

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 (Development Management Procedure) (England) Order 2010

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 Office of the Chief Executive in the Civic Centre or via the internet at www.sunderland.gov.uk/online-applications/

Janet Johnson
Deputy Chief Executive

Reference No.: 10/03951/VAR Variation of Condition

Proposal: **Variation of condition 2 attached to application 10/01744/SUB : modification of rear and side boundaries to plot 1**

Location: Land West Of Burtree Cambrian Way Lambton Washington

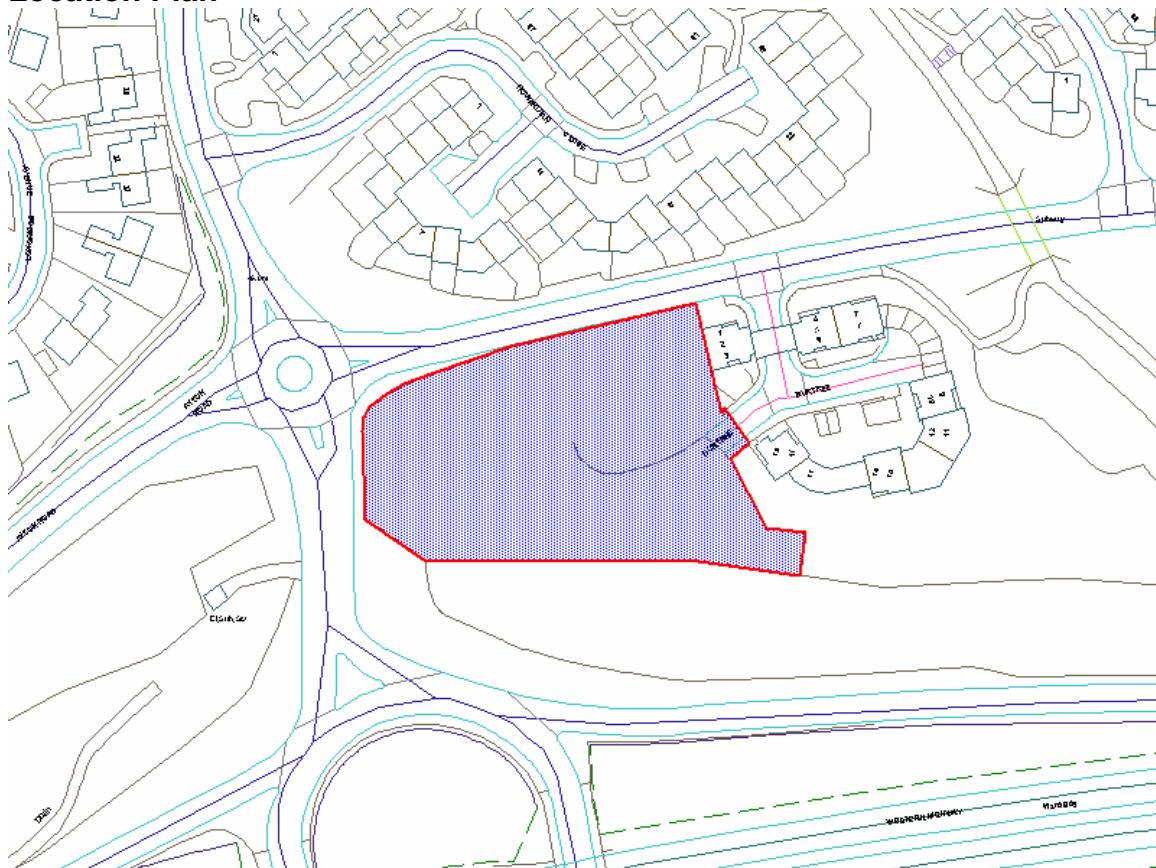
Ward:

Applicant: Keepmoat Homes Ltd

Date Valid: 8 December 2010

Target Date: 9 March 2011

Location Plan



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PROPOSAL:

This application seeks a variation of condition 2 (Approved Plans) of planning permission 10/01744/SUB which granted consent for the erection of 17 houses on Land West of Burtree, Cambrian Way, Washington (named by the developer as Lambton Mews). Planning permission for this development was approved on 2 July 2010.

This application to vary condition 2 has been made to allow modification of the boundary treatments to plot 1. These modifications are required in order to remove an area of land located between plot 1 and the adjacent 1-3 Burtree,

from being left unenclosed. The applicant has indicated concern that such an unenclosed area of land may potentially lead to boundary disputes at a later date or to lack of maintenance.

Members may recall that a previous application to vary condition 2 was approved on 9 September 2010. This application was made to allow a length of footway to be altered from its original configuration on the approved plans. This reconfiguration was required in order to allow the footway to be constructed without the need to relocate the street lighting columns.

The housing development site (as shown on the approved plans) lies immediately to the south of Cambrian Way and comprises a plot of land, approximately 0.4 hectares in area. The site is surrounded to the north, west and east by modern residential dwellings. To the south lies a wooded area alongside the A182 Washington Western Highway, beyond which lies an area of light industry.

TYPE OF PUBLICITY:

Press Notice Advertised
Site Notice Posted
Neighbour Notifications

CONSULTEES:

City Services - Transportation
Northumbrian Water
Street Scene (Environmental Service)
Director Of Childrens Services
Environment Agency
Force Planning and Police Architectural Liaison Officer

Final Date for Receipt of Representations: **05.01.2011**

REPRESENTATIONS:

Neighbours

1 representation received.

1 representation received from the occupier of 2 Burtree (adjacent) on grounds that the proposed variation to the boundary enclosures of plot one would prevent access to a second floor west facing window for cleaning and maintenance. Also on grounds that access to the gable wall and roof of numbers 1 _ 2 Burtree would be impeded by the proposed enclosure of the area of land between these properties and Plot 1.

Consultees

No representations received.

POLICIES:

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

B_2_Scale, massing layout and setting of new developments

EN_10_Proposals for unallocated sites to be compatible with the neighbourhood

EN_6_Limit exposure of new noise/vibration sensitive developments to existing sources

H_3_Quantification of land for new housing

H_5_Distribution of sites for new housing (over 10 units)

H_11_Housing sites with lapsed permissions normally to be approved

CN_17_Tree Preservation Orders and replacement of trees

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

T_22_Parking standards in new developments

COMMENTS:

Permission is sought to reconfigure the boundary enclosures to the side and rear of plot 1 on the development known as Lambton Mews (Land West of Burtree). On the originally approved scheme the boundary treatments to plot one were configured in order that a "dead end" 3 metres in width would have been retained between the side boundary fence of plot one and the gable wall of numbers 1 -3 Burtree.

In order to remove the risk of lack of maintenance or boundary dispute it is proposed to reconfigure the fence line in order that it runs from the side elevation of plot 1 to the gable elevation of 1-3 Burtree. The fence to the side of plot 1 will comprise a 1.8 metre high close boarded timber fence. To the rear the fence line will be extended adjacent to the footway along Cambrian Way to "square off" the rear garden of plot one with a 1.8 metre high brickwork wall.

An objection was received from the occupier of 2 Burtree who was concerned that the proposed reconfiguration of the fencing would remove access to a window, for the purposes of cleaning and maintenance, positioned at second floor level. The fence line was subsequently amended in order that it is set back a distance of 1.8 metres from the main front wall of 1-3 Burtree, providing adequate space to position a ladder to enable cleaning and maintenance of the window in question. The objector from 2 Burtree maintains his objection to the positioning of the fence on grounds that access to the gable wall and roof of 1-3 Burtree would need to be taken through the enclosed side garden of Plot 1. However, such an arrangement is not unusual within residential housing estates and it is not considered that the proposed reconfiguration of the boundary enclosures to plot one will result in any loss of residential amenity that would warrant a sustainable refusal of this variation of condition.

The proposed reconfiguration of the proposed boundary enclosures to plot 1 are therefore considered to be acceptable.

The original planning permission (reference: 10/01744/SUB) was subject to an agreement under Section 106 of the Town and Country Planning Act, 1990, which set out payment of £11917 in lieu of on site play facilities. A deed of variation to this agreement, which will allow reference to this application to vary condition 2, is currently being prepared. It is anticipated that this agreement will be completed prior to the target date for determination of this application (9 March 2011).

Conclusion

In summary, the proposed variation of Condition 2 of planning permission 10/03951/VAR to accommodate modifications to the boundary enclosures of plot 1 is considered to be acceptable and is therefore recommended for approval subject to the completion of the deed of variation to the agreement made under Section 106 of the Town and Country Planning Act, 1990.

RECOMMENDATION: Approved subject signing Section 106

Conditions:

- 1 The development to which this permission relates must be begun not later than three years beginning with the date on which the original permission was granted (2 July 2010: planning reference 10/01744/SUB), as required by section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, to ensure that the development is carried out within a reasonable period of time.
- 2 Unless otherwise first agreed in writing with the Local Planning Authority, the development hereby granted permission shall be carried out in full accordance with the following approved plans:

Drawing No QD302-LP-01 Rev A received 21 May 2010
Drawing No QD302-80-01 Topographical Survey received 21 May 2010
Drawing No QD302-01-2 Rev A Existing Layout received 21 May 2010
Drawing No QD302-01-01 Rev H Proposed Layout
received 27 January 2011
Drawing No QD302-P-20 Rev A Proposed Rendered Sections
received 21 May 2010
Drawing No QD302-P-10 Rev B Proposed Rendered Layout
received 21 May 2010
Drawing No QD302-90-01 Rev H External Finishes Layout
received 27 January 2011
Drawing No QD302-60-01 Rev A Landscape Strategy Plan
received 21 May 2010
Drawing No QD302-97-01 Rev A Site Set Up Layout
received 21 May 2010
Drawing No QD302-665-01 Rev A house Type 665 received 21 May 2010

Drawing No QD302-763-01 House Type 763 received 21 May 2010
Drawing No QD302-844FE-01 House Type 844FE received 21 May 2010

Drawing No QD302-844SE-01 Rev A House Type 844SE
received 21 May 2010

Drawing No QD302-1011-01 House Type 1011
received 21 May 2010.

Drawing No 2008/SD/134 Garage Detail 2 received 21 May 2010.

Drawing No 2008/SD/136 Garage Detail 4 received 21 May 2010.

Drawing No 2008/SD/137 Garage Detail 5 received 21 May 2010.

Drawing No QD256-TGD-01 Triple Garage Detail 21 May 2010.

Drawing TPP-A retained trees shown on proposed layout with protective
measures indicated, received 21 May 2010.

All About Trees - Arboricultural Implication Assessment of trees at
Lambton Mews, Washington, received 21 May 2010.

Noise Assessment (dated April 2010) Keepmoat Homes, Lambton Mews
Washington.

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

- 3 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.
- 4 The noise mitigation measures required in association with the development hereby approved, as identified in paragraphs 8.1; 8.2; 8.3; 8.4; 8.5 and 9.1 of the Noise Survey titled Keepmoat Homes Limited Lambton Mews, Washington Noise Assessment and dated April 2010, shall be fully implemented during construction of the development and as appropriate following development and retained as such thereafter for the lifetime of the development unless otherwise first agreed in writing with the Local Planning Authority. In the interest of residential amenity and to achieve a satisfactory form of development on site and to comply with the requirements of Policy EN6 of the adopted Unitary Development Plan.
- 5 Notwithstanding the plans approved in connection with this development, before any development commences on site precise details of the form and positioning of garage plots 9 and 10 and parking bay 9, including the provision of a hardstanding of not less than 5 metres in front of each garage door, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented strictly in accordance with the approved plan(s) and retained as such for the lifetime of the development unless otherwise first agreed in writing with the Local Planning Authority. In the interest of highway safety and to achieve a satisfactory form of development on site and to comply with the requirements of Policies B2 and T14 of the adopted Unitary Development Plan.

- 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 08.00 and 13.00 on Saturdays and at no time on Sundays or Bank Holidays unless otherwise first agreed in writing with the Local Planning Authority in order to protect the amenities of the area and to comply with policy B2 of the Unitary Development Plan.
- 7 The car parking hereby approved shall be laid out in accordance with the approved plans and made available for use before the dwellinghouses hereby approved are occupied. The car parking areas shall then be kept clear and made available for carparking at all times and shall be used for no other purpose, in the interests of highway safety and to comply with policies T14 and T22 of the UDP.
- 8 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.
- 9 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 achieve satisfactory noise attenuation measures on site and comply with policies B2 and EN6 of the Unitary Development Plan.
- 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 erection of fencing and other measures for the protection of all retained trees shall be undertaken in accordance with the approved plans (Drawing TPP-A received 20.04.10) 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 prior written consent of the Local Planning Authority, in the interests of visual amenity and to comply with policy CN17 of the adopted Unitary Development Plan.

- 12 If any tree shown to be retained on the approved plan(s) is removed, uprooted, is destroyed or dies as a result of the construction or positioning of the development hereby approved, a replacement tree shall be planted by the developer. The location, size and species of the replacement tree(s) shall be agreed in writing with the Local Planning Authority prior to any planting taking place and the replacement tree shall be planted at a time to be specified by the Local Planning Authority. In the interest of visual amenity, to retain a satisfactory noise attenuation barrier on site and to protect existing trees and to comply with the requirements of policies B2, EN6 and CN17 of the adopted Unitary Development Plan.

Reference No.: 10/03972/FUL Full Application

Proposal: **Erection of 30,000sq m manufacturing facility including ancillary offices, car parking / servicing, associated highway improvements and access arrangements.**

Location: Radial 64 (Former Dunlop Tyre Factory) Birtley Road Washington

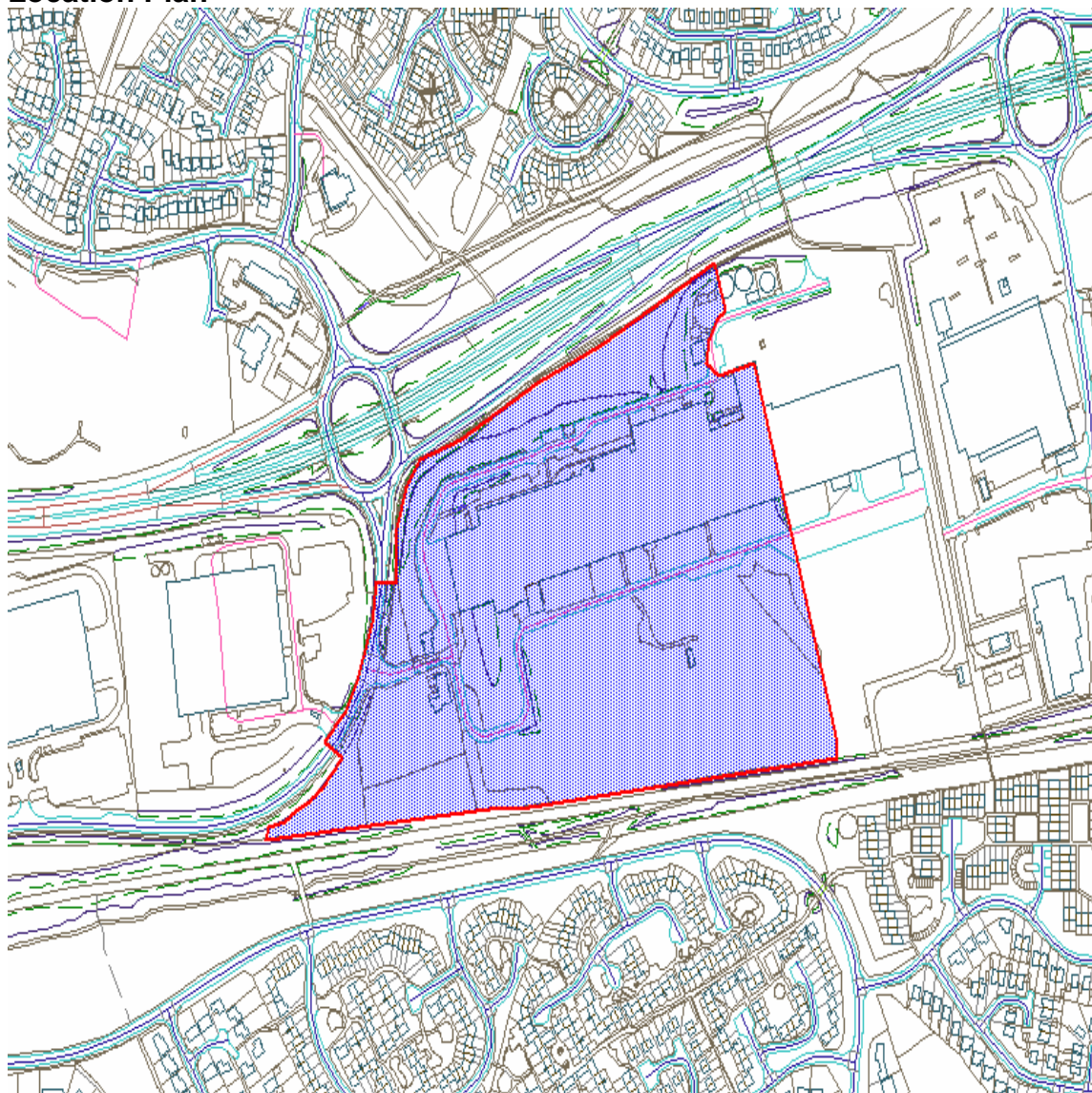
Ward: Washington South

Applicant: Rolls-Royce Plc

Date Valid: 7 December 2010

Target Date: 8 March 2011

Location Plan



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BACKGROUND:

The proposal being considered is the first of two planning applications to be submitted on behalf of Rolls Royce PLC for the development of land at Radial 64,

Washington. The site was until recently occupied by a former Goodyear Dunlop Tyres factory. In early 2009, developers Highbridge obtained outline planning permission for a mixed use, commercial redevelopment scheme on the site (application ref 08/03879/OUT). The first phase of that development has involved the erection of a factory for BAE Systems Ltd (Application ref 09/02281/REM) which has just recently been completed.

Whilst the above application for outline planning permission agreed a quantum of mixed-use development, including manufacturing, warehousing, offices hotel, public house and coffee shop, discussions have been ongoing between Highbridge and Rolls Royce to develop the entire site for industrial purposes. Such discussions have arisen following feasibility studies undertaken by Rolls Royce to identify a suitable site in the Sunderland area as part of their need to improve their current production, quality and efficiency. The Radial 64 site has been carefully selected by them as a result of this process due to a number of factors:-

- Location / Access.
- Proximity and links to Trunk Road / Motorway network infrastructure.
- Proximity to their existing workforce.
- The sites current land allocation.

It is against this backdrop that the application being considered has been submitted. This proposal, a hybrid in nature, effectively seeks to supersede the existing Highbridge outline consent 08/03879/OUT, by establishing the acceptability of a number of new key parameters of development, as set out below:-

- the use of the remainder of the site for new manufacturing capability;
- the provision of a maximum of 30,000 sq m of general industrial floorspace (including ancillary office space);
- the general scale and form of buildings required;
- access arrangements, including circulation and car parking within the site;
- the arrangements for new landscaping; the protection of existing trees and arrangements for nature conservation interests; and
- arrangements for the improvement of the access onto Birtley Road.

Subject to the approval of an acceptable scheme, Rolls Royce have committed to acquire the remainder of the Radial 64 site, following which they will commence with final, more detailed design proposals. Such proposals may involve some alterations to the scheme being considered under this application but would nonetheless be compliant with any maximum quantum of development that is being considered at this stage.

Rolls-Royce accepts that by choosing such a manner to progress there will be a requirement for a further planning application to be submitted. The granting of planning permission at this stage however, will establish an important baseline for Rolls-Royce's decision-making, in both its business and land investment activity.

Should the proposal go ahead, the overall Radial 64 site will ultimately accommodate over 65,000m of new buildings, an increase from the 36,400m when the Goodyear Dunlop Tyres factory was in production.

LOCATION

The site is located to the south of the A195 on the Wear Industrial Estate, Washington. The 11.4 hectares site comprises the western portion of the former Goodyear Dunlop factory land, less the area occupied by BAE Systems. Site access is taken from western end of the site, which fronts onto Birtley Road. The southern boundary of the site is defined by a wooded area which includes a section of the Consett and Sunderland Railway Path (CSRP), located on the site of a former railway. To the south of this lies the residential areas of Rickleton, Harraton and Fatfield. To the north, beyond other wooded areas on the opposite side of the A195, lies the residential area of Ayton.

The application acknowledges that the site is bounded on two sides with habitat / nature conservation assets and that these have previously been identified under the extant permission as being retained. This submission has been largely informed by the previously approved framework habitat masterplan, which is referred to in the submitted Design and Access Statement. In addition to this, a landscape / biodiversity plan, Transport Assessment (TA), Ground Conditions Report, and Flood Risk Assessment, which build upon the principles already established by Highbridge accompany the application.

TYPE OF PUBLICITY:

Press Notice Advertised
Site Notice Posted
Neighbour Notifications

CONSULTEES:

Street Scene (Environmental Service)
County Archaeologist
City Services - Transportation
Environment Agency
Northumbrian Water
Northern Electric
Business Investment
The Highways Agency
National Grid Transco
Force Planning and Police Architectural Liaison Officer

Final Date for Receipt of Representations: **14.01.2011**

REPRESENTATIONS:

Pre-Submission consultations:-

The applicant has undertaken its own public consultation exercise prior to the submission of the planning application. Rolls Royce are strong advocates of such an approach as they understand the benefits that this can bring both the local community and the Company and can help in establishing a longer term relationship between both parties.

A total of 2460 letters were delivered to households in Rickleton and Harraton, advising upon the proposals, making invitation to attend presentations which were held on 14th July 2010.

At the meetings, residents required clarification upon:-

- the nature of the buildings
- the Company's plans to attenuate noise and 'smell'
- the level of employment and the opportunity for local jobs
- shift patterns and the impact these may have on local traffic conditions
- reassurance on the arrangements for traffic at the site entrance
- the planning application approach
- the size of the buildings by comparison to BAE Systems and their visibility above the existing tree screen.

A small minority expressed the view that Rolls-Royce should not be permitted on the Radial 64 site. The site, in their view, should not be redeployed for new manufacturing capacity. Others were concerned that the roof-line of the building would be visible above the tree-screen and that the building height should be reduced to ensure the buildings were not seen.

Rolls Royce have advised that residents indicated they were pleased that Rolls-Royce was consulting at this early stage. At the meetings, the Company committed to integrating itself within the local community and has promised to maximise its efforts in this regard, hosting further public consultation events in the future, should their proposals progress.

Neighbours:-

Some 991 letters were sent to occupiers of nearby properties, following which four letters of representation have been received, (two of which are from the same objector). The main concerns raised relate to:-

- The height of the proposed buildings
- The length of the proposed buildings
- The orientation of the proposed buildings
- The results of the submitted TA
- The potential for noise pollution
- The potential for air pollution
- The potential for light pollution

These concerns are addressed in the main body of the report, below. Notwithstanding this, the author of the two letters has expressed that they wish for their most recent submission to be circulated amongst Members prior to the Committee meeting. As such, this can be found attached to the report under Appendix 1.

It should also be noted that at the time of writing, two of the three objectors have requested that they speak at the committee meeting.

Consultees:-

Following consultation with a number of statutory consultees the following responses have been received.

- **County Archaeologist**
Advises that a watching brief will be required on the sites of Milbank and Thorald Coal Pits, which are shown on a map of 1851. This is in order that any archaeological items of interest can be preserved, wherever possible and recorded.
- **Highways Agency.**
Has advised that they consider the methodology used for the trip generation and distribution to be acceptable and as such, they accept the findings of the TA to be acceptable insofar that the impact of the proposed development is a reduction to that demonstrated in the extant consent for the site. As such, subject to the improvements in the Travel Plan (TP) for the site relating to the establishment of appropriate targets, realistic monitoring of the TP's performance and appointment of a TP co-ordinator, they raise no objection to the proposal.
- **Executive Director of City Services (Transportation)**
Advises that a number of matters require further clarification / revision in order to make the scheme acceptable and in general accordance with the principals that have already been established on site during the course of the two recent planning applications on the site. Such matters are considered in detail in the "Highways / Access Issues" section of the main body of the report, below.
- **Executive Director of City Services (Environmental Health – Pollution Control)**
Has advised that further survey work will be required in respect of noise and air pollution, which are two of the issues raised by objectors. These matters, along with the potential of light pollution are considered in more detail in the Environmental Considerations section in the main body of the report below.

With regards to the actual construction phase of the development, it is recommended that on-site operations should not commence before 07:00 hrs and cease at or before 19:00 hrs Monday to Friday inclusive and 07:30 and 14:00 hrs Saturdays. No noisy work shall be permitted to take place on Sundays and bank holidays at any time without prior approval from Pollution Control.

In addition to the above, consideration should also be given to the selection of machinery and methods of operation in relation to noise generation. In instances where noise cannot be controlled at source by the appropriate selection of plant, equipment and work methods, British Standard 5228-1 and British Standard 5228-2, which address noise on construction, should be followed. Vibration from construction operations should not be experienced at nearby residential properties and the provisions of British Standard 6472:1992, Evaluation of Human Exposure to Vibration in Buildings, must be taken into account. Additionally,

Pollution Control may require that vibration levels be monitored in sensitive locations, should neighbouring premises be affected.

Provision should also be made for the reasonable prevention of dust generation. Where this is not possible adequate dust suppression management should be applied. As such, a suitable and constant supply of water (mains supply or water bowsers in sufficient numbers) adequate for dust suppression purposes must be provided on site. Dust suppression water should use a dispersal point close to the position of dust generator in order to be more effective in both dust suppression and minimising the volume of water used, and thus run-off. Where dust arises and is persistently problematic, the means of removing it should be planned and provided, such as water hoses, road sweepers and window cleaners as appropriate. It should also be noted that any stockpiles of waste materials arising from or in connection with the construction phase of the proposed development shall be dampened down to reduce fugitive dust emissions from the site.

POLICIES:

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

B_11_Measures to protect the archaeological heritage of Sunderland (general)
B_2_Scale, massing layout and setting of new developments
CN_13_Protection and enhancement of important views
CN_14_Landscaping schemes and developments prominent from main transport routes
CN_16_Retention and enhancement of existing woodlands, tree belts and hedgerows
CN_17_Tree Preservation Orders and replacement of trees
CN_18_Promotion of nature conservation (general)
CN_23_Measures to conserve/ improve wildlife corridors
EC_4_Retention and improvement of existing business and industrial land
EN_5_Protecting sensitive areas from new noise/vibration generating developments
EN_12_Conflicts between new development and flood risk / water resources
EN_14_Development on unstable or contaminated land or land at risk from landfill/mine gas
R_1_Working towards environmentally sustainable development
R_2_Taking account of spare infrastructure / reduced travel / vacant & derelict land
T_8_The needs of pedestrians will be given a high priority throughout the city.
T_9_Specific provision will be made for cyclists on existing/new roads and off road
T_14_Accessibility of new developments, need to avoid congestion and safety problems arising
T_22_Parking standards in new developments
WA_1_Retention and improvement of established industrial / business area
WA_26_Identification of Strategic multi-user routes and their protection from development

COMMENTS:

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

- The Principle of the Use on the Site.
- The Design, Layout and Visual Impact of the Development.
- Highways / Access Issues.
- Wildlife.
- Environmental Considerations.
- Archaeology.
- Sustainability.

The Principle of the Use on the Site.

As has already been mentioned, the site has a long standing history of industrial uses on the site, dating back to the designation of Washington New Town in 1964. The Master Plan identified three specific goals

The Master Plan identified three specific goals:-

- to provide a focus for incoming industry;
- to set new standards for housing, the environment and urban design;
- to stem out-migration from the region.

From this point forward, Washington has gradually evolved into the town that we know today, including a significant proportion of its area being brought forward for General Industry (use class B2). This is one of the types of employment uses that has always been deemed as being appropriate on this particular site and is borne out by the long standing history of it being occupied by the Dunlop Tyres factory and the recent construction of the new BAE facility. Currently, the applicable policy in the Councils adopted Unitary Development Plan (UDP) for the site is WA1.14, which states:-

WA1

Established industrial/ business areas and available sites within them will be retained and improved for the primary uses indicated below:

(14) Wear 45.90 ha

Offices, research & development, light industry, general industry, warehouses and storage (B1, B2, B8)

It is on the basis of this land allocation, that this application has been submitted, as per the previous applications on the site in recent years by Highbridge (app ref no 08/03879/OUT) and the aforementioned BAE Systems Ltd (app ref no. 09/02281/REM). As such, the principal of a proposal for employment purposes (B1, B2, B8) such as a development of a factory of this nature on this site is considered to be wholly appropriate and in accordance with UDP policy WA1.14.

Notwithstanding this, it is acknowledged that the site lies in close proximity to residential development and as such, consideration also has to be given to the

various residential amenity and transportation issues that have been raised as a result of the consultation exercise undertaken. As mentioned previously, such matters are considered throughout the main body of the report below.

The Design, Layout and Visual Impact of the Development.

As explained above, the proposed uses for the site are consistent with the Councils adopted guidance. With regards to the proposed siting and impact of the development, however, a number of concerns have been raised by objectors. In particular these relate to the height and orientation of the proposed buildings. It should be noted however that there are a number of inaccuracies with one of the submitted objections, (Appendix A) which incorrectly states that some elevations are missing from the submitted plans and also that the eaves of the new buildings are 6 metres higher than BAE, which upon inspection is not the case. Notwithstanding these errors, the design, layout and impact of the development has been carefully considered.

The visual impact that a development may have on the surrounding area is something which is always taken into consideration, during the assessment of a proposal, as it was during the determination of the two recent planning applications for the site, 08/03879/OUT and 09/02281/REM. In terms of context, the buildings proposed are of a similar height to the former Dunlop Factory. However, similar to the recently constructed BAE building, the submitted details show the new buildings located much closer to the southern boundary of the site, effectively rotated through 180 degrees to that which the Dunlop Factory was located.

It is noted that objectors have raised concerns with regard to the overall positioning / appearance and size of the proposed buildings. One of the objectors have stated that they feel that the proposal is contrary to the spirit of UDP policy B2 and the guidelines set out in the Councils adopted Supplementary Planning Guidance (SPG), as they consider the buildings to be detrimental to the visual amenities of the area. In addition, they also feel that potential views of the roof of the building may be visible above the tree canopy that bounds the southern boundary of the site, specifically when viewed from the junction of Vigo Lane / Larchwood and possibly from sections of Rickleton Way and Bonemill Lane. In order to address these concerns, each of these aspects is considered in turn below.

Positioning / Appearance of the Buildings.

With regards to the orientation / positioning of the building, the submitted details show two new factory buildings, orientated on a north - south axis, in a similar manner to the recently completed BAE facility. The proposals also show an additional Gatehouse facility, to the south of the site, which will control internal site access to the Rolls Royce portion of the site, acting as the 'hub' for on-site security.

In terms of detail / appearance, the two main buildings utilise a curved roof design, measuring 12 metres in height at their lowest (eaves) height, increasing to a maximum overall of 16 metres at its highest point (apex).

By way of comparison, the recently completed BAE building on site ranges in height between 8 metres (office element) to 18.5 metres (forge area). In terms of finish, the buildings are described as being steel framed, finished in a composite cladding, the lower 2 metres of the building being finished in dark silver with the remainder of the cladding and roof in light silver. Windows to the office areas would be glazed with grey anti-sun glazing.

The colour scheme and the curved roof follow the Rolls-Royce corporate design ethos, which has been employed successfully on other developments nationwide. Whilst these details are considered to be a fairly accurate estimation of what the development will look like, it must be noted that this layout is conceptual and further detailed design will determine the final size of the buildings, with what is currently shown as being very much a maximum amount of development. Whatever the final design solution is reached, it is understood that this will follow this corporate design standard with the layout form located on a north/south axis as shown. Should the scheme be considered generally acceptable at this stage, conditions can be imposed to secure such principles, as is commonplace for many aspects of a development, should Members be minded to approve the application.

In terms of assessing whether the positioning of the buildings is detrimental or not, Members should note that it is a specific point of the objection letter attached as an appendix to this report that consideration should be given to re-orientating the buildings through 180 degrees.

When considering such a proposition, it should firstly be noted that it is not uncommon for the layout of a site to be significantly different from that which it may have been set out previously, particularly when the proposal involves a large-scale physical redevelopment / regeneration of an area. There are no requirements for buildings to be built upon the footprints of buildings which were present previously. In this respect, the general layout and principal of orientating the building on a north south axis is considered to be a logical and acceptable manner in which to build out the remainder of the site in an efficient manner both in terms of land use and from an operational perspective. Such an arrangement follows the orientation of the recently approved BAE facility and situates the buildings in such a manner so that the shortest length elevations of the buildings are closest to the boundaries of the site, thereby breaking up the overall roofscape of the site when viewed from around its perimeter and also when viewed from further away. It is considered that the alternative suggestion could potentially result in greater lengths of the buildings being viewed. Furthermore, if the buildings were to be orientated in such a manner, this could result in the "goods in / out" doors facing towards the residential areas to the north and south, which in turn could increase the travel of any potential noise from the site.

In addition to the above, it is also noted that two objection letters received relate to the proximity between building one and the BAE facility, questioning whether or not they should be positioned further apart, to possibly improve the outlook from the office / reception portion of the BAE site. Having looked at this in some detail and discussed with the applicant, it is considered that the current arrangement, which positions the rear of building one approximately 40 metres away from the offices of

BAE, is considered as being acceptable in terms of separation. The respective relationship proposed between the buildings at their closest point in this location would be that of the 8 metre high office element of the BAE facility facing towards the rear of the 12 metre high eaves of building 1. Between the two buildings would lie the 25 deep metre frontage of BAE's site, with an additional 15 metres of space within the Rolls Royce site. It should be noted that the submitted details show what is understood to represent very much a maximum quantum of development. It may be the case that when a further, more detailed application is submitted for the scheme that the overall building sizes may in fact be smaller, allowing opportunity for this area to be "opened up" somewhat. Notwithstanding this, in terms of maximums, the current layout is considered to be acceptably orientated and in-keeping with the overall industrial character of the site.

Size / Views of the building.

With regards the overall size of the proposed buildings, in terms of floorspace, the two main buildings include both production and administrative/office space at a ratio of approximately 90:10. Building one is divided 16,900 sq m production – 2485 sq m offices, whilst building two is divided 9,465 sq m – 1080 sq m. Whilst the size of the buildings is indeed large, it should be remembered that the submitted plans show what would be a maximum quantum of development on the site. On balance, these details, including the associated road and parking infrastructure that these would require are considered as being acceptable.

Moving to the views of the buildings, as per the previous application for BAE on the site, the potential views of the proposed buildings have been given due consideration and it is the opinion of the LPA that the proposed locations for the buildings would not give rise to any adverse visual amenity issues. Whilst the LPA acknowledges the objectors concerns that sections of roofscape may indeed be visible at certain locations and perhaps be more evident throughout the winter months when tree coverage will be less dense, the vast majority of such views would in reality be limited and distant. By way of example, the junction of Vigo Lane / Larchwood is approximately 280 metres away from the centre of the south facing frontage Building 1, with Rickleton Way and Bonemill Lane located 100 metres away and 650 metres away respectively. With regards to the closest instance mentioned above (Rickleton Way). It should be noted that in this location there is a significant belt of tree cover which varies in depth from between 60 – 90 metres which separates Rickleton Way and the development, which lies 40 metres beyond at its closest point. As such, it is considered that the amount of tree cover, in such close proximity to Rickleton Way will effectively prevent expansive views of the development being evident.

As mentioned previously, one objector has specifically stated that they consider the proposal to be contrary to the "spirit" of UDP policy B2 and the guidelines set out in the Councils SPG. Policy B2 states:-

B2

The scale, massing, layout or 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; large scale schemes, creating their own individual character, should relate harmoniously to adjoining areas

Following on from this, the supporting text states:-

10.27

New development, redevelopment and alterations to existing buildings can themselves remedy environmental deficiencies and contribute to the quality of life of the City's residents; as outlined in Planning Policy Guidance 3 (PPG3) (1992) on housing, developers will be encouraged to attain a standard of design in new developments which will enrich the local environs. Good design is a vital element and proposals should harmonise with their surroundings and be designed as part of a larger whole. New development should take into account the amenities of adjoining properties; in particular attention should be paid to the scale of new buildings in relation to existing surrounding development, daylight/sunlight effects, siting, elevational treatments and the use of appropriate materials

It should be noted at this point that the above statement implies that to a large extent B2 is concerned with the provision of new housing, as PPG3 is referred to, which was a document specifically prepared by central government to provide advice to Local Authorities on the development of such. Notwithstanding this, the supporting text of B2 goes on to make what are accepted as valid generalisations about development, as set out below:-

10.29

This Policy seeks to attain the creation of a high quality standard of amenity in new development where it would contribute to a safe, quiet and attractive environment, complementing other policies of this Plan which aim to enhance the overall appearance of the City. The Development Control Guidance sets out the requirements for new developments. Applicants for planning permission should be able to demonstrate how they have taken account of the need for good design in their development proposals and that they have had regard to UDP policies and supplementary guidance. This should be done in a manner appropriate to the nature and scale of the proposals. Poor designs will be rejected, e.g. those which are out of scale or are incompatible with their surroundings. The Council, through its administration of the development control procedures, will ensure that new schemes provide an overall quality to the standard of design, layout and landscaping. However, there may be instances where it is necessary to deviate from these guidelines e.g. in a conservation area where a 'tighter' form of development with shorter separation between facing buildings may be needed to respect existing character. This shall not however prejudice the standard amenity requirements - daylighting, overlooking, etc. The

Council will also offer guidance and advice to developers and, where necessary, prepare design briefs for important and larger sites.

In assessing the proposal in this context against Policy B2, it is therefore considered that it is acceptable and in accordance; the proposal delivers buildings that are of an appropriate good design which does not prejudice standard amenity requirements.

Moving from UDP policy B2 to the Councils SPG, the objector also makes specific reference to sections 8.2 – 8.5, which concerns the control of industrial and commercial development (B2, CN13, T14). Other than the general amenity issues which are considered to be adequately addressed above, the particular subsections to which they refer and base an objection is:-

8.5 Design, Scale and External Appearance

(ii) Building heights should guard against visual intrusion, and buildings or structures over ten metres in height will normally be restricted to predominantly industrial settings.

Whilst it is evident that the proposed building exceeds 10 metres in height, measuring 16 metres at the highest point of its curved roof, as has already been stated the site forms part of the Wear Industrial Estate, an area allocated for industrial purposes since the times of Washington New Town and the development corporation of the 1960's. As such, the site of the Dunlop Factory and the other land identified as falling under Policy of the UDP is predominantly industrial in character, flanked by a main arterial road to the north. Whilst it is acknowledged that housing is indeed situated to the south, it is separated by a significant buffer of planting, as many of the industrial areas of Washington are. Furthermore, even if the area were not considered to be predominantly industrial, as explained above, it is not considered that the proposed buildings will be visually intrusive, by virtue of; i) their orientation, ii) the distance they are situated away from dwellings and iii) the screening that will be provided by the existing planting located in and along the southern boundary of the site.

To conclude therefore, the proposed buildings are considered acceptable distance away from residential properties and it is considered that there are no adverse effects caused by the proposal in terms of loss of daylight, overlooking or visual intrusion. Additionally, it has to be remembered that further on site enhancements to the existing planting in the area will help contribute to creating a more attractive environment. As such, it is the LPA's opinion that the site is suitable for accommodating a development of this approximate size in the approximate location proposed and accords with the Councils Policies as discussed at length above.

Highways / Access Issues.

From a highways perspective, this application seeks to establish the permissible level of vehicle trips to the site based upon the scale of development. Policies T14 and T22 seek to ensure that proposed developments provide for satisfactory access and do not lead to conditions prejudicial to highway safety and also provide sufficient on site car parking facilities. In addition policies T8 and T9 aim to ensure that new development has adequate pedestrian and cycle links to the existing route network to encourage travel by those modes of transport.

The submitted TA confirms that traffic generated by this proposal should not exceed the maximum number of vehicle trips established by the outline permission for a mixed use development. It should be noted that the approved maximum number of vehicle trips that was agreed for the outline application is based upon achievement of a model shift of 16% in line with travel plan targets.

As mentioned previously, Transportation Engineers have advised that a number of minor alterations, together with further information will be required to be submitted in order to make the proposal acceptable from a highways perspective. These requirements, summarised below, have been put to the applicant and it is anticipated that a response will have been received prior to the Committee meeting. It is intended that these matters will be discussed on a Supplement Report.

- **Car Parking**

In accordance with current good practice, the applicant should only seek to provide parking to cater for their operational needs, allowing parking to be provided on the basis of demand, and minimise parking space where possible. By comparison, the BAE permission provides for a total of 288 parking spaces, which is based upon the peak demand for car parking (230 spaces) at shift changes and an allowance for visitor parking. This level of parking was agreed on the basis that sufficient land would remain available to expand parking areas should circumstances change or travel plan targets not be met.

In terms of this application, it is noted that Rolls Royce currently employ a total work force of 400 staff, which will operate on either a 3 or 4 shift working pattern and a standard working day for office staff. This proposal would potentially accommodate this workforce in building one, and additional staff (either Rolls Royce or a supplier) in building 2. 600 car parking spaces are shown as being provided. The applicant has stated that they envisage Rolls Royce's operational requirements would require this level of parking, to which end, they have been advised to provide further information to help demonstrate that this will indeed be necessary.

Once received, this information will be given further consideration, in order to ensure that a similar approach to the BAE schemes parking numbers is being taken, based upon the peak demand for car parking spaces at shift changes and visitors. This will be discussed in more detail on a Supplement Report to be circulated in advance of the meeting.

In addition, in order to ensure a consistent approach is undertaken across the site, a Parking Management Scheme will need to be introduced to ensure the car park is used effectively for short-term parking, car-sharing and that no overspill parking will take place. Conditions can be imposed ensuring this occurs, should Members be minded to approve the application.

- Site Access / Junction Analysis.

The previously approved outline application for the site identified that the AM peak (07:30-08:30) and the PM peak (16:30-17:30) periods would generate the maximum traffic flow to and from the development.

Both BAE and the proposed development (Rolls Royce) will operate a system of up to 4 shifts. It is considered that traffic will be distributed throughout the day with some changeovers occurring outside of the above peak hours. As was the case with the outline application, the submitted information identifies the assumed traffic growth for the existing junction will exceed capacity for vehicles wishing to turn either right or left onto Birtley Road for the proposed opening year and a projected future year,. As such, the applicant has proposed the introduction of traffic signals to assist with vehicle movement to and from the development, which is generally considered acceptable, subject to the following:-

- A detailed traffic signals scheme will need to be designed and installed by Traffic Signals Group. The uncontrolled pedestrian crossing shown on the 'Proposed Improvements to Site Access' drawing will need to be relocated further into the junction. The footways should also extend from the junction and into the site. A Grampian condition will be required to ensure the access and junction improvement design is approved, and the works carried out in advance of occupation of the facility.
- The applicant has agreed that the signals should operate on a full-time basis, rather than part-time, as they originally suggested. Signals operating on a full-time basis would be more consistent and increase driver familiarity of the signalised junction. The Installation of vehicle activated detection equipment would also be necessary to ensure the signals operate efficiently to meet with general traffic flow demands while accommodating the various shift patterns and minimise delays.
- For the traffic signal proposal to work efficiently, it will be necessary for the barrier / gate on the main access road to remain open whenever possible. This is considered essential to avoid vehicles queuing back onto Birtley Road during peak traffic flows. The applicant has confirmed that during normal operational hours the gates will remain open, only closing during period when the site closes down (holidays) or in emergency situations.
- Site Junction - Birtley Road.
The submitted junction improvements are still be considered by Highways Engineers. This aspect will be discussed in further detail on the supplement report.
- Picktree Lane / Birtley Road
This junction was not included within the transport assessment for the outline application, and was requested for inclusion with this development submission at the pre-application enquiry stage. The applicant has provided details of a mini roundabout, as a solution to potential queuing at this junction which are still being considered by Highways Engineers. This aspect will be discussed in further detail on the supplement report.

- Vigo Lane.
An assessment of the Vigo Lane / Durham Road (Barley Mow) junction was also requested at the pre-application stage, although this location falls within the authority of Gateshead Council. Based upon the submitted trip distribution analysis, traffic generated by the development appears to be sufficiently dispersed and distributed across the highway network. Therefore no highway improvements appear necessary to this junction as a result of the development proposal.
- Junction 64, A1(M).
It is noted that the Highways Agency have removed their initial recommendation to delay a decision on the planning application, and advise that the proposal will not have a significant impact upon the strategic road network.
- Pedestrian / Cycle Access.
The Proposed Site Plan does not appear to include or maintain the pedestrian / cycle link that was approved previously to the south of the site. Such linkages are required to meet with the proposed Travel Plan targets set out by BAE and their development and are key to helping meet the permitted maximum trip generation for the overall development. In addition to providing the necessary access to the BAE site, access for pedestrians / cyclists for Rolls Royce employees is also required. The provision of such footpath / cycle links is needed to improve accessibility to public transport, in particular local bus services. Whether or not this can be incorporated into the location discussed above or further along the Consett to Sunderland multi-user route is still under discussion. The applicant has been requested to either submit further details or explain why they consider such provision not to be required / feasible in time for further comment to be made on the supplement report.
- Travel Plan
As explained above, the Travel Plan for the outline planning permission indicated a 16% modal shift from car alone use, which was used as a target to set the maximum permitted vehicle trips. It is considered appropriate to set the same targets and jointly deliver the level of measures for both the BAE site and this development in relation to sustainable travel to promote walking, cycling and use of available public transport.

A Framework Travel Plan has only been submitted with this application. A Grampian condition will be required to ensure a comprehensive Travel Plan is agreed and adopted prior to occupation. The implications of not achieving the targets to reduce car borne travel will result in higher vehicle trips and demand for parking. As such, a co-ordinated approach to travel planning between the two developments has been recommended to the applicant and further comments are awaited from them in this regard.

Wildlife.

The UDP policies considered with regards to wildlife ecology are CN16, CN17, CN18, and CN23. These relevant aspects are these are summarised below:-

CN16

The city council will seek to retain and enhance existing woodlands, tree belts and field hedgerows. It will undertake and encourage planting of new tree belts and woodlands, in the main of native species

CN17

The city council will encourage the retention of trees which make a valuable contribution to the character of an area by the making of tree preservation orders and replacing trees in highways and other public areas, with species which help maintain the character of the locality. The retention of trees, hedges and landscape features in all new development will be required where possible

CN18

The promotion of the interests of nature conservation will be sought throughout the city; the council will work together with neighbouring authorities and other agencies in regard to aspects affecting the wider area. Areas of nature conservation interest, particularly those of national importance, will be protected and enhanced; measures will include:-

- ii encouraging landowners and occupiers to adopt management regimes sympathetic to nature conservation, especially in wildlife corridors;*
- iv seeking opportunities in development proposals or other schemes for new habitat creation on both public and private land*

CN23

Within the wildlife corridors as indicated on the proposals map:-

- i measures to conserve and improve the environment will be encouraged using suitable designs to overcome any potential user conflicts*
- iii where, on balance, development is acceptable because of wider plan objectives, appropriate habitat creation measures will be required to minimise its detrimental impact.*

With these policies in mind, an evaluation of Rolls-Royces proposals has been undertaken in order to identify compliance with the general principles of the “Radial 64 Habitat Masterplan” previously submitted to and approved by the LPA for the other recently approved applications on the site. This was carried out with a view to:

- identifying the differences between the original ecological habitat creation proposals proposed by Highbridge and the new proposals being made by Rolls-Royce;
- confirming whether that difference was significant; and

- proposing a mechanism for addressing any significant difference such that there was no net change in value between the previous proposal and the current proposal.

The 'Radial 64 Habitat Masterplan' prepared for Highbridge and approved by the LPA proposed the following improvements to the quality of the remaining woodland:-

- Underplanting the plantations with native trees species (mainly ash, oak and silver birch in the northern plantation, with alder and downy birch in the southern plantation). All trees planted at a rate of 200/ha.
- Planting native shrubs (predominantly hazel with some hawthorn and guilder rose at a rate of 400/ha).
- Installing 12 nest boxes in the northern plantation and 12 in the southern plantation.
- Sowing a native woodland groundflora seed mix on disturbed ground within the woodland.
- Planting a new 300m hedge along the eastern boundary of the site consisting of 50% hawthorn with 10% each of blackthorn, hazel, guilder rose, dog rose and elder.
- Creating a new area of calcareous grassland (0.4ha) on available and ('F' on the original masterplan drawing) to compensate for the loss of approximately 0.8ha of calcareous grassland in the north-east sector of the site. The Masterplan provides considerable detail on the creation of this grassland (essentially discarding the top 20cm of soil and mixing subsoil with magnesian limestone and laying it on area 'F', then applying a purchased seed mix).

In comparison, Rolls-Royce's proposals only significant difference is that the area shown as 'Area F' on the approved scheme would be reduced in extent from 0.4ha to an embankment measuring approximately 0.3ha. In other words, a minimum of 0.1ha of calcareous grassland proposed by the Highbridge Masterplan will not be created by the Rolls-Royce Scheme.

Looking at this within the context of the site, it is apparent that this original 0.4ha area of compensatory grassland was already half the size of the approximate area to be lost. As such, it will be necessary to maximise the area of new grassland that can be created, thus providing the missing 0.1ha of grassland elsewhere on site. Rather than locating this in an isolated position within the main body of the site, an area of approximately 0.5ha exists along the northern boundary with the A195, currently consists of open grassland which can be retained and expanded by providing the additional 0.1ha calcareous grassland in this location. Such a proposal would still leave up to 0.4ha of land available for tree/scrub planting as identified in the original Masterplan.

At present, this aspect of the proposal is still currently being considered by the LPA. These matters will be discussed in further detail on the supplement report.

Environmental Considerations.

As explained earlier, objectors have raised a number of concerns relating to various forms of pollution, namely noise, air and light pollution, which are considered below.

- Noise Pollution.

The main UDP Policies that covers such matters are EN5 and EN6 which state:-

EN5

Where development is likely to generate noise sufficient to increase significantly the existing ambient sound or vibration levels in residential or other noise sensitive areas, the council will require the applicant to carry out an assessment of the nature and extent of likely problems and to incorporate suitable mitigation measures in the design of the development. Where such measures are not practical, permission will normally be refused.

EN6

Where noise sensitive development is proposed which is likely to be exposed to unacceptable levels of noise or vibration from roads, railways, existing industrial areas or other potentially noisy uses, the council will require the applicant to carry out an assessment of the nature and extent of likely problems and to incorporate suitable mitigation measures in the design of the development. Where such measures are not practical, permission will normally be refused.

The Executive Director of City Services (Environmental Health – Pollution Control) has advised that on the basis of further applications being necessary, it is considered appropriate that the applicant provide a noise quality impact assessment by way of condition, since any potential adverse impacts arising can be mitigated against at source.

Any such assessment would have to be undertaken by a suitably qualified and experienced noise control consultant who can undertake a noise assessment in line with British Standard 4142:1997 "Rating industrial noise affecting mixed residential and industrial areas." BS 4142 is intended to apply to noise from industrial developments in mixed residential and industrial areas. Such a rating method is based on the introduction of an industrial noise source into a residential area that may or may not already be subject to noise from other industrial developments in the area.

The noise source of the assessment will need to be based on either measured or acoustic data taken from the manufacturer's information for the item or plant of interest. A background noise survey must be performed during the proposed operating hours. Following analysis and corrections to the data in accordance with BS4142, the difference between the source existing noise level should be able to be determined.

The comparison between the predicted noise level (LAeq) or, if corrected where necessary for undesirable characteristics, the "rating level" from a development and the existing background noise level (LA90) will give an

indication as to the likely acceptability of the development. A difference of +10dB is a positive indication that complaints are likely. A difference of +5dB is said to be of marginal significance. A difference of -10dB is a positive indication that complaints are unlikely and therefore operation of the development should be designed to achieve as lesser difference as possible to preclude complaints of nuisance or disturbance.

The extent of any mitigation will of course be dependent on site specific conditions which may not yet have been determined and therefore this approach is considered to be both pragmatic whilst still affording maximum protection to nearby residential premises.

Notwithstanding this, it is recommended that the assessments should be carried out as soon as possible and certainly before construction is begun in order that any necessary mitigation can be incorporated into the building design. Verification testing may also need to be carried out once the development is completed.

- Air Pollution

The main UDP Policy that covers this matter is EN9 which states:-

EN9

The relationship between proposed residential or other development requiring a clean environment and existing uses in close proximity giving rise to air pollution, dust or smell will be a material consideration in determining planning applications. Where justified on the basis of specialist advice from the appropriate agencies, planning permission will be refused.

As per Noise pollution, it is considered appropriate that the applicant provide an air quality impact assessments by way of condition, since any potential adverse impacts arising can be mitigated against at source.

Any such assessment will have to demonstrate the likely changes in air quality or exposure to air pollutants, as a result of a proposed development, providing sufficient qualitative and quantitative information to determine the 'significance' of the air quality impacts, and therefore the priority given to air quality concerns.

The basis of the assessment should be to compare the existing situation with that following completion of the development and determine the changes in air quality expected. The assessment will also need to compare predicted pollutant concentrations with relevant air quality objectives and limit values, requiring the assessment to be consistent with the target years for the limit values and objectives.

The method of assessment is included within the guidance document 'Development Control: Planning for Air Quality (2010 Update)' produced by Environmental Protection UK, and reference should be made to this document within the assessment.

It should also be noted that in addition to satisfying Environmental Health, it may be necessary for permits to be gained from the Environment Agency, who are the appropriate licensing authority when it comes to the control of such matters.

- **Light Pollution**

In respect of concerns regarding effects of lighting on the wider surrounding area, it is not considered that the proposals will affect this. There have been significant advances in the field of lighting over recent years and it is considered that the lighting of the site can be undertaken in such a manner that will not spill out into the surrounding area. Details of the precise type and design of lighting to be used can be secured via condition and should alleviate any concerns raised in this respect.

- **Ground Conditions**

In addition to the specific environmental concerns raised by residents above, the ground conditions of the site have to be taken into consideration, particularly when considering the long standing industrial nature of the site. In this respect, UDP Policy EN14 states:-

EN14

Where development is proposed on land which there is reason to believe is either:

- (i) Unstable or potentially unstable;*
- (ii) Contaminated or potentially at risk from migrating contaminants;*
- (iii) Potentially at risk from migrating landfill gas or mine gas*

The council will require the applicant to carry out adequate investigations to determine the nature of ground conditions below and, if appropriate, adjoining the site. Where the degree of instability, contamination, or gas migration would allow development subject to preventive, remedial, or precautionary measures within the control of the applicant, planning permission will be granted subject to conditions specifying the measures to be carried out

A ground conditions report has been submitted to this effect, of which Environmental Health have advised the following:-

The submission comprises of a brief assessment of conditions at the Rolls Royce site, based on previous investigations by Environ and Cundall together with results of their own investigations. The site has been used for manufacture of tyres since the 1960's and is being redeveloped for a relatively un-sensitive end-use as industrial/commercial premises.

The underlying ground conditions are low permeability which is likely to limit the spread of any pollution, although no validation reports have been supplied. It is therefore recommended that validation for remediation for tank and store areas are provided.

Additionally, the site has a significant thickness of made ground, some of which has been recently imported from the adjacent (BAE) site. Testing has not been provided to show that the newly imported material is suitable and as such, a copy of a Waste Management Plan and Materials Management Plan to show how waste materials, including soils, will be handled on the site will be required. A proposal for soil validation, forming a part of this documentation will also be required.

Finally, it is noted that the applicant is advocating a precautionary approach to gas protection due to the current lack of monitoring data. As such, it is recommended that the Applicant provide confirmation of the gas protection measures required and a revised gas assessment.

Such matters can be controlled via the imposition of conditions, which require the above information to be submitted, prior to the commencement of any development, should Members be minded to approve the application. As such, the proposal is considered to be in accordance with Policy EN14 of the UDP.

To conclude environmental matters, taking all of the above into consideration, the LPA is confident that such matters can all be adequately addressed via the imposition of conditions attached to any consent issued. The proposal is therefore considered to be in accordance with UDP Policies EN5, EN6 and EN14. Furthermore, it should be noted, by way of reassurance that in the submitted Design and Access Statement, Rolls-Royce have stated that it prides itself on being able to manage its activities reasonably for the benefit of employees and local residents and that they are satisfied that effective controls can be imposed on the development as has been done on other Rolls-Royce buildings nationwide, in order to ensure that a satisfactory form of development is achieved.

Archaeology.

Archaeological matters are considered under Policy B13 of the UDP, which states:-

B13

The city council will seek to safeguard sites of local archaeological significance. When development affecting such is acceptable in principle, the council will seek to ensure mitigation of damage through preservation of the remains in situ as a preferred solution. Where the physical preservation of remains in the original situation is not feasible, excavation for the purpose of recording will be required.

As mentioned previously, the County Archaeologist has advised that a watching brief will be required on the sites of Milbank and Thorald Coal Pits. As such, it will be necessary for conditions to be attached to any consent issued, requiring such, in order to ensure that any archaeological remains on the site can be preserved wherever possible and recorded in accordance with UDP Policy B13.

Sustainability.

UDP Policy R1 considers sustainable development and the need to accommodate change and protect valued and important aspects of the natural and built environment. Specifically the policy requires an efficient use of land, energy and other resources, whilst avoiding any serious environmental damage. The application is generally considered to accord with the principle of R1, because, as already discussed, it is on a site that has long been allocated for industrial purposes and can easily be accessed from major highways and public transport routes.

As per the original outline consent granted for the redevelopment of the site, it is acknowledged that in the interests of sustainability new buildings should aim to achieve accreditation under the BREEAM scheme. As the final form of the building has not yet been determined, it is considered appropriate that conditions be attached to any consent granted, in order to ensure that the development will be built to the appropriate BREEAM rating, if possible. As such, it is considered that the proposal should be in compliance with the aims of policy R1 of the adopted UDP.

CONCLUSION:

Whilst a number of important considerations are shown above to be satisfactory, such as the Principle of the Use on the Site and The Design and Layout, a number of matters are still being given further consideration, such as highways / access, Wildlife and Environmental Considerations. As such, it is intended that a further supplemental report addressing these will be circulated prior to the committee meeting.

With regards to those matters which are considered acceptable, a key consideration is that the Radial 64 site is on a site allocated as being acceptable and appropriate for industrial development, specifically allocated in the UDP for manufacturing uses such as Rolls-Royce. Furthermore, the extant consents currently in place on site, as discussed in the report have already established the fact that the comprehensive redevelopment of the site is indeed acceptable.

Another important aspect to take into consideration with this application is that it must be remembered that these proposals are conceptual at this stage and represent an overall concept that Rolls Royce have for the site. This application seeks to establish the maximum permissible parameters relating to development scale, layout, circulation, car parking, access and use. Should this application receive a favourable outcome, Rolls-Royce will then proceed with the acquisition of the site and commence the detailed design of its Pallion replacement facility. These designs, once finalised, may result in alterations to the buildings shown on this application, but would not increase the scale of the development and would be given further consideration via a further planning application submission.

As mentioned above, a further supplementary report, making a recommendation will be circulated in advance of the meeting.

RECOMMENDATION: Deputy Chief Executive to Report.

Reference No.: 11/00212/LAP Development by City(Regulation 3)

Proposal: **Installation of floodlighting to wheeled sports park, works to comprise the erection of 4no 8m columns each with 2no 150w floodlights.**

Location: Skate Park At Sports Arena Washington Centre
Washington Town Centre Washington NE38 7SS

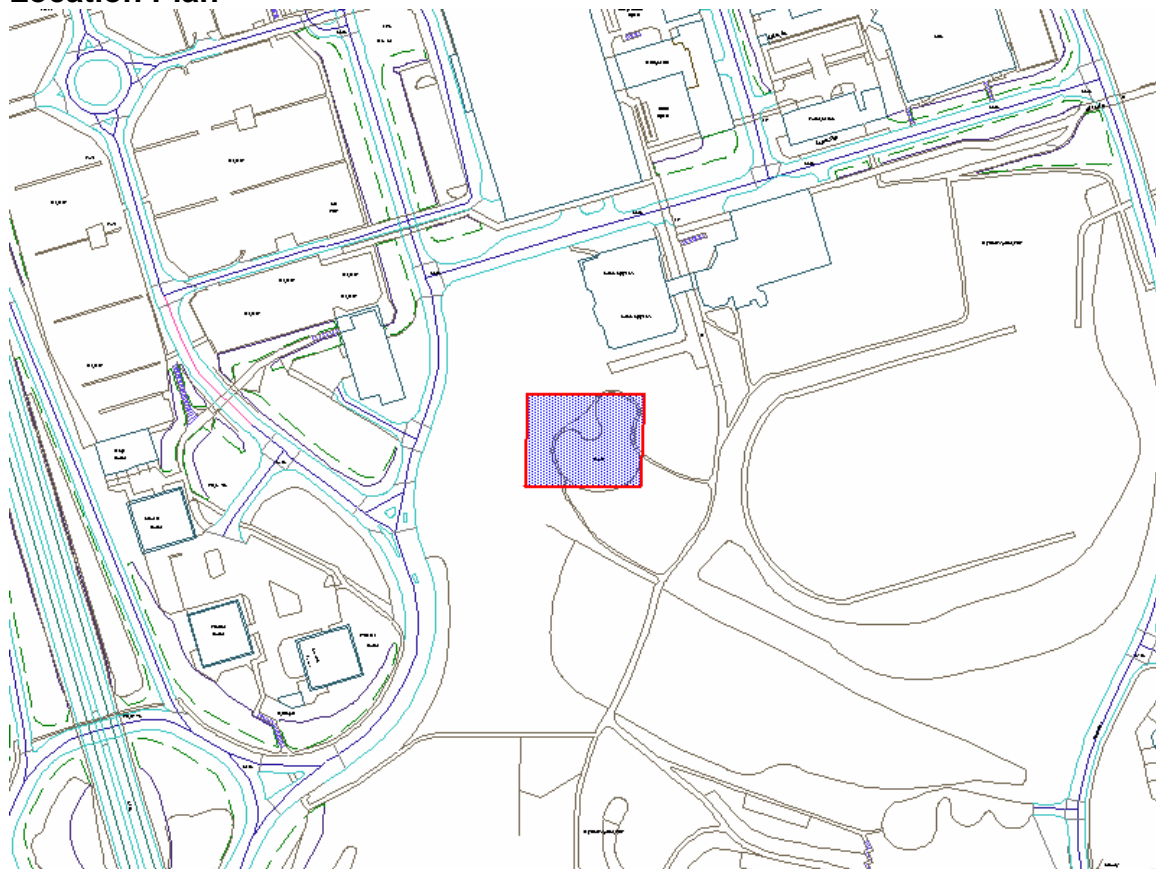
Ward: Washington Central

Applicant: City Services

Date Valid: 31 January 2011

Target Date: 28 March 2011

Location Plan



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PROPOSAL:

Planning permission is sought for the installation of floodlighting, to comprise of the erection of 4 no. 8 metres high columns each with 2 no. 150w floodlights, at the Wheeled Sports Park, Washington Town Centre, Washington, NE38 7SS.

The floodlighting columns are proposed to be erected around the perimeter of the wheeled sports park situated in Princess Anne Park. The facility is located in the north-west corner of Princess Anne Park, an extensive area of public open space and planting extending southwards from Washington Town Centre. Immediately

to the north of the wheeled sports park is Washington Leisure Centre and swimming baths and to the west is a plantation screening the site from the access road linking Washington Town Centre with the A182 Washington Highway.

The wheeled sports park comprises a series of concrete ramps and jumps arranged around a roughly square flat concrete bed and is partially enclosed by raised kerbs and fencing. It occupies a sunken site surrounded by grassed embankments which was previously occupied by a small pond.

The four 8 metres high floodlighting columns are proposed to be erected at each corner of the wheeled sports park. The columns have a width of 300mm at the base, decreasing to 100mm beyond a height of 1 metre, and are to be constructed from galvanised steel. Two 150w floodlights will be affixed to the top of each column.

The provision of the floodlighting columns is proposed to allow the use of the wheeled sports park facility into darker hours of the day. The level of illumination provided will accord with the requirements of Sport England in relation to safe play environments.

TYPE OF PUBLICITY:

Site Notice Posted
Neighbour Notifications

CONSULTEES:

Sport England
City Services - Transportation

Final Date for Receipt of Representations: **22.02.2011**

REPRESENTATIONS:

Neighbours

No letters of representations have been received from members of the public to date. However, the public consultation period does not expire until 22nd February 2011. Details of any representations from members of the public received prior to the meeting of the Houghton, Hetton and Washington Development Control Sub-Committee will be reported on the Supplementary Report.

Consultees

Sport England

Have requested they are consulted on the proposed development as it affects a public sporting/recreational facility. A response to the consultation has not yet been received. It is anticipated that a response will be received prior to the meeting of the Houghton, Hetton and Washington Development Control Sub-Committee and the content of any correspondence received will accordingly be reported on the 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_3_Protection of public/ private open space (urban green space)

CF_1_Ensuring that land / buildings are available for community facilities

WA_35_Reservation of land for community and leisure related uses

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

COMMENTS:

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

- The Principle of the Proposed Development;
- The Impact of the Proposed Development on Visual Amenity;
- The Impact of the Proposed Development on Residential Amenity;
- The Impact of the Proposed Development on Highway and Pedestrian Safety;

Principle of the Proposed Development.

The area of Princess Anne Park immediately to the south of Washington Leisure Centre, in which the wheeled sports park is located, is allocated for new community and leisure-related facilities on the proposals map of the City Council's adopted Unitary Development Plan (1998).

Policy CF1 of the UDP is therefore of relevance and this states that the Council will seek to ensure that land and buildings are made available to enable the Council and other relevant bodies to carry out their responsibilities. Wherever possible, specific sites will be identified in the Plan. To this end, the northern area of Princess Anne Park is reserved for land and building uses falling into class D1 (non-residential institutions) and D2 (assembly and leisure facilities) of the Use Classes Order by policy WA35 of the UDP. The erection of the floodlighting columns will allow increased use of an existing leisure-related facility at the site and will not compromise any future large-scale development of the land reserved for the purposes outlined by policies CF1 and WA35. As such, the proposal is not considered to be in conflict with the aims and objectives of these policies.

Currently, however, the site of the wheeled sports park forms part of the extensive open amenity space of Princess Anne Park. Policy B3 of the UDP seeks to protect such open space from inappropriate development which will harm its recreational and amenity value. Given that the floodlighting columns will be of benefit to the users of an existing important recreational facility within the Park, the development is considered to accord with the requirements of policy B3.

With regard to the above comments, it is therefore considered that the proposed floodlighting columns will not compromise the allocation of the site for community and leisure-related facilities. Indeed, the development will improve an existing leisure-related facility on the land. As such, it is considered that the development is not in conflict with the aims and objectives of policies B3, CF1 and WA35 of the UDP and the proposals are therefore considered to be acceptable in principle.

Impact of the Proposed Development on Visual Amenity.

Policy B2 of the UDP states that the scale, massing, layout or setting of new development should respect and enhance the best qualities of nearby properties and the locality. In this regard, it should be noted that the wheeled sports park is surrounded by large expanses of grassland and as such the landscape is generally open in character. The floodlighting columns will be therefore be a relatively prominent feature within Princess Anne Park when in close proximity to the wheeled sports facility.

However, as noted earlier in this report, the site of the wheeled sports park is within the hollow of a drained pond and is surrounded by grassy banks. These banks will provide some screening of the columns from outside the confines of Princess Anne Park, including from the road to the north, and in longer distance views towards the site from within the Park. The dense belt of trees to the west of the site will completely screen the columns in views from that direction.

It should also be taken into account that the columns are of a slim line design and will be of a similar height and appearance as a standard street lighting column, of which there are many lining the main footpaths of Princess Anne Park. As such, it is considered that the columns will not appear as an incongruous feature within Princess Anne Park and nor will they be of undue prominence when viewed from a distance. Accordingly, it is considered that the impact of the proposed development on the visual amenity of the locality is acceptable, in compliance with the requirements of policy B2 of the UDP.

Impact of Proposed Development on Residential Amenity.

Policy B2 of the UDP also requires new development to respect the amenity of any existing nearby residential dwellings. There are no residential properties in the vicinity of the application site and as such, the proposal is not considered to raise any concerns regarding residential amenity.

Impact of proposed development on highway and pedestrian safety.

Policy T14 of the UDP requires new development proposals to not result in conditions which are prejudicial to highway and pedestrian safety. The City Council's Executive Director of City Services (Transportation) has assessed the proposals in this regard and has made no objections or recommendations. Accordingly, the proposal is not considered to raise any concerns in relation to highway and pedestrian safety, in compliance with the requirements of aforementioned policy T14.

Conclusion

For the reasons given above, the principle of the proposed development is considered to be acceptable and neither does the scheme raise any significant concerns with regard to visual amenity, residential amenity or highway and pedestrian safety. The proposal is therefore considered to be compliant with the requirements of policies CF1, WA35, B2, B3 and T14 of the City Council's adopted Unitary Development Plan (1998).

However, as noted within the 'Representations' section of this report, the public consultation period does not expire until 22nd February 2011. Details of any objections to the scheme received within the consultation period, together with a recommended decision, will accordingly be provided on the Supplementary Report.

RECOMMENDATION: Deputy Chief Executive to Report

APPENDIX 1

(Application 2 on the Agenda)

Letter of Objection from Mr Frank Jarvis.

13 Linburn
Rickleton
Washington
NE38 9EB

7 February 2011 Planning Application 10/03972/FUL

My objection to the proposed development has been posted on the Sunderland web-site, but I wished to elaborate on my objection to ensure that Committee members fully understood my reasons. Being unsure of the acceptability of such an approach I took advice from Washington South Councillor Graeme Miller, who suggested that I should go ahead. I would be grateful if this letter is passed, well before the meeting, to all members of the sub committee due to consider the application.

The following are the explanation of my objections to the proposed development by Rolls Royce, and the basis for them based on the posted documents which set out the proposal in detail, as well as considering the travel implications. **At the outset it must be realised that Manufacturing Facility 1 is a very large building. It is bigger than the Newcastle Arena, and as long as the Stadium of light.** As an indication of its bulk, it has an internal volume up to eaves level of about 230000 cu m, which is more than 80% of the adjacent BAE building, on a footprint 2/3 of the size. It is my view that the chosen layout has not made best use of the site, and I would like the committee to consider rejecting this application and ask the developer to reconsider the site layout in order to better meet the Sunderland City council's stated objectives in their document STRATEGY FOR THE BUILT ENVIRONMENT, which states in paragraph 10.24

'The Plan seeks to promote quality in all new design, however, building upon the City's unique characteristics. The City's many attractive natural and urban features should be protected and enhanced and (wherever possible) improvements should be sought to poor environments. **More generally, the scenic qualities of town and country need to be protected against those developments which by reason of their scale, location or design would detract from the public's enjoyment of their surroundings**'.

In the UDP planning guidelines it states

8.2 General Planning Principles

- (i) **The standard of development will be expected to be high where sites and premises are directly visible from main transport routes into and through the City and where the development would directly influence the image of the City as a whole (see Policy CN14).**
- (ii) **Only B1 uses will normally be allowed close to residential property. In other cases where development, even if not directly adjacent to residential property, would be considered to be likely to generate unacceptable nuisance to local residents, it will be resisted.**

8.3 Local Highway and Environmental Considerations

- (v) **ensuring that the visual and environmental impact of industrial buildings and processes is minimised.**

8.4 Siting and Layout

(ii) Servicing for vehicles should normally be to the rear of the premises or where the site lies near residential property, situated at the far side of the building.

8.5 Design, Scale and External Appearance

(ii) **Building heights should guard against visual intrusion, and buildings or structures over ten metres in height will normally be restricted to predominantly industrial settings.**

Therefore my objections are:-

Objection 1.

The height of the proposed buildings exceed the UDP category B2 stipulation that buildings of greater than 10m should be confined to predominantly industrial settings.

Comment:-

The wording of the UDP mentions 'settings' not 'site', and the intention enshrined in the UDP is to preserve or enhance the amenities of residents, by keeping high buildings well away from residential properties, and local amenities. The LPA should strive to observe the spirit of the Sunderland STRATEGY FOR THE BUILT ENVIRONMENT and it is incumbent on the Committee to avoid degradation of the local area. The **setting** includes nearby properties, the Sunderland to Consett Cycle Path, and the views from local streets, especially Rickleton Way.

Objection 2.

The location of the proposed Manufacturing Facility 1, at the eastern side of the site parallel to the BAE building is not appropriate, and presents any visitors with a poor impression of the City of Sunderland, and is contrary to the strategy statement above.

Comment:-

a. The wall facing BAE is approximately 190m long and 12.5m high, and will act as a sound reflector, magnifying any sound emanating from the BAE site contrary to the profiles forecast in the BAE Acoustic assessment, which was a key part of the development of that site, and of great concern to local residents.

b. The outlook from the 8m high BAE amenity building, which is only 38m away, will be of this wall, which will present a bleak view, and be in deep shadow for the latter part of the day.

c. The southern end of the Rolls Royce building, which is approximately the same height as the highest part of the BAE building will be easily visible from the surrounding area, above the tree screen at all times, and through the trees in the winter, to the detriment of local amenities.

d. The published elevations do not include a view from the east. The published southern elevation is misleading as it gives a false impression of the relative size of the two buildings.

Close study of the plan views show that because the eaves height of the proposed building is some 6m higher than the adjacent part of the BAE building, it will dominate the area disproportionately.

2.1 An alternative placing of the Manufacturing Facility 1 and 2

As shown in the sketch below, by building on the alignment of, and largely on the same footprint as, the former Dunlop Building all of the problems mentioned in my Objections 1 and 2 can be overcome, as the outlook from BAE is considerably improved, and the obtrusive southern-end wall is no longer there. There would also be an opportunity to provide an attractive landscaped space in front of the Rolls Royce building, which would at the same time complement the BAE building. The Planning Department will no doubt argue that it is necessary to only consider the proposal before you, and to approve it if it meets their interpretation of the UDP, but these large and significant buildings are hopefully going to be there for a very long time, and surely the City of Sunderland deserves better than a row of monster sheds.

Objection 3.

The Transport Assessment inadequately describes the impact of the development, and fails to meet an obligation freely entered into to provide an acceptable traffic management solution to an already dangerous local junction. It also fails to respond to the requirement set out by the LPA, and reproduced at Appendix A of the TA.

The LPA said in an e-mail from Paul Muir to Paul Kelly on 5 July 2010

The outline approval for the full redevelopment of the site identified that the access, road to Radial 64 will need to be improved at its junction with Birtley Road. **The improvements involve the signalisation of this junction and will need to cater for the Reed Print access and include appropriate pedestrian crossing facilities.**

And:-

The origin and destination of staff trips is expected to be different from the BAE development **given the location of the current factories.**

Comment:-

I note that the Highways Agency has accepted the Transport assessment without comment. They plainly do not have the experience and knowledge of the particular conditions of the site enjoyed by local residents. They have also disregarded the wishes expressed by the LPA in the message to Scott Wilson reproduced above. My comments are :-

a. Rickleton Residents Association hosted a briefing on the proposal, and an open public consultation was organised by Scott Wilson. I would like to add that, at the request of the Planning Department, I was pleased to help Scott Wilson find acceptable venues. At these events, following comments by residents, they stated that they would include proposals for the improvement of road safety at the Birtley road / Picktree Lane Junction. In order

to satisfy myself that this obligation had been met, I examined the Transport Assessment with particular interest. I was not reassured.

b. In 8.3.9 it is stated that the traffic lights will act as a traffic calming measure by slowing the flow, and in 8.3.10 the Birtley Road/ Picktree Lane junction is mentioned, but there is no proposal for improvement, merely a statement that the adoption of traffic lights at the Radial 64 site entrance is '...expected to create more gaps for traffic turning at the Picktree Lane / Birtley Road Junction.' Since the traffic flow eastwards along Birtley road will not be affected by the traffic lights, wider gaps in the westward traffic become irrelevant. At the peak flows given in fig 8.3 the vehicle spacing would be 80m – 90m in each direction, and this is plainly a serious impediment to traffic turning into Picktree Lane from the west, and egress from Picktree Lane to the east, hence the residents concern. As the gaps created by halting the traffic at the signals will be filled by the turning traffic, I can see no benefit, and the promised solution has not been provided.

c. There is no mention of pedestrian crossing facilities in the proposed solution, and therefore there is no assessment of the effect of this facility, which if incorporated into the signal system would plainly extend the cycle time and increase the likelihood of queues.

Other Comments on the Transport Assessment

I found that there are a number of other shortcomings in the Transport Assessment, and since the treatment of the access to the Radial 64 site is a key aspect of the application, should be addressed before approval. My observations are:-

a. The development has been treated as 'speculative', and a 'gravity' model used which weights journeys in accordance with the size of the residential areas in the region. The analysis is impressively detailed; however, the development is certainly not speculative, since the workforce is to be relocated from Pallion. There was no need to make assumptions as it was possible to poll the workforce to determine their likely means of transport and route to the new plant. This situation is implied in the statement from the LPA Paul Muir to Scott Wilson in the message above. I can understand that earlier it might have been necessary to maintain confidentiality for management reasons, however the public consultation was held on 14 July 2010, but the Planning application was not received until 8 December 2010. Thus there was sufficient time to complete the study using real data. In the event, as stated in the correspondence included in the report, the Transport Assessment was finalised on 23 July 2010, very shortly after the public were consulted on the layout of the development. There was no consultation on the Transport Assessment.

The effect of using forecasts with a highly questionable basis, is to give a misleading emphasis to the route distribution, e.g. about half of the trips are assessed to be to and from the Gateshead and Newcastle directions, rather than from Sunderland, and there is a resulting underestimate of the impact of extra traffic on junctions such as the Princess Anne interchange. There are very few traffic bottlenecks in Washington, but the evening rush-hour always causes a long queue to be formed at this roundabout by the traffic heading west on the A195. This will be worsened by increasing the traffic on the roundabout heading south on to the A182, as is likely to occur due to Sunderland bound vehicles from Rolls Royce. There is no queuing analysis of this junction, and the above misapplication of the gravity model gives a wrong impression of the likely flow.

b. The area chosen for assessment includes the Birtley Road/ Portobello Road Junction immediately to the west of the A1M, but there are no associated estimates of traffic or record of accidents at this busy junction which forms a main route from the industrial estates to the west of the A1M. It is also a popular route from the Rickleton Harraton and Picktree areas to join the A1 at the Eighton Banks junction and avoid the difficult right turn into Birtley Road, and the long trek to the A1M via the Emerson Interchange.

c. In 4.2.13 the description of Picktree Lane is misleading as it not only serves the residential areas mentioned, but also acts as a route to the major junction 63 on the A1M, for traffic heading south from the Portobello estates, to avoid the Emerson loop mentioned above.

d. In 8.2.2 they dismiss the effect of the Reed Print access, as the factory is at present closed. Surely the study should have assumed a level commensurate with the size of the facility to take account of future occupancy, as requested in the message from the LPA above. In addition the proposed yellow hatched area is hardly an adequate solution, and has not been subject of detailed study.

c. The report tends to minimise the incidence of Personal Injury Accidents, and doesn't assess whether the number seen is any better or worse than any other similar area. 3 fatalities in such a small area seems excessive to me. They have also not included any non-injury accidents.

c. The assessment details the effect of the traffic lights on queuing in the Radial 64 access road, and highlights the probable peak time build up of queues to the south, and north of the junction towards the Emerson Interchange. Traffic exits the Emerson roundabout into Birtley Road at up to 40mph (18m/s), and as the stop line is only 100m down Birtley Road, any queue would cause a problem. The report says that queues of up to 12 passenger car units are likely in each direction, and this would result in the tail of the queue being very close to the exit to the roundabout. In 8.3.13 they propose that detectors should be provided. It is not discussed how these would be used, and what effect they would have on traffic flows.

Local knowledge, and history of the site

It is my understanding from a local resident who does not wish to be identified, that in 1969 the local authorities and the Washington Development Corporation, prepared detailed plans of the road network in the area. These plans showed mini roundabouts at both ends of Rickleton Way, the Picktree Lane/ Birtley Road junction and the Portobello Road/ Birtley Road junction. None of these were constructed, but more recently the centre line marking in Picktree Lane was moved to the right, to try and ease the way for left turners, and this was largely a failure, because right turners still hang well to the left of the line, thus blocking the left lane. In addition a turn lane was marked in Birtley Road to help queuing for the right turn into Portobello Road. Because of the road profile, traffic from the west rounding the curve approaching the junction, is unexpectedly confronted by queuing vehicles. The failure to properly analyse the flow at both of these junctions should be remedied given the likely increase in traffic due to the Radial 64 development.

My view on the Transport Assessment is:-

- a. That the traffic model should be re-run to use real data gathered by a poll of employees, otherwise I am concerned that there will be an unexpected increase in problems at the Princess Anne interchange, due to the failure to correctly model the direction of traffic to and from the site.
- b. that the case has been made for a signalled junction to improve egress from the Radial 64 site, but consideration should be given to relocating access to the site further west to form a cross junction with the REED print exit. This would improve visibility from the Emerson Interchange approach, and give more room for queuing traffic as well as catering for future users of the Reed Print site.
- c. Scott Wilson should give more than a cursory and dismissive glance at the Picktree Lane junction to meet the undertaking given to residents.
- d. Rolls Royce together with BAE Systems and the Sunderland and Gateshead local authorities should consider proposing a re-evaluation of the area on both sides of the A1M underpass, with a view to adopting the historic solution.

Frank Jarvis

Frank Jarvis

