

DELEGATED REPORT / CASE OFFICER'S ASSESSMENT

Ref No: ST/0813/21/AAA
Proposal: Adjoining Authority Application for erection of industrial unit to be used for the manufacture of batteries for vehicles with ancillary office/welfare floorspace and associated infrastructure provision, accesses, parking, drainage and landscaping.
Location: Land to the North of Washington Road and West of International Drive Washington

Site Visit Made: N/A

Description of the site and of the proposals

Sunderland City Council has received an application for the construction of an industrial unit to be used for the manufacture of batteries for vehicles with ancillary office/welfare floor spaces and associated infrastructure provision, accessed, parking, drainage and landscaping. The is on land to the north of Washington Road and the West of international drive, Washington,

The Planning Statement submitted in support of the planning application states that the development has a site area of approximately 25 hectares though the building and car parking would over approximately 15 hectares. The proposed building has a total building area of 108,615m². The application includes parking for 688 car parking spaces, 37 disabled spaces and 80 cycle spaces. The proposal building would facilitate 1000 full-time jobs.

The site is bounded by a major road, with the A1290 to the south. The A19 is a short distance away, providing access to South Tyneside.

South Tyneside Council has been advised of the application, as an adjoining authority, and given the opportunity to provide comments on the proposals by 28/08/2021 though an extension of time to cover consultation with South Tyneside's, Traffic and Safety, Environmental Health, environmental protection and countryside officer to provide comments on the application.

Publicity / Consultations (Expiry date 14/09/2021)

1) Neighbour responses

Not applicable

2) Other Consultee responses

Environmental Protection (Contaminated Land)

I have no comments to make regarding land contamination and the impact on South Tyneside.

Environmental Protection (Drainage and Flood Risk)

I have reviewed the following documents:

FLOOD_RISK_ASSESSMENT_REV4.-1143944.pdf

LLFA_CONSULTEE_COMMENTS-1143951.pdf

NORTHUMBRIAN_WATER_CONSULTEE_RESPONSE-1132796.pdf

COVERING_EMAIL_ON_CLARIFICATION_POINTS_FOR_DRAINAGE-1143949.pdf

I have no comments to make

Countryside Officer

No comments received

Traffic and Road Safety Team – requires further information

Transport Assessment does not consider the effects of shift changes on A19/Down Hill Lane. What are the effects of this shift change on this junction? This needs to be assessed.

Similarly, the modal shift patterns have a more generous modelled allocation to sustainable transport modes compared to the practical realities of a factory nearby Nissan. The characteristics of the site and nearby highways connectivity via sustainable modes is the same.

Parking availability, including bicycles must comply with Sunderland city councils parking standards.

Travel Plan does propose targets, though no enforcement or mitigation is suggested to address any issues that may arise after the first biannual monitoring survey. What does the applicant plan to do if the modal shift targets are not met?

Assessment

The Planning Statement submitted with the application states that the site forms from of IAMP site which is allocated for uses relating to the automotive and advanced manufacturing sectors in the adopted AAP and as such, the principle of the development is acceptable.

The Council's Environmental Health Team have been consulted on the proposed development and have made no observations with regard to matters such as noise. It is considered that the proposed development is at a sufficient distance from residential properties within South Tyneside to ensure that it would not have a harmful impact on the residential amenities of South Tyneside's residents.

The applicant's Transport Assessment and Travel Plan demonstrate that the development will result in a small impact on the local and strategic road network. The development will have associated car and cycle parking spaces. The Council's Traffic and Road Safety Team have considered the proposed development and have advised that information regarding how the development would impact on the A19 Downhill Junction and further information on mitigation to address any issues that arise after the first biannual monitoring survey.

The majority of the site is within flood zone 1 with the north western edge of the site located in Flood Zones 2 and 3. The Flood Risk Assessment and Drainage Strategy confirms that the site has been allocated under the AAP and Local Plan and that the sequential test for flood-risk purposes has been satisfied. It is therefore considered that the site is suitable for the proposed development. The proposal has been designed to have development levels above the predicted floor levels at the site. The Council's Environmental Protection Team, as Lead Local Flood Authority who consider the development to have no harmful impact on watercourses in South Tyneside. As such, it is considered that the proposed development would not have a harmful impact on South Tyneside's watercourses.

The applicant's ground investigation report demonstrates that soil/groundwater within the site is of low to moderate risk for contamination and ground gas. The Council's Environmental Protection Team has advised that they have no comments to make regarding land contamination and the impact on South Tyneside. As such, the proposed development is considered to be acceptable with regard to its impact on land contamination within South Tyneside.

The Seven House Nature reserve is located a short distance from the application site. Details of the landscaping have been submitted as part of the application and includes but is not limited to; screen planting of indigenous trees and shrubs around the perimeter of the site; existing hedging and tree

planting will be protected; verges within the development will be seeded and swales created within the site and seeded with wildflower/marginal species mix. The landscaping has been designed to provide a biodiversity net gain.

As such, whilst the proposed development is considered to be acceptable in principle, it is proposed that comments with regard to Highways Safety are provided to Sunderland Council.

In assessing this application due regard has been had to the requirement of section 149 of the Equality Act 2010.

Recommendation

Raise No Objection but Wish to Comment

Comments add to letter of response:

- The submitted Transport Assessment does not consider the effects of shift changes on A19/Down Hill Lane. What are the effects of this shift change on this junction? This needs to be assessed.
- Similarly, the submitted modal shift patterns have a more generous modelled allocation to sustainable transport modes compared to the practical realities of a factory nearby Nissan. The characteristics of the site and nearby highways connectivity via sustainable modes is the same.
- Parking availability, including bicycles must comply with Sunderland city councils parking standards.
- The submitted Travel plan does not include any enforcement or mitigation measures if its modal shift targets are not met.

Case officer: Samantha Gallagher

Signed: S Gallagher

Date: 23/09/2021

Authorised Signatory:

Date:

«END»