

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.

1.

North
Sunderland

Reference No.: 06/02899/FUL Full Application

Proposal: Increase in height of second floor to include raising roofline of main building and rear offshoot, to include 11 no. dormer windows to front. (14 no. additional bedrooms in roof space). (Amended plans received 01.09.08)

Location: Roker Hotel 9-13 Roker Terrace Sunderland

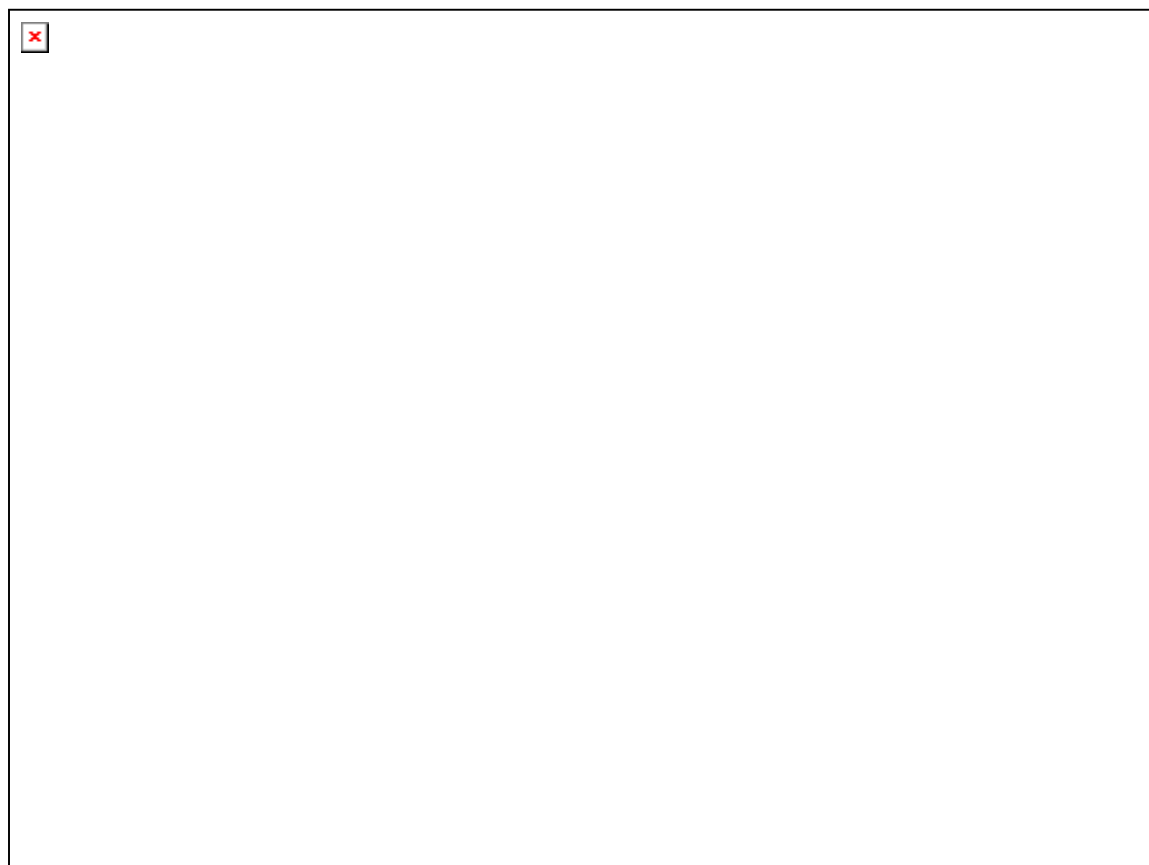
Ward: St Peters

Applicant: Durham Estates Ltd

Date Valid: 20 July 2006

Target Date: 14 September 2006

Location Plan



*This map is based upon the Ordnance Survey material with the permission of the Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence No. 100018385. Date 2008.

PROPOSAL:

The application relates to the extension of the central area of roof space of the Roker Hotel and the creation of 15 new bedrooms and associated external alterations and extensions.

The property, which is situated within a terrace of mainly traditional properties, lies within the Roker Park Conservation Area. It is adjoined on both sides by residential properties, which are currently divided into flats. Part of the area of land to the rear houses a car parking area and a ballroom connected with the hotel. The property fronts onto the seafront and has a car parking area immediately to the front of the premises, which serves (along with the large car park to the rear) the various uses of the building, (hotel, restaurants, functions, bar).

Prior to the submission of the application, the applicant has indicated that the Roker Hotel currently has a number of significant deficiencies, including

- Very poor access arrangements to some bedrooms.
- Unsatisfactory escape routes and access stairs from and to the upper levels.
- The roofline at present does not line up with the neighbouring buildings.
- The second floor is currently under utilised.
- The front entrance lacks visual presence.
- The rear elevation is formed from a collection of extensions carried out at different times and visually is of a poor quality.

The works required to address the above concerns involve: -

- Raising the roofline to align with the adjacent buildings and provide 14 no. new bedrooms on the second floor.
- The incorporation of 10 no. dormer windows within the altered roof plane of the front elevation.
- The incorporation of a decorative stone balustrade feature and pediment to the front of the redesigned roof.
- Re-building certain parts of the rear elevation, including roof areas to improve the appearance.

Members may recall a previous application for similar works (04/01952/FUL) being approved at the sub-committee on 10 January 2005. To date, this scheme has not been implemented with the exception of the external lift shaft to the rear. Following a feasibility study of this previous scheme, which utilised a mansard type roof design to the main building, (incorporating a balcony / roof terrace, which raised concern at the time) the applicant is of the opinion that such a construction would be difficult if not impossible to achieve from a structural perspective and as such has submitted this revised proposal for consideration. After an original submission of largely satisfactory information, the application has lain dormant whilst the owners of the hotel have been undertaking other refurbishment works. Following the approval of an application for an extension of the hotel on land to the rear at the 03 June 2008 Sub-Committee (Application no. 08/01384/FUL) the current owners have decided to resurrect this scheme. A new set of plans were submitted for consideration in August of this year. Due to the length of time that the application has been lodged with the LPA a further full round of consultations has been undertaken.

TYPE OF PUBLICITY:

Site Notice Posted
Neighbour Notifications

CONSULTEES:

Northumbrian Water

Northumbrian Water

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

REPRESENTATIONS:

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

B_4_Development within conservation areas

B_6_Measures to preserve and enhance conservation areas

B_7_Demolition of unlisted buildings in conservation areas

CN_23_Measures to conserve/ improve wildlife corridors

EC_9_Locations for Hotels and Conference centres.

EN_10_Proposals for unallocated sites to be compatible with the neighbourhood

L_12_Promotion of the recreational and tourist potential of the coast and riverside

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

T_22_Parking standards in new developments

COMMENTS:

The key issues to consider in relation to this application are:

- The principle of the development.
- Impact on the conservation area/design.
- Impact on neighbouring properties.
- Highways/Access.

The principle of the development.

The site has no specific allocation in the City of Sunderland adopted UDP, but is subject to a number of policies. Policy EN10 applies to sites, which have no specific allocation, which states that proposal for development will need to be compatible with the principle use of the neighbourhood. In this instance the immediate area is predominantly residential with a number of properties converted to Guest Houses. In addition to this policy EC9 and L12 also apply which relate to the location of hotels and the promotion of recreational and tourist potential by encouraging development, which provides for the needs of visitors. Consequently, it is considered that as the proposal involves alterations to the

existing hotel to provide additional bedrooms, the principle of the development is acceptable and complies with policies, EN10, EC9 and L12 of the UDP.

Impact on conservation area/design.

A number of alterations and extensions are required to facilitate the additional accommodation proposed. The works which are to be undertaken, which have been detailed earlier in the report are generally acceptable from a design point of view and are not considered to be detrimental to the conservation area.

Policies B4 and B6 of the UDP advise that all development within Conservation Areas are required to preserve or enhance their character and appearance, encouraging the improvement of features.

The revised changes to the roof form and the provision of dormers to facilitate additional accommodation in the roof space initially raised concern, mainly due to the historic pitched roof slope being altered and the resultant roof form being somewhat out of keeping with the remainder of Roker Terrace. On balance however, it is considered that the restoration benefits achieved from the other elements of the proposed work outweigh the negative aspects of the roof alterations. These benefits include the re-covering of the roof with natural slate (replacing the unsightly and inappropriate concrete tiles) and the reinstatement of a stone balustrade and pediment feature at eaves level. These elements will go a long way to restoring the original character of the hotel and will, on balance, enhance its appearance and that of the historic seafront and conservation area generally.

Furthermore, whilst the modified roof form will be somewhat unusual, with a double pitch and flat roof section, it is acknowledged that such a design is necessary for constructional reasons. Further, it is recognised that it has been designed in such a way that its unusual form should not be easily noticeable from most public views, as the roof plane will be broken up by the dormer windows. The section details provided indicate that the break in the roof slope will not be particularly visible from the footpaths along the seafront and certainly not the car park to the front of the Hotel. The shape of the roof should be largely obscured by the balustrade from such viewpoints and thus its visual impact should be minimal and as such, the proposal is considered to be in compliance with B4 and B6 of the UDP.

Impact on neighbouring properties.

As the site is located on the seafront, it is not considered that the changes to the front of premises will have a detrimental impact on the amenities of neighbouring properties. Policy B2 of the adopted UDP states that the scale massing layout and setting of new developments and extensions to existing buildings should respect and enhance the best qualities of nearby properties and the locality and retain acceptable levels of privacy.

With regards to the extensions to the rear of the property, a number of existing offshoots and outbuildings are shown to have new pitched roofs installed where there are existing flat roofs. In addition the largest central offshoot is shown as having an extra floor inserted, in line with the heightening works to the front. All

of these works to the rear are set well within the confines of the site and are considered not to adversely affect neighbouring landowners nor worsen the conditions already evident on site as they are located away from boundaries. As such, the proposal is considered to accord with Policies B2 and B4 of the UDP.

Highway/access issues.

Policies T14 and T22 of the adopted UDP require that new development should have adequate parking facilities and not give rise to traffic congestion or highway safety problems.

Currently the premises have a parking area to the front of the premises and a large car park to the rear, which is detached from the main building. The applicant has been asked to demonstrate that there are enough parking spaces available to accommodate the additional rooms to be created. To this affect, a parking survey submitted by the applicants demonstrates that the hotel currently has an over-provision of car parking available and that this would still be the case should the scheme be approved. A similar survey was submitted with the recent application for the works to the rear of the hotel (08/01384/FUL) and it is noteworthy that the number of additional rooms proposed in the application being considered were included for completeness, as were the rooms to be created as a result of 08/01384/FUL being implemented.

The report indicates that there are a total of 135 car parking spaces available. Should the scheme being considered be approved, the total number of hotel rooms, (including the additional 14 bedrooms this proposal creates together with the 16 of the as yet unimplemented development to the rear) would be 91, demonstrating that there would be an excess of 44 spaces available for restaurants / bars.

It is considered that these reports clearly demonstrate that the hotel has a number of facilities available, namely; hotel rooms, the ballroom for functions and restaurants and it has to be accepted that there will be an overlap of users who would be using more than one of the facilities. As such, and as agreed when considering the previous application 08/01384/FUL, a full level of provision for each individual element of use within the hotel is not required, mainly due to the majority of visitors to the hotel to use the ballroom or restaurants would be likely to arrive in groups together in vehicles, some of which would be likely to be via taxi or public transport, particularly if they are to be consuming alcohol.

In light of the above, the proposed parking arrangements are considered acceptable. Should the development give rise to increased parking in the rear lanes, it would always be possible for parking restrictions to be imposed by means of a traffic regulation order.

In addition to parking, the other main highways consideration for the proposal relates to the disturbance that may be caused by construction vehicles using the lanes. It is considered that the construction traffic associated with the development could cause an excess weight of traffic to pass along the lane and as such, under the terms of Section 59 of the Highways Act 1980, the developer may then be responsible for any excess expenses incurred by the City Council as Local Highway Authority for maintenance and /or repair of the back lane and its approaches. To summarise, whilst the development may initially damage the

lanes, this could ultimately lead to them being repaired and brought up to a much better, more even standard than at present, at no expense to the Council.

To conclude the highways considerations, whilst not achieving 100% of what would normally be required from the Highways Authority, the proposal, on balance does provide some improvements to a currently constrained area and consequently is considered to comply with the aims of Policies T14 and T22 of the approved UDP.

Conclusions

The principal of the proposed development is considered to comply with the policies of the Unitary Development Plan. In weighing up the various issues, it is considered that on balance, the scheme is acceptable and would help to enhance the overall appearance of this part of the Roker Conservation Area and assists in the addition of accommodation for tourists in the City. For the reasons set out above therefore it is recommended that the proposal be approved, subject to the conditions as set out below:-

RECOMMENDATION: Approve

Conditions:

- 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, to ensure that the development is carried out within a reasonable period of time.
- 2 Notwithstanding any indication of materials which may have been given in the application, no development shall take place until a schedule and/or samples of the materials and finishes to be used for the external surfaces, including the stone balusters and pediment feature, all roof covering materials (i.e. slates, lead), bricks and pots for chimneys, materials for the dormer surrounds and a window sample has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved details; in the interests of visual amenity and to comply with policy B2 of the Unitary Development Plan.
- 3 Notwithstanding the submitted drawings, further detailed constructional drawings of the stone balustrade and triangular pediment feature to the eaves shall be submitted to and approved in writing by the LPA. The stone balustrade shall be implemented and arrangements made for inspection by the Council Conservation Officer prior to any of the additional rooms created in the roof space being made available for occupation, in the interests of the enhancement of the Conservation Area and in order to comply with Policies B4 and B6 of the adopted UDP.
- 4 Before the development, hereby permitted is brought into use, a car-parking plan showing the provision of at least 96 car parking spaces within the curtilage of the Roker Hotel site shall be submitted to and approved in writing by the Local Planning Authority. The car parking shall be laid out in

accordance with the approved plan before the new rooms being created are brought into use. The parking areas shall then be made available for such use at all times thereafter and shall be used for no other purpose, in the interests of highway safety and to comply with policy T14 of the UDP.

- 5 Before the development hereby permitted is brought into use a 'Hotel Traffic Management Plan' shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, this plan shall include measures employed by the operator of the hotel to allocate spaces / direct customers to the available parking areas. Once agreed, all parking at the hotel shall be carried out in accordance with approved 'Hotel Traffic Management Plan' thereafter and in no other manner, in the interests of highway safety and in order to comply with Policy T14 of the UDP.
- 6 The construction works required for the development hereby approved shall only be carried out between the hours of 08.00 and 18.00 Monday to Friday and between the hours of 08.30 and 13.00 on Saturdays and at no time on Sundays or Bank Holidays in order to protect the amenities of the area and to comply with policy B2 of the UDP
- 7 No development shall take place until a scheme of working has been submitted to the satisfaction of the local planning authority; such scheme to include, siting and organisation of the construction compound and site cabins, routes to and from the site for construction traffic, and measures to ameliorate noise, dust, vibration and other effects, and so implemented, in the interests of the proper planning of the development and to protect the amenity of adjacent occupiers and in order to comply with policy B2 of the UDP.

Reference No.: 08/03336/OUT Outline Application

Proposal: Outline planning application for erection of superstore (A1), four retail units (A1) and petrol filling station (sui generis). Alterations to existing vehicular accesses and creation of new vehicular accesses. Associated landscaping, car parking and ancillary development.

Location: Sunderland Retail Park Sunderland

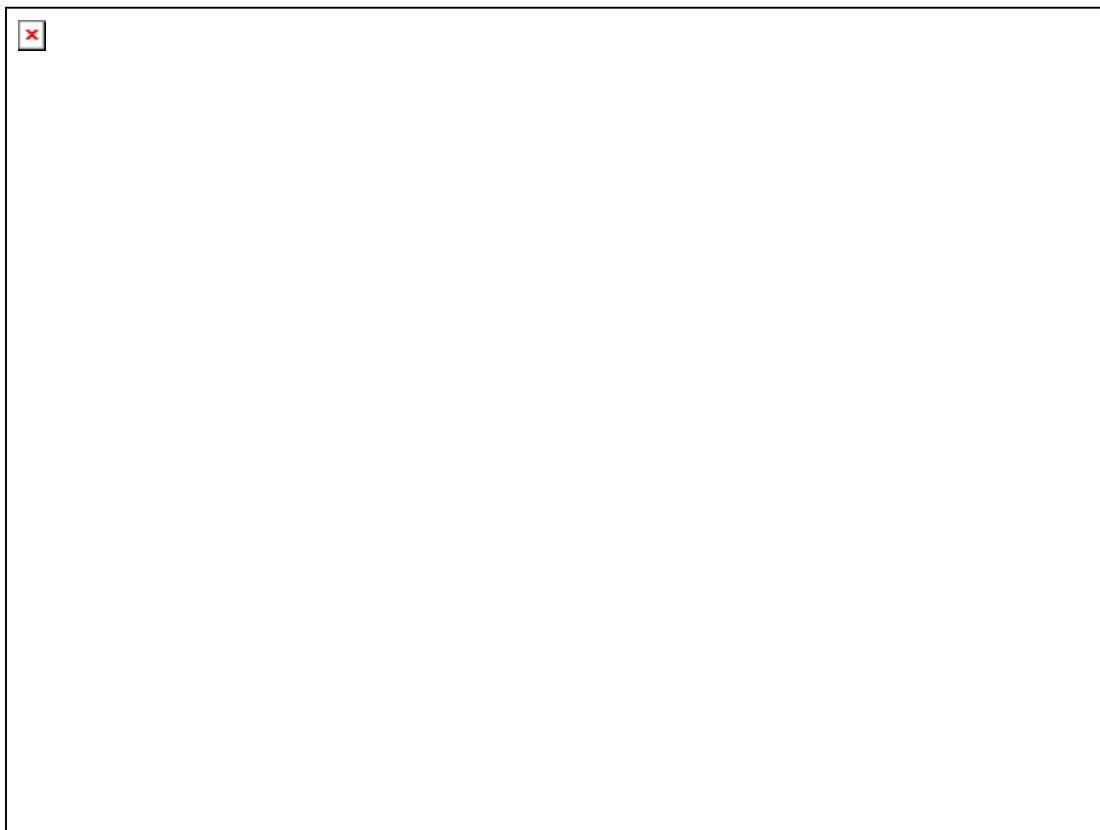
Ward: St Peters

Applicant: Mountview Securities

Date Valid: 5 September 2008

Target Date: 31 October 2008

Location Plan



This map is based upon the Ordnance Survey material with the permission of the Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence No. 100018385. Date 2008.

PROPOSAL:

This planning application is in outline only with all matters apart from the means of access and layout reserved for subsequent approval. The applicant is Mountview Securities which owns the entire site apart from some adjoining highway land.

The site extends to 6.23 ha including some adjoining roadways but not the large Wheatsheaf gyratory immediately to the west. It is located approximately 1km to the north of Sunderland city centre, bounded to the west by Newcastle Road, to the south by Monk Street, Shore Street, and Roker Avenue and to the east and north by Fulwell Road and Portobello Lane.

The main access to the site is to be taken from Newcastle Road with other pedestrian and vehicular accesses from Portobello Lane, Roker Avenue and Shore Street. A direct pedestrian link is proposed to the south bound platform of the adjoining Stadium of Light metro station.

The site is currently occupied by 12 retail units, 10 in two blocks along the eastern boundary and 2 in the centre. 5 units are currently vacant. They have a total floor space of 12,714sqm gross external area, 9,478sqm net retail area and are approximately 7.5m high. This area currently forms the Sunderland Retail Park. In addition the site includes a vacant bowling alley and a night club, a vacant 3 storey car showroom and a McDonalds drive thru restaurant. The latter building is intended to remain.

The development is intended to provide:-

- a superstore of 22,355sqm gross external area
12,260sqm net retail area. 13.5m high at its maximum, comprising 2 storeys and including a mezzanine floor.
- 4 smaller retail units of 2,036sqm gross external area
1,637sqm net retail area. Each to be of a single storey.
- a petrol filling station
- a retained McDonalds restaurant and
- 927 car parking spaces

Supporting information supplied by the applicants indicates that the development would result in an overall net increase in internal retail floor space on the site of 4,419sqm. This would be made up of a reduction in comparison floor space of 1,208sqm and an increase in convenience floor space of 5,626sqm.(the figures do not add up precisely due to rounding in the calculations). An additional 411 full and part-time jobs are estimated to be created.

In addition, the applicant proposes to bring forward and enhance the City Council's proposed improvements to the Wheatsheaf junction as well as improvements to Roker Avenue and to its junctions with Fulwell Road and George Street.

The application is supported by a number of drawings, a Design and Access Statement, a Planning Statement, a Retail Assessment, a Transport Assessment, a Sustainability Assessment, a Flood Risk Assessment, a Geo-Environmental Desk Study, an Archaeological Desk Study and a Statement of Community Involvement.

TYPE OF PUBLICITY:

Press Notice Advertised
Site Notice Posted
Neighbour Notifications

CONSULTEES:

County Archaeologist
Council For The Disabled
The Council For British Archaeology
Chief Executive
Commission For Architecture In The Built Environment
The Coal Authority
Business Investment
Northern Electric
English Heritage
Environment Agency
UK Gas Business
One North East
Director Of Community And Cultural Services
Force Planning And Police Architectural Liaison Officer
ARC
Northumbrian Water
Nexus
Gone Office North East - Transportation Issues
North East Regional Assembly
South Tyneside MBC

Final Date for Receipt of Representations: **28.11.2008**

POLICIES:

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

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

B_14_Development in areas of potential archaeological importance

B_2_Scale, massing layout and setting of new developments

EC_2_Supply of land and premises for economic development purposes

EC_3_Support for new and existing economic activity

EN_10_Proposals for unallocated sites to be compatible with the neighbourhood

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

R_1_Working towards environmentally sustainable development

S_1_Provision of enhanced shopping service, including local provision, based on existing centres.

S_5_Criteria for evaluating new retail and other key town centre developments

S_7_Design and requirements for new retail development

T_22_Parking standards in new developments

Policies contained in the RSS and Government policy statements on retailing contained in PPS6.

COMMENTS:

The application is currently under consideration but raises a number of issues which have city-wide implications. In particular:

- It is accompanied by a retail impact assessment which will examine potential effects on other retail centres.
- The proposal is required, under the Government's policy advice on retail development (PPS6) to pass a sequential test to establish that there is no currently available site capable of accommodating this scale of development, which would be preferable in terms of location within or on the edge of an existing centre
- While the applicant is Mountview Securities, the preferred operator as stated in the application is Tesco whose involvement has to be considered in the light of its interest in the Vaux site.

Consequently it is considered essential that this planning application be determined by a Committee with city-wide responsibility for planning matters and accordingly, members are recommended to refer the application to Planning and Highways Committee on the grounds of its city-wide significance for consideration at a future date.

RECOMMENDATION: That Members resolve to REFER this application to a future meeting of the Planning and Highways Committee for consideration.

3.

North
Sunderland

Reference No.: 08/03346/FUL Full Application

Proposal: **Proposed 50 bedroom nursing home with ancillary accommodation & staff/ visitor parking.**

Location: Land Off Kingsway Road Sunderland

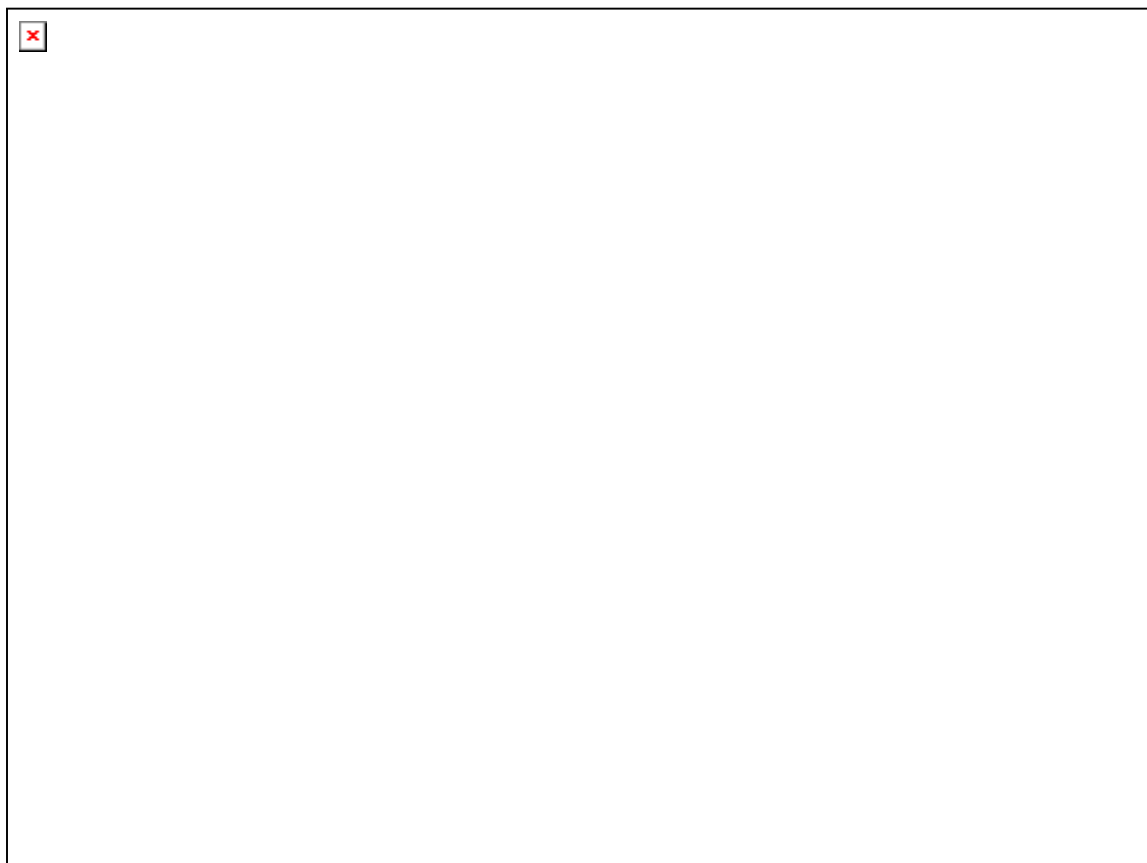
Ward: Redhill

Applicant: Runwood Homes Plc

Date Valid: 12 September 2008

Target Date: 7 November 2008

Location Plan



This map is based upon the Ordnance Survey material with the permission of the Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence No. 100018385. Date 2008.

PROPOSAL:

The proposal is for the erection of 50 bed residential care home with ancillary accommodation and staff/visitor parking at land off Kingsway Road, Sunderland.

The application site is set within the Downhill housing estate and previously housed a C.I.U club and its associated car park. The building has since been demolished and the site has now become derelict.

The application was submitted with a Planning Statement, Sustainability Statement and Design and Access Statement. Supplementary information was also submitted detailing the waste disposal of the care home, Health & Safety of employees and an Environmental Policy Statement.

Members may recall that a 69 bed residential care home and 4 bed residential care house development was approved by the Sub Committee on the 6th March 2007, (Ref: 06/04717/FUL). This application was submitted on behalf of a different applicant, the Ladhar Group.

Further applications have also been submitted for this site. On the 24th of April 2003 an application was withdrawn for the development of 8 no. retail units and associated car parking to include the stopping up and change of use of public footpath to car park and service access, (Ref: 03/00099/FUL). Whilst on the 26th of April 2003 an application was withdrawn for the erection of a supermarket, health care centre and chemist, PDSA and associated car parking to include the stopping up and change of use of public footpath to car park and service access, (Ref: 03/01771/FUL).

TYPE OF PUBLICITY:

Press Notice Advertised
Site Notice Posted
Neighbour Notifications

CONSULTEES:

Director Of Community And Cultural Services
Fire Prevention Officer
Northumbrian Water
Director Of Health, Housing And Adult Services
Force Planning And Police Architectural Liaison Officer

Final Date for Receipt of Representations: **13.10.2008**

REPRESENTATIONS:

Neighbours

Four letters of representation and a 41 signature petition were received as a consequence of the consultation process highlighted concerns regarding the siting of the Residual Waste Store and Recycling Store. In addition, one letter also made reference to existing access points to the rear of the properties in Ravenswood Road.

Consultees

Northumbrian Water has indicated that there is an existing 2m diameter public sewer within the application site. This development may affect the sewer. Northumbrian Water will not permit a building close to or over its apparatus. The

developer has been advised to contact Northumbrian Water Ltd if it is proposed to sink boreholes or excavate foundations within 4.5m of the sewer. No tree planting or alteration of the land within at least 3m of the sewer will be allowed without the permission of Northumbrian Water. This sewer could be diverted or accommodated in the site layout.

Health, Housing & Adult Services has stated that there is a massive over capacity for nursing homes in Sunderland and this proposal will only add more beds which the owner may have difficulty filling. In response Runwood Homes stated that while it was aware of this situation it considers that its predications of future requirements indicate that there will be a need for purpose built care homes to meet the current Care Standards Requirements and it considers that its development will help in meeting this aim.

POLICIES:

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

T_22_Parking standards in new developments

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

B_24_Appropriate provision for utility services in building development

CN_17_Tree Preservation Orders and replacement of trees

CN_23_Measures to conserve/ improve wildlife corridors

EN_10_Proposals for unallocated sites to be compatible with the neighbourhood

B_1_Priority areas for environmental improvements

B_2_Scale, massing layout and setting of new developments

COMMENTS:

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

1. Principle of the use,
2. Residential amenity,
3. Design considerations,
4. Highway considerations,
5. Waste and Recycling Stores.

1. Principle of the use

There is no designated land use policy associated with the site; therefore it is governed by UDP policy EN10. This policy states that proposals for development in such areas will need to be compatible with the principal use of the neighbourhood. As the application relates to a residential care home within a residential area the proposal is considered to be in accord with policy EN10.

The proposal should be assessed in light of policy H17. This policy stipulates that provision of nursing homes and other residential accommodation for people in need of care (Use Class C2) will normally be considered acceptable for approval, provided they are not detrimental to general amenity and the established character of the locality.

The proposed site is just within the boundaries of a wildlife corridor (Policy CN23) but it is deemed that the proposal would not have a great impact on the corridor as the site is already in a well developed area surrounded by other residential buildings. As the proposal is for a care home and the site is not allocated for housing the scheme does not impact on the Interim Strategy for Housing Land. Therefore the principle of the scheme is considered to be acceptable and in accord with policies H17, EN10 and CN23 of the UDP.

2. Residential amenity

Policy B2 of the UDP requires the scale, massing, layout and setting of new developments to respect and enhance the best qualities of nearby properties and the locality and retain acceptable levels of privacy. In this context and as a consequence of the variation in ground levels between the application site and the properties in Kettering Square the residential amenity implications of the scheme are still being assessed.

3. Design considerations

The application site has a run down appearance as the C.I.U club has been demolished; therefore in line with UDP policy B1 which requires that the scheme should secure improvements to a derelict brownfield site. In addition, the site is also devoid of landscaping value and it is considered that the scheme will introduce landscaping in the form of trees, particularly along the northern and western boundary to the benefit of the site.

The proposed scale and massing of the block is considered acceptable in design terms and reflects the domestic scale of the surrounding residential neighbourhood. It is also recognised that more effort has been made to add architectural quality to the proposal through the use of brickwork and cladding which gives the design a more contemporary appearance. This mixture of materials helps to break down the bulk of the building. The skylight features included as part of the lowered pitch roof are prominent. However, they will allow for more natural light to enter into the building, and as such are considered acceptable.

In respect to design issues it is necessary to consider the elevations in relation to residential amenity impacts due to the relationship of the proposed development with surrounding residential properties and spacing requirements as set out in the City Council's Residential Design Guide.

It is considered that in the general the proposed care home will have no significant design impacts as it reflects the scale of the surrounding residential properties and is in accord with UDP policies B1 and B2. However, as residential amenity considerations are still being assessed further design issues may require subsequent assessment.

4. Highway considerations

Policy T14 of the UDP requires new development to be readily accessible by pedestrians, cyclists and public and private transport, whilst aiming to reduce traffic congestion and highway safety problems. Furthermore, UDP Policy T22

requires new development to provide appropriate on site car and cycle parking provision.

In regards to public access as the existing footpath crossing the site shall be maintained in its current alignment and remain open for use by the public it is considered that the development will not be detrimental to pedestrian access. Furthermore, a change of use and stopping up of the highway application is not required.

It is noted that five existing vehicular access points to the rear of 1 to 17 Ravenswood Road are within the application site and therefore the access to these points are on land in the ownership of the developer. A letter of representation has been received by a resident of Ravenswood Road about these vehicular access points, stating that they provide important car parking facilities and removal of these spaces would be detrimental to the environment to the front of these properties. Moreover a previous planning approval, Ref: 06/04717/FUL; granted consent to a scheme with these accesses being retained. Therefore it is considered that as these points have been designed into the scheme the proposal in this regard is considered acceptable.

The Council's Car Parking guidelines for Care Homes indicate a requirement for 4 bays, plus 1 bay per 10 bed spaces, i.e. a total of 9 bays. The site layout indicates that 12 parking spaces will be provided. Consequently it is considered the development achieves the correct parking requirements.

It is considered that the proposed development has no significant highway impacts and is in accord with policies T14 and T22 of the UDP.

5. Waste and Recycling Stores

The letters of representation and petition highlighted concerns regarding the siting of the Residual Waste Store and Recycling Store, which were initially sited adjacent to the rear boundary fence line of 9 and 11 Ravenswood Road. However, due to resident concerns the applicant has re-located the stores to the south-eastern boundary, away from residential properties. Although the stores will still be visible from public view it is considered that the store compound is relatively minor in scale. The compound will be 6.1m in width and 4.55m in depth and more importantly will be enclosed by wooden fencing of 1.8m in height, thereby presenting a standard boundary feature to the public space to the east of the site.

In addition due to the easement of the proposed diverted route of the existing sewer the proposed re-location is the only viable space which could satisfactorily accommodate the stores.

Consequently it is considered that the repositioned Waste and Recycling Stores will not have a significant impact on the amenities of nearby residents and therefore complies with policy B2 of the UDP.

Conclusion

As indicated above the residential amenity issues are being given further consideration. It is anticipated that these deliberations will be completed in time to allow a recommendation to be made on the supplement report.

RECOMMENDATION: Dir.of Dev. and Regeneration to Report

Reference No.: 08/03430/LAP Development by City(Regulation 3)

Proposal: The artwork named 'C' is a polished granite monolithic work. To mark the end of the C2C cycle route positioned in direct alignment with the stars and to frame the view of Sunderland lighthouse

Location: Land Adjacent To Adventure Sunderland Marine Walk
Sunderland

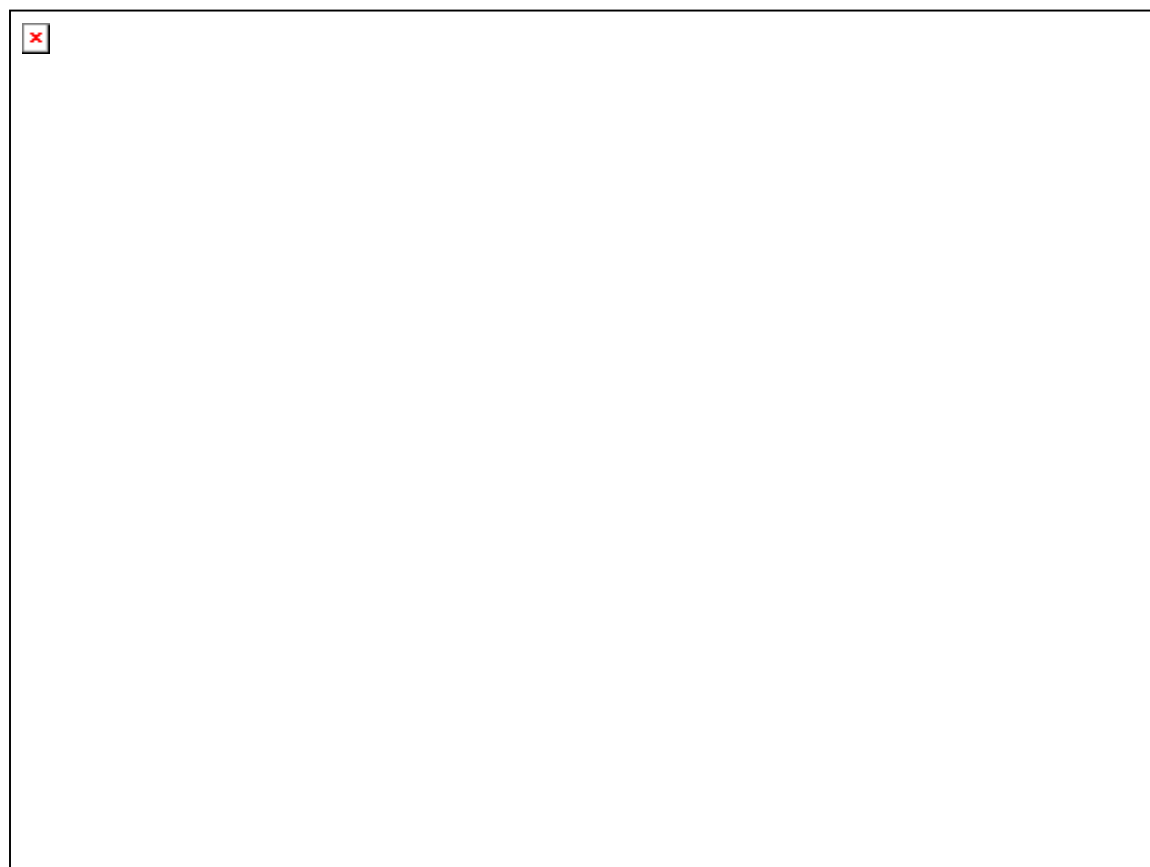
Ward: St Peters

Applicant: Sunderland City Council

Date Valid: 30 October 2008

Target Date: 25 December 2008

Location Plan



This map is based upon the Ordnance Survey material with the permission of the Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence No. 100018385. Date 2008.

PROPOSAL:

Planning permission is sought for a piece of new granite monolithic artwork entitled 'C' which is to mark the end of the C2C cycle route at Sunderland and is positioned in direct alignment with the stars and will frame the view of the

Sunderland lighthouse. The artwork is proposed to be located to the east of Marine Walk, adjacent to Adventure Sunderland, at the edge of the adopted highway. The artwork which takes the form of a rectangular block which measures 3m (length) by 3.3m (height) and 530mm (maximum width) with a centrally positioned circular hole measuring 1.2m in diameter.

The Granite Monolithic structure marks the end of the C2C route and is a companion piece linked also to the 'Second Sun', which Members may recall was presented before the Sub-Committee last month. The mirror polished granite reflects its surroundings and the people who come within its vicinity, whilst also reflecting the changes that will inevitably occur around it. The structure will be positioned in direct alignment with the stars that would be visible if looking out from that point towards the sea on Easter Day. The piece also coincides with the end point of the scaled solar system and looks out to the unknown, re-framing and re-contextualising the lighthouse on the pier through the sculptures shutter inspired portal frame.

The purpose of the artwork 'C', as well as the planet way markers and 'Second Sun', is to add interest to the C2C route in light of competition from alternative coastal routes such as the Hadrian route ending in Tynemouth and other end points (Whitby) as well as acting as a tourist attraction in their own right.

A public consultation exercise was carried out on 12th May 2008 and the responses given at that time were generally supportive of the proposal. In addition the application is accompanied by a Heritage Statement and Design & Access Statement.

TYPE OF PUBLICITY:

Press Notice Advertised
Site Notice Posted
Neighbour Notifications

CONSULTEES:

SUSTRANS
Director Of Community And Cultural Services
County Archaeologist

Final Date for Receipt of Representations: **02.12.2008**

REPRESENTATIONS:

Third Party

1no. letter of representation has been received to date. The main issue raised relates to the 'claimed' remote location of the artwork, preferring that it be sited at the Lifeboat ramp.

POLICIES:

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

B_2_Scale, massing layout and setting of new developments
B_14_Development in areas of potential archaeological importance
B_20_Undertake and encourage provision of works of art in major new developments
B_3_Protection of public/ private open space (urban green space)
CN_23_Measures to conserve/ improve wildlife corridors
L_1_General provision of recreational and leisure facilities
L_7_Protection of recreational and amenity land
L_9_Retention of land used for allotments
L_1_General provision of recreational and leisure facilities

COMMENTS:

The main issues to consider in the assessment of this application are:-

- the siting, scale and design of the proposal.
- the impact of the proposal on the character of the Conservation Area.

The above issues are still under consideration however it anticipated that a report addressing the above and a recommendation will be made on the supplement.

RECOMMENDATION: DELEGATE to Dir. of Dev and Regeneration