

## **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.:** 09/00997/FUL Development by City (Regulation 3)

**Proposal:** Demolition of existing Kayll Road block, Transport block, Health and Safety/Fire block and partial demolition of Catering block. Erection of 138 bed ward block and connecting lift block, conversion and extension to staff residence blocks (3, 7 & 8) to office, conversion and extension of mortuary to treatment centre with additional car parking, link road and associated works.

**Location:** Sunderland Royal Hospital Chester Road Sunderland SR4 7TP

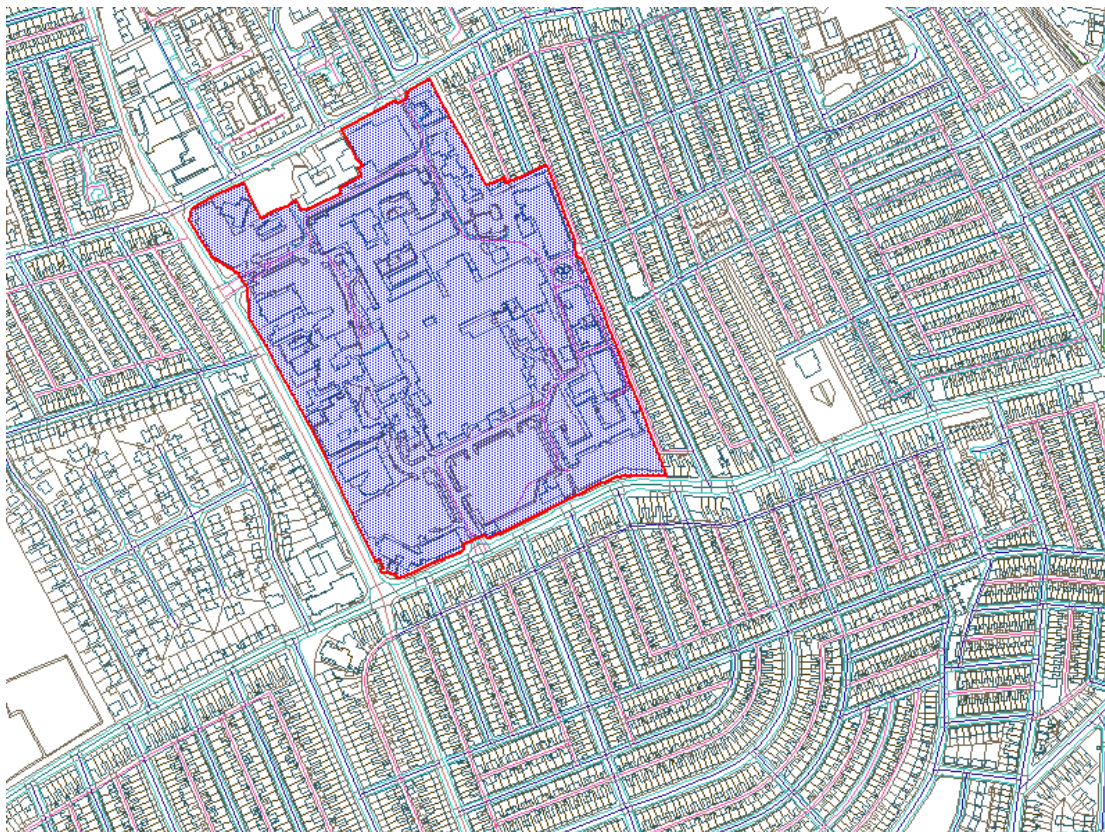
**Ward:** Millfield

**Applicant:** Development and Regeneration Directorate

**Date Valid:** 17 March 2009

**Target Date:** 16 June 2009

### 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 2009.

## **PROPOSAL:**

APPLICATION FOR FULL PLANNING PERMISSION BY CITY HOSPITALS  
SUNDERLAND NHS FOUNDATION TRUST.

SUNDERLAND ROYAL HOSPITAL, KAYLL ROAD. SUNDERLAND, SR4 7TP.

Proposed development at Sunderland Royal Hospital to comprise:

- Demolition of the existing Kayll Road Block, Transport Block, Health and Safety/Fire Block and partial demolition of the Catering Block;
- Erection of a new 138-bedward block;
- Provision of a new lift block to connect the new ward block with the main 'Hospital Street;'
- Conversion of existing Staff Residence Block 3 to provide office and administration functions;
- Extension of existing Staff Residence Block 3 to provide clinical functions;
- Conversion of the existing Mortuary Block plus small extension to provide a Metabolic Treatment Centre;
- Conversion of existing Staff Residences 7 & 8 plus small extension to provide office and administration accommodation;
- Additional car parking (139additionalspaces);
- Creation of a 'link road' to allow direct access between the Kayll Road and Chester Road entrances:
- Provision of ambulance drop-off bays next to the Accident and Emergency entrance;
- General site layout reconfiguration works;
- Landscaping and associated works.

General background to the proposals

The proposal is part of a £33million ongoing redevelopment at the hospital to enable improvements in the way that healthcare is provided at Sunderland Royal Hospital and to provide a solution to winter bed pressures for next year The new accommodation will allow for 'decanting' and further enable space to be made available in wards in the event that existing ward areas need to be refurbished or upgraded.

Planning Background

The site is allocated in the adopted Sunderland City Council Unitary Development Plan (UDP) 1998 under Policy SA18 as a 'New Facilities Site for

Health.' This policy supports proposals for the further development of Sunderland Royal Hospital. Similarly, Policy CF9 supports proposals that implement the Health Authority's Strategic Plan which concentrates hospital provision at the Sunderland Royal Hospital site.

The Hospital site has a full and varied planning history with various developments having been permitted at the site over the years. The Outpatient Department known as Chester Wing opened in December 2000. The six-storey Block F building which provides patient facilities including theatres, consultation rooms, residential wards, and support accommodation was approved in June 2003 (application reference 03100637IFUL).

The proposed development

The proposal includes a number of elements which include the conversion and extension of existing hospital buildings in addition to the erection of new buildings. Reconfigurations to the site layout are also proposed.

These comprise:-

a) New 138 bed ward block

The development includes the provision of three, 40-bed wards for medicine and surgery and an Integrated Critical Care Unit (ICCU) to be housed in a new ward block to be located between existing Blocks C and F on the site of the existing Catering Block. Each ward will have 12 en-suite side rooms and bays of four beds. The new ward block will have a gross floor area of 9,615m<sup>2</sup>.

b) Demolition of the existing Kayll Road block and Health and Safety block to provide additional car parking.

The demolition of the existing Kayll Road Block and relocating of existing services will create an additional 139 car parking spaces on the site.

c) Provision of a new lift block to connect the new ward block with the main 'Hospital Street'

The Hospital Street is the main thoroughfare which links the main hospital departments within the central core building. Two goods lifts are proposed in the new block to help reduce pressure on the busy public lifts elsewhere in the hospital.

d) Conversion and extension of existing Staff Residence Block 3

The existing residential building will be converted to house office and administration functions. Additionally, a three-storey, 960m<sup>2</sup> extension is proposed to house clinical functions which will include a neurology department, fertility clinic and family planning centre.

e) Conversion of the existing Mortuary Block plus small extension to provide a Metabolic Treatment Centre

The existing single-storey building is proposed to be converted to house a Metabolic Treatment Centre which will include consultation rooms, offices and

patient waiting areas. A new extension is proposed to create a new patient entrance.

f) Conversion of existing Staff Residences 7 & 8 plus small extension to provide office and administration accommodation

The two existing residential blocks will be converted to provide office and administration accommodation. The existing link between the two blocks will be demolished. A new entrance and lift will be constructed to each of the remaining blocks.

g) Creation of a 'link road' to allow direct access between the Kayll Road and Chester Road entrances

There is currently no direct vehicular access between the Chester Road and Kayll Road entrances via the Accident and Emergency department. Demolition of the Kayll Road block will enable a new link road to be created which will provide access into the new parking area to be created in this location.

h) Provision of ambulance drop-off bays next to the Accident and Emergency entrance.

The creation of the new link road to the south of the Accident and Emergency block is proposed to allow for a better layout reconfiguration in this location which will enable ambulance drop-off bays to be created. The improved layouts will also permit additional disabled and standard parking to be provided at the main hospital entrance located next to Accident and Emergency.

The main vehicular accesses to the hospital from Kayll, Hylton and Chester Roads will remain as part of the proposed development.

A landscaping proposal is submitted so that a pleasant environment is created for both staff and visitors and also to ensure that the new development is able to blend in visually with the character of the surrounding area. The proposals will involve the loss of some trees. Full details are provided with the application.

The new facilities will be an important component in the continued delivery of modern health care at the hospital and the Trust is keen for the external appearance of the new-build elements to be contemporary in design with materials to reflect this. The new-build elements have been designed to reflect design and materials adopted elsewhere on the site.

It was intended that construction would commence in May 2009 should planning permission be forthcoming with the new ward block completed in January 2010 for opening in February 2010. The new Metabolic Treatment Centre is due to be completed by October 2009 along with the conversion and extension of existing Residence Block 3 which will provide office and administration accommodation in addition to new clinical services. The conversion of existing Residence Block 7 & 8 is due to be completed in January 2010. The Kayll Road Block will be demolished in October 2009 with the new Kayll Road car park completed in August 2010. However there will be some inevitable slippage on this timescale.

## HIGHWAY ISSUES.

The site is located within a densely populated urban area and concern is often expressed over parking difficulties at the hospital and in the surrounding area. In this respect a Transport Assessment has been submitted.

The Trust has stated it is committed to reduce the traffic impact of the development proposals both during and after construction, and has submitted a Travel Plan to reduce the need for staff, patients and visitors to travel to the site by private car.

This Transport Assessment has considered the transport issues relating to the proposed development which includes a new 138-bed Ward Block, including a state-of-the-art Integrated Critical Care Unit (I.C.C.U), and ancillary works at the site. A total of 139 additional car parking spaces would be provided on the site in support of the proposal.

The applicant considers that the proposed development would bring about a series of community benefits including new and improved on-site health and administrative facilities, a significant increase in on-site bed capacity, more efficient use of existing hospital space, and it is anticipated reduced demand for off-site car parking in the area surrounding the site.

The TA has demonstrated that the site is accessible by a choice of transport modes. A significant residential population lives within walking and cycling distance of the site. The site is also accessible to the majority of the 'catchment' area within a 30-minute public transport journey. A number of bus services are available to and from the site and Millfield Metro station lies within walking distance of the site though not within the normal limits set by Council standards/

On completion the site would be served by a total of 1,269 car parking spaces. It is claimed the level of car parking proposed (+139 spaces) significantly exceeds the number required by adopted local standards. The proposed uplift in parking (12%) is greater proportionately than both the proposed uplift in floor space (9.8%) and the increase in staff (less than 2%) associated with the development proposal.

The proposed disabled user provision (6% of the total provision) exceeds the minimum threshold set out in Traffic Advisory Leaflet 5/95 and reflects the use of the site as a Hospital. Disabled parking spaces are located so as to maximise accessibility to buildings.

The Trust has indicated that it is committed to encouraging sustainable transport choices and has updated its existing 2003 Travel Plan in preparing this planning application. The updated Travel Plan is designed to promote modal shift away from the private car. The Travel Plan accompanies the planning application.

Proposed vehicular, pedestrian and cycle access to the site is as existing, albeit the Chester Road access is subject to upgrade works. The reconfigured internal road network is aimed to facilitate better traffic circulation within the site, whilst the upgrade of the Chester Road Hospital access to a signal-controlled junction is aimed to assist existing capacity constraints on Chester Road and reduce queuing within the site.

A detailed assessment of the possible traffic implications of the current proposals concludes that the volume of traffic likely to be generated will not have a material impact upon the operation of the local highway network. Traffic capacity testing, undertaken using empirical data and industry standard modelling tools, claims that the access junctions will operate within accepted capacity thresholds and that the proposed development would not hinder the operation of the junctions within the study area.

The report concludes that the existing transport and highway networks can accommodate the estimated trip attraction of the development without detriment to the current standard and level of operation of the local infrastructure.

Notwithstanding the above, the Applicant has stated a commitment to working with the City Council to further improve parking management in the vicinity of the site and to lessen the Hospital's impact on local residents as part of the on-going public consultation exercise on the possible introduction of a "Parking Management Scheme" as it is acknowledged that parking stress in surrounding streets is already high.

The Trust has stated it is committed to minimising the consequences of temporary reductions in on-site parking provision during construction. Traffic and parking impacts will be further reduced by the initiatives outlined in the Travel Plan, which accompanies the application.

#### **TYPE OF PUBLICITY:**

Press Notice Advertised  
Site Notice Posted  
Neighbour Notifications

#### **CONSULTEES:**

Durham Bat Group  
Dir of Community And Cultural Services  
Chief Fire Officer  
Sunniside Partnership  
Natural England  
Northumbria Ambulance Service NHS Trust  
Northumbria Water  
North East Regional Assembly  
One North East  
Force Planning and Architectural Liaison  
Planning Implementation  
Landscape and Reclamation Countryside  
Planning Policy  
Transportation

**Final Date for Receipt of Representations: 15.04.2009**  
NORTHUMBRIAN WATER

Northumbrian Water has no objections to the proposal.



## TYNE AND WEAR FIRE AND RESCUE SERVICE

The service has no objections to the proposal as long as access for their vehicles is maintained during construction and on completion.

## ONE NORTH EAST

This application represents the latest stage in the £33m ongoing redevelopment of Sunderland Royal Hospital. The application site is allocated for hospital use in Sunderland City Council's Unitary Development Plan (adopted 1998).

The RES promotes the need for quality of place within existing and proposed development. Agency initiatives include delivering developments and regeneration schemes to comply with a set of Quality Design Standards. The aim is to deliver buildings which are over and above Building Regulation Standards and demonstrate best practice in areas of accessibility, sustainability, whole life costing and general design standards.

With this in mind, should the application be viewed favourably, the Agency would request the Local Planning Authority (LPA) to encourage the developer to pursue the highest standards of quality in the development of this site, e.g. achievement of appropriate BREEAM (the application refers to a pre-assessment indicating that an Excellent rating is achievable), Building for Life and Secured by Design standards.

It is noted that the applicants intend to utilise the Combined Heat and Power plant currently being developed on site to serve this development.

Subject to the resolution of highway, design and environmental issues to LPA satisfaction, One North East raises no objection to the proposed development.

## DURHAM BAT GROUP

Hospitals are seen as a potential bat roost and are recognized as needing the highest level of survey effort in the Bat Mitigation Handbook (Natural England 2004).

Based on experience with other hospitals in the North-east, DBG believe that the risk is moderately low for most species but very high for Common Pipistrelles.

In order to avoid the risk of an offence, DBG would advise the LPA to request sight of a recent and relevant bat survey before making any decision in this case.

The preliminary winter work has identified bat friendly features as expected with a hospital of this age and size.

The consultants recognize there is a considerable risk of bat use and, in order to avoid an offence, the LPA need to wait until they have the full data before making a decision in this case.

DBG would advise that the bat survey cannot be made conditional to the planning application as the case of Crown versus Cornwall County Council demonstrated in 2002. Protected species are a material consideration as to whether planning permission can be granted at all.



## NORTHUMBRIA WATER

No objections to the proposal.

## NORTHUMBRIA POLICE.

No objections to the proposal.

## LANDSCAPE

The proposed landscape layout is to be welcomed and is generally acceptable.

Some plans indicate an embankment to the east of the proposed H Block. There may be an opportunity for shrub planting here and in the corner of the car park beneath the *Prunus sargentii*.

With regard to the alternate planting of *Betula jacquemonti* and sorbus species around the perimeter a more random mix with a greater variety would be preferable. It is suggested the inclusion of *Betula albosinensis* Fascination *Robinia pseudoacacia* Frisia, and *Acer platanoides* Royal Red.

The avenues of *Acer platanoides* Drummondii at the main entrance have the potential to create an attractive area. The disadvantage of using this tree is that any shoots which show signs of reversion to *Acer platanoides* will have to be removed on a regular basis if the uniform appearance is to be maintained.

The proposals should include the sizes of the planting stock and an indicative 3-year maintenance schedule to ensure the successful establishment of the scheme.

## POLICY

The proposal is principally acceptable in policy terms. The proposal increases on site car parking provision for, both members of the public and hospital staff. This could ensure traffic congestion and noise pollution is alleviated in the surrounding streets, which will be beneficial to surrounding residents which satisfies the aspirations of UDP policy SA18.

## IMPLEMENTATION

### DESIGN ISSUES

Site Layout - The site is highly constrained and very densely developed, something which is common for hospital sites of this age and location. Notwithstanding the above, in including a mix of both new build and refurbishments, it is considered the proposals demonstrate the most economic and appropriate use of very limited developable space. On the caveat that basic spacing standards have been implemented, the proposed layout is considered acceptable.

Scale- At a height of 5 storeys, the largest proposed building does not exceed the height of the tallest building currently on the site (Block F) and therefore does not demonstrate a departure from current scale parameters set by this precedent. Whilst the footprint of the proposed block does extend closer to adjacent residential uses than the existing Block F, the applicants have demonstrated their

intentions to keep the tallest building blocks within the middle of the site and it is considered the proposed height of the new ward building will not have any additional negative impact on the residential amenity of those living around the site.

Other extensions/refurbishments are also considered to be of an appropriate scale, many mirroring the scale and proportions of the host buildings.

Elevations - The proposed elevations appear to be of an adequate quality composed of a mix of materials which helps add a degree of aesthetic interest and breaks up large areas of plain façade.

Access - One of the key constraints limiting development on the hospital site is the provision of an adequate level of both visitor and staff car parking spaces. The proposals include the demolition of the Kayll Road wing and its replacement with additional car parking spaces. This is seen as an appropriate level of parking provision for the proposed development, but further clarification on this matter will be required from both the planning policy and highway teams.

Landscape - Due to the constrained nature of the site, there is little space which is not used by either buildings or car parking spaces and as such there is little scope for any significant landscaping. Notwithstanding the above, a landscaping strategy has been submitted as part of the planning application which seeks to plant an additional 121 new trees on the site, namely around the parameters of the site, and along main routes and entrances through the site. Such a strategy is welcomed and should provide a more attractive appearance when viewed from both Chester and Kayll Roads

## NEIGHBOURS

One hundred and nineteen letters have been received concerning the following issues.

1. Are the extra 139 car parking spaces adequate or appropriate to meet the car parking demands of the additional staff, together with all of the additional patients and visitors, and the new 138-bed ward block and the expanded Metabolic Treatment centre?
2. Does the conversion of Residence buildings to other uses mean additional clinical/administration staff or patients/visitors are to be added to those in (1.) above?
3. The current proposals are described as being at this stage: Does this mean that:
  - (a) The planned surface car park is to be a temporary measure, (as was the former multi-storey car park)?
  - (b) The proposed car park is to be a future development site?
4. What are the plans for the wider redevelopment of this site? As residents of the area adjacent to the hospital, the existing issue of inadequate car parking provided by the City Hospital is a matter of concern. It is considered the proposed plans fail to meet the Council criteria for appropriate or adequate on-site car parking and that further misery in the form of residents parking restrictions may

be inflicted upon the neighbourhood due to the hospitals failure to address this problem.

5. The proposal will increase the number of cars parking on pavements and dangerously at junctions.

6. Obstruction of the pavements causes hazards to pedestrians, particularly mothers with prams.

7. The proposal should not be allowed to proceed until a multi storey car park is provided within the site.

8. The current car parking is inadequate and the proposed increase will still leave a shortfall.

9. The hospital has continued to expand regardless of the problems caused to staff, patients and particularly local residents.

10 A Council survey revealed a shortfall of 950 parking spaces and the proposal should not proceed until this has been addressed.

11. Whilst generally in favour of the improved hospital facilities there is generally a concern at the lack of on site parking at the hospital causing inconvenience to surrounding residents.

12 The net increase in parking is still insufficient to meet existing problems let alone the increased use of the site after this development.

13. Previous promises of additional parking have not been forthcoming thus there is little confidence that the proposed provision will be provided. Residents request that this is seen as an opportunity to resolve parking problems in the area.

14. The proposal will increase danger to children in the area as streets are used as rat runs to avoid the hospital site.

15. The Council should not be charging residents for parking at their homes allegedly as is the case in Newcastle and Manchester.

16. The Council should consider park and ride facilities for the site.

17. The proposal should be amended to refurbishment of the hospital with a multi storey car park built on the site of the proposed extension.

19. The former Plaza/Blue Monkey should be developed as a parking facility.

20 Hospital staff often block access to properties preventing residents entering or leaving their properties, even in emergency situations.

21. Businesses in the area such as hairdressers are finding it increasingly difficult to operate as their premises are difficult to service and there is no street parking available for customers to park due to hospital traffic.

22. The Transport Assessment has identified a shortfall of 950 parking spaces and policy SA18 states that the hospital should be allowed to expand with

suitable car parking provision. This is not the case and the proposal should thus be refused.

23. Feedback from the recent Public Consultation exercise has been ignored in the Planning Statement as concerns expressed over car parking shortages are not mentioned.

24. The City Council take a strong line with other developers when assessing planning applications and the need for parking and should take the same line with the Sunderland Royal Hospital.

25. Parked vehicles cause a danger to children in the area who often have to use the road as a footway due to some of the parking occurring on the pavements.

26. The site is overdeveloped and no further development should be allowed until a multi storey car park is provided to address current shortfalls and the needs of the proposed development.

27. The hospital trust already admits that it could not function without the use of on street parking in the vicinity. This would not be allowed for any other business and the hospital should not be allowed to depend on this to operate.

28. The Council should estimate the number of parking spaces by formulating the number of staff plus patients plus one visitor parking space per patient as the minimum available before allowing any further development.

29. The current staff at the hospital total 4,244 which will increase to 4,304 the total car parking spaces number 1,130 increasing to 1,269. The majority of staff are employed 9 a.m. -5 p.m. Monday -Friday and there is an obvious shortfall in parking provision without considering patients and visitors.

30 The revenue from the proposed residents parking could be around £270,000 and is not justified.

## HIGHWAY ENGINEERS

A Transport Assessment and Travel Plan was requested at pre-application discussions and scoping meetings with the Trust taking into consideration the scale of the proposed development, and its likely impact upon the existing site and the surrounding area. This assessment is reviewed in accordance with Department for Transport guidelines and criteria, to which it broadly complies, subject to appropriate measures being identified and implemented.

There are generally no specific criteria for hospitals or related developments, other than specifying thresholds of development and for the provision of a Transport Assessment. The necessary baseline transport data is to include the existing travel provision and characteristics, which must also include pedestrian and cycle facilities and movements. Considerations include improvements to accessibility, impact on the road network, environmental impact, and potential safety implications for all highway users.

The Transport Assessment and associated Travel Plan submitted in support of the planning application identifies many of the issues, and moves towards setting out measures to meet highway and traffic considerations.

Consideration should be given to the following observations and recommendations, and the use of appropriate condition(s):

1. Car Parking in Streets Surrounding the Hospital
  2. Car Parking within the Hospital Grounds
  3. Public Transport
  4. Accessibility
  5. Construction Works
  6. Travel Plan
  7. Summary
- a) The City Council's Parking Management Scheme consultation is a separate process to the planning application submitted by City Hospitals Sunderland, the findings of which will be reported to the appropriate committee along with any recommendations.
- b) The Trust as requested, have developed and expanded upon an existing Travel Plan which is designed to promote sustainable and readily accessible travel to the hospital by modes other than car use. The scheme proposed for staff is welcomed, although further proposals will need to be developed to encourage visitors and patients to use these modes. However, this should be based on the actual numbers of staff, patients and visitors to the hospital and their travel arrangements.
- c) It is recommended that the traffic impact of the scheme on the highway network be assessed during the opening year. A further review should be carried out (2015 is currently proposed) to assess accessibility and trip generation by all modes of travel, and further measures implemented. This may need to take the form of a planning obligation.
- d) There are concerns with regard to interim parking arrangements during potential building and construction works. Every effort should be made to ensure that existing on-site parking is not displaced outside the site during construction activity.
- e) The need to provide additional on-site parking is recognised by both the City Council and the NHS Trust. Ultimately there will need to be a significant reduction in car use to adequately accommodate the numbers of staff, patients and visitors wishing to use the limited parking available, or a substantial increase in parking facilities. Further investigations are needed with regard to the long-term operation of the site, the potential relocation of auxiliary services, park and ride schemes, and need for a multi-storey car park with the aim of benefiting all who use the hospital. The Council will continue to work closely with the public and the Trust, supporting any initiatives that would solve the problem of parking both within and outside of the hospital.

The main issues to consider in determining this application are:-

1. The principle of the use of the site for extension/reorganisation of the hospital buildings.
2. The design of the proposals.
3. Effect on protected species within the site, in particular the possibility of the existence of bats within the site.
4. Highway related issues in particular car parking in and around the hospital site.

Principle of the use of the site.

The site is allocated for the redevelopment of the Sunderland Royal Hospital under policy SA18 of the adopted UDP. This policy states:-

PROPOSALS FOR THE FURTHER REDEVELOPMENT OF SUNDERLAND ROYAL HOSPITAL WILL NORMALLY BE APPROVED PROVIDED ADEQUATE ON-SITE PARKING AND SERVICING PROVISION IS MADE. ANY ADDITIONAL BUILDINGS WILL NEED TO BE DESIGNED SO AS NOT TO BE VISUALLY OVERBEARING OR OTHERWISE ADVERSELY AFFECT THE AMENITY AND PRIVACY OF SURROUNDING RESIDENTS.

The proposal is thus considered to accord with the above policy and is considered acceptable in principle.

The design of the proposals.

Layout

The site is densely developed, something. There is a mix of both new build and refurbishments, it is considered the proposals demonstrate an appropriate use of limited developable space, in this respect the proposed layout is considered acceptable.

Scale.

At a height of 5 storeys, the largest proposed building does not exceed the height of the tallest building currently on the site (Block F) and therefore is not considered out of scale. Whilst the footprint of the proposed block does extend closer to adjacent residential uses than the existing Block F, the applicants have kept the tallest building blocks within the middle of the site and it is considered the proposed height of the new ward building will not have an adverse impact on the residents of adjacent dwellings.

Extensions/refurbishments of existing buildings are in keeping and are also considered to be of an appropriate scale, many mirroring the scale and proportions of the host buildings.

Elevations.

The proposed elevations are considered to be of an adequate quality composed of a mix of materials which helps add a degree of aesthetic interest and breaks up large areas of plain façade.

Affect on protected species within the site, in particular the possibility of the existence of bats within the site.

The preliminary winter survey has identified bat friendly features as expected with a hospital of this age and size.

The submission recognize there is a considerable risk of bat use and, in order to avoid an offence, the City Council need to wait until a full survey has been carried out prior to making a decision.

Protected species are a material consideration as to whether planning permission can be granted. The bat survey cannot be made conditional, a point which was established by case law in the Crown versus Cornwall County Council in 2002.

Preliminary survey work has been carried out but the survey needs to include at least one exercise from June 1st., to comply with statute The applicant is in discussion with the City Council Countryside Team and the results of the survey will be reported at the meeting.

Highway related issues in particular car parking in and around the hospital site.

The site is busy and works on a 24 hour basis. Car parking is provided within the site but notwithstanding this proposal there are identified long term problems particularly in streets around the site. This matter has long been an issue under discussion between the City Council and the Health Trust.

However, Members should note that while this application may provide the opportunity to look at the existing parking in residential streets associated with the hospital, the actual application must be judged on the adequacy of the new onsite car parking provided in relation to the development proposal it contains.

This current proposal has raised concerns that the situation will be exacerbated as can be seen by the responses received from neighbours. The application is accompanied by a traffic assessment and a Travel Plan and issues raised in the documents are the subject of detailed discussions with the applicant.

In view of the ongoing discussions and the ongoing bat surveys it is anticipated a substantive report will be made as a supplement to this agenda item.

The supplement report will concentrate on the highways/parking issues and on the bat survey work.

**RECOMMENDATION: Director of Development and Regeneration to report.**



---

**Reference No.:** 09/01225/LAP Development by City(Regulation 3)

**Proposal:** **Erection of a new day care facility.**

**Location:** Nookside Day Centre Nookside Sunderland

**Ward:** St Annes

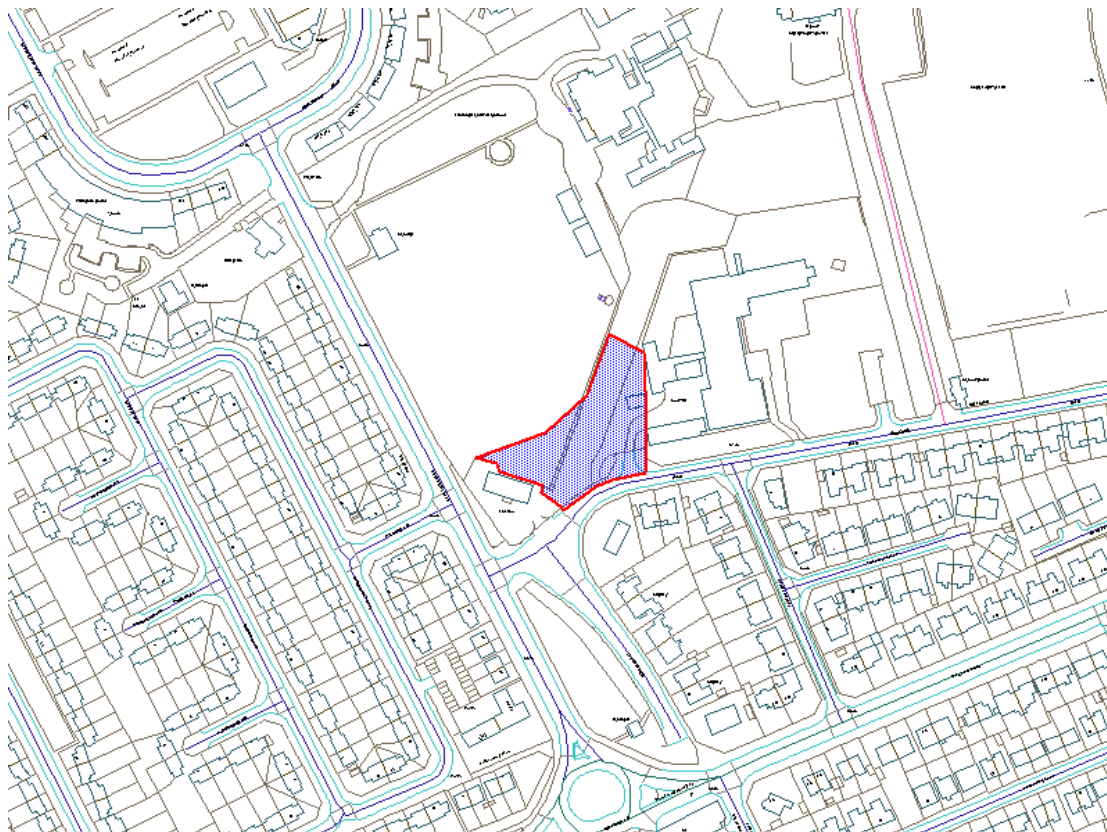
**Applicant:** Sunderland City Council

**Date Valid:** 17 April 2009

**Target Date:** 12 June 2009

---

### 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 2009.

### PROPOSAL:

This application has been submitted by agents on behalf of the Director of Health, Housing and Adult Services, for the construction of a Special Needs Day Care Centre to replace the existing centre at Nookside. The proposal is located immediately adjoining the existing centre.

Members will recall that a similar proposal has been approved on a number of occasions previously, most recently at the Development Control (South) Sub-

Committee held on 01 July 2008 (application reference no 08/01496/LAP). The application now being considered is a resubmission of this most recently approved scheme, and is required due to the re-positioning of the garage and a small external store, both of which serve the day care centre.

**TYPE OF PUBLICITY:**

Site Notice Posted  
Neighbour Notifications

**CONSULTEES:**

Final Date for Receipt of Representations: 20.05.2009

**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

CF\_10\_Accessibility of proposals for health and social care

T\_14\_Accessibility of new developments, need to avoid congestion and safety problems arising

T\_22\_Parking standards in new developments

**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
- iv) Tree Issues
- v) Ecology

**Principle of development.**

The site lies immediately adjoining an existing day centre which it will replace and lies generally in an area of compatible uses such as school and housing. The day care centre, which was noted as being substantially completed at the time of site visit, is shown on the submitted plans as being as per the previously approved application and as such, it is considered that the development is acceptable in principle. In terms of the UDP there is no specific policy for the site. The site is thus covered by policy EN10, which states that in the absence of any specific policies for the site, the existing land use patterns are, intended to remain compatible with the principal use of the neighbourhood. As this area of Nookside has a long established social care history the proposed use is considered acceptable and consistent with policy EN10.

## **Design siting and external appearance.**

As mentioned above, the proposed day care centre itself is as per the previously approved scheme and is not considered to be obtrusive in the streetscape. With regards to repositioning of the garage block, this is shown as being rotated anti-clockwise by approximately 120 degrees, effectively moving the garage block from the northern boundary of the site to the uppermost corner of the eastern boundary. Due to its location towards the rear of the site away from the public highway, again it is not considered to be obtrusive in this revised position. The proposed store is small in scale (1.8 metres x 2.2 metres x 2.8 metres and is positioned towards the front of the day care centre building where it fronts onto Nookside. As the stores location is away from the main entrance and partially obscured behind the existing 1.8 metre high brick boundary enclosure, it is considered that this addition will also be unobtrusive in terms of street scene and as such, is considered to be acceptable in principle in this location.

As per the previously approved scheme, the buildings are shown as being constructed in red multi-brick with contrasting dark brick band. The roofs will be constructed in concrete tiles. The design and appearance are considered to be acceptable in this location, which has housing on the south side of Nookside and in accordance with policy B2 of the UDP.

## **Highway Issues**

The Highway Engineers have raised no objection to the proposal utilising the existing access with suitable refuse storage, parking and manoeuvring facilities within the curtilage of the site. As such, the proposal is considered to be in accordance with Policy T14 of the UDP.

## **Tree Issues**

An Arboricultural report has been submitted with the application which describes the measures proposed to protect the existing trees during the various demolition and construction processes, the works are considered acceptable and will be controlled by planning conditions.

The previously approved scheme showed that it was necessary to remove 5 trees to allow the development to proceed, due to their proximity to the proposed garage. Since the approval of this application, the trees have now been felled, namely 2 sycamores one beech and a sorbus of low amenity value and one dead beech. This revised application now shows that the proposed garage block is not being located in the position of these removed trees, but instead has been set aside for car parking spaces and as such, the previous agreement to remove these trees is still considered to be acceptable. As per the previously approved scheme, additional planting to compensate for the loss and ensure appropriate working practices are undertaken will be controlled by planning conditions, should Members be minded to approve the application. Such replacements will help achieve compliance with CN17 of the UDP.

## **Ecology**

The submitted ecological survey demonstrates that there is a low risk of bat activity on the site with only common nesting birds utilising the site. As such, the following measures, as recommended by the Council's Countryside Team have been included in the submission as a precautionary measure:-

- 20 No. Bat Boxes located in the trees to be retained.
- 8 No. Bat Bricks located in the new day care centre building.
- 4 No. Bat Slates located in the new day care centre.
- 20 No. Bird Boxes located in the trees to be retained.

With such measures in place, it is considered that the proposal accords with Policy EN1 of the UDP. To ensure consistency with the previously approved scheme, it is proposed that suitably worded conditions are imposed to secure the necessary mitigation measures, should Members be minded to approve the application.

## **Conclusion**

To conclude, the proposal is only considered to constitute minor revisions to the previously approved application for this development, 08/01496/LAP. The submitted plans and information demonstrate that the changes, namely the repositioning of the garage block and the inclusion of a small external store, are not considered to be to any detriment to either the previously approved scheme, or the surrounding environs and as such, Members are advised to approve the application accordingly, subject to the conditions as set out below.

## **RECOMMENDATION: Members be minded to 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, as required by section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 to ensure that the development is carried out within a reasonable period of time
- 2 No tree shown to be retained on the approved plans shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 "Tree Work", in the interests of visual amenity and to comply with policy CN17 of the UDP.
- 3 If any retained tree is removed, uprooted, destroyed or dies, another tree shall be planted at the same place and that tree shall be of such a size and species, and shall be planted at such time, as may be specified in

writing by the Local Planning Authority, in the interests of visual amenity and to comply with policy CN17 of the UDP.

- 4 The erection of fencing for the protection of any retained trees shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority, in the interests of visual amenity and to comply with policy CN17 of the UDP.
- 5 Before the development commences a method statement shall be submitted to the Local Planning Authority detailing the method of construction for any works to be undertaken within the crown spread of any trees on the site. Such details to include methods of excavation. All works shall be carried out in accordance with the agreed details in the interests of visual amenity and to comply with policy CN17 of the UDP.
- 6 Before the trees which are the subject of this application are felled, details of the location, size and species of the replacement planting shall be submitted to and agreed with the Local Planning Authority along with a timescale for the replanting, in the interests of visual amenity and to comply with policy CN17 of the UDP.
- 7 If within a period of two years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted, destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation, in the interests of visual amenity and to comply with policy CN17 of the UDP.
- 8 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping and treatment of hard surfaces which shall include indications of all existing trees and hedgerows on the land, and details for their protection during the course of development, in the interests of visual amenity and to comply with policy B2 of the UDP.
- 9 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting season following the occupation of the buildings or the completion of the development whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority gives written consent to any variation, in the interests of visual amenity and to comply with policy B2 of the UDP.

- 10 Before the development commences details of the method of containing the construction dirt and debris within the site and ensuring that no dirt and debris spreads on to the surrounding road network shall be submitted to and approved by the Local Planning Authority. These details shall include the installation and maintenance of a wheelwash facility on the site. All works and practices shall be implemented in accordance with the agreed details before the development commences and shall be maintained throughout the construction period in the interests of the amenities of the area and highway safety and to comply with policies B2 and T14 of the approved UDP.
- 11 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 08.00 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
- 12 Notwithstanding any specifications on the submitted plans details of all walls, fences or other means of boundary enclosure shall be submitted to and approved by the Local Planning Authority before the development is commenced. The agreed boundary treatment shall be completed before occupation or in accordance with an agreed timetable, in the interests of visual amenity and to comply with policy B2 of the UDP.
- 13 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 walls, roofs, doors and windows 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.
- 14 Before development commences, all necessary surveys, inspections and mitigation measure as specified in the submitted Extended Phase 1 and Protected Species Survey shall be carried out and all necessary works approved in writing by the Local Planning Authority and so implemented in accordance with the approved details in the interests of the natural environment and to comply with policy EN1 of the UDP.

**Reference No.:** 08/04434/LAP Development by City(Regulation 3)

**Proposal:** **Provision of 4 No. external infra red heaters to the front elevation. (Retrospective)**

**Location:** The Place Athenaeum Street Sunderland

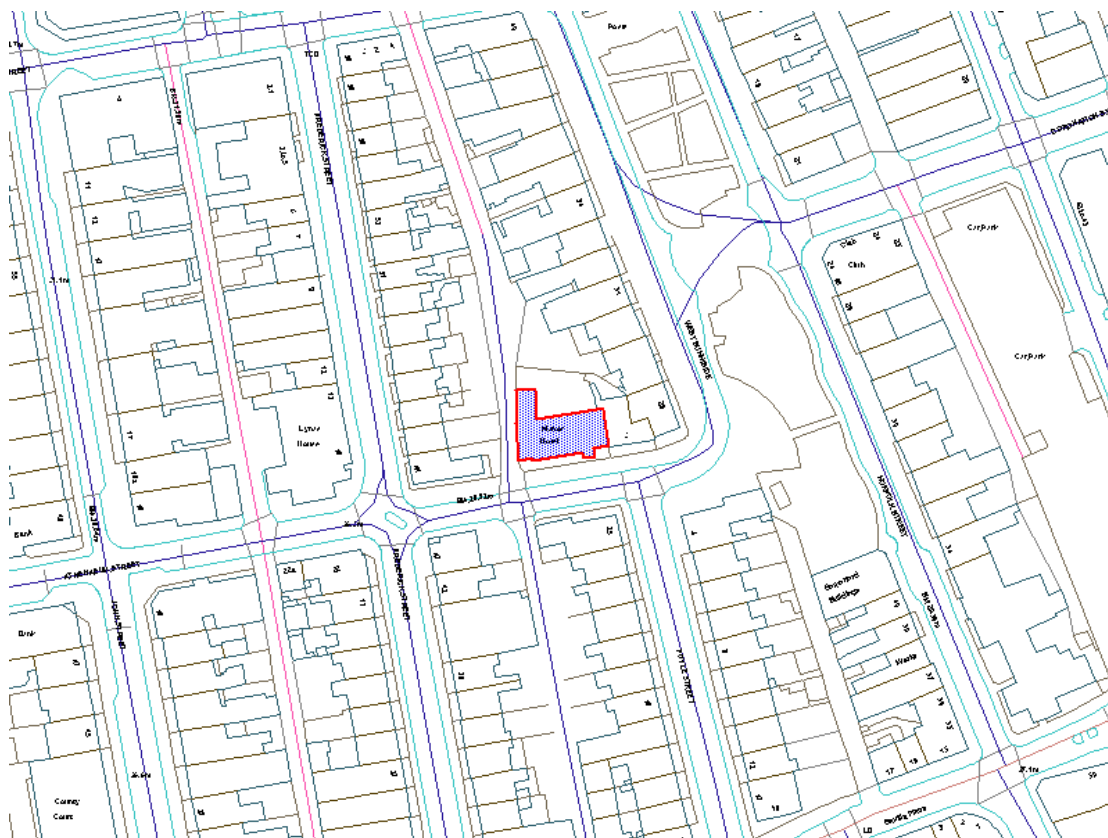
**Ward:** Hendon

**Applicant:** Development And Regeneration Directorate

**Date Valid:** 5 May 2009

**Target Date:** 30 June 2009

### 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 2009.

### PROPOSAL:

The proposal relates to the installation of four infrared heaters to the front of The Place, Athenaeum Street. The application is made retrospectively.

The Place is a four storey building with basement situated in the vicinity of a number of listed buildings at the intersection of Athenaeum Street and Foyle Street and currently comprises a bistro, performance area and meeting rooms at ground floor level with business suites on the upper floors. It has been indicated that the heaters have been installed in an attempt to promote café culture in the



Sunniside area and provide a pleasant environment for customers of the bistro whilst outside of the building.

The proposed heaters each measure 200mm in height and 400mm in width, projecting 200mm from the front wall of the building. Each of the four heaters is located so as to be 2.8 metres above ground level at its lowest point.

**TYPE OF PUBLICITY:**

Press Notice Advertised  
Site Notice Posted  
Neighbour Notifications

**CONSULTEES:**

Sunniside Partnership

**Final Date for Receipt of Representations: 05.06.2009**

## **REPRESENTATIONS:**

To date, no representations have been received, although it should be noted that the period for public consultation has yet to expire. Should any objections be received in advance of the Sub-Committee Meeting, these will be reported through preparation of a supplementary report.

## **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\_10\_Development affecting the setting of listed buildings

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

## **COMMENTS:**

The main issues to consider in determining this application are design, the impact on visual amenity and public safety.

### **Design and Visual Amenity**

Policy B2 requires the scale, massing, layout and setting of extensions and alterations to existing buildings to respect and enhance the best qualities of nearby properties and the locality.

Policy B10 seeks to ensure that proposals in the vicinity of listed buildings do not adversely affect their character or setting.

In light of the above, it is considered that the proposed development accords with the requirements of UDP policies B2 and B10 in that it represents a small scale addition to the existing building which would allow for a more pleasant environment for customers of the bistro whilst on the patio outside the premises. At the same time, it would not detract from the architectural qualities of the nearby listed buildings in Foyle Street and Athenaeum Street. In order to prevent the area being used outside of the hours of operation approved by the application for the erection of the main building, 06/00668/FUL, it is recommended that should members be minded to grant consent, that a condition be imposed requiring the heaters to be switched off outside of the permitted hours of operation for the bistro.

### **Planning Policy**

The application site 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. Therefore, the proposal must be compatible with the principal use of the neighbourhood and host building.

As the proposed heaters will allow for increased usage of the patio area to the front of the premises, it is considered that the proposal allows the existing building to function more effectively in its current use. As such, the proposal is considered to accord with the requirements of policy EN10.

### **Public Safety**

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.

The key issue in this regard is the potential impact on pedestrians and users of the footpath on Athenaeum Street. The proposed installation is at a height of 2.8 metres and as such, the proposal has been considered to have no impact on pedestrian safety and therefore to accord with UDP policy T14.

### **Conclusion**

In light of the above, the proposed heaters are considered to represent an acceptable small scale addition to the existing building which will promote the use of the patio to the front, which is to be encouraged.

The period for the receipt of representations does not expire until 5 June 2009, after the Sub-Committee Meeting. Consequently, Members are requested to Delegate the Decision to the Director of Development and Regeneration, who is minded to approve the application subject to the receipt of no objections. This will allow the application to be determined within the statutory 8 week period. Should any objections be received following this meeting, the application will be reported back to the next available Sub-Committee meeting.

### **RECOMMENDATION: DELEGATE to Dir. of Dev and Regeneration**

#### **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, as required by section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 to ensure that the development is carried out within a reasonable period of time.
- 2 Notwithstanding the submitted plans the infrared heaters hereby approved shall be removed from the building when no longer required, in the interests of visual amenity and to comply with policy B2 of the Unitary Development Plan.
- 3 The infrared heaters hereby approved shall not be switched on between the hours of 23.00; and 07.00 on weekdays, 24.00 and 07.00 on Saturdays, 23.30 and 08.00 on Sundays and Bank Holidays, in order to protect the amenities of the area and to comply with policy SA74A of the

UDP, as amended by alteration No 2 and the Sunderland City Centre  
Evening Economy: Licensed Premises Policy Statement.

Reference No.: 09/00957/OUT Outline Application

Proposal: Outline application for the erection of a hotel with associated parking.

Location: Land At Egerton Street/Toward Road Sunderland SR2 8JG

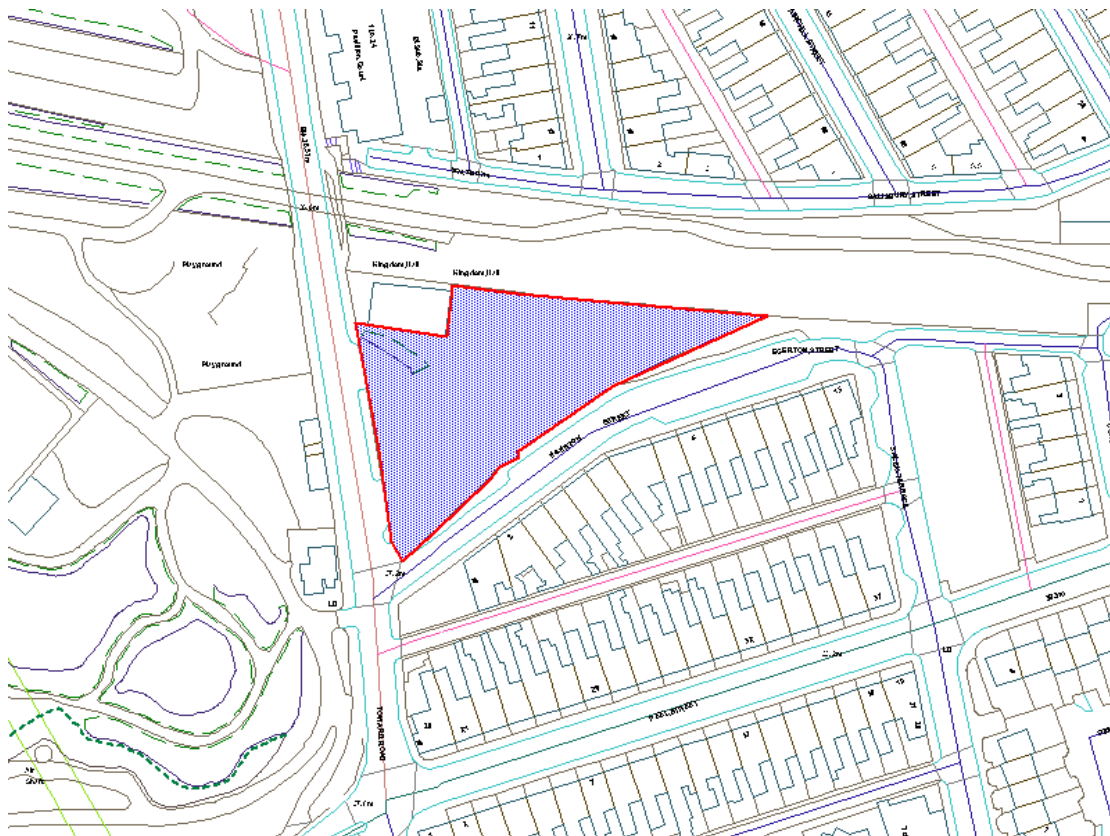
Ward: Hendon

Applicant: Mandale Commercial Ltd

Date Valid: 19 March 2009

Target Date: 14 May 2009

### 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 2009.

### PROPOSAL:

Outline planning permission is sought for the erection of a 109 no. bedroom hotel to be accommodated within two inter-linked blocks of 4 -5 stories in height, on the corner of Toward Road and Egerton Street. The application seeks to agree the principle of the development only, with all matters, including scale, access, layout, landscaping and appearance reserved for determination at a later date.

The 0.15 Hectare site itself is a triangular piece of land located on the junction of Toward Road and Egerton Street in the south-eastern corner of the city centre. To the immediate north western corner of the site is situated the 2 storey in height Kingdom Hall church, a red brick built building that appears to have had a number of changes and alterations carried out to it over time. Beyond this and running along the entire north elevation lays the site of a former mineral railway line, which has been reclaimed and is now in use as a public footpath. Beyond this is situated a terrace of large 4 storey buildings, which are in a variety of uses ranging from residential to offices. To the east and south lie traditional 2 storey terraced dwellings and to the west on the other side of Toward Road lies Mowbray Park, the city centres main parkland area.

There is a general even fall in levels of 6 metres across the site from west to east. Additionally, along the southern edge of the site where it meets Egerton Street, there is an immediate fall in levels of between 2 to 3 metres.

A series of schematic drawings have been submitted in support of the application, to enable an accurate assessment of the proposal in order to establish whether a development of this nature and scale can be readily accommodated on a site in this location.

These drawings show 'Block A' situated on Toward Road, which would vary in height from five to six storeys. 'Block B' would run along the northern boundary, behind the Kingdom Hall, and would vary in height from five to four stories. The south east portion of the site, facing towards Egerton Street is shown as accommodating the site access for vehicles and would house the car parking area for the development, some of which would lie underneath the two hotel blocks.

Landscaping is proposed predominantly along the Toward Road and Egerton Street frontages with two refuse stores proposed within the central parking area.

Members may recall that a number of planning applications have been submitted for the site in recent years, the brief details of these are set out below:-

An application for full planning application, (ref: 07/04658/FUL), was presented before the DC Sub Committee in November 2007 for the erection of 40 no. flats with associated access, parking and works. The application was recommended for approval subject to the signing of a Section 106 Agreement in respect of off site play equipment, which was entered into in January 2008.

A further application, ref no 08/03553/FUL was presented before the DC Sub Committee in February 2009 for a 118 no bedroom student accommodation development with associated access, parking and works. This application was refused permission as this form of development was considered to be an over intensive use of the site, which could have give rise to neighbourhood amenity and privacy issues and also could have led to a proliferation of on-street car parking, to the detriment of highway safety.

It should be noted that in general terms, the scale and massing of the buildings proposed for these two schemes are generally similar in size to that which is depicted on the schematic drawings which have been submitted in support of the application now being considered.

The site has been advertised accordingly. A Design and Access Statement accompanies the application.

**TYPE OF PUBLICITY:**

Press Notice Advertised  
Site Notice Posted  
Neighbour Notifications

**CONSULTEES:**

English Heritage  
Northumbrian Water  
Business Investment  
The Garden History Society

Final Date for Receipt of Representations: **20.04.2009**

**REPRESENTATIONS:**

No representations received.

**POLICIES:**

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

EN\_10\_Proposals for unallocated sites to be compatible with the neighbourhood  
H\_5\_Distribution of sites for new housing (over 10 units)  
B\_1\_Priority areas for environmental improvements  
B\_2\_Scale, massing layout and setting of new developments  
T\_2\_Promote the role of public transport, improving quality, attractiveness and range  
T\_14\_Accessibility of new developments, need to avoid congestion and safety problems arising  
T\_22\_Parking standards in new developments  
EC\_3\_Support for new and existing economic activity  
EN\_14\_Development on unstable or contaminated land or land at risk from landfill/mine gas  
B\_4\_Development within conservation areas  
Consultees.

English Heritage.  
No Objections.

Northumbrian Water.  
No Objections.

Neighbours.  
No representations have been received as a result of the neighbour notification consultation procedure.



## COMMENTS:

The key issues to consider in relation to the application are:-

- The principle of the use on the site.
- The appearance and layout of the development.
- The impact upon neighbouring properties.
- Sustainability
- Environmental Considerations
- Highways Issues

The principle of the use on the site.

The planning statement submitted in support of the application refers to PPS6 which considers hotels as a city centre use, and recommends that hotels should be located in existing centres in order to strengthen them. PPS6 advises that proposals for hotels should undergo a Sequential Test to ensure the most central and accessible locations are found. Policy EC9 of the UDP states that hotels will normally be permitted in the centres of Sunderland and Washington, on sites well related to the primary road network. The proposal is considered to be in accordance with EC9 as it is located within the City Centre area, as defined on the UDP City Centre Proposals Map and is within 500 metres of the Sunderland Central Metro / Train Station and the Park Lane transport interchange, which provide good bus links. Due to these factors, it is considered that a Sequential Test is not necessary in this instance.

In terms of land use, the adopted UDP the eastern part of the application site is identified as lying within a housing improvement / community and environmental priority area and the western part of the site (the former service station) has no allocation and as such is shown as being 'white land' and subject to Policy EN10. Where the UDP does not indicate any proposals for change, the aims of guidance provided in Policy EN10 seek to retain the existing pattern of land use. Whilst the hotel development is considered as compatible with the principle use of the neighbourhood (residential) the potential impact on the general amenity of local residents through the significant increase in traffic accessing the hotel may cause the development to be considered as potentially incompatible with existing neighbouring uses. Such matters are given further consideration in the 'Highways Issues' section below.

To conclude the principle / policy aspect of consideration, the development is an acceptable town centre use and accords with national and local policy guidance. Whilst the principle of development is considered appropriate, the potential level of impact generated through the increase in road traffic needs to be considered further.

The appearance and layout of the development.

Whilst the details of the appearance and layout of the development have been reserved for determination at a later stage, Members are advised schematic drawings submitted in support of the application are considered to have provided enough of a basic level of detail, in terms of positioning and massing to be able to establish whether a development of this nature and scale can be readily

accommodated on a site in this location. In general terms, the submitted plans depict the development as consisting of 2no. 4 - 5 story blocks which run along the western and northern boundaries of the site, which is consistent with the 2 other aforementioned applications, which have been previously considered for residential / student accommodation. All of the applications give an emphasis of increasing height towards the south west of the site and reducing in height at the southern end of block A, which is the closest point that the proposed buildings come in relation to the residential properties that currently exist on the opposite (southern) side of Egerton Street. Comments from the Urban Design section initially suggested that the proposal might be improved if it were to actually increase in height in this location, in order to provide a 'gateway feature' demarking an edge / entrance to the city centre. However, further analysis of the site has deemed that this could result in a form of development that could adversely affect the amenities of the occupiers of the dwellings opposite in this location. As such, the submitted schematic drawings do show an increase in height of the block that fronts onto Toward Road, but this is shown as being located in the central portion of this elevation, as opposed to its southern extremity and as a result is now considered to serve a dual purpose; not only does this create the 'gateway feature' recommended by the Urban Design team but such a detail also draws emphasis towards the main pedestrian entrance to the hotel, which if finally designed in such a manner, will help aid visitors when approaching from a distance away.

In addition to the layout of the buildings being similar to the previously submitted schemes, it should be noted that the access to the site is shown as being located in the same location as that previous, midway along Egerton Street.

To conclude, the general appearance and layout of the development is considered to be acceptable in principle and in accordance with Policy B2.

#### The Impact Upon Neighbouring Properties.

Whilst the submitted layout is only indicative in nature, it is considered that in terms of size and massing that this is comparable with the previously submitted applications for the site and as such, is generally acceptable. It should be noted however, that it appears that a 'pinch point' of approximately 15metres exists between the southernmost elevation of block A of the proposed hotel and the residential property situated on the opposite corner of Toward Road / Egerton Street (18 Toward Road). Previous schemes appear to have been able to increase this separation distance, by sliding the rear (eastward facing) portion of the block northwards, away from Egerton Street. It is considered that such alterations could also be incorporated into any detailed design proposals should they be submitted at a 'Reserved Matters' stage, should members be minded to approve this outline application.

As such, in terms of any affect that the development may have upon the amenity of nearby residents, officers are confident that a satisfactory standard can be achieved, which is consistent with the scheme for residential development that has already been approved on the site (07/04658/FUL) and in accordance with Policy B2 of the UDP.

## Sustainability.

A brief sustainability statement accompanies the application that explains how the developer would be willing to incorporate measures into the building in order to achieve 10% renewable energy. It is encouraging that the developer is demonstrating a commitment to sustainability and energy conservation issues and as such, a condition ensuring the achievement of 10% renewables could be attached to any consent granted, should members be minded to approve the application.

## Environmental Considerations.

Submitted with the application was a geoenvironmental report for the site. Comments are still awaited from the Council's Environmental Health section in this respect: Notwithstanding this, as part of the site has previously been subject to an semi-industrial use (petrol filling station / car repairs) it is proposed that standard conditions are imposed, should consent be issued requiring formal written approval of any ground remediation and decontamination works, prior to the commencement of any other works on site.

## Highways Issues.

In terms of car parking, the schematic layout shows 109 car parking spaces for a 109 bed hotel is considered to be generally satisfactory and achievable on a plot of land of this size. It should be noted however the indicative choice of 4.8 x 2.4 m bay sizes and the absence of manoeuvring space at the ends of row of parking spaces would prevent ease of use of the end bays and an additional 1 m space should normally be provided at the end of an aisle to assist manoeuvring in / out. In addition, the position in which the stairwells have been shown as being located result in a reduction of aisle width from the standard 6m to only 5.4m in places. As the layout is only indicative at this stage though, it is considered appropriate that a condition could be imposed to ensure that a satisfactory layout arrangement with the appropriate number of accessible car parking spaces is submitted at the 'Reserved Matters' stage.

Moving outwith the site and to access arrangements, the proposed alterations to Egerton Street as shown on the submitted indicative plans are considered to be inappropriate in their current form. Notwithstanding this, it is considered that at the detailed design stage that the arrangements could be improved somewhat in order to ensure a satisfactory form of development is achieved. Such improvements would include the following which could be controlled via the imposition of appropriately worded conditions, should Members be minded to approve the application:-

- Improvements to the radius of the junction of Egerton Street, reducing this from 10m to a lesser dimension of 6m.
- The section of Egerton street that leads down to the site access requires widening to achieve 6.7m carriageway width. (Full widening is not required thereafter).
- The maximum amount of on-street parking bays (block paved laybys) should be retained.

- A scheme of parking controls (waiting restrictions) should be introduced to prevent parking at other locations.
- Alterations to Toward Road, including closing off the redundant filling station accesses and reinstatement of footway surfacing. Such highway works will need to be carried out under a Section 278 Agreement of the Highways Act 1980.

In addition to the above, it should be noted that Policy T2A aims to promote sustainable transport options and requires major developments to provide a transport plan and non-residential development to commit to travel plans. The Travel Plan Framework documentation provided in the application highlights the application is for outline permission and that the location of the site is in close proximity to the City Centre (including multiple forms of sustainable transport) consideration has been given to these factors and the subsequent difficulty in influencing the travel patterns of prospective hotel guests. An effective Travel Plan is an important element in the delivery of a sustainable hotel development and it is considered prudent to ensure an appropriate Travel Plan is adopted. As such it is considered necessary that the Travel Plan Framework should be developed further to ensure that a sustainable form of development is created, should Members be minded to approve the application. A condition can be imposed on any outline consent granted in order to ensure the LPA is satisfied with the final Travel Plan at the subsequent “reserved matters” stage.

To conclude highways matters, it is considered for the reasons set out above that the proposal is acceptable in this regard and that further details can be agreed in order to accord with UDP policies T14, T22 and T2A.

Conclusion.

For the reasons set out above, the principal of the proposed development is considered to be acceptable in terms of general design, layout and highway arrangements. Members are reminded that as the application is only for outline planning permission, it will be necessary for the developer to submit a further 'Reserved Matters' planning application to formally agree any details prior to commencement. As such, it is recommended that Members be minded to approve the application, subject to the conditions as set out below.

### **RECOMMENDATION: Members be minded to Approve**

#### **Conditions:**

- 1 Details of the following matters shall be submitted for the subsequent approval of the Local Planning Authority: the form and location of the access onto Egerton Street; the layout, scale, landscaping and appearance of the development.
- 2 Application for the approval of the reserved matters for the development shall be submitted to the local planning authority within three years of the date of this permission. The development hereby permitted shall be begun either within three years of the date of this permission or within two years

of the date of approval of the last of the reserved matters to be approved, whichever is the later.

- 3 The development hereby approved and all associated reserved matters applications shall be required to incorporate and comply with the design principles outlined in the "Planning, Design and Access Statement" document, dated February 2009, in the interests of visual amenity and to achieve an acceptable layout for the estate and to comply with policies B2, T14 and EC3 of the Unitary Development Plan.
- 4 Notwithstanding the submitted plans proposed ground level sections across the site and details of the finished slab levels of each hotel block shall be submitted and approved in writing with the LPA. Once Agreed, all works shall be carried out in accordance with the approved levels details in order to achieve a satisfactory form of development and to comply with policy B2 of the Unitary Development Plan.
- 5 Before the development hereby approved is commenced the Hotel blocks shall be pegged out on site and their exact location agreed in writing with the Local Planning Authority, in order to achieve a satisfactory form of development and to comply with policy B2 of the Unitary Development Plan.
- 6 The construction works required for the development (including deliveries) hereby approved shall only be carried out between the hours of 08.00 and 18.00 Monday to Friday and between the hours of 08.00 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 Unitary Development Plan.
- 7 No development shall be commenced until the application site has been subjected to a detailed desk study and site investigation and remediation objectives have been determined through risk assessment, and approved in writing by the local planning authority and detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the "Remediation Statement") have been submitted to and approved in writing by the local planning authority, in the interests of residential amenity and to comply with policy EN14 of the Unitary Development Plan.
- 8 No development approved by this permission shall be commenced until the works specified in the Remediation Statement have been completed in accordance with the approved scheme and a report validating the remediated site has been approved in writing by the local planning authority, in the interests of residential amenity and to comply with policy EN14 of the Unitary Development Plan .
- 9 Should any contamination not previously considered be identified during construction works an additional method statement regarding this material shall be submitted to the local planning authority for approval, in the interests of residential amenity and to comply with policy EN14 of the Unitary Development Plan.
- 10 Prior to the commencement of works, the following details shall be submitted to and agreed in writing by the Local Planning Authority:

Samples of all external materials and finishes, comprising roof cladding, wall facing materials, window glass, door and window frames (including a colour schedule), decorative features and rainwater goods etc. Sample panels of brickwork, demonstrating the colour, texture, face bond and pointing. Thereafter, the development shall not be carried out other than in accordance with the approved details; in the interests of visual amenity and in order to comply with policies B2 of the Unitary Development Plan.

- 11 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of Hard landscaping, which shall include details of all proposed hard surfacing, (including the precise layout and location of footways, means of enclosure, lighting columns, bollards and any other street furniture), in the interests of visual amenity and to comply with policy B2 of the Unitary Development Plan.
- 12 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft landscaping (including a schedule of the sizes and species of plants and indications of all existing trees and hedgerows on the land, including details for their protection during the course of development, in the interests of visual amenity and to comply with policy B2 of the Unitary Development Plan.
- 13 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting season following the occupation of the buildings or the completion of the development whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority gives written consent to any variation, in the interests of visual amenity and to comply with policy B2 of the . Unitary Development Plan
- 14 The existing vehicular access to the site from Toward Road shall be closed in accordance with details that shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. The approved details shall be implemented before the hotel hereby approved is occupied, in the interests of highway safety and to comply with policy T14 of the Unitary Development Plan.
- 15 Prior to the commencement of the development, precise details of the proposed new site access arrangements from Egerton Street and road layout within the site, which can accommodate the swept path of a pantechnicon, shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, such details shall include improvement works to the junction of Toward Road and Egerton Street and include a scheme of parking controls to be introduced to prevent hotel occupiers parking off site. The approved scheme shall then be implemented in full accordance with the approved details prior to the occupation of any of the flats, in the interests of highway safety and to comply with policy T14 of the Unitary Development Plan.

- 16 Prior to the commencement of the development, a plan showing the provision of adequate car parking spaces for the number of hotel bedrooms proposed within the curtilage of the site shall be submitted to and approved in writing by the Local Planning Authority. Any such plan shall include disabled parking bays to be provided at ratio of approximately 1 per 30 spaces. The car parking shall be laid out in accordance with the approved plan before the building is occupied. This parking area shall then be retained and permanently reserved for the parking of vehicles at all times and shall be used for no other purpose, to ensure that adequate and satisfactory provision is made for the off street parking of vehicles and to comply with policy T14 of the Unitary Development Plan.
- 17 Prior to the commencement of the development, the details of the space and facilities for bicycle and motor cycle parking shall be submitted to and approved in writing by the local planning authority. The facilities shall be covered and laid out in accordance with the approved details before any part of the building is occupied, in order to ensure that adequate provision is made for cycle and motor cycle parking and to comply with policy(ies) T14 and T22 of the Unitary Development Plan.
- 18 Prior to the commencement of development, a plan showing the provision of adequate facilities for the storage of refuse within the site shall be submitted to and approved by the Local Planning Authority, and shall be so installed and maintained thereafter in order to ensure a satisfactory form of development and to comply with policy EN1 of the Unitary Development Plan.
- 19 Before the development hereby approved commences, details of the facilities to enable servicing of / deliveries to the premises shall be submitted to and approved by the Local Planning Authority. Such facilities shall be provided in accordance with the agreed details and such facilities shall be retained and kept unobstructed at all times, in the interests of highway safety and to comply with policy T14 of the UDP.
- 20 Prior to the occupation of the development, a Green Travel Plan based on the Approved Travel Plan Framework (dated February 2009) shall be submitted to and agreed in writing by the Local Planning Authority. Prior to the occupation of the hotel, the Management Company shall implement the Green Travel Plan, once approved and thereafter its effectiveness shall be monitored and reviewed for a period of not less than 5 years after completion of the development. The implementation, monitoring and review of the Green Travel Plan is to ensure that the site is accessible by alternative modes of travel, in the interests of traffic mitigation and environmental sustainability and to comply with Policies T1, T2 and T14 of the Unitary Development Plan.
- 21 Prior to the commencement of development, details of the method of containing the construction dirt and debris within the site and ensuring that no dirt and debris spreads on to the surrounding road network shall be submitted to and approved by the Local Planning Authority. These details shall include the installation and maintenance of a wheelwash facility on the site. All works and practices shall be implemented in accordance with the agreed details before the development commences and shall be maintained throughout the construction period in the interests of the

amenities of the area and highway safety and to comply with policies B2 and T14 of the Unitary Development Plan.

- 22 Notwithstanding any specifications on the submitted plans details of all walls, fences or other means of boundary enclosure (including bin enclosures / garden stores) shall be submitted to and approved by the Local Planning Authority before the development is commenced. The agreed boundary treatment shall be completed before occupation or in accordance with an agreed timetable, in the interests of visual amenity and to comply with policy B2 of the .Unitary Development Plan
- 23 Notwithstanding the provisions of the current Town and Country Planning (General Permitted Development) Order, and Circular 10/2005 details of the provision / location of any satellite antenna to be installed on the building or within the curtilage of the site shall be submitted to and agreed in writing with the Local Planning Authority, prior to installation in order that the Local Planning Authority may retain control over the development and to comply with Policy B4 of the Unitary Development Plan.
- 24 Unless otherwise agreed in writing with the LPA, details of energy efficiency and/or renewable energy measures should be submitted to and agreed in writing with the LPA for consideration prior to the completion of the building. For the avoidance of doubt, such details shall include a justification for the type of measures chosen, including estimations of energy saved / created by such measures, which should seek to achieve a minimum of 10%. Following the approval of such details, the agreed measures shall be implemented prior to the occupation of the building, in the interests of sustainable development and in order to comply with policy R1 of the adopted Unitary Development Plan.