reports and information;
- Responses from consultees
- Representations received;
- Correspondence between the applicant and/or their agent and the Local Planning Authority;
- Correspondence between objectors and the Local Planning Authority;
- Minutes of relevant meetings between interested parties and the Local Planning Authority;
- Reports and advice by specialist consultants employed by the Local Planning Authority;
- Other relevant reports.

Please note that not all of the reports will include background papers in every category and that the background papers will exclude any documents containing exempt or confidential information as defined by the Act.

These reports are held on the relevant application file and are available for inspection during normal office hours at the Development and Regeneration Directorate Services in the Civic Centre.

Philip J. Barrett

Director of Development and Regeneration Services.

Reference No.: 08/03879/OUT Outline Application

Proposal: **Demolition of existing factory unit and ancillary buildings and redevelopment of site for a mix of business, industrial and warehouse units and associated car parking and servicing area, together with hotel, public house and coffee shop.**

Location: Dunlop Tyres Limited Birtley Road Washington

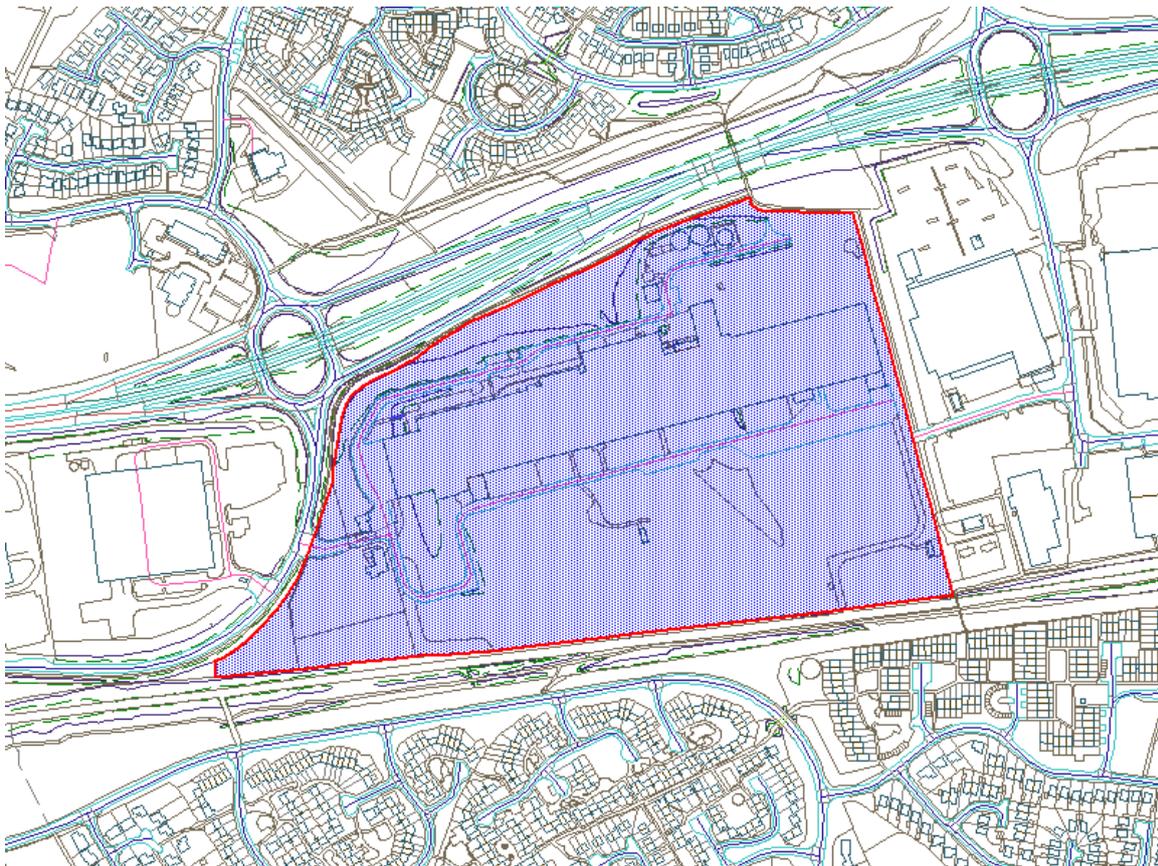
Ward: Washington South

Applicant: High Bridge Washington Ltd

Date Valid: 14 October 2008

Target Date: 13 January 2009

Location Plan



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PROPOSAL:

The application is for outline consent for the redevelopment of the 18.2 ha site, currently occupied by the former Dunlop Tyres factory, on the east side of Birtley Road, and to the south of the A195 on the Wear Industrial Estate, Washington. The scheme includes the demolition of the existing buildings and the

redevelopment of the site for a mixed use development of manufacturing , warehousing, offices hotel, public house and coffee shop together with associated car parking, servicing areas and landscaping. All matters of detail are reserved for future consideration. Consequently, although a site layout has been submitted this is purely indicative to show that the quantum of development proposed can be accommodated on the site.

The total gross floorspace proposed is some 56,740 sq m (610,750 sq ft) which is made up as follows:

- 46,020 sq m of industrial /storage/distribution uses (use classes B2 and B8);
- 5020 sq m of offices/light industry (use class B1);
- 2200 sq m of restaurant/cafe/public house (use classes A3 and A4); and
- 3500 sq m of hotel (use class C1).

The indicative site cross sections indicate that the buildings on the site will have ridge heights of between 10 m and 15 m which is lower than the highest building currently on the site.

It is proposed that the existing site access be retained and modified although discussions on the details of the modifications are ongoing.

The application is supported by the following documents/reports:

- _ Transport Assessment;
- _ Travel Plan;
- _ Assessment of Town Centre Uses;
- _ Flood Risk Assessment;
- _ Design and Access Statement;
- _ Bat Report;
- _ Ecological Impact Assessment;
- _ Tree Report;
- _ Landscape and Visual Assessment;
- _ Archaeological Assessment;
- _ Site Waste Management Plan; and
- _ Ground Investigation Report;

Members visited the site on 21st and 25th November 2008.

TYPE OF PUBLICITY:

Press Notice Advertised
Site Notice Posted
Neighbour Notifications

CONSULTEES:

Northumbrian Water
North East Regional Assembly
One North East
Gateshead Council
County Archaeologist
Business Investment
Nexus
Director Of Community And Cultural Services

Community And Cultural Services Sports And Leisure
Fire Prevention Officer
The Highways Agency

Final Date for Receipt of Representations: **12.11.2008**

REPRESENTATIONS:

Neighbours

Some 517 letters were sent to occupiers of nearby properties following which 3 representations have been received. The main concerns raised relate to:

- the introduction of a public house on to the site and the potential for anti-social behaviour which might result ;
- the potential for increased noise from the site causing nuisance to nearby residential properties to the south;
- the adverse effect of the additional traffic ,particularly HGV's, on cyclists in the area

Consultees

Following consultation with a number of statutory consultees the following responses have been received. Where consultees have raised specific issues these are addressed in the assessment of the proposal in the comments section of this report and or a report to be circulated at the meeting where the issues are still under discussion.

Highways Agency - has advised that the trip generation from the proposed development would not result in any requirement for the physical alteration of junction 64 of the the A1(M). As regards the submitted Travel Plan, it considers that this is generally comprehensive and it supports the proposed mitigation measures. However it required that the applicant provide further commitments, namely:

- financial assistance to those travelling to the site by public transport;
- financial assistance to those travelling to the site by bicycle;
- a commitment to join a national /local car share scheme;
- an annual budget for the promotion and implementation of the travel plan;
- the inclusion of agreed modal split trip generation targets;
- appropriate monitoring and commitment to correction measures .

The agency argued that the inclusion of such commitments would ensure the success of the Travel Plan.

The applicant has subsequently revised the Travel Plan to the Agency's satisfaction, which has now indicated that it raises no objection to the proposed development subject to the imposition of a condition requiring the implementation and monitoring of the agreed Travel Plan..

Environment Agency - no comments received

Northumbrian Water - no comments received

One North East - has advised that it welcomes the new employment opportunities presented by the redevelopment, but indicates that the Local Planning Authority should be satisfied that there are no sequentially preferable town centre sites for the hotel and office uses proposed. It recommends two reports which provide additional information on the existing hotel market in the north east for use in assessing the hotel element of the scheme. ONE also raise the requirements of the Regional Employment Strategy (RES) in particular in respect of quality design and use of renewable energy sources, advising that the buildings on the site should achieve at least very good in the BREEAM ratings and obtain 10% of its energy requirements from renewable sources. It also requests that skills training be sought from the development in accordance with RES aims.

North East Regional Assembly - has indicated that the principle of the redevelopment of this brownfield site, which is well served by public transport, conforms generally with the Regional Spatial Strategy (RSS). However, it considers that the introduction of Sustainable Urban Drainage Systems (SUDS) and energy efficiency measures and the achievement of 10% of energy requirements from renewable or low carbon sources would ensure full compliance with RSS policies 3, 34 and 38. In addition it suggests that maximum parking standards should be imposed which would ensure compliance with policy 54 of the RSS.

County Archaeologist - commented that the desk based assessment indicated the potential presence of 18th century waggonways and post medieval archaeology on the site is high, but the potential for earlier remains is moderate to low. It recommended that trial trenching be carried out prior to ground /development works commencing on site. It was recognised that such trenching may require the removal of some trees from the site.

Gateshead Council - no comments received

Nexus - has indicated that the proposal should seek to improve links to the Sedling Road area to encourage the greater use of existing public transport services. It does not consider that bus operators will be likely to divert services in to the site, without a financial subsidy.

Director of Community & Cultural Services - no comments received

Natural England - has indicated that on the information submitted to date that it has outstanding concerns regarding the proposal as it considers that further information should be provided with the application to demonstrate whether the development would have an adverse effect on species especially protected by law. These concerns relate to bats and Biodiversity Action Plan Habitats and Species. It has stated that it is essential that the presence or otherwise of protected species and the extent that they may be affected by the development is established before planning permission is granted. It notes that following a further site visit by the applicant's consultants in November 2008 the level of risk of bat roosts was changed from moderate to low risk in some of the buildings on

site. NE adds that in such circumstances one dusk emergence survey together with a dawn re-entry or automated survey is often sufficient to provide confidence in a negative survey result. It is also noted that features suitable for crevice dwelling species are specifically described as being present within some buildings, but only void dwelling species assessments were considered, the body therefore considers that further activity surveys are required if the buildings with potential including low potential for bat roosts are to be directly or indirectly affected by the proposal. Such information should be presented to the local planning authority prior to the determination of the application in accordance with PPS9. Without the submission of the additional survey data the suitability of the proposed mitigation measures cannot be assessed. The most appropriate period for the carrying out of surveys for roosting bats in trees on the site is May. consequently, if work to or removal of trees with potential for providing roosting opportunities for bats will be necessary or potentially disturbing works near to such trees will be required, for this development to take place bat activity surveys should be carried out as recommended.

Northumbria Police - no comments received

Tyne and Wear Fire Brigade - no comments received

POLICIES:

In the Unitary Development Plan the site is subject to the following policies:

B_11_Measures to protect the archaeological heritage of Sunderland (general)

CN_18_Promotion of nature conservation (general)

EN_5_Protecting sensitive areas from new noise/vibration generating developments

CN_16_Retention and enhancement of existing woodlands, tree belts and hedgerows

CN_17_Tree Preservation Orders and replacement of trees

WA_1_Retention and improvement of established industrial / business area

T_14_Accessibility of new developments, need to avoid congestion and safety problems arising

B_2_Scale, massing layout and setting of new developments

EN_12_Conflicts between new development and flood risk / water resources

EN_14_Development on unstable or contaminated land or land at risk from landfill/mine gas

T_22_Parking standards in new developments

T_8_The needs of pedestrians will be given a high priority throughout the city.

T_9_Specific provision will be made for cyclists on existing/new roads and off road

R_1_Working towards environmentally sustainable development

EC_4_Retention and improvement of existing business and industrial land

CN_23_Measures to conserve/ improve wildlife corridors

CN_14_Landscaping schemes and developments prominent from main transport routes

CN_13_Protection and enhancement of important views

WA_26_Identification of Strategic multi-user routes and their protection from development

CN_22_Developments affecting protected wildlife species and habitats

COMMENTS:

The main issues which need to be considered in the determination of the application are:

- The Principle of the Development
- Highway and Car Parking Impacts
- Archaeology
- Ecology
- Flood Risk
- Contaminated Land
- Visual Impact
- Impact on Residential Amenity
- Trees.

The appearance and layout of the site are reserved for future consideration. However, the indicative designs for the building are of a style common on modern industrial /commercial developments. The indicative scale and massing is considered to be appropriate to the site. The nearest buildings are the modern former Reed Print building to the west, the Makro building and other factory units to the east and housing to the south, beyond the multi-user route along the former railway line. However this aspect of the proposal can only be fully assessed at the reserved matters stage.

The Principle of the Development

The site, in the adopted UDP, is covered by policy WA1.14 which seeks to retain and enhance the site for uses falling within use classes B1, B2 and B8, while policy EC4 indicates that food and drink outlets and hotels are acceptable ancillary uses on the site. The proposed development therefore adheres with these policies.

It is recognised that policy WA1.14 includes offices as an acceptable use and similarly policy EC4 indicates that a hotel is an acceptable ancillary use, but current national guidance in Planning Policy Statement 6 (Planning for Town Centres) encourages planning authorities to seek the location of such uses in existing centres. Consequently it is necessary to carry out a more rigorous analysis of these parts of the scheme through both a needs and sequential assessment. The applicant has submitted such an assessment. The main findings of the assessment are that:

- There is a recognised need for the development of offices within Washington and the wider Sunderland area;
- A mixed use scheme is needed which is able to meet the demands of the City and regional market at a scale appropriate for the site and accessibility;
- The site is sequentially preferable to comparable sites and this is achieved through sustainability, deliverability and the ability to develop a mixed scheme which includes use classes that are not traditionally encouraged towards town centres;

- The development will have a limited impact on existing centres and encourage city wide and sub regional investment in economic development infrastructure;
- The site is accessible by existing bus services, cycling infrastructure and is accessible by existing residential communities;
- The hotel is an appropriate ancillary use which will assist in achieving a portfolio of hotels distributed in key locations throughout the City able to provide for both business and leisure tourism accommodation demands;

The sequential assessment is considered to be acceptable and is supported by the need to ensure uses within classes B2 and B8 are located in appropriate locations such as the application site.

Policy 18 of the Regional Spatial strategy (RSS) gives a presumption in favour of the regeneration and upgrading of existing employment land and premises and particularly the intensification of use of such sites around transport hubs, in advance of the allocation of new sites. By proposing the redevelopment of the former Dunlop Tyres factory the scheme accords with that policy, thereby helping to ensure that the employment land portfolio of the City is "fit for purpose".

In comparative terms and through utilising the employment densities methodology adopted by English Partnerships (now the Homes and Communities Agency) it is estimated that the proposed development could accommodate the following number of workspaces:

Industrial (B2 & B8)	1353 workspaces
Offices (B1)	264 workspaces
Hotel (C1)	50 workspaces
Total	1667 workspaces

In comparison the former manufacturing factory is estimated to have provided some 983 workspaces. This indicates a significant increase (684 workspaces or 70%) in employment opportunities with a wider range of skill requirements, through the redevelopment of the site.

In the light of the above it is considered that the principle of the mixed use redevelopment of the site for industrial, warehousing and office uses, together with ancillary hotel and food and drink uses is acceptable in principle and in accordance with guidance in PPS6 and policies WA1 and EC4 of the adopted UDP.

Highway and Car Parking Impacts

UDP policies T14 and T22 seek to ensure that proposed developments provide for satisfactory access and do not lead to conditions prejudicial to highway safety and also provide sufficient on site car parking facilities. In addition policies T8 and T9 aim to ensure that new development has adequate pedestrian and cycle links to the existing route network to encourage travel by those modes of transport.

While the nature and layout of the revised access to the site has not been finalised this is not considered to be necessary at this time as access is a reserved matter. Nevertheless it is considered that the applicant controls sufficient land adjacent to the existing junction with Birtley Road to enable a satisfactory form of access (which is likely to be signalised) to be achieved.

Pedestrian and cycle linkages with existing routes around the site are proposed to be improved as part of the scheme. It is considered that a condition requiring the submission of appropriate details should be imposed on any consent issued.

As the layout of the scheme is not to be determined at this stage the number and distribution of car parking spaces and the layout of service areas cannot be assessed. Consequently a condition will need to be imposed on any consent issued requiring the provision of car parking and servicing in accordance with council standards and guidelines and thereby ensure that the development accords with the requirements of policy T22 of the approved UDP.

As indicated earlier in this report the applicant has revised the Travel Plan to meet the requirements of the Highways Agency. The revised document is considered to be satisfactory and on full implementation should ensure that the use of modes of transport other than the private car are suitably encouraged and catered for. The scheme would therefore be in accord with policy T14 of the approved UDP.

It is considered that with the imposition of appropriate conditions, adequate linkages to the existing transport network can be achieved to enable the provision of a form of development which does not cause any significant detriment to highway safety thereby complies with policies T8, T9, T14 and T22 of the approved UDP.

Archaeology

Policy B11 of the adopted UDP seeks to ensure that the archaeological heritage of the City is protected through the recording and or physical preservation of any remains discovered.

The submitted desk based archaeological assessment indicates that to the south of the existing factory building, the current ground levels are potentially close to those prior to modern development and thus, across this area generally the potential for sub surface (and possibly earthwork) remains of former colliery waggonways to survive is high. Map evidence indicated that three waggonways converge in the south east corner of the site leading from former collieries to the former Fatfield Staithes. Two former collieries (Thorold and Millbank Pits) are also identified within the southern part of the site. As a result of these findings the County Archaeologist indicated that a condition should be imposed on any consent requiring trial trenching to be undertaken before any development works were started.

The applicant however has already initiated the archaeological trial trenching on the site one of which has revealed the presence of what appears to be one of the 18th century wooden waggonways. It is considered that further trenching is required to determine the extent of such remains. The written report of the trial trenching is not expected to be completed until late January. That report will include the identification of the area of the final archaeological investigation. It is likely that those further works will require the removal of trees from the site. It is considered that these works can be made the subject of a condition to ensure that they are carried out prior to any development works taking place on the site.

Compliance with such a condition will ensure that the development complies with policy B11 of the adopted UDP.

Ecology

The impact of the proposal on species and habitats is being given further consideration in the light of the comments received from Natural England.

Flood Risk

Policy EN12 of the adopted UDP seeks to ensure that new development does not lead to additional flood risk either on the site or elsewhere.

The submitted flood risk assessment indicates that the site falls within Flood Risk Zone 1, and there is a low risk of flooding.(less than 1 in 1000 risk of flooding in any one year). The site is classed as "Less Vulnerable" and under the guidance in PPS25 (Development and Flood Risk) the development is considered to be appropriate. The FRA indicates that as the site is predominantly level at 50m AOD it is likely that a foul water pumping station will be required should buildings requiring foul drainage be constructed on the southern part of the site. In respect of surface water drainage it indicates that as the areas of roof and hardstanding are likely to increase the attenuation of surface water flows will be required to ensure that the existing discharge rate is not exceeded. Groundwater is unlikely to be encountered in any excavation works other than surface water infiltration. The report recommends that in the detailed design the following issues be taken into account:

- if required by NWL surface water storage by attenuation cells, oversized pipes and where appropriate retention ponds as necessary;
- careful planning of external levels to direct overland flows away from the main buildings;
- collector drains where necessary to catch "run off";
- imaginative landscaping to direct flows away from existing key infrastructure such as the electricity sub station;
- further geotechnical investigation to confirm the existing groundwater regime;
- flood proofed foundations should they be found to interfere with the existing groundwater regime;
- consultation with NWL to ensure existing foul and surface water sewers are sufficient to carry additional flows from the new development and the drainage scheme designed accordingly.

The flood risk assessment and the proposed design measures are considered sufficient to ensure that the development will not add to flood risks in the area and therefore would be in accordance with policy EN12 of the adopted UDP.

Contaminated Land

Policy EN14 of the adopted UDP seeks to ensure that ground investigation is carried out prior to development of sites which may be contaminated from the effects of previous uses and that appropriate remediation measures are undertaken as appropriate.

The views of the council's consultant on this matter are awaited. It is anticipated that these will be received in time to enable a recommendation to be made a report to be circulated at the meeting.

Visual Impact

Policies CN13 and CN14 seek to ensure that new development does not have any significant adverse impact on views of the City seeking the implementation of landscaping schemes to enhance the attractiveness of sites adjacent to the main transport corridors.

The applicant has submitted an assessment of the impact of the redevelopment of the site on views from a variety of locations. The report concludes that the site will not be visible from a large part of the surrounding area, in part due to the embankment along the northern edge of the site which supports the A195 and the planting thereon. Views of the site are largely limited to the south and east, views which include several other similar developments on the Wear Industrial Estate. The hotels to the north west currently have views of Penshaw Monument in the distance, views which will be adversely affected to a minor or moderate degree. However, these hotels have expansive views to the south and additional planting on the site and the maturing of existing trees will reduce the impact on these middle distance views.

The assessment considers that the approaches to the development from the A1(M) and Birtley Road will be improved by the demolition of the existing factory building and the redevelopment of the site with lower buildings and the introduction of additional planting. With a high quality of design to the site boundaries and careful planting design the improvements could be potentially major.

Views from the east are dominated by the remainder of the Wear Industrial estate and are generally low grade. The development provides the opportunity to make minor beneficial improvement by off-site planting.

The multi-user route to the south of the site, which forms part of the C2C route will be adversely affected to a moderate degree, as the built environment will be brought closer to the route, but with the additional planting envisaged the green corridor will be preserved.

Any consent issued should include a condition requiring the implementation of an agreed landscaping scheme for the site and its boundaries.

It is considered that in general the visual impact of the development will be limited and with the imposition of relevant conditions would not conflict with policies CN13 or CN14 of the adopted UDP.

Impact on Residential Amenity

Policy B2 of the adopted UDP seeks to ensure that large schemes relate harmoniously to their surroundings and retain acceptable levels of privacy. In addition policy EN5 seeks to ensure that noise assessments and that, where

appropriate, mitigation measures are carried out if noise levels are significantly in excess of the ambient noise levels in residential areas.

As the details of the position, scale and appearance of buildings on the site are reserved matters, it is not possible to fully assess the impact of the development on residential properties to the south and north. In the latter instance because of the elevated nature of the A195 it is not considered that there will be any significant impact in terms of loss of privacy overshadowing or overbearing impact in respect of those properties. Any noise generated from the site will also be likely to be masked by the noise from vehicles using the A195.

The properties to the south are in excess of 40m from the boundary of the site. Within this separation is the well landscaped cycleway, which will act as a visual buffer to the development. It is not considered that there will be any significant issues in respect of loss of privacy, overlooking or overbearing nature resulting from the development. However, the development will inevitably be closer to those properties than the existing Dunlop Tyres factory. Consequently, it is possible that noise from either the use of the units or from servicing activities will be greater than at present. Any permission granted therefore should include a condition requiring the submission of a noise impact assessment with any subsequent reserved matters or full planning application to ensure compliance with policy EN5.

In view of the above it is considered that the imposition of appropriate conditions on any consent issued, would ensure that the proposed redevelopment of the Dunlop tyres site would have no significant adverse impacts on the amenities of nearby residential occupiers in accordance with policies B2 and EN5 of the adopted UDP.

Trees

Policies CN16 and CN17 of the adopted UDP seek to retain and enhance existing woodlands tree belts and hedgerows and where necessary issue Tree Preservation Orders.

The submitted tree report indicates that there are no trees within the central section of the site which are of a quality which would necessitate their retention. However it recognises the importance of the trees on the edges of the site in masking the site from view from outside as well as providing valuable habitats for a variety of fauna. The boundary planting is proposed to be enhanced and managed to improve its amenity value. The Council's arboriculturalist has confirmed that the removal of the trees from the copse in the central southern section of the site would not raise any amenity issues, given that additional planting is to be undertaken on the site.

It is considered that with appropriate conditions in respect of the implementation of an agreed landscaping and tree planting scheme and the protection of retained trees during construction, the proposed scheme would not conflict with policies CN16 and CN17 of the adopted UDP.

Conclusion

From the above it can be seen that there are no significant issues in respect of the principle of the development, the highway and parking arrangements, trees, archaeology, flood risk, visual impact, residential amenity or trees. However despite being allocated for employment uses the site has raised some ecological issues which are being given further consideration. In addition consideration is still being given to the ground condition assessment to determine whether there are any potential contamination issues on the site.

It is envisaged that the outstanding deliberations will be completed in time to enable a recommendation to be reported at the meeting.

RECOMMENDATION: Director of Dev. and Regeneration to Report

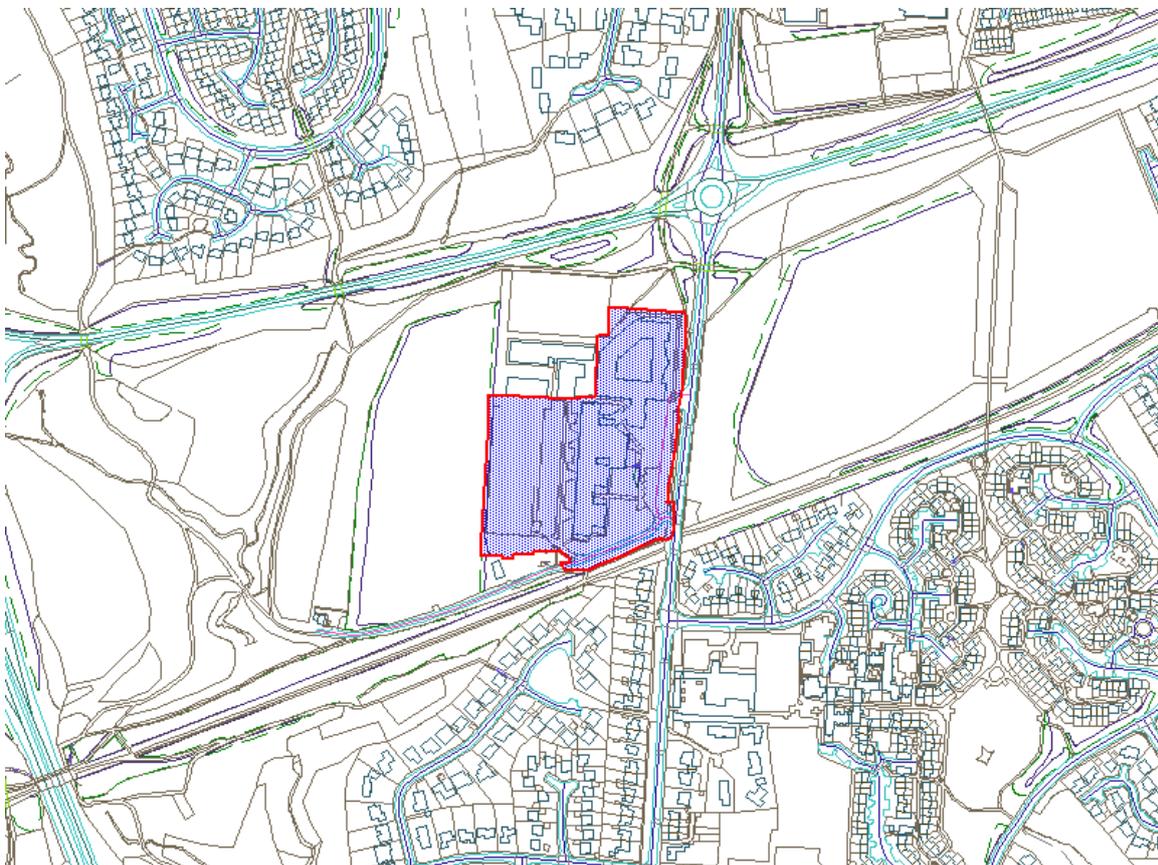
Reference No.: 08/04203/SUB Resubmission

Proposal: **Erection of two storey extension, plant building and associated access and parking.**

Location: St Robert Of Newminster School Biddick Lane Fatfield Washington

Ward: Washington East
Applicant: Director Of Childrens Services
Date Valid: 10 November 2008
Target Date: 9 February 2009

Location Plan



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PROPOSAL:

The facilities proposed in this two storey extension will supplement those maintained within the retained parts of the school and include the following:-

- Entrance, foyer and administration areas.
- Kitchen and dining.
- Performance hall and multi-purpose rooms.

- Learning resource centre.
- 26 general teaching classrooms.
- Two music classrooms and associated practice areas and storage.

Additionally, there is to be a stand alone remote energy centre, this is being considered as a separate planning application (reference: 08/04475/FUL).

The proposed development will require some decanting of pupils into temporary classroom accommodation. These temporary facilities are the subject of a separate planning application (reference 08/04388/FUL).

The site is approached from the A195, along Biddick Lane, the school buildings are immediately visible on the right with a mature woodland belt to the left. Beyond the school the A195 leads into a residential area.

From the street, the existing school buildings form a long elevation stretching almost the whole length of the site from north to south, with newer, red-brick buildings (which are to be retained) to the north and older dark-brown/grey-clad buildings to the south. Both old and new blocks cluster together to form a dense assemblage of buildings. To the rear of the school buildings, the ground drops to form a service access roadway. A retaining wall and a slight rise separate this area from the adjacent tarmac car park and fenced playground, which is marked out for various ball sports.

A 2.4 metre high metal palisade fence surrounds the school site and forms the frontage along Biddick Lane. An intermittent hedge between the road and fence partially blocks views into the site, but also lessens the visual impact of the metal fence. Behind the fence a large area of tarmac with pedestrian barriers forms a bus drop off/pick up area together with some formal and informal parking spaces, with double sets of gates to the south (entrance) and north (exit). Adjacent to the entrance a tarmac access road leads to the rear of the school for service access and further parking. The school itself is set at a lower level to the drop off area and is separated from it by a strip of mown grass interspersed with mature and semi-mature tree planting.

The playing fields associated with the site occupy the space between the school buildings and the western boundary. Mature tree belts beyond the site boundary, to the west and north, largely block views of the surrounding area.

The existing school buildings are of mixed character, ranging from 1970's flat roofed single storey slab blocks with concrete panels to 1990's two storey blocks with tiled pitched roofs forming complex pyramidal and split Dutch gable buildings. Due to the topography of the site it is the 1990's form which dominates.

The 1990's buildings are to be retained on site. The facilities housed in these buildings include a drama hall, science and technology block, a learning centre and a vocational learning centre. The 1970's blocks, which are to be demolished, currently accommodate school administration, dining and teaching blocks and a sports hall.

TYPE OF PUBLICITY:

Press Notice Advertised
Site Notice Posted
Neighbour Notifications

CONSULTEES:

Northumbrian Water
Director Of Community And Cultural Services
Sport England

Final Date for Receipt of Representations: **15.12.2008**

REPRESENTATIONS:

Neighbours

No representations received.

Consultees

No responses received to date.

Final date for representations 23.12.08

POLICIES:

In the Unitary Development Plan the site is subject to the following policies:

B_2_Scale, massing layout and setting of new developments

EN_10_Proposals for unallocated sites to be compatible with the neighbourhood

CF_8_Encouraging the wider community use of land and buildings used for education

L_1_General provision of recreational and leisure facilities

L_7_Protection of recreational and amenity land

T_14_Accessibility of new developments, need to avoid congestion and safety problems arising

T_22_Parking standards in new developments

CN_17_Tree Preservation Orders and Replacement Trees

CN_22_Developments affecting protected wildlife species and habitats

COMMENTS:

The main issues to consider in the determination of this planning application are:

- Principle of the development.
- Impact upon visual amenity/urban design
- Impact upon the residential amenity of near neighbouring properties
- Impact upon protected species/wildlife

- Highway access and car parking

Principle of the development

The proposed development is to be located on an existing school site. There is no development proposed on any of the existing sports pitches. The proposal is therefore considered to be acceptable in principle and in accordance with policies EN10 and L7 of the adopted UDP which requires that proposals for development reflect the existing pattern of land use.

A consultation response in connection with the sports facilities proposed as part of this development is awaited from Sport England. It is anticipated that this will be received in time to enable a report to be circulated at the meeting.

Impact upon visual amenity/urban design

Policy B2 of the adopted Unitary Development Plan is generally aimed at ensuring that development (of all scales) does not impact unacceptably on the streetscene or the locality, or upon the visual and/or residential amenity of the occupiers of near neighbouring properties. Policy B2 requires:

"The scale massing, layout or setting of new developments and extensions to existing buildings to respect and enhance the best qualities of nearby properties and the locality and retain acceptable levels of privacy; large scale schemes, creating their own individual character, should relate harmoniously to adjoining areas".

The majority of the retained school buildings are two stories in height. They comprise linear blocks, up to 70 metres in length with deeply overhanging roofs and repeated bays of horizontally proportioned fenestration.

The proposed new school building is of contemporary design and will be located to the front and south side of the site adjacent to the existing entrance to the school buildings.

It is proposed to link the existing science and design and technology block and drama studio and multi-purpose room to the proposed new teaching facilities via a single storey link.

Essentially the proposed development comprises a two storey, flat roofed building (flat roof hidden behind parapets). The lower storey lies over an existing level change while the upper floor consists of three individual "learning pods" filled with general teaching space clustered around a central "hub" of flexible learning space containing IT equipment etc. A fourth "pod" contains further flexible spaces for learning, performance and contemplation.

At ground level the curved plan ties into the existing ground floor level and drops half a storey over the natural topography to create greater internal floor to ceiling levels. The ground and lower ground floor act as a plinth supporting the oversailing pods sheltering the south elevation from the sun. At ground level the existing lobby is retained and modified to create a second entrance, and out of hours school reception. From the lobby access will be available to the learning

resources centre, administration block, the existing school building and new mall. The mall links all of the new school accommodation together.

The proposed development is generally lower at 10.2 metres than the existing school buildings which have a maximum height of 10.99 metres. Only one element of the proposed development is of a greater height than the existing building, that being the proposed oversailing feature positioned at first floor level over the central foyer: This element of the proposal is designed so that its roof slopes gently up towards the frontage of the school. The oversailing feature has a maximum height of 14.2 metres. This element and the height of the building generally, is considered to be of an appropriate scale and in accordance with policy B2 of the adopted UDP.

The design of the proposed school buildings are considered to be acceptable in terms of design, scale and massing and very unlikely to have any detrimental impact upon visual amenity, thereby complying with policy B2 of the adopted UDP.

Impact upon the residential amenity of near neighbouring properties

As set out previously in this report, Policy B2 of the adopted Unitary Development Plan requires built development to respect the forms of existing development within their locality and also to be designed in order to protect the residential amenity of near neighbouring properties. Current Supplementary Planning Guidance documents for new residential development require that a minimum separation distance of 21 metres should be retained between the main facing elevations of facing residential properties. This 21 metre figure may also be used as guidance in relation to the separation that should be retained between new institutional/educational developments, such as that proposed in this application and existing residential properties. However, as set out below, the proposed development does not directly face any residential dwellings and is set in excess of 21 metres from the gable elevation of the nearest residential dwelling which is number 94 Biddick Lane. This property is located approximately 25.4 metres to the south of the site on the opposite side of Biddick Lane.

Low energy vandal proof external lighting is proposed to the car parks, sports facilities, pedestrian walkways, roads, entrances and the building facades to enhance the appearance at night without causing glare to the surrounding roads. Safe access and egress from the building and car parks will be provided by column and pole mounted luminaries. In addition, security lighting is to be provided around the building, with the lighting levels being adequate for the operation of CCTV. It is not considered that the proposed lighting will result in any loss of residential amenity, the proposed lighting is therefore considered to be acceptable.

Given that the proposed development is a replacement of one school building with another, and given that the nearest residential property is located in excess of 20 metres from the boundary of the school site it is considered very unlikely that the proposed development will result in any loss of residential amenity for any near neighbouring property.

It is acknowledged that there may be some disturbance experienced by those closest to the site during the construction phase, however this is inevitable with any built development and is short term in nature.

It should be noted that there have been no representations received in connection with this application.

It is considered that the design and layout of the proposals will not have any significant impact on the residential amenity of nearby occupiers and therefore will not conflict with policy B2 of the adopted UDP or current supplementary planning guidance.

Impact upon protected species/wildlife

Policy CN22 which requires consideration to be given to the effect of proposed development upon wildlife is relevant in the consideration of the proposed development and its likely impact upon protected species.

The submitted application was accompanied by an ecological survey and a tree survey.

The ecological survey states that the St Roberts School site has a low nature conservation value. However, consultation responses in respect of the ecological survey submitted are awaited. It is anticipated that these responses will be received in time to allow a report to be circulated at the meeting.

A number of trees across the site are proposed for removal in order to facilitate the development. The proportion of trees proposed for removal is considered to be acceptable and the tree survey submitted states that all works to trees on the site will comply with BS 3998 (1998) "Recommendations for Tree Work".

Access and Car Parking Arrangements

Policies T14 and T22 are relevant in the determination of this application. These policies require developments to be adequately accessible; to adequately accommodate parking requirements for the development; and to ensure safe provision for access and egress from site.

The access points on to the site and the routes to the local transport network (bus stop, cycleway and footpaths) will remain largely unchanged from the existing on site arrangements. A pedestrian crossing will be provided within the site, across the access road, to provide a safer and more direct link for pedestrians between the school site and the pedestrian footpath outside.

The bus drop off and pick up function which is currently positioned at the frontage of the existing school will be relocated further into the site. This will be positioned at a lower ground level than the building entrance but with an accessible route to the principle entrance via a tree lined boulevard which provides a pedestrian only route to the main entrance of the school. A large perimeter path and lay-by style drop-off/pick up will simplify pedestrian and bus movements. This is considered to be an improvement on the existing arrangements which result in crossflows between cars and buses on site.

The proportion of car parking/ cycle parking/ bus spaces on site is to be revised as set out below:

	Existing	Proposed	Difference
Cars	181	159	-22
Disabled	6	8	+2
Cycle Parking	20	59	+39
Coach	9	13	+4
Minibus	2	2	0

A one way traffic management system is proposed to manage traffic flows within the site and bump strips to slow down traffic speeds are also proposed.

A travel plan has been submitted to accompany this planning application.

In addition to this, a community use agreement is proposed by the developer, to be prepared prior to the new facilities proposed being brought into use. This is aimed at promoting social inclusion and increasing accessibility to facilities on site.

The highway access and car parking arrangements proposed in connection with this development currently remain under consideration. It is anticipated that these considerations will be concluded in time to allow a report to be prepared for circulation at the meeting.

Conclusion

The proposed development is considered to be acceptable in principle. However, some consultee responses remain outstanding (Sport England, Natural England), and issues relating to protected species, highway access and car parking arrangements and the sports facilities proposed on site remain under consideration. It is anticipated that these considerations will be concluded in time to allow a report to be circulated at the meeting.

RECOMMENDATION: Director of Dev. and Regeneration to Report

3.

Washington

Reference No.: 08/04182/FUL Full Application

Proposal: Replacement of windows, removal of 1 No. entrance and infill with windows to match, removal of sections of curtain walling and replacement with windows to match, formation of new fire escape door to West elevation and Installation of new plant to flat roof.(PART RETROSPECTIVE)

Location: The Galleries Health Centre Washington Town Centre Washington

Ward: Washington Central
Applicant: Sunderland Teaching Primary Care Trust
Date Valid: 24 November 2008
Target Date: 19 January 2009

Location Plan



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PROPOSAL:

Planning consent is sought for the replacement of windows, removal of 1 entrance to be infilled with windows, removal of sections of curtain walling and

replacement with windows, formation of new fire escape door to West elevation and installation of new plant to flat roof at the Galleries Health Centre, Washington Town Centre.

The proposal to replace the windows at the Centre relates to all elevations and all existing windows. The proposed replacement windows are double glazed aluminium framed units, incorporating solar glass aimed at providing a more comfortable environment for patients, employees and any other users of the centre.

The proposed removal of an entrance and its replacement by new windows relates to the existing entrance on Level 2 of the Centre on the north elevation, where it is proposed to remove the stepped access entrance, with the area to be infilled by windows to match the new windows proposed elsewhere on the building. This entrance is proposed to be replaced with a communal entrance shared with the library where improvement works are ongoing simultaneously to those at The Health Centre.

To the east elevation, it is proposed to replace curtain walling to Level 1 with new windows to match those proposed throughout the building.

The proposed new fire escape door on the west elevation is proposed to Level 2, with new masonry cladding proposed around the door to match the existing building.

The plant proposed to the main flat roof of the building includes two solar panels each measuring 1.5 metres in height and 11 metres in width across the roof of the centre, three areas of lightning protection tape and an air handling plant which is indicated to be sited centrally on the main flat roof proposed on a footprint of 5.7 metres by 1.5 metres to a maximum height of 2.5 metres.

TYPE OF PUBLICITY:

Press Notice Advertised
Site Notice Posted
Neighbour Notifications

CONSULTEES:

Director Of Community And Cultural Services

Final Date for Receipt of Representations: **19.12.2008**

REPRESENTATIONS:

To date, no representations have been received, although it should be noted that the consultation period does not expire until 19th December 2008, which is after the deadline for preparation of this report. Any representations received will be reported at the Sub-Committee meeting.

POLICIES:

In the Unitary Development Plan the site is subject to the following policies:

B_2_Scale, massing layout and setting of new developments

S_2_Encouraging proposals which will enhance / regenerate defined existing centres.

T_14_Accessibility of new developments, need to avoid congestion and safety problems arising

T_22_Parking standards in new developments

WA_33_Improvement of Washington Town Centre

COMMENTS:

The main issues to be considered in determining this application are:-

- i) Principle of the Development.
- ii) Design, siting and external appearance
- iii) Highway Issues

Principle of the Development

The site lies within Washington Town Centre and as such, policies S2 and WA33 are applicable to this proposal.

Policy S2 identifies a range of uses to which the City Council will give favourable consideration with the aim of sustaining and enhancing the vitality, viability and diversification of existing centres.

Policy WA33 dictates that the Council will seek to sustain and improve Washington Town Centre as one of the City's main centres.

As the proposal is for improvements to the existing health centre to allow its continued use as a community facility within Washington Town Centre, it is considered that the proposal accords with the requirements of UDP policies S2 and WA33 and as such, the principle of development is considered to be acceptable.

Design, siting and external appearance

Policy B2 of the UDP dictates that the scale, massing, setting and layout of new developments should respect and enhance the best qualities of nearby properties and the locality and retain acceptable levels of privacy.

In this regard, the proposed new windows comprising aluminium framed units are considered to be acceptable in that they represent replacement windows only, the majority of which are accommodated in the existing window openings of the building, with the proposed new windows being of the same size and design as the new replacement windows to be installed into the existing openings.

The plant proposed to the flat roof of the building is limited to 2.5 metres in height at its highest point, with the highest part of the proposed solar panels being limited to 1.5 metres. The proposed plant on the roof is shown on the submitted plans to be set in from the side boundaries of the building by a minimum of 2.5 metres.

In light of the above, the proposed windows and plant are considered to be acceptable with due regard to UDP policy B2 as detailed above in respecting the scale, massing, setting and layout of the existing building. It is considered that the proposed new windows will enhance the appearance of the building and that as the plant proposed to the roof will be located at the centre of the main flat roof, not exceeding the highest part of the existing building, it will not cause detriment to the visual amenities of the area.

Highway Issues

UDP Policy T14 aims to ensure that new developments are easily accessible to both vehicles and pedestrians, should not cause traffic problems, should make appropriate provision for safe access by vehicles and pedestrians and indicate how parking requirements will be met. In addition, policy T22 seeks to ensure that the necessary levels of car parking provision will be provided.

The proposed works make no alterations to the highways network or the parking provision around the centre and as such, it is considered that the proposal accords with UDP policies T14 and T22.

Conclusion

The proposal is considered to be acceptable with due regard to the relevant UDP policies detailed above both principle and scale. It is not considered that the proposal would adversely impact upon the visual amenities of the area.

As the consultation period does not expire until 19th December 2008, which is after the deadline for preparation of this report, it is anticipated that a recommendation on this application will be made at the meeting.

RECOMMENDATION: Director of Dev. and Regeneration to Report

4.

Washington

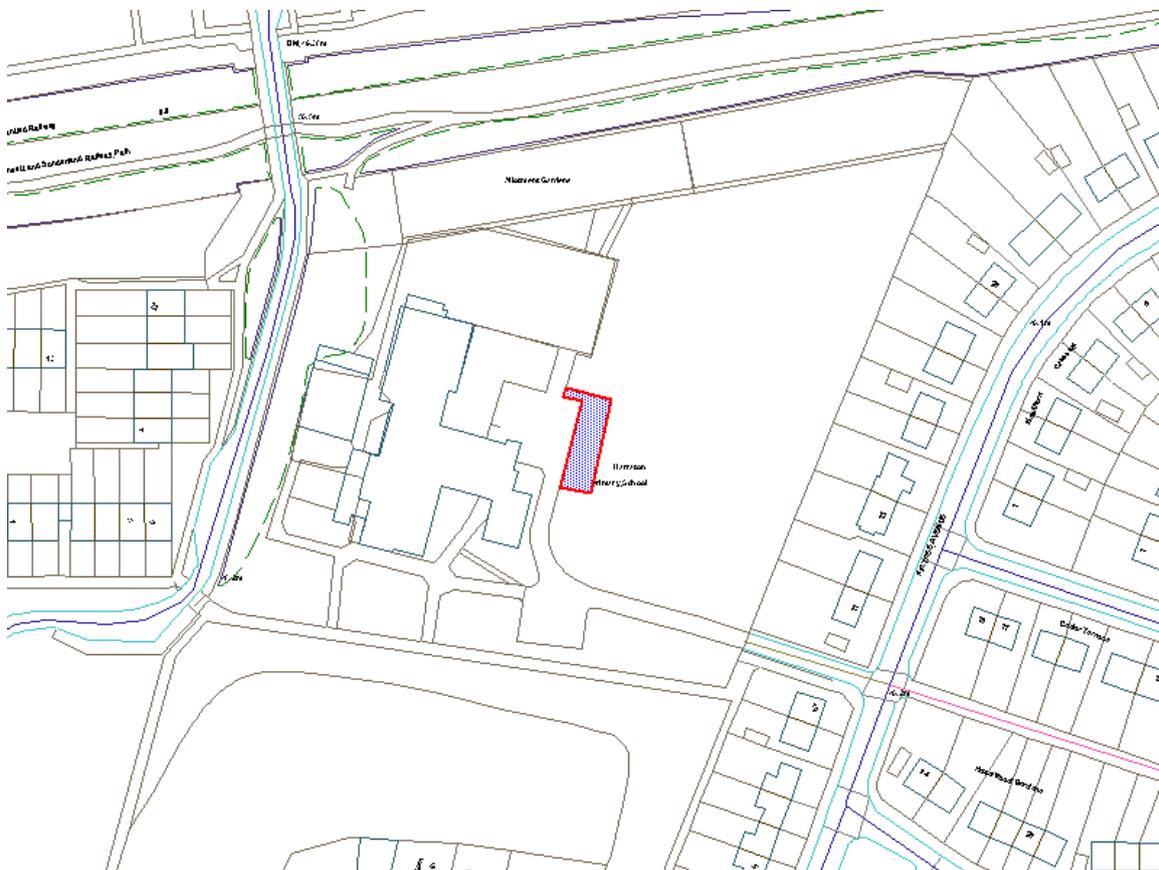
Reference No.: 08/04306/LAP Development by City(Regulation 3)

Proposal: **Amendments to previously approved application 08/00802/LAP for 4 additional windows at first floor level (Retrospective)**

Location: Harraton Vocational Training Centre Firtree Avenue
Harraton Washington NE38 9BA

Ward: Washington East
Applicant: Children's Services Directorate
Date Valid: 27 November 2008
Target Date: 22 January 2009

Location Plan



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PROPOSAL:

Retrospective planning permission is sought for four additional windows which have been installed in the first floor of the western elevation of a previously approved motor vehicle workshop for vocational training purposes which has been sited on a former section of redundant playing field to the east of the main school building.

A site visit on 12 December 2008 revealed that the workshop unit appeared to have been completed and highway works were being undertaken. The premises were occupied previously by Harraton Primary School and are currently used as a vocational training centre for 14 - 18 year olds. Access in and out of the site is via Firtree Avenue to the east, a residential street. Further residential properties exist to the west, a substantial area of open space borders the site to the south and allotment gardens to the north with a dismantled railway beyond, alongside which runs the Consett and Sunderland Railway Path. Approximately 1.5m high galvanised steel fencing borders the site. The workshop has been sited on a former area of grassland which was previously used as a playing field for the former Primary School but has since become redundant with the conversion of the premises to a vocational training centre. The remainder of the field is generally level with a slight rise near to the access in and out of the site and abuts the rear gardens of several of the semi-detached dwellings on the west side of Firtree Avenue.

Planning application no. 06/03121/FUL was approved in September 2006 for the erection of a detached structure for building skills training on an area formerly used as a playground to the west of the main school building. Subsequently, application no. 08/00147/LAP was approved in March 2008 for two modest extensions to the north and west of the school to provide a new technicians' storeroom and to extend an existing metal workshop. Planning permission for the subject motor vehicle training workshop unit was granted in April 2008 through planning application no. 08/00802/LAP.

TYPE OF PUBLICITY:

Site Notice Posted
Neighbour Notifications

CONSULTEES:

None are required

Final Date for Receipt of Representations: **23.12.2008**

REPRESENTATIONS:

One letter of representation has been received to date from the occupier of no. 10 Firtree Avenue, which adjoins the south of the entrance into the site. No particular objections to the proposal were raised but it was indicated that the Local Planning Authority needn't have consulted the occupant of this property on the application.

POLICIES:

In the Unitary Development Plan the site is subject to the following policy:

B_2_Scale, massing layout and setting of new developments

COMMENTS:

The main issues to be considered in assessing the application are:

- the effect of the proposal on the amenities of neighbouring residents; and
- the impact of the proposed additional windows on the external appearance of the proposed workshop.

The statutory period for the receipt of consultations does not expire until 23 December 2008, after the preparation of this report but before the Sub-Committee meeting. As such, the above issues are still being considered and, accordingly, it is anticipated that these will be addressed in a further report on the application, incorporating any consultation and third party responses received in the intervening period and a recommendation, to be circulated at the meeting..

RECOMMENDATION: Director of Dev. and Regeneration to Report

5.

Washington

Reference No.: 08/04558/LAP Development by City(Regulation 3)

Proposal: **Erection of new perimeter fence and gates (resubmission)**

Location: North Washington Sure Start Elliott Terrace Concord Washington

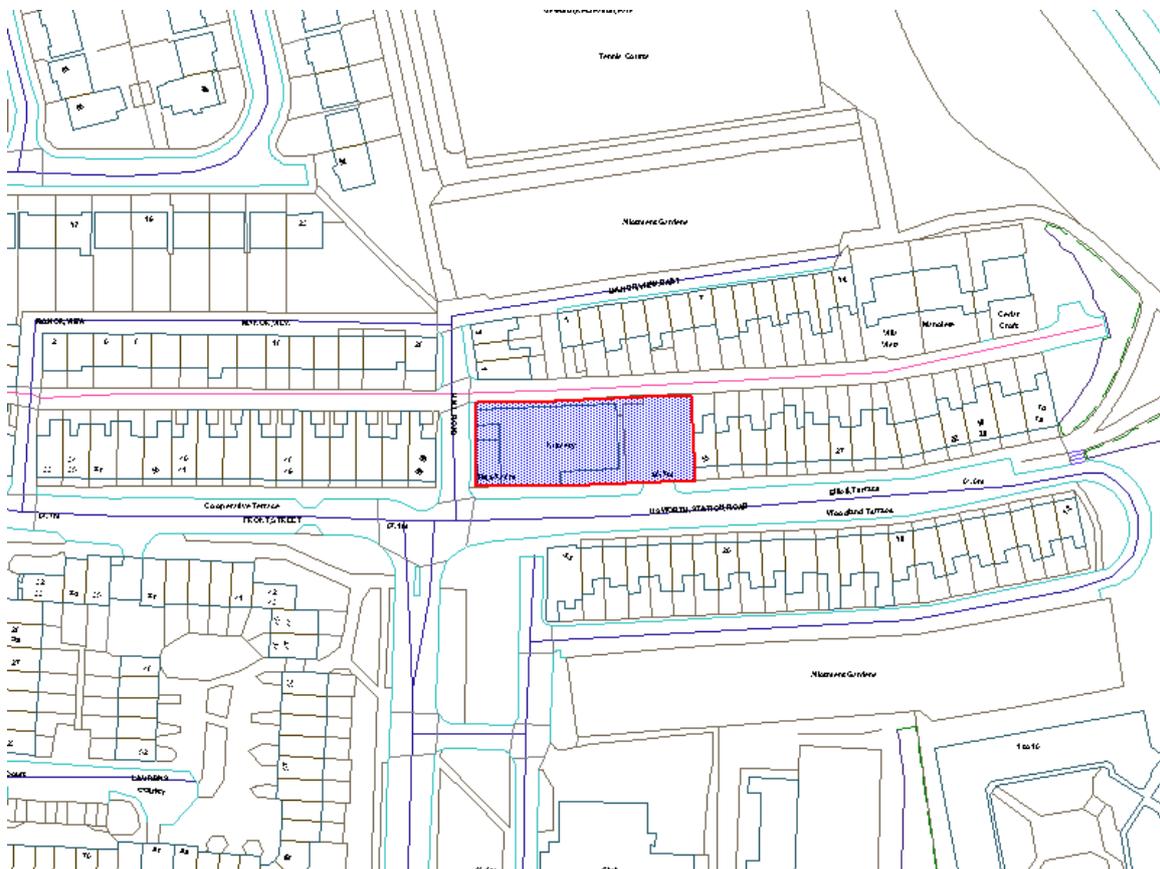
Ward: Washington North

Applicant: Director Of Community And Cultural Services

Date Valid: 2 December 2008

Target Date: 27 January 2009

Location Plan



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PROPOSAL:

Planning consent is sought for the erection of new perimeter fencing and gates at the Washington Rainbow Centre, 34 Elliott Terrace, Concord. The proposed fencing and gates would enclose the car park area located between the centre and the residential property at 33 Elliott Terrace.

It is proposed to erect steel vertical bar fencing to a height of 1.8 metres to enclose the car park. This would include a single pedestrian access gate to allow pedestrians to reach the car park from the centre and double gates fronting Elliott Terrace to provide vehicular access. The fence line facing Elliott Terrace would be 18.3 metres in length, enclosing the entire car park area, omitting the forecourt of the centre, which is adopted highway. In addition, a fence would be erected 3.5 metres back from the rear of the footway before running parallel with the back of the forecourt of the centre to adjoin the building, with fencing proposed atop the adjacent boundary wall at 33 Elliott Terrace, to ensure that the car park is also enclosed from each side. It is indicated in a statement accompanying the application that it is proposed to match the materials and colour exactly with an existing fence, 1 metre in height, to the front of the property and the existing fencing to the rear of the centre, which is of similar height to that proposed in this instance.

The scheme is designed to secure the car park of the premises as complaints have been received from local residents of youths congregating in the car park after the centre closes, playing football against the gable of an adjacent dwelling.

A previous similar application (08/02424/LAP) was withdrawn prior to being presented to the Sub-Committee as it became evident during the application process that the fence line proposed at that time would enclose the area of forecourt which forms part of the adopted highway, which would have necessitated that area of highway to be formally stopped up. This revised proposal removes the need for the area of highway to be stopped up and also provides the level of security required for the centre and car park.

TYPE OF PUBLICITY:

Site Notice Posted
Neighbour Notifications

CONSULTEES:

None are required

Final Date for Receipt of Representations: **05.01.2009**

REPRESENTATIONS:

To date, no representations have been received.

POLICIES:

In the Unitary Development Plan the site is subject to the following policies:

B_2_Scale, massing layout and setting of new developments
EN_10_Proposals for unallocated sites to be compatible with the neighbourhood

T_14_Accessibility of new developments, need to avoid congestion and safety problems arising

WA_6_Improvements to the environment of older private residential area

COMMENTS:

The main issues to be considered in determining this application are:-

- i) Principle of the Development.
- ii) Design, siting and external appearance
- iii) Highway Issues

Principle of the Development

The site in question is not allocated for any specific land use within the Council's Unitary Development Plan and, as such, is subject to policy EN10. This policy dictates that, where the UDP does not indicate any proposals for change, the existing pattern of land use is intended to remain.

In this regard, the proposal is aimed at ensuring the continued safe operation of the centre whilst ensuring the residential amenities of surrounding occupiers are protected. As such, the proposal is considered to accord with policy EN10.

Design, siting and external appearance

Policy B2 of the UDP dictates that the scale, massing, setting and layout of new developments should respect and enhance the best qualities of nearby properties and the locality and retain acceptable levels of privacy.

In addition, Policy WA6.2 dictates that the City Council will seek to improve the environment and levels of residential amenity in the Concord area.

The impact of the proposed fencing and gates upon the streetscene is being given further consideration with due regard to the abovementioned policies.

Highway Issues

The impact of the proposed fencing and gates on highway and pedestrian safety is currently still under consideration in order to ensure that the proposal accords with UDP Policy T14.

Conclusion

The impact of the development on the highway network and the visual amenities of the area is still under consideration. An assessment of these issues together with a recommendation will be set out in a report to be circulated at the meeting.

RECOMMENDATION: Dir.of Dev. and Regeneration to Report

