



**Sunderland Development Frameworks**  
Core Strategy and Development Plan  
June 2018

# HGA1:

South West Springwell

# Development Framework

HGA1: South West Springwell



# Development Framework

## HGA1: South West Springwell

<b>Site Details</b> Site Name: Address: Ward: SHLAA ref:	<b>HGA1 South West Springwell Springwell Village Washington West 407C</b>	<b>Site Parameters Plan</b> Gross Site Area:	<b>3.2 Ha</b>
<b>Land owner/ Site Promoter</b>	<b>Hellens</b>	Housing Capacity:	<b>60 units</b>
		House Type:	<b>Family Housing</b>
		Height:	<b>2 Storey</b>

### Site Location and Description

The 3.20ha site is situated on the south western edge of Springwell Village, Washington and currently consists of arable land in an elevated position.

Immediately to the north and east are existing residential properties of Wordsworth Crescent and Beech Grove, to the south lies arable land which is intended for the development of a reservoir with Mount Lane beyond, and to the west is Mount Lodge and associated farm land with Bowes Railway Scheduled Ancient Monument (SAM) beyond.

Springwell Village centre lies within 400m of the site and provides local facilities such as a local shop, community centre, Public House and primary school.

### Site Location



### Surrounding Built Form

The history of Springwell Village is rooted in Sunderland's industrial past, with the first residences constructed in the 1820s in response to the growing Springwell Colliery and newly constructed Bowes Wagonway and Railway (1826).

Much of this industrial character remains, with stone-constructed terraces, community buildings and larger detached dwellings still dominating the street scene. There have been several modern infills within the village and these have tended to join the ribbon development that existed along the main transport lines to and from Bowes Railway.

Even with these developments the essential, industrial character of the area remains. Residential properties to the north consist of post war terraces which are short in length, are two storey, have pitched roofs and generous front and rear gardens. The properties have been constructed of either red brick or grey pebble dash and include header and cill detailing. Over time the majority of properties have replaced their windows and doors with modern white UPV. The properties are grouped around a central amenity green space which also includes a small grouping of garages and several mature trees.

Parking is in the main provided on street, however some properties have converted their front gardens into private driveways.

Properties to the east are of 70's/ 80s construction and are detached or semi-detached with generous front and rear gardens. Typical of the period of construction the properties consist of a mix of two storey houses and bungalows some of which include Dormas and are in the main red brick with elements of cladding, rendering or pebble dash. The development is green in nature with front gardens containing tree planting and landscaping. Each property is provided with a private drive way and garage which is set back from the streetscene.

# Contextual Analysis

## HGA1: South West Springwell

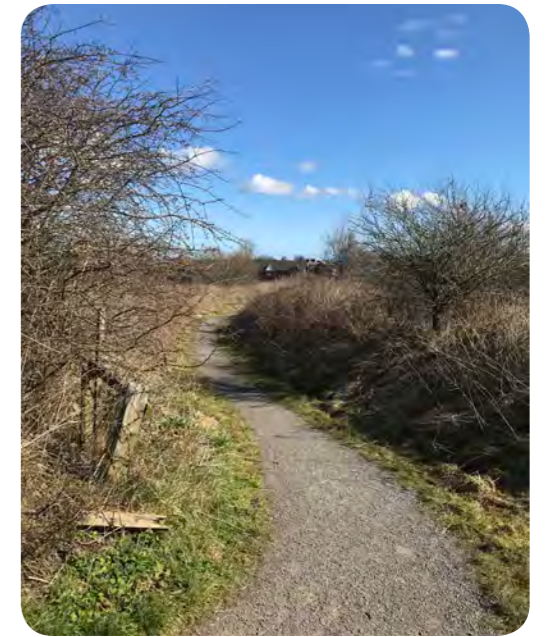


### Key

- |                          |                             |                      |                              |
|--------------------------|-----------------------------|----------------------|------------------------------|
| Site                     | Mount Lane                  | School               | Local Wildlife Site          |
| Bus stop                 | 400m Walking Distance       | Local shop           | Proposed Local Wildlife Site |
| Park                     | 800m Walking Distance       | Community Centre     |                              |
| Major vehicular movement | Quarry                      | Bowes Railway Museum |                              |
| Green Belt (as proposed) | Springwell Methodist Church |                      |                              |



Pic.1 Bowes Railway line



Pic.2 Pedestrian route from Belmont Terrace



Pic.3 Quarry



Pic.4 Back gardens of housing at Wordsworth Cres



Pic.5 School



Pic.6 Community Centre

## Green Infrastructure

Springwell is relatively well located in terms of access to the open countryside, natural & semi-natural greenspace and the green infrastructure opportunities these landscapes provide. Springwell Village also benefits from good access to local cycle routes and rights of way networks.

The area has a high level of amenity greenspace. Within approximately 300m of the development site is Springwell Village Park, also known as Seldom Seen Park. The park includes outdoor sports facilities and children's play areas. A total of 3 children's play areas exist within the village.

To the north of the village a number of sports pitches including football pitches are located at Campground. To the south of the site are Mount Lane allotments, located approximately 550m away.

## Movement and Accessibility

Vehicle access to the site is currently restricted with no direct access from Mount Lane other than gated field access points. Mount Lane also provides connections to Springwell Village and to the A194(M) which provides direct links to the A1(M) and the wider regional road network.

No formal rights of way or public footpaths are located within the site. However, a public footpath is located to the north west of the site and provides connections from Springwell Village to Eighton Banks via Springwell Ponds LWS. Springwell Village is well served by public transport with regular bus services to Nissan, The Galleries, Sunderland, Gateshead and Newcastle.

## Ecology

The site lies on the edge of a Wildlife Corridor and is made up of grassland, fields and hedgerow to the south. Nearby designated sites include Sheddons Hill LWS and Springwell Ponds LWS, and proposed Local Wildlife Sites at Springwell Quarry and Bowes Railway. All habitat on site has the potential to support priority species.

## Heritage and Archaeology

The Bowes Railway Scheduled Ancient Monument extends to the north-west of the site. The railway is significant as an early 19th century railway with extensive survival of railway features and buildings, in particular the Blackhams Hill Engine House, a dominant building on the edge of development site. As Scheduled Ancient Monuments the railway and engine house are of high significance.

The early 18th century Birtley Fell Waggonway is recorded as running through the proposed development site. There is the potential for an archaeological resource relating to this to be present on the site.

## Visual Analysis

Mount Lane

Existing access

Junction to Springwell Road



Mount Lane

Change in levels

Existing residential



[S.A.M- Bowes Railway line]



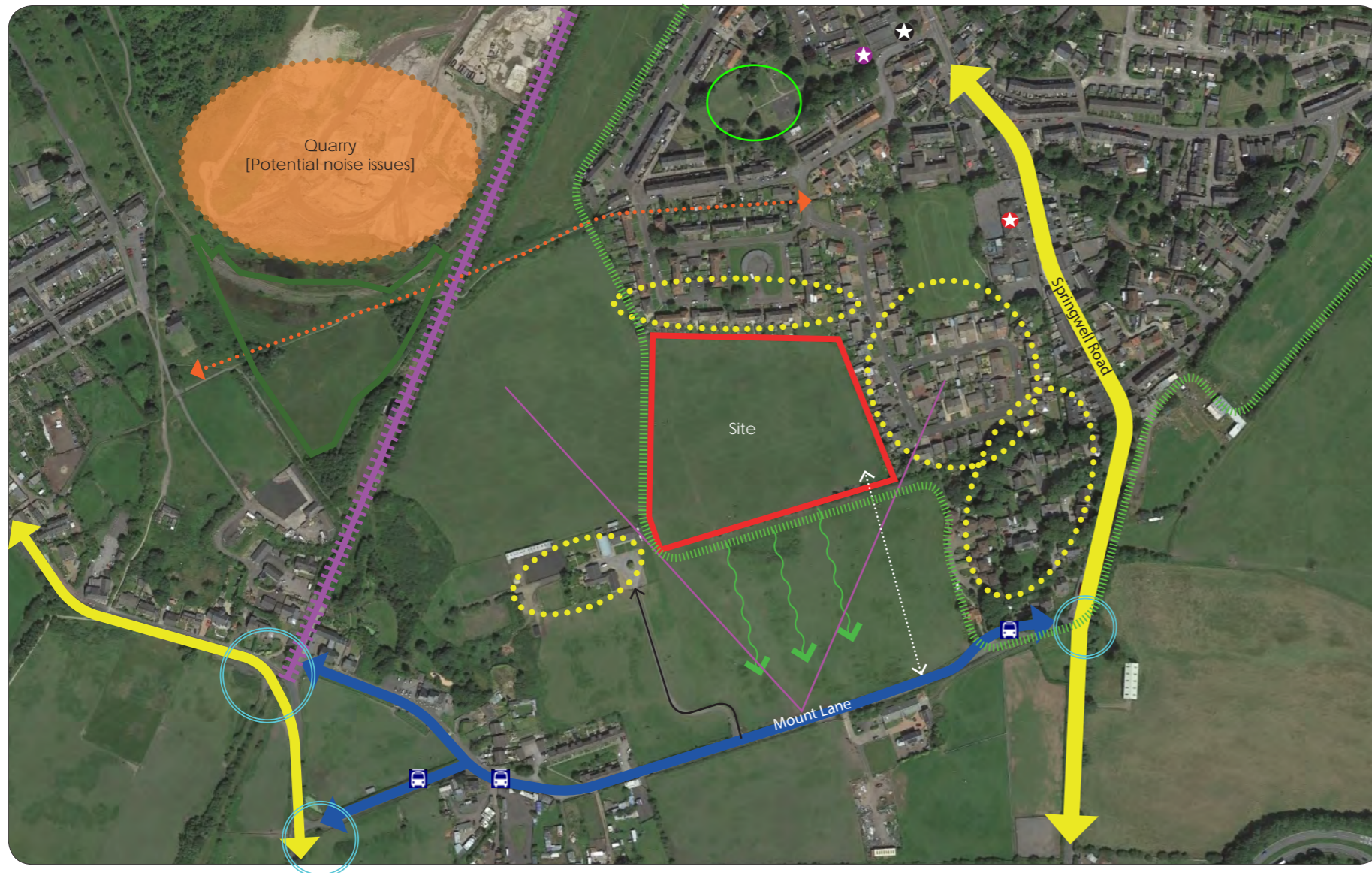
[Pedestrian route to the north]






















[Local park accessed from Ashfield Terrace]

# Site Constraints and Opportunities

## HGA1: South West Springwell



### Key

	Site		Vehicular movement		School
	Bus stop		Change in levels		Local shop
	Park		Respect adjacent residential amenity		Community Centre
	Major vehicular movement		Quarry/Noise		S.A.M
	Improved pedestrian link		Potential access to site		Potential junction improvements
	Key views improved with appropriate boundary treatment		Green Belt (as proposed)		Private drive
	Local Wildlife Site				

### Site Constraints and Opportunities

- Bowes Railway Scheduled Ancient Monument (SAM) is located to the west of the site. The open aspect to the SAM should be retained.
- Springwell Ponds Local Wildlife Site (LWS) is situated to the west of the site which includes protected species.
- Wildlife corridor is identified in the south western corner of the site.
- The site is relatively level however the land beyond slopes southward toward Mount Lane.
- Development on the southern edge of the site will be subject to long distant views.
- Respect the amenity of existing residential development which directly backs onto northern and eastern edges.
- Vehicle access to the site is restricted to one access point from Mount Lane
- Highway junction improvements will be required at Mount Lane / Springwell Road.
- Development would have to ensure that it contributes towards necessary additional infrastructure such as schools and health care.
- Improve pedestrian connections to the existing route to the north west
- Designed to respect and enhance the existing village character and limit any impact on the landscape character.

# Parameter Plan: HGA1: South West Springwell

<b>Site Details</b>	<b>HGA1 South West Springwell</b>
Site Name:	<b>Springwell Village</b>
Address:	<b>Washington West</b>
Ward:	<b>407C</b>
SHLAA ref:	

<b>Land owner/ site promoter</b>	<b>Hellens</b>
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<b>Site Parameters Plan</b>	<b>3.2 Ha</b>
Gross Site Area:	
Housing Capacity:	<b>60 units</b>
House Type:	<b>Family Housing</b>
Height:	<b>2 Storey</b>



## Development Principles and Parameters

### Greenspace

- Development will ensure that the impact on priority species is minimised by retaining and enhancing the land as greenspace for habitats in the south-western corner of the site.
- Sensitive landscape treatment surrounding the perimeter of the site.
- Retain and incorporate all existing healthy trees and hedgerows.

### Built Form

- Require properties to be of high architectural quality on the southern edge to protect long distant views from the south.
- Housing mix: detached and semi-detached family dwellings of mainly 3 and 4 bedrooms.
- Density to be 25 dph (approx).
- Maximum building height of 2 storeys
- Architectural style and materials to reflect the positive elements of the local vernacular.
- Provide strong frontages and overlooking to all streets and spaces across the development site.
- Creation of streets and spaces across the development site to meet secured by design principles.
- Separation space standards in accordance with council standards.

### Highway

- Access to be provided from Mount Lane through the field to the south, highway to be built to adoptable standards with 5.5m road and two 2m wide footways.
- Provide pedestrian and cycle connections to the existing Public Rights of Way to the north.
- All internal roads to be to adoptable standards.
- Highway layout needs to ensure a refuse vehicle can safely manoeuvre around the development.
- Parking should not be dominant on the street scene.

### Ecology

- Development will address any likely impacts and provide sustainable maintenance and enhancement measures in accordance with Policies NE2, NE3 (ID1 & ID2 Infrastructure & Planning Obligations Policies).
- Development must address direct and indirect impacts and include retention of all natural and semi-natural habitats with appropriate buffers to allow for connectivity.
- If unable to mitigate sufficiently, creation of new areas of biodiversity-rich habitat will be required, equivalent to or greater than the area of habitat loss, with features incorporated to attract and retain those species confirmed or potentially present on site.

### S106 and Infrastructure

- Development proposals for this site must accord with the Planning Obligations SPD .



# HGA1:

## South West Springwell

### Site Specific Policy

#### SS2 Washington Housing Growth Areas

Development of Washington Housing Growth Areas should:

1. provide a mix of housing types with a focus on family homes;
2. address impacts and make provision or contributions towards education provision and healthcare;
3. enhance access to local facilities and services, and

#### HGA1 South West Springwell should:

- i. deliver approximately 60 new homes;
- ii. create a new defensible Green Belt boundary to the west and south of the site;
- iii. ensure that the open aspect to Bowes Railway Scheduled Ancient Monument is retained;
- iv. maintain wildlife and green infrastructure corridors and limit any impact on the areas landscape character by providing a greenspace buffer along the western edge of the site;
- v. be of high architectural quality to protect long distance views to the southern edge of the development from the south;
- vi. be designed to respect the village character and to existing residential development on the northern and eastern edges;
- vii. provide pedestrian/cycleway connections from the western edge of the site and connect to the existing public Right of Way to the north; and
- viii. include vehicle access from the south to connect to Mount Lane and improve other junctions as necessary.

# HGA2:

HGA2: East Springwell

# Development Framework

HGA2: East Springwell



# Development Framework

## HGA2: East Springwell

<b>Site Details</b> Site Name:	<b>HGA2 East Springwell</b>	<b>Site Parameters Plan</b> Gross Site Area:	<b>4.02 Ha</b>
Address: Ward: SHLAA ref:	<b>Peareth Hall Road</b> <b>Springwell Village</b> <b>Washington West</b> <b>424</b>	Housing Capacity:	<b>60 units</b>
<b>Land owner/Site Promoter</b>	<b>Story Homes</b>	House Type:	<b>Family Housing</b>
		Height:	<b>2 Storey</b>

### Site Location and Description

The 4.02ha site is situated on the south eastern edge of Springwell Village, Washington and currently consists of open countryside which slopes from the north west to the south east. The site is immediately bounded by residential properties on Peareth Hall Road to the north and west, a mature woodland shelter belt to the east (with the A194(M) beyond) and open countryside to the south.

Springwell Village centre lies within 800m of the site and provides facilities such as a local shop, community centre, Public House and primary school.

### Site Location



### Surrounding Built Form

The history of Springwell Village is rooted in Sunderland's industrial past, with the first residences constructed in the 1820s in response to the growing Springwell Colliery and newly constructed Bowes Wagonway and Railway (1826).

Much of this industrial character remains, with stone-constructed terraces, community buildings and larger detached dwellings still dominating the street scene. There have been several modern infills within the village and these have tended to join the ribbon development that existed along the main transport lines to and from Bowes Railway.

Even with these developments the essential, industrial character of the area remains. Residential properties to the north consist of in the main 1940s semi-detached two storey dwellings. The properties contain detailed elements such as double height bay windows and variety in materials including red brick and render. There are also instances of bungalows and large detached properties of recent construction within the surrounding built form. The properties sit within extensive gardens with mature landscaping and private driveways.

A traditional stone farmhouse directly adjoins the site and as Peareth Hall Road continues toward the centre of Springwell the properties consist of stone terraces with window and door surround detailing, front directly onto the highway and have limited rear yards.

# Contextual Analysis

## HGA2: East Springwell



Key			
	Site		Major vehicular movement
	Bus stop		400m Walking Distance
	Park		800m Walking Distance
	A194 (M)		Quarry
	Listed Buildings		SAM
	School		Local Wildlife Site
	Local shop		Proposed Local Wildlife Site
	Community Centre		Green Belt (as proposed)
	Bowes Railway Museum		Springwell Methodist Church



Pic.1 View along Peareth Hall Road



Pic.2 Access from north along Peareth Hall Road



Pic.3 Peareth Hall Road from the west



Pic.4 A194(M)



Pic.5 Access from Peareth Hall Road



Pic.6 Public pedestrian route

## Green/Blue Infrastructure

Springwell is relatively well located in terms of access to the open countryside, natural & semi-natural greenspace and the green infrastructure opportunities these landscapes provide. Springwell Village also benefits from good access to local cycle routes and rights of way networks.

The area has a high level of amenity greenspace. Within approximately 800m of the development site is Springwell Village Park, also known as Seldom Seen Park. The park includes outdoor sports facilities and children's play areas. A total of 3 children's play areas exist within the village.

To the north of the village a number of sports pitches including football pitches are located at Campground. To the south of the site are Mount Lane allotments, located approximately 1200m away.

The site is susceptible to surface water flooding.

## Movement and Accessibility

The site is located to the south of Peareth Hall Road which is a local distributor road between Springwell and Washignton and provides connections to the A194(M) which directly links to the A1(M) and the wider regional road network.

No formal rights of way, public footpaths or cycle routes are located within the site. However, several footpaths are located to the north providing connections into Wrekenton and to the south of the site a single path links Springwell Road and the A194(M).

The site is well served by public transport with two bus stops located on Peareth Hall Road within 400m of the site providing regular connections to Nissan, The Galleries, Concord, Sunderland, Gateshead and Newcastle.

## Ecology

The site sits within a Wildlife Corridor linking open space to the north and south, and is made up of grassland fields, scattered trees, hedgerows and mixed plantation woodland.

Nearby designated sites include Sheddon's Hill Local Wildlife Site (LWS) and Springwell Pond LWS and proposed Local Wildlife Sites at Springwell Quarry and Bowes Railway. All habitats on site have the potential to support priority species.

## Heritage and Archaeology

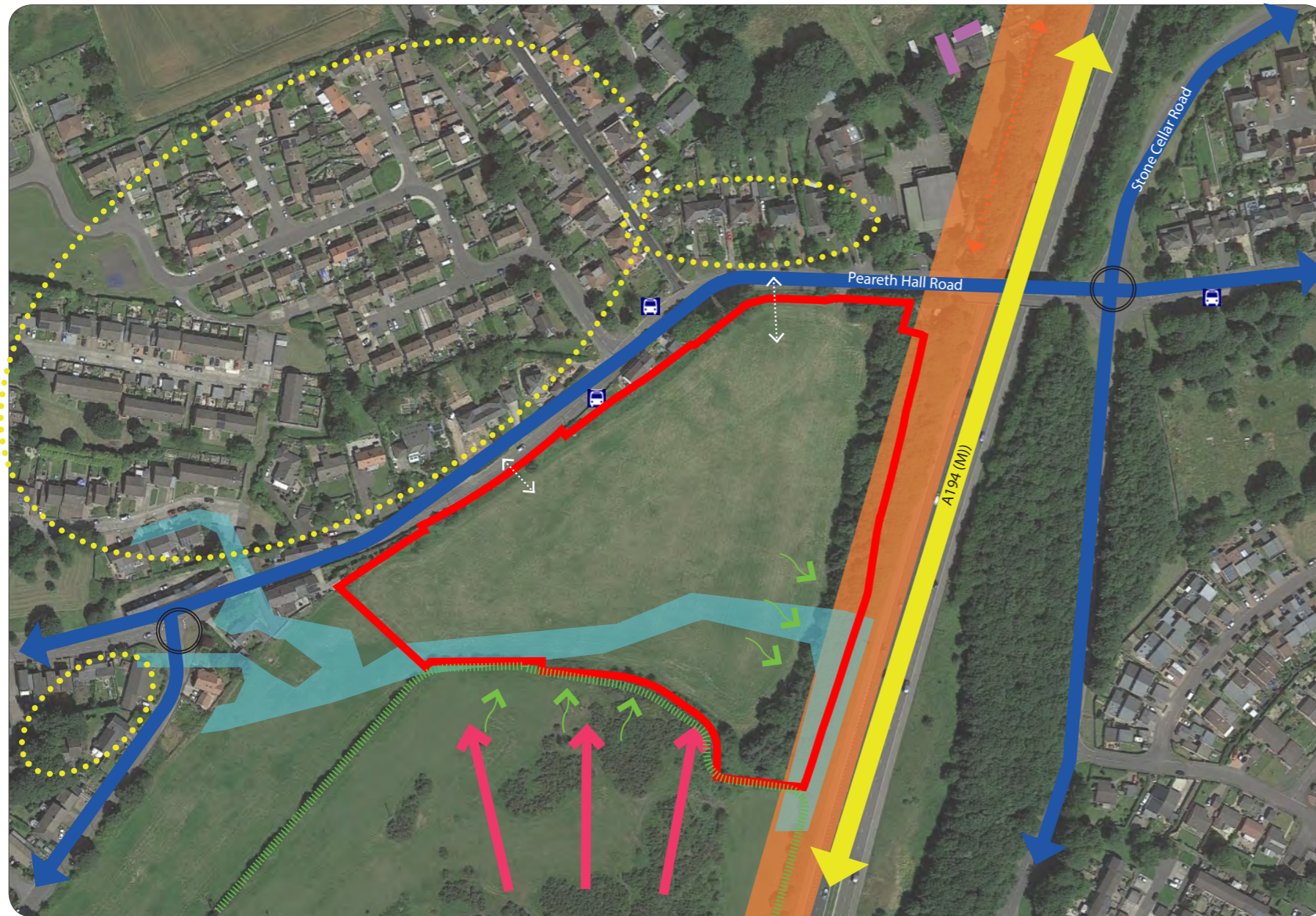
The site is located adjacent to the proposed Springwell Village Conservation Area, and adjacent to Usworth Common (local archaeological site).

## Visual Analysis



# Site Constraints and Opportunities















## HGA2: East Springwell



### Site Constraints and Opportunities

- There are a number of public sewers affecting the site which would require an easement through development.
- Noise implications from the A194(M) directly bordering the eastern edge of the site.
- A natural swale and associated surface water flooding is located along the southern edge.
- A narrow wildlife corridor running north-south through the area and to local views.
- Need to ensure appropriate access for vehicles and pedestrians .
- Development would have to ensure that it contributes towards necessary infrastructure such as schools and health care.
- Residential properties directly border the site.
- No evidence of prehistoric roman activity on site but the presence of activity in the surrounding vicinity indicates that there is the potential for unidentified resources to exist.

#### Key

	Site		Vehicular movement		Listed Buildings
	Bus stop		Change in levels		Potential Junction Improvements
	Major vehicular movement		Adjacent residential		Green Belt (as proposed)
	Improved pedestrian link		Flooding area		Potential access to site
	Key views improved with appropriate boundary treatment		Potential noise from A194(M)		

# Parameter Plan: HGA2: East Springwell

<b>Site Details</b> Site Name: Address:  Ward: SHLAA ref:	<b>HGA2 East Springwell</b> <b>Peareth Hall Road</b> <b>Springwell Village</b> <b>Washington West</b> <b>407C</b>	<b>Site Parameters Plan</b> Gross Site Area:	<b>4.02 Ha</b>
<b>Land owner/Site Promoter</b>	<b>Story Homes</b>	Housing Capacity:	<b>60 units</b>
		House Type:	<b>Family Housing</b>
		Height:	<b>2 Storey</b>



## Development Principles and Parameters:

### Greenspace

- The impacts to Green Belt are kept to an acceptable minimum, with a new durable boundary created to south.
- Sensitive landscape treatment surrounding the perimeter of site.
- High quality hard and soft landscaping with clear distinction between private and public spaces.
- Southern edge of the site to be retained to provide amenity space and potential location for SUDs.
- Retention and incorporation of all existing healthy trees and hedgerows into the proposed layout.

### Highway

- Vehicular and pedestrian access from Peareth Hall Road between the existing properties on the western edge.
- Secondary access point from the north may be considered appropriate.
- All roads to adoptable standards.
- It is essential a refuse vehicle can safely manoeuvre around the estate.
- Replacement of existing bus stops to be incorporated into the design of the site access junction.

### Built Form

- Designed to respect and enhance the existing village character and limit any impact to the landscape character.
- Designed to front or side onto Peareth Hall Road to create an active street scene.
- Residential amenity of existing properties will be retained through retention of natural features of land and meeting spacing standards.
- Housing mix: Family housing .
- Density to be 25dph (approx)
- Design and materials to reflect the positive elements of the varied local vernacular.
- Predominant building height of 2 stories. Small instances in an increase in height up to 2 1/2 storeys may be considered
- appropriate and should respond to the topography of the site. Any increase in height above 2 storeys will need to be justified.
- The existing tree belt on eastern edge offers some acoustic dampening from the A194(M), however further mitigation will be required where properties back onto the eastern edge in the form of a 2-2.5m high screen fence or equivalent (e.g. bund).
- Provide strong frontages and overlooking to all streets and spaces across the development site.
- Creation of streets and spaces across the development site to meet secured by design principles.
- Separation space standards in accordance with council standards.

### Ecology

- Further survey work for species and habitats will be required.
- Development to address any likely impacts and provide sustainable maintenance and enhancement measures in accordance with Policies NE2, NE3 (ID1, ID2 Infrastructure & Planning Obligations Policies).
- Development must address direct and indirect impacts and include retention of all natural and semi-natural habitats with appropriate buffers to allow for connectivity.
- Recreational provision must ensure the ecological viability of habitats retained on site as well as sensitive features identified off site.
- If unable to mitigate sufficiently, creation of new areas of biodiversity-rich habitat will be required, equivalent to or greater than the area of habitat loss, with features incorporated to attract and retain those species confirmed or potentially present on site.

### S106 and Infrastructure

- Development proposals for this site must accord with the Planning Obligations SPD



# HGA2:

## East Springwell

### Site Specific Policy

#### SS2 Washington Housing Growth Areas

Development of Washington Housing Growth Areas should:

1. provide a mix of housing types with a focus on family homes;
2. address impacts and make provision or contributions towards education provision and healthcare;
3. enhance access to local facilities and services, and

#### HGA2 East Springwell should:

- i. deliver approximately 60 new homes;
- ii. create a new defensible Green Belt boundary to the south of the site;
- iii. maintain a wildlife and green infrastructure corridor running north-south and limit any impact on the areas landscape character through sensitive boundary treatments;
- iv. be of high architectural quality to protect long distance views to the southern edge of the development from the south;
- v. be designed to respect the village character and to existing residential development on the northern and western edges;
- vi. include additional buffers as necessary to address noise implications from the A194(M) directly bordering the eastern edge of the site;
- vii. mitigate the impacts of the natural swale and associated surface water flooding located along the southern edge of the site, and provide easements for public sewers as necessary;
- viii. retain all healthy trees and hedgerows and incorporate greenspace into the site for amenity purposes/minimise impact on priority species and protected habitat in the locality; and
- ix. include vehicle access from Peareth Hall Road, and improve other junctions as necessary.

# HGA3:

HGA3: North of High Usworth

# Development Framework

HGA3: North of High Usworth



# Development Framework

## HGA3: North of High Usworth

### Site Details

Site Name:  
Address:  
Ward:  
SHLAA ref:

HGA3 North of High Usworth  
Land at George Washington  
Hotel Golf Course,  
Washington West  
567

### Site Parameters Plan

Gross Site Area:

3.60 Ha

Housing Capacity:

45 units

House Type:

Family Housing

Height:

2 Storey

### Land owner/ Site promoter

Barratt David  
Wilson Homes

### Site Location



### Site Location and Description

The 3.6ha site is situated on the north western edge of Usworth, Washington and currently consists of the pitch and putt area of George Washington Golf Course. The site is relatively level in nature and is surrounded by mature tree planting.

The site is bounded by Stone Cellar Road to the south with residential properties beyond, to the east by the car park for the George Washington Hotel and Golf Course with the hotel structure and a modern executive housing development beyond. To the west lies the A194 which severs the site from Springwell and to the north is the golf course.

Local facilities are provided by two local parades in Donwell (Durham Avenue and Wellgarth Road). These include general stores, a village centre, hot food takeaway and a Public House. George Washington Primary School is within 800m of the site and Concord District Centre is within one mile, providing a wide range of facilities.

### Surrounding Built Form

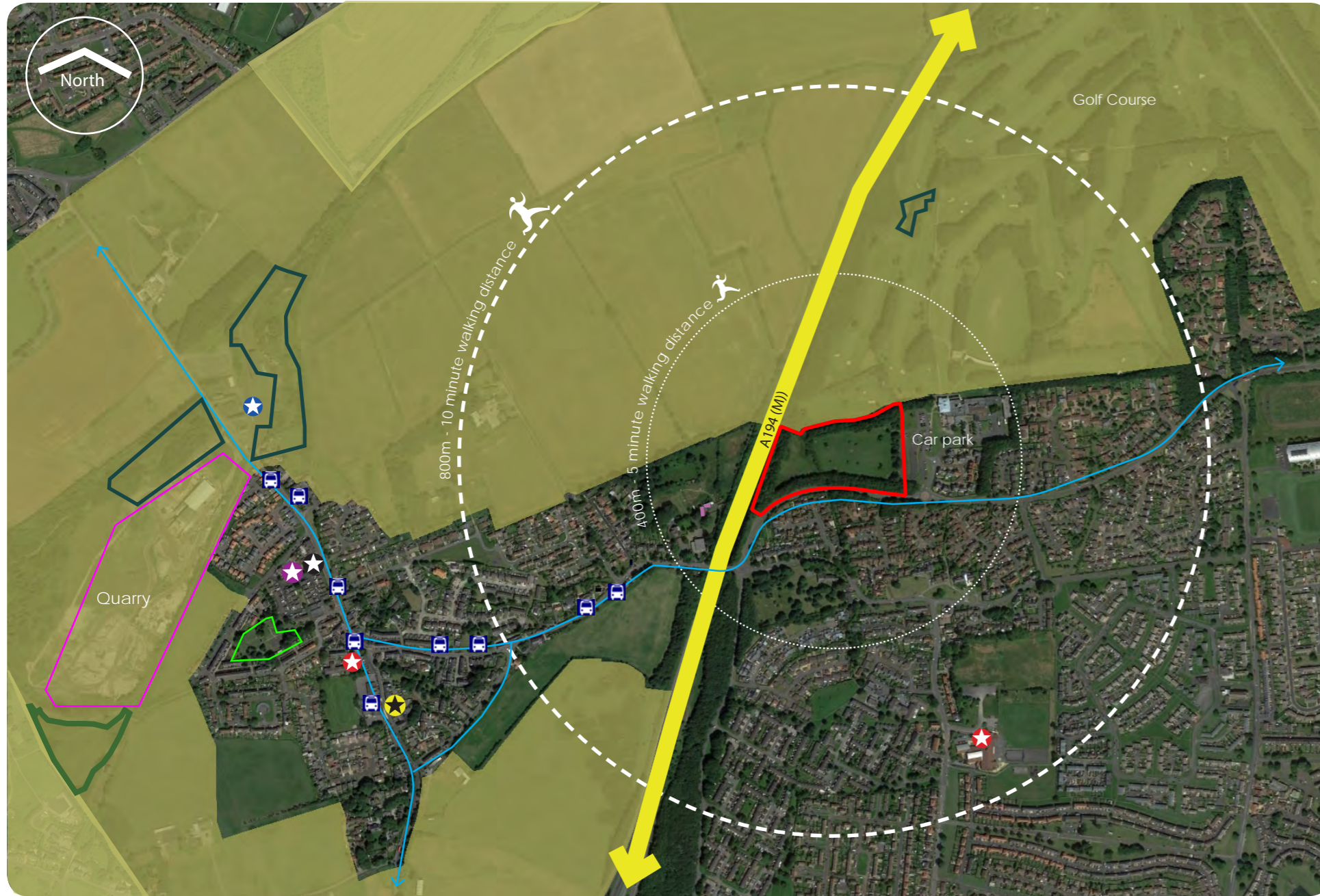
In the main Usworth was constructed as part of the New Town development of Washington and consists of post war housing. The Farthings to the south east consist of red brick detached bungalows and two storey family housing. All properties have protruding porches and garages with private front gardens and driveways.

There have also been recent housing developments within close proximity of the site, to the south west the properties on Beechcroft replaced the original housing in the early 00's and comprises large detached properties of both red brick and buff brick with stone window dressings, bay windows and porches with pitched roofs.

To the east executive style house at Loch Lomand are 2 ½ storeys, are constructed of red brick and include stone window dressings, bay windows, column porches and double garages. The properties also have limited gardens with the properties dominating the plots leading to a high density executive development.

# Contextual Analysis

## HGA3: North of High Usworth



### Key

- |                          |                          |                             |                              |
|--------------------------|--------------------------|-----------------------------|------------------------------|
| Site                     | Local Wildlife Site      | School                      | Proposed Local Wildlife Site |
| Bus stop                 | 400m Walking Distance    | Local shop                  | Major Vehicular Route        |
| Park                     | 800m Walking Distance    | Community Centre            |                              |
| Major vehicular movement | Quarry                   | Bowes Railway Museum        |                              |
| Listed Buildings         | Green Belt (as proposed) | Springwell Methodist Church |                              |



Pic.1 View to east looking towards car park



Pic.2 Stone Cellar Road



Pic.3 Pitch and putt site highlighting existing trees surrounding the site



Pic.4 Link from site to Stone Cellar Road



Pic.6 Stone Cellar Road main vehicular route to south

## Green/Blue Infrastructure

The site consists of an area of amenity grassland that is currently used as a practice area for the adjacent golf course, and an adjacent area of semi-improved grassland. The site forms part of a strategic Green Infrastructure Corridor running west-east between Washington and Gateshead.

The Usworth area has below average levels of amenity greenspace. The nearest children's fixed play facility is over a kilometre away and the nearest formal park, Albany Park, 1.5km away. The Usworth area also has below average provision of allotments, with the nearest provision over 1km away to the south of the site.

## Movement and Accessibility

Stone Cellar Road borders the south of the site and is a two-way single carriageway, suburban in nature, which provides access to a number of existing residential estates, George Washington Golf Club and Sunderland College Washington Campus. Stone Cellar Road connects to the A195 providing links to the A194(M), the A1(M) and the wider regional road network.

No formal rights of way, public footpaths or cycle routes are located within the site. However footpaths are located to the south and west.

The nearest bus stop is located 300m from the site on Peareth Hall Road, providing regular connections to Concord, Sunderland, Gateshead and Newcastle.

## Ecology

This site is immediately adjacent to the golf course and is made up of mature mixed plantation woodland, scrub habitats and amenity grassland which was once a pitch and putt area. To the north of the site are the Upper Don Tributaries proposed Local Wildlife Site. The habitat on site has the potential to support a diverse range of species.

## Heritage and Archaeology

There is no direct evidence for prehistoric or Roman activity within the site, but the presence of activity in the surrounding vicinity indicates that an as yet unidentified resource has the potential to exist.

The site was within the landscaped area of Peareth Hall/Usworth House estate which was demolished sometime between the late 19th century and 1919. Historic mapping indicates the presence of a spring to the north of the site and tree planting along its eastern edge. Tracks or drives associated with the estate have the potential to survive within the proposed development boundary.

Great Usworth to the south east of the site is first recorded in the Boldon Buke of 1183 and was expanded upon during the 18th and 19th centuries through the increase in coal mining. The wider area was developed as part of the New Town Development of Washington during 70s and 80s.

Listed buildings of Peareth Hall Farm and Holy Trinity church are located within 300m of the site.

Groundworks associated with the construction of a golf course and car park on the site may have removed or truncated any archaeological resource that was present in affected areas.

## Visual Analysis

Stone Cellar Road along south boundary

Strong landscape boundary



[View from east of site looking west towards A194]

Hotel

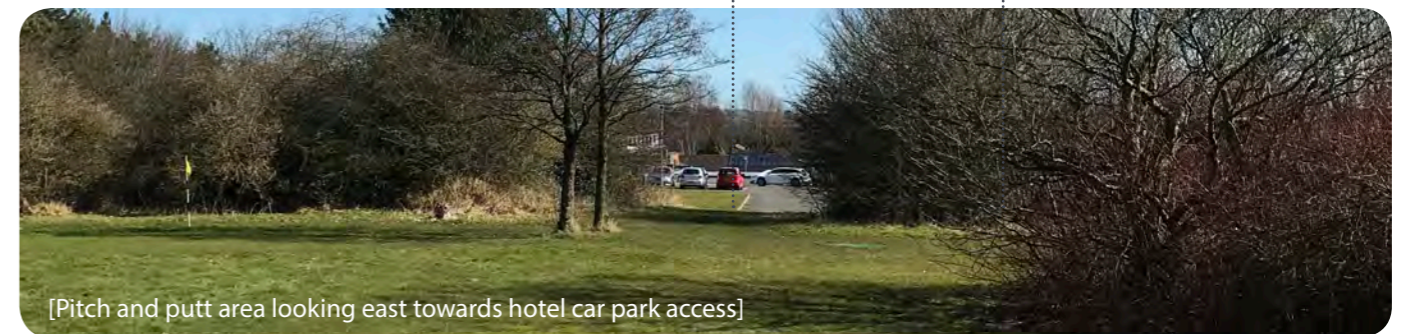
Car park



[Main access from hotel car park]

Potential access

Car park



[Pitch and putt area looking east towards hotel car park access]

Stone Cellar Road screened by trees

A194 (M) screened by trees



[Middle of site looking west highlighting strong landscape enclosure shaping site]

# Site Constraints and Opportunities

















HGA3: North of High Usworth



## Site Constraints and Opportunities

- Limit impact to the wildlife corridor to the north.
- Noise implications from the A194(M) directly bordering the western edge of the site.
- Need to ensure appropriate access for vehicles and pedestrians.
- The mature tree belt on the eastern edge and running through the centre of the site are of a historic nature.
- Need to ensure appropriate access for vehicles and pedestrians through the existing car park.
- Development of the site would require the retention of all natural features.
- Buffer zones will be applied to the tree belts and the hedgerow within the site for ecological protection.
- Development would have to ensure that it contributes towards necessary infrastructure provision such as schools and health care provided.

### Key

	Site		Vehicular movement		Potential access
	Bus stop		Change in levels		Listed Buildings
	Park		Adjacent residential		Potential junction improvements
	Major vehicular movement		Potential Noise from A194(M)		Green Belt (as proposed)
	Improved pedestrian link		Hotel		Hedgerow
	Car park				

# Parameter Plan: HGA3: North of High Usworth

<b>Site Details</b> Site Name: Address: Ward: SHLAA ref:	<b>HGA3 North of High Usworth Land at George Washington Hotel Golf Course, Washington West 567</b>	<b>Site Parameters Plan</b> Gross Site Area:	<b>3.60 Ha</b>
		Housing Capacity:	<b>45 units</b>
		House Type:	<b>Family Housing</b>
<b>Land owner/Site Promoter</b>	<b>Barratt David Wilson Homes</b>	Height:	<b>2 Storey</b>



## Development Principles and Parameters:

### Greenspace

- It is well screened and will have limited impact on the Green Belt
- The impacts to Green Belt are kept to an acceptable minimum, with a new durable boundary created to the south.
- It includes buffer zones to support wildlife corridor and ecological improvement. Development should front onto these zones with the exception of the northern edge (due to the golf course) and western edge (due to A194(M))
- Existing tree belt on western edge are retained to offer some acoustic dampening from the A194(M).
- High quality hard and soft landscaping with clear distinction between private and public spaces
- Southern edge of the site to be retained to provide amenity space and potential location for SUDs.
- Retention and incorporation of all existing healthy trees and hedgerows into the proposed layout.

### Highway

- Vehicular and pedestrian access will likely be through the current car park of the hotel and golf course and should utilise existing gaps in the tree belt.
- All roads to adoptable standards.
- It is essential a refuse vehicle can safely manoeuvre around the estate.

### Built Form

- Housing mix: detached and semi-detached family dwellings of mainly 3 and 4 bedrooms.
- Density to be 25 dph (approx).
- Maximum building height of 2 storeys
- Architectural style and materials to reflect the positive elements of the local vernacular.
- Design and materials to reflect the positive elements of the varied local vernacular.
- Predominant building height of 2 stories. Small instances in an increase in height up to 2 1/2 storeys may be considered appropriate and should respond to the topography of the site. Any increase in height above 2 storeys will need to be justified.
- Provide strong frontages and overlooking to all streets and spaces across the development site.
- Noise mitigation will be required where properties back onto the western edge in the form of a 2.5m high acoustic barrier (e.g. bund). Enhanced glazing and acoustic ventilation is likely to be required at the facades most exposed to road traffic noise.
- Creation of streets and spaces across the development site to meet secured by design principles
- Separation space standards in accordance with council standards

### Ecology

- Further survey work for species and habitats will be required.
- Development to address any likely impacts and provide sustainable maintenance and enhancement measures in accordance with Policies NE2, NE3 (ID1, ID2 Infrastructure & Planning Obligations Policies).
- Development must address direct and indirect impacts and include retention of all natural and semi-natural habitats with appropriate buffers to allow for connectivity.
- Recreational provision must ensure the ecological viability of habitats retained on site as well as sensitive features identified off site.
- If unable to mitigate sufficiently, creation of new areas of biodiversity-rich habitat will be required, equivalent to or greater than the area of habitat loss, with features incorporated to attract and retain those species confirmed or potentially present on site.

### S106 and Infrastructure

- Development proposals for this site must accord with the Planning Obligations SPD .



# HGA3:

## North of High Usworth

### Site Specific Policy

#### SS2 Washington Housing Growth Areas

Development of Washington Housing Growth Areas should:

1. provide a mix of housing types with a focus on family homes;
2. address impacts and make provision or contributions towards education provision and healthcare;
3. enhance access to local facilities and services, and

#### HGA3 North of High Usworth should:

- i. deliver approximately 45 new homes;
- ii. create a new defensible Green Belt boundary to the north;
- iii. maintain a wildlife and green infrastructure corridor running west-east and limit any impact on the areas landscape character;
- iv. retain existing screening of the site from the north and west, including any additional buffers and acoustic barriers as necessary to address noise implications from the A194(M);
- v. retain all healthy trees and hedgerows and incorporate greenspace into the site for amenity purposes/minimise impact on priority species and protected habitat in the locality;
- vi. retain as undeveloped the southern edge of the site to provide amenity space and as a potential location for SuDS; and
- vii. be of high architectural quality and be designed with consideration of the village character to the south.

# HGA4:

North of Usworth Hall

**Development Framework**  
HGA4: North of Usworth Hall



# Development Framework

## HGA4: North of Usworth Hall

<b>Site Details</b> Site Name: Address: Ward: SHLAA ref:	<b>HGA4 North of Usworth Hall</b> Farmland to the west of Waterloo Road Stephenson Road, Usworth Washington North 463A	<b>Site Parameters Plan</b> Gross Site Area:  Housing Capacity:  House Type:  Height:	<b>10.26 Ha</b>
	<b>Land owner/ Site Promoter</b>		<b>Story Homes</b>
			<b>Family Housing</b>
			<b>2 Storey</b>

### Site Location and Description

The 10.26ha site is situated on the north eastern edge of Usworth, Washington and currently consists of relatively level arable fields .

The site is bounded by a hedgerow to the north with open countryside leading to the River Don beyond. To the east lies the former Leamside Line on an elevated embankment with mature tree planting. To the south, the rear fences of existing residential properties of Merevale and Watcombe Close directly present onto the site. The Grade II listed Usworth Hall is positioned further south and is surrounded by a modern housing development. To the west lies vacant land to be used for industrial purpose and Stephenson Industrial Estate beyond, a mature shelter belt also partially runs along the western edge with Northern Area Playing Fields beyond.

Local facilities are provided 1.5km from the site at Concord Local Centre, St Bede's RC Primary School is located 700m to the south west and Sunderland College is within 500m of the site. Washington Town Centre is 3km from the site and is easily accessible by public transport.

### Site Location



### Surrounding Built Form

Properties directly to the south are predominately semi-detached in nature and are constructed of either red brick or buff brick with stone cill detailing. All properties have protruding porches and garages with private drives. There is limited tree planting so small front gardens act to soften the street scene which is dominated by parking. Further to the south properties surrounding Usworth Hall are of a larger scale and consist of bungalows and two storey detached and semi-detached properties with projecting gable detailing, window dressings and bay windows. The properties are at a lower density and have generous front and rear gardens with recessed driveways.

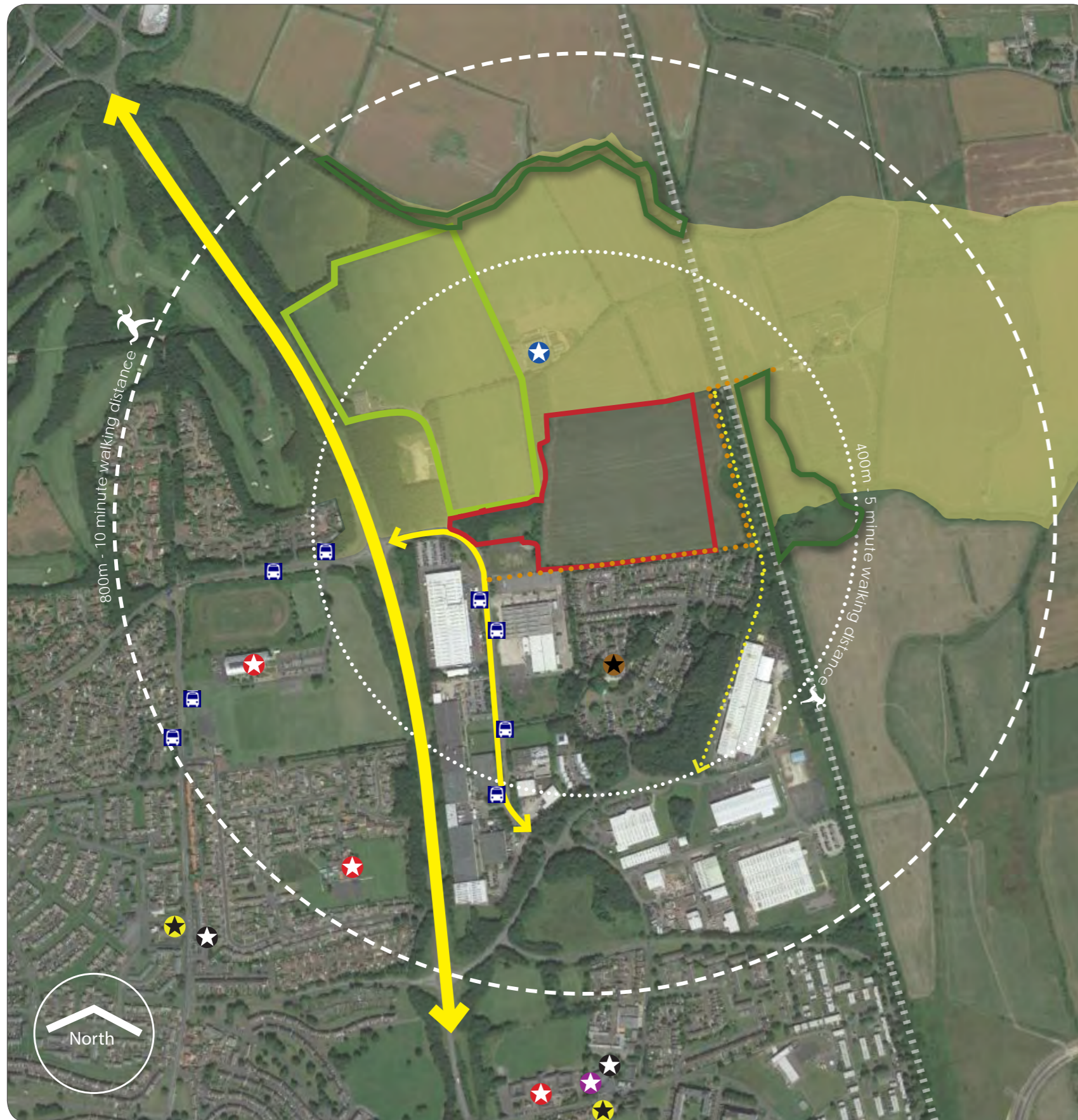
To the west the built form consists of large box industrial units of Stephenson Industrial Estate.



Examples of the predominant semi-detached houses directly to the south

# Contextual Analysis

## HGA4: North of Usworth Hall



















Usworth Hall, Grade II listed and once the HQ of the Washington Development Corporation



Northern Area Playing Fields

### Key

-  Site
-  Bus Stop
-  Northern Area Playing Fields
-  Green Belt (as proposed)
-  Major vehicular movement
-  Waterloo Road
-  Former Leamside Railway Line
-  400m Walking Distance
-  800m Walking Distance
-  Schools
-  Local Shops
-  Sulgrave Community Centre
-  Places of worship
-  Usworth Hall, Grade II Listed
-  Washington Riding Centre
-  Local Wildlife Sites



Sunderland College Washington Campus



Sulgrave Community Centre



Washington Riding Centre

### Green/Blue Infrastructure

The site is relatively well located in terms of access to the open countryside, natural & semi-natural greenspace and the green infrastructure opportunities these landscapes provide. The site lies within a Green Infrastructure corridor linking east-west along the River Don and also north-south incorporating Usworth Pond.

The area fares well in terms of general greenspace with high levels of good quality amenity greenspace in close proximity. 300m to the south of the site at Meredale Close lies a children's play area, however there appears to be no direct pedestrian access to the facility.

To the west of the site lies the Northern Area playing fields, home to Washington AFC. Allotments are located approximately 1.5km to the south west.

The site is partly affected by an existing overland flow route, that enters the site from the west. The source of which appears to be the built up area to the south west of the site, the water travels north east within the area of the trees to the west of the site, before ponding against the railway embankment to the north of the site. In addition, to the south east of the site is an area at risk of pluvial flooding, again cause by overland flows from within the site being trapped by the railway embankment.

### Movement and Accessibility

The site is located to the south of the A194(M) and east of the A195. There is currently no vehicular access directly into the site. The nearest highway is Stephenson Road, located approx. 100m to the west. Stephenson Road is a local distributor road that provides access to various commercial properties as well as the residential estate surrounding Usworth Hall. Stephenson Road has been constructed to 7m widths allowing for a bus route to run through the area, however currently no operators are utilising the route.

A public right of way runs along the southern boundary of the site.

The nearest bus stop is located 400m from the site on Stone Cellar Road providing regular connections to Houghton-le-Spring, Washington Galleries, Concord, and Heworth Interchange providing further connections through the Tyne and Wear Metro network.

### Ecology

The site sits within an important Strategic Wildlife Corridor and a Green Infrastructure Corridor, and forms part of the arable landscape traditional in this area. Nearby designated sites include Usworth Pond Local Wildlife Site (LWS), Follingsby Pond LWS, River Don Streambank LWS and proposed LWS's Usworth Burn (River Don South), River Don and Upper Don Tributaries. The arable land is bordered by scattered trees, dense scrub and hedgerows backing onto woodland. Established ditches and ponds are immediately adjacent to the site. All habitats on site have the potential to support a diverse range of species including wintering birds and farmland.

### Heritage and Archaeology

There is no direct evidence for prehistoric or Roman activity within the study area, but the presence of activity in the surrounding vicinity indicates that there is the potential for an as yet unidentified resource to exist. Archaeological deposits relating to the medieval and post-medieval cultivation may survive across the site.

By 1862 trees have been planted along two of the field boundaries and a cottage (Waterloo Cottage) has been constructed in the south-east part of the proposed site. The foundations of the 19th century cottage may survive within the south-east corner of the proposed site; this resource would have limited significance. An old mineshaft is recorded just to the south of the southern site boundary within the grounds of Usworth Place.

The North Eastern Railway to Newcastle opened in 1833/4 and formed the eastern boundary of the site. The railway was closed towards the end of the 20th century.

The Grade II listed building of Usworth Hall is to the south of the proposed development area: this has no interrelation with the site and its setting will not be affected by the development.

The site is currently covered with a large amount of 19th/20th-century refuse including pottery, brick, and tile.

### Visual Analysis

A ditch, trees and shrubs form the western boundary to the Playing fields

Lines of trees work with the topography to create a sense of enclosure within the site

Rears of houses on Merevale Close and Marwell Drive overlook the site and a right of way along the southern boundary

Industrial unit to the south



Panoramic view from the Western edge, near the break in the treebelt with the playing fields

# Site Constraints and Opportunities

## HGA4: North of Usworth Hall



### Site Constraints and Opportunities

- The site would require improved connections to facilities and public transport.
- Need to ensure appropriate access for vehicles and pedestrians.
- Junctions will need to be assessed in vicinity of the site, including those with Heworth Road, Rutherford Road, the A195 and A184.
- A buffer zone to the Leamside Line would be required.
- Public rights of way exist on the southern and eastern edges.
- Flood Risk Zones 2 & 3 are located between the Leamside Line and the eastern edge of the site.
- A natural swale runs along the western boundary of the site and surface water flooding also occurs here.
- Public sewers run the length of the southern edge of the site; these would require an easement through development.
- Usworth Pond Local Wildlife Site is situated to the east and includes protected species.
- Development would have to ensure that it contributes towards necessary additional infrastructure provision such as schools and health care.



East-west ditch along the site boundary








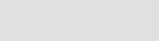

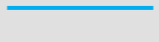








Existing access from Stephenson Rd



Right of way viewed from Stephenson Rd

### Key

	Site		Nearby junctions to assess
	Bus Stops		Restricted access
	Stephenson Road		former Leamside Railway Line
	Major vehicular movement		Public right of way
	Northern Area Playing Fields		Watercourses (river/swale)
	Usworth Pond Local Wildlife Site		Flood zones and Surface Water flooding
	Poor Neighbour		Usworth Hall, Grade II Listed
	Local Wildlife Site		
	Green Belt (as proposed)		

# Parameter Plan

## HGA4: North of Usworth Hall

### Site Details

Site Name:  
Address:  
Ward:  
SHLAA ref:

**HGA4 North of Usworth Hall**  
**Land to the North of Usworth Hall**  
**Stephenson Road, Usworth**  
**Washington North**  
**463A**

### Site Parameters Plan

Gross Site Area:

**10.26 Ha**

Housing Capacity:

**205 units**

House Type:

**Family Housing**


Height:


**2 Storey**


### Land owner/ Site Promoter


**Story Homes**


### Key


 Indicative development cells


 Key frontage


 Green belt (as proposed)


 Potential vehicular access

 Pedestrian connections

 Green spaces

 Landscape boundary treatment

 Site

 Indicative vehicular route



## Development Principles and Parameters

### Greenspace

- An area of greenspace will be provided in the southern edge to form a sewer easement.
- Large area of greenspace on the eastern edge will be retained to support nearby wildlife corridors, provide ecological improvement and address flooding issues.
- A buffer zone and an area of open space will be provided along the western edge to address flooding issues.
- A new durable Green Belt boundary is created through sensitive design.
- Suds located toward the east.

### Highways

- Vehicular and pedestrian access to the site would be provided from Stephenson Road and cut through the northern edge of the former Northumbria Centre.
- Access to not compromise the development of the vacant industrial land to the west. Junctions will need to be assessed in vicinity of the site, including those with Heworth Road, Rutherford Road, the A195 and A184.
- Junction improvements will be required to Stephenson Road.
- All roads to be constructed to adoptable standards with a primary route of 6.7m in width with 2m footways on both sides.
- The primary route through the site should incorporate a loop arrangement.
- Existing public right of way will be retained.
- It is essential a refuse vehicle can safely manoeuvre around the estate.

### Built Form

- Housing mix: Provide a range of house types including detached and semi-detached family dwellings of mainly 3 and 4 bedrooms and some elements of large properties.
- Varied density across the site to average at 25dph.
- Properties on the northern edge of this site will be of high architectural quality to protect the long distant views.
- Architectural style and materials to reflect the positive elements of the local vernacular.
- Predominant building height of 2 storeys. In some instances an increase in height up to 3 storeys may be considered appropriate and should respond to the topography of the site. Any increase in height above 2 storeys will need to be justified.
- Provide strong frontages and overlooking to all streets and spaces across the development site
- Creation of streets and spaces across the development site to meet secured by design principles
- Separation space standards in accordance with council standards.

### Ecology

- Further survey work for species and habitats will be required.
- Development to address any likely impacts and provide sustainable maintenance and enhancement measures in accordance with Policies NE2, NE3 (ID1, ID2 Infrastructure & Planning Obligations Policies).
- Development must address direct and indirect impacts and include retention of all natural and semi-natural habitats with appropriate buffers to allow for connectivity.
- Recreational provision must ensure the ecological viability of habitats retained on site as well as sensitive features identified off site.
- If unable to mitigate sufficiently, creation of new areas of biodiversity-rich habitat will be required, equivalent to or greater than the area of habitat loss, with features incorporated to attract and retain those species confirmed or potentially present on site.

### S106 and Infrastructure

- Development proposals for this site must accord with the Planning Obligations SPD .



# HGA4:

## North of Usworth Hall

### Strategic Site Policy

#### SS2 Washington Housing Growth Areas

Development of Washington Housing Growth Areas should:

1. provide a mix of housing types with a focus on family homes;
2. address impacts and make provision or contributions towards education provision and healthcare;
3. enhance access to local facilities and services, and

#### HGA4 North of Usworth Hall should:

- i. deliver approximately 205 new homes;
- ii. create a new defensible Green Belt boundary to the north and west;
- iii. provide greenspace/green infrastructure within the site;
- iv. limit impact on the areas landscape character to the north and west through sensitive boundary treatment, to minimise impact on priority species/habitat and to address surface water flooding;
- v. incorporate greenspace/green infrastructure to the east of the site to provide a buffer to the former Leamside line, address flooding associated with the Usworth Burn and to minimise impact on priority species and protected habitats;
- vi. provide an area of greenspaces along the southern edge to form a sewer easement and to protect/enhance an existing Right of Way;
- vii. be of high architectural quality along the northern edge of the site to protect long distance views and to reflect the local vernacular;
- viii. provide improved public transport connections to the site, and provide pedestrian/cycleway connections to the west and east of the site and connect to existing public rights of way; and
- ix. include appropriate vehicle access from Stephenson Road, and provide mitigation as necessary to the road junctions at Heworth Road, Rutherford Road, the A195 and A184.

# HGA5:

Fatfield

# Development Framework

HGA5: Fatfield



# Development Framework

## HGA5: Fatfield

<b>Site Details</b> Site Name: Address: Ward: SHLAA ref:	<b>HGA5 Fatfield</b> Land at James Steel Park, Fatfield Bonemill Lane, Fatfield Washington East 673	<b>Site Parameters Plan</b> Gross Site Area:  Housing Capacity:  House Type:  Height:	<b>3.75 ha</b>
	<b>Land owner/ Site Promoter</b>		<b>Sunderland City Council</b>
			<b>Executive dwellings</b>
			<b>2 Storey</b>

### Site Location



### Site Location and Description

The site is situated on the south western edge of Fatfield Village, Washington, within the River Wear corridor and currently forms part of James Steel Park with mature woodland including car parks and access roads.

To the north of the site is Bonemill Lane. Beyond this lies additional areas of James Steel Park open space and North Biddick Social Club to the north east and residential properties to the north west. To the east is the River Wear and its banks with Mount Pleasant beyond. Directly to the south is the Washington Highway (A182) with County Durham and Lord Lambton Estate beyond. To the west lies Harraton and District Community Centre and associated children's play area.



North Biddick Social Club



The Harraton Community Association building



Properties to the North West

### Surrounding Built Form

The built form closest to the site consists of a building for community use and as such it has an individual architectural style. The Harraton Community Association building consists of a two storey brick structure with protruding gables, double height bay windows and a large pitched roof.

Properties to the north west on Bonemill Lane consist of large detached executive properties sat within generous plots. The properties are constructed of red brick and buff brick and have detailing including mock Tudor timber, window dressings, stone columns and balconies.

# Contextual Analysis

## HGA5: Fatfield



Playing area to the north



Site looking North from the middle access road



Tree lined unnamed road to the North of the site



Pass under the A182 towards Fatfield Lodge



Peshaw Bridge through the trees

**Key**

Site	The Princess Anne and James Steel Parks	400m Walking Distance	Schools	Harrington and District Community Association	Washington Arts Centre
Bus Stop	Major vehicular movement	800m Walking Distance	Local Shops	St George's Church, Washington, Fatfield	North Biddick Social Club
Green belt (as proposed)		Local Wildlife Sites			

### Green/Blue Infrastructure

The site currently comprises part of James Steel Park and the strategic River Wear Green Infrastructure corridor. Public footpaths pass through the site. James Steel Park stretches along the River Wear from the Waterfowl Park in the east, to Fatfield in the west, with contrasting areas of countryside linked by the river. Visitors can walk through woods, open spaces, farmland or by the river. The Fatfield area has a very high quantity and quality of amenity greenspace with above average provision of allotments.

Although the site lies close to the River Wear, the site's topography avoids Flood Zones and has minimum risk of surface water flooding. The site does not fall within a Critical Drainage Area or Source Protection Zone.

### Movement and Accessibility

The site is located on Bonemill Lane which is a local distributor road between Fatfield and Rickleton and provides connections within 200m to the Washington Highway (A182) which directly links to the A1(M) and the wider regional road network. The site is also bounded to the east and west by unnamed roads which provide access to car parks within the site.

There are no designated Public Rights of Way or cycle routes within the site, although there are several formal footpaths.

The site is well served by public transport with bus stops located directly to the north on Bonemill Lane providing regular connections to Washington Galleries and Sunderland.

### Ecology

The site sits within Strategic Wildlife Corridors and forms part of a public park/greenspace with areas of woodland and grassland. Nearby designated sites of nature conservation importance include Worm Hill Local Wildlife Site (LWS), Princess Anne Park LWS and General's Wood LWS. There are a number of protected and priority species associated with this site and surrounding area, such as breeding and wintering birds and bats.

### Heritage and Archaeology

The existing site of James Steel Park was formally occupied by the wider village of Fatfield, consisting of residential terraces, places of worship, Public Houses and wagon ways leading to Ferry landings. The development of Washington New Town removed the village and formed the Washington Highway and James Steel Park.

During the construction of a new road in 1907 a Bronze age Barrow was found on the site in what was previously the back lane between Castle Street and Victoria View. There is therefore potential for further archaeological discoveries within the site.

### Visual Analysis

Mature tree belt providing a buffer to the A182 Washington Highway

Mature tree belts around the site form a sense of enclosure and hide Bonemill Lane



Panoramic looking through the central area of the site

Site sloping towards the river (right - off the edge of the photo)

Existing access to Bonemill Lane



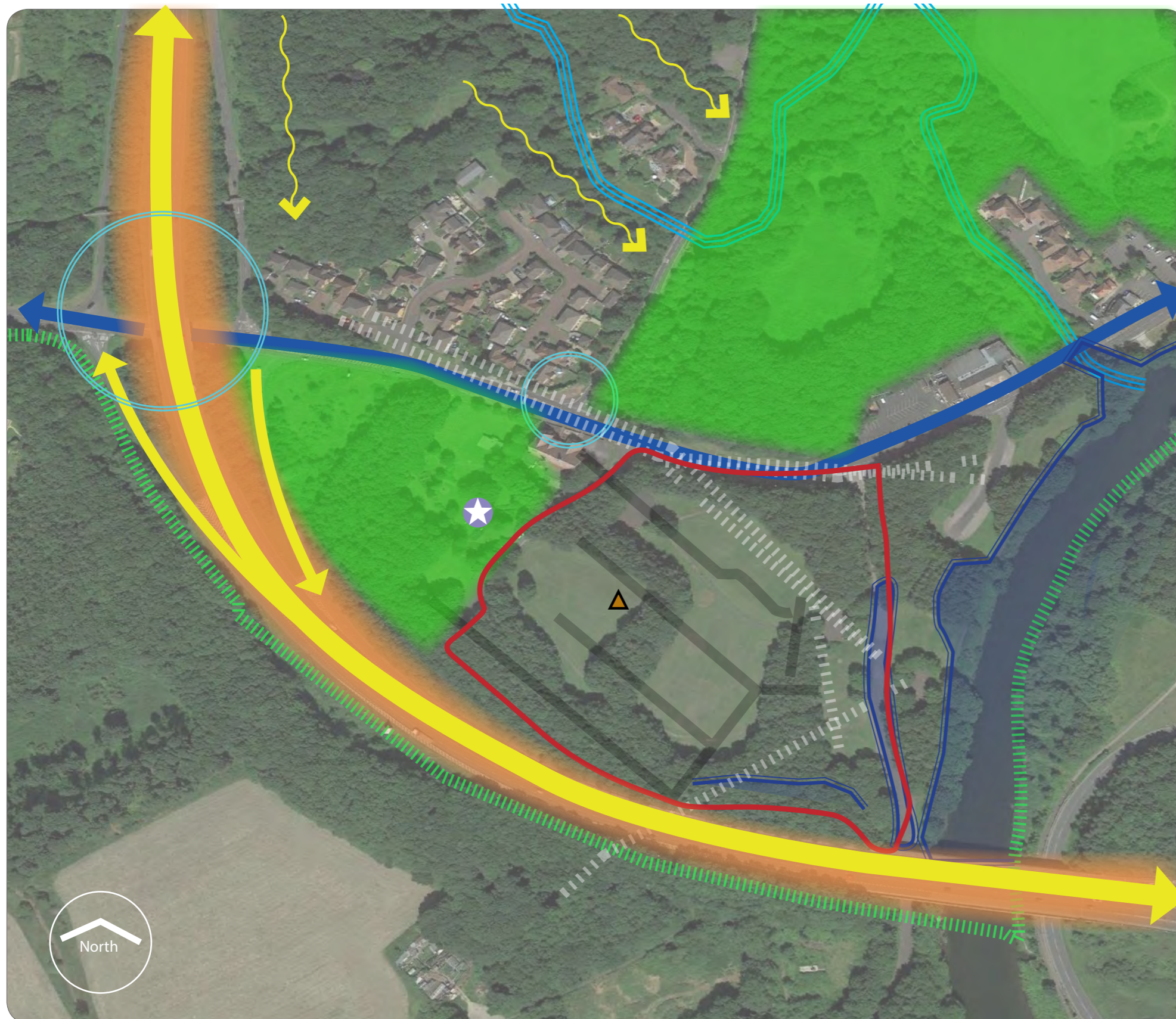
Looking east towards Bonemill Lane from the unnamed road in the south of the park



Looking towards the tree buffer and raised embankment of the A182

# Site Constraints and Opportunities

HGA5: Fatfield



## Site Constraints and Opportunities

- The site has a range of existing access points onto Bonemill Lane.
- Mature tree belts surround the site and are located within the centre, providing an opportunity for a high quality landscape context.
- Flood Risk Zones 2 & 3 within close proximity.
- Some surface water flooding in southern areas.
- Noise implications from the A182 directly bordering the southern edge of the site.
- Limit the impact on the purpose of the Green Belt.
- Address the loss of amenity greenspace to the area.
- Limit the impact to the River Wear wildlife corridor.
- Archaeological remains within the site due to previous use.
- Development would have to ensure that it contributes towards necessary infrastructure such as schools and healthcare.

### Key

	Site		Major vehicular movement Nearby junctions to assess
	Bus Stops		Alignment of former wagonways
	Bonemill Lane		Biddick Burn
	A182 Washington Highway		Flood zones and Surface Water flooding
	James Steel Park		Playground
	Wildlife corridor through Princess Anne Park		Marker for found barrows
	Sketch former street layout		Green belt (as proposed)
	Potential noise		

# Parameter Plan

## HGA5: Fatfield



### Development Principles and Parameters

#### Greenspace

- Majority of the tree belts within the site are retained and enhanced.
- The existing tree belt on the southern edge is retained to offer acoustic dampening from the A182. Further mitigation may be required.
- It incorporates opportunities to support greenspace improvement in the local area to compensate for the loss of greenspace.
- It incorporates opportunities for ecological improvements to support wildlife.

#### Highways

- Vehicular access would be provided from one or more of three potential access points on Bonemill Lane utilising existing highway.
- Pedestrian connections are provided throughout the site.
- All roads to adoptable standards.
- It is essential a refuse vehicle can safely manoeuvre around the estate.

#### Built Form

- Development focused on the western part of the site.
- Housing Mix: Executive dwellings.
- Density to be approximately 20 dwellings per hectare.
- Design and materials to reflect positive elements of the local vernacular.
- Create a unique community within woodland setting.
- Maximise views over River Wear.
- Maximum height of 2 storeys.
- Provide strong frontages and overlooking to all streets and spaces across the development site.
- Creation of streets and spaces across the development site to meet secured by design principles.
- Separation space standards in accordance with council standards.

#### Ecology

- Further survey work for species and habitats will be required.
- Development to address any likely impacts and provide sustainable maintenance and enhancement measures in accordance with Policies NE2, NE3 (ID1, ID2 Infrastructure & Planning Obligations Policies).
- Development must address direct and indirect impacts and include retention of all natural and semi-natural habitats with appropriate buffers to allow for connectivity.
- Recreational provision must ensure the ecological viability of habitats retained on site as well as sensitive features identified off site.
- If unable to mitigate sufficiently, creation of new areas of biodiversity-rich habitat will be required, equivalent to or greater than the area of habitat loss, with features incorporated to attract and retain those species confirmed or potentially present on site.

#### Infrastructure

- Development proposals for this site must accord with the Planning Obligations SPD.

#### Site Details

Site Name:  
Address:  
Ward:  
SHLAA ref:

**HGA5 Fatfield**  
**Land at James Steel Park, Fatfield**  
**Bonemill Lane, Fatfield**  
**Washington East**  
**673**

#### Land owner/ Site Promoter

**Sunderland City Council**

#### Site Parameters Plan

Gross Site Area:

**3.75 ha**

Housing Capacity:

**30 units**

House Type:

**Executive Dwellings**

Height:

**2 Storey**



# HGA5:

## Fatfield

### Strategic Site Policy

#### SS2 Washington Housing Growth Areas

Development of Washington Housing Growth Areas should:

1. provide a mix of housing types with a focus on family homes;
2. address impacts and make provision or contributions towards education provision and healthcare;
3. enhance access to local facilities and services, and

#### HGA5 Fatfield should:

- i. deliver approximately 30 new homes;
- ii. maintain wildlife and green infrastructure corridors along the River Wear and Princess Anne Park and limit any impact on the areas landscape character;
- iii. retain the majority of existing tree belts and screening of the site, and provide additional buffers as necessary to address noise from the A182;
- iv. incorporate greenspace on site and support greenspace improvements in the local area to compensate for area greenspace loss and to help minimise the impact on priority species/protected habitat in the locality;
- v. be of high architectural quality to reflect the local vernacular, providing a unique community within a woodland setting;
- vi. use archaeological assessments to enable the protection and depiction of the area's industrial history;
- vii. include vehicle access from existing highways linking to Bonemill Lane;
- viii. provide pedestrian/cycleway; and
- ix. connections through the site, linking to neighbouring routes.

# HGA6:

Rickleton

# Development Framework

HGA6: Rickleton



# Development Framework

## HGA6: Rickleton

<b>Site Details</b> Site Name: Address: Ward: SHLAA ref:	<b>HGA6 Rickleton</b> Southern Area Playing Fields, Rickleton Bramhall Drive, Rickleton, NE38 9HR Washington South 671	<b>Site Parameters Plan</b> Gross Site Area:  Housing Capacity:  House Type:  Height:	<b>18.66 ha</b>
	<b>Land owner/ Site Promoter</b>		<b>Sunderland City Council/ Private Landowner</b>
			<b>Family Housing</b>
			<b>2 Storey</b>

### Site Location and Description

The 18.66ha site is located on the southern edge of Rickleton, Washington and on the boundary with County Durham. The site is relatively level in nature and currently consists of playing fields, scrub land and an arable field.

The site is immediately bounded by a mature tree belt to the west with existing residential communities of Rickleton beyond, to the north is Bonemill Lane with a large area of green space beyond and to the west is a public bridleway and Generals Wood residential estate. The south of the site is directly bounded by a mature woodland which forms part of Lord Lambton's Estate.

Local facilities are provided within 500m of the site at Vigo Lane and include a medical practice and Public House. Rickleton Primary School is also located 300m to the north west.

### Site Location



Rickleton- development to the West



To the East- Bramhall Drive

### Surrounding Built Form

There are two distinct characters to the Surrounding Built Form, to the west is existing residential properties of Rickleton which was constructed during the development of the new town and secondly the more recent development at Generals Wood. To the west the properties are two storey detached family housing constructed in red brick set within generous plots. At Generals Wood the properties consist of large detached executive style housing constructed in a range of bricks and include elevation treatments such as render, mock Tudor detailing and window dressings. There is limited spacing between the properties and in combination with the scale of the dwellings the development has a dense character for an executive development.

# Contextual Analysis

## HGA6: Rickleton



Geordie John 1913

Lambton Castle



Rickleton Primary School



Public Bridleway



Underpass to Bonemill Lane

### Key

- |  |  |  |                             |  |   |  |   |
|--|--|--|-----------------------------|--|---|--|---|
|  | Site                                       |  | 400m Walking Distance       |  | Harrington and District Community Association |  | Public Bridleway                          |
|  | Bus Stop                                   |  | 800m Walking Distance       |  | St George's Church, Washington, Fatfield      |  | Underpass                                 |
|  | Rickleton Park and Harraton Cricket Ground |  | Rickleton Primary School    |  | Lambton Castle                                |  | Play area                                 |
|  | Major vehicular movement                   |  | Pharmacy and medical centre |  | Local Wildlife Sites                          |  | Green Belt (as proposed)                  |
|  |  |  |                             |  |   |  | Lambton Estate Registered Park and Garden |

## Visual Analysis



View from the parking area, looking east to south

### Green/Blue Infrastructure

The site currently operates as playing fields and is commonly known as Southern Area Playing Fields. A public right of way passes along the eastern edge of the site. The site forms part of the River Wear Green Infrastructure Corridor.

The area fares well in terms of general greenspace with high levels of good quality amenity greenspace in close proximity. 500m to the north of the site lies Rickleton Park. The park includes a number of outdoor sports facilities and children's play areas, a total of 2 children's play areas exist within close proximity to the site.

The site is predominantly located within Flood Zone 1 and does not lie within a Critical Drainage Area or an area that suffers from surface water flooding. The exception to this is a small area through the middle of the site .

### Movement and Accessibility

The site is currently accessed via Bramhall Drive which also provides vehicle access to Generals Wood. Bonemill Lane runs along the western boundary of the and is a local distributor road between Fatfield and Rickleton, providing connections to the Washington Highway (A182) which directly links to the A1(M) and the wider regional road network.

Public transport connections are located within 500m of the site on Vigo Lane and provide connections to Washington The Galleries, and Sunderland City Centre.

A Public Bridleway runs along the north eastern boundary of the site and continues into County Durham.

### Ecology

This urban fringe site is an area of community playing fields, grassland, scrub and hedgerows, with extensive adjacent woodland; and there is a building on site. Nearby designated sites of nature conservation importance include General's Wood Local Wildlife Site (LWS), Vigo Wood and Railway Embankment LWS, Worm Hill LWS and Princess Anne Park LWS. There are a number of potential protected and priority species associated with this site and surrounding area, such as breeding and wintering birds and bats.

### Heritage and Archaeology

The site is of local archaeological importance due to the presence of the former Row Pit, plus the adjacent waggonways leading to the River Wear.

The woodland to the south forms part of the Lambton Estate Registered Park and Garden.

# Site Constraints and Opportunities

## HGA6: Rickleton



### Site Constraints and Opportunities

- A former Coal Mine (Row Pit) was previously located within the site and two mine shafts remain.
- A portion of the site was previously used as an inert landfill site.
- A ditch currently runs on the eastern section of the site, historic mapping indicates a stream in the same location; therefore, the ditch may suggest an underground stream.
- Ancient semi-natural woodland (Rickleton Wood) located to the south and west would require a buffer.
- Potential for strong hedgerows and buffer planting exist around the site.
- A public right of way (bridleway) runs the length of the north eastern boundary.
- Opportunities to improve the green space in Rickleton Park.
- Homes England have an interest in this site.
- Development of this site is subject to Sport England endorsement.





Existing Access from Bramhall Drive



Rickleton Park

### Key

	Site		Bridleway		Watercourse (river/swale)		Major vehicular movement Nearby junctions to assess
	Bus Stops		Other public routes		Flood zones and Surface Water flooding		Mine Shafts
	Bramall Lane		Underpass		Land falling towards ditch		Historic landfill
	Bonemill lane		Potential for strong hedgerows		Local Wildlife site		Green Belt (as proposed)
			Lambton Estate Registered Park and Garden				

# Parameter Plan

## HGA6: Rickleton



### Development Principles and Parameters

#### Greenspace

- It incorporates opportunities to support greenspace improvement in locality e.g. Rickleton Park, to help compensate for greenspace loss.
- Buffers, mature planting and hedgerows will be included on site and applied at Rickleton Wood.
- A central greenspace would be created which will retain and upgrade the existing scrub land and mature natural features creating a rural character to the potential development.

#### Highway

- Vehicle access would be provided from the existing site entrance on Bramhall Drive.
- Junctions would be assessed in vicinity of the site, including junctions with Bonemill Ln, Picktree Lane, A183, A1 (M) and A182.
- Pedestrian connections created to link with the existing public rights of way and Bonemill Lane.
- All roads to adoptable standards.
- It is essential a refuse vehicle can safely manoeuvre around the estate.

#### Built Form

- Housing Mix: Large family properties of predominantly 4 bedroom +
- Density of 20dph.
- Design and materials to reflect positive elements of local vernacular.
- Maximum building height of 2 stories. Small instances in an increase in height up to 2 1/2 storeys may be considered appropriate to aid legibility. Any increase in height above 2 storeys will need to be justified.
- Designed to front onto buffers to natural features of the site and central greenspace.
- Provide strong frontages and overlooking to all streets and spaces across the development site.
- Creation of streets and spaces across the development site to meet secured by design principles.
- Separation space standards in accordance with council standards.

#### Ecology

- Further survey work for species and habitats will be required.
- Development to address any likely impacts and provide sustainable maintenance and enhancement measures in accordance with Policies NE2, NE3 (ID1, ID2 Infrastructure & Planning Obligations Policies).
- Development must address direct and indirect impacts and include retention of all natural and semi-natural habitats with appropriate buffers to allow for connectivity.
- Recreational provision must ensure the ecological viability of habitats retained on site as well as sensitive features identified off site.
- If unable to mitigate sufficiently, creation of new areas of biodiversity-rich habitat will be required, equivalent to or greater than the area of habitat loss, with features incorporated to attract and retain those species confirmed or potentially present on site.

#### Infrastructure

- Development proposals for this site must accord with the Planning Obligations SPD.

#### Site Details

Site Name:  
Address:  
Ward:  
SHLAA ref:

#### HGA6 Rickleton

Southern Area Playing Fields, Rickleton  
Bramhall Drive, Rickleton, NE38 9HR  
Washington South  
671

#### Land owner/ Site Promoter

Sunderland City Council/ Private Landowner

#### Site Parameters Plan

Gross Site Area:

18.66 ha

Housing Capacity:

200 units

House Type:

Family Housing

Height:

2 Storey



# HGA6:

## Rickleton

### Site Specific Policy

#### SS2 Washington Housing Growth Areas

Development of Washington Housing Growth Areas should:

1. provide a mix of housing types with a focus on family homes;
2. address impacts and make provision or contributions towards education provision and healthcare;
3. enhance access to local facilities and services, and

#### HGA6 Rickleton should:

- i. deliver approximately 200 new homes;
- ii. maintain wildlife and green infrastructure corridors to the south;
- iii. provide a greenspace buffer to minimise impact on the adjacent Grade II Lambton Castle Registered Park and Garden and priority species and protected habitat in the locality;
- iv. retain all healthy trees and hedgerows and create a central greenspace into the site that will upgrade the existing scrub land and mature natural features;
- v. provide greenspace improvements to Rickleton Park to compensate for the greenspace loss;
- vi. be of high architectural quality and designed with consideration to the village character on the northern and eastern edges;
- vii. provide pedestrian connections from the site westwards and northwards to Bonemill Lane and to connect to the existing public Right of Way on the north eastern boundary; and
- viii. include vehicle access from Bramhall Drive, and provide mitigation as necessary to the road junctions at Bonemill Lane, Picktree Lane, A183, A1(M) and A182.

# HGA7:

North Hylton

# Development Framework

HGA7: North Hylton



# Development Framework

## HGA7: North Hylton

<b>Site Details</b>	<b>HGA7 North Hylton</b> Land north and west of Ferryboat Lane Ferryboat Lane, North Hylton Castle 416A	<b>Site Parameters Plan</b>	
Site Name:		Gross Site Area:	<b>6.37 ha</b>
Address:		Housing Capacity:	<b>110 units</b>
Ward:		House Type:	<b>Family Housing</b>
SHLAA ref:		Height:	<b>2 Storey</b>
<b>Land owner/ Site Promoter</b>	<b>Sunderland City Council</b>		

### Site Location and Description

The 6.37ha site is situated between Wessington Way (A1231), A19 and the River Wear on the north site of Sunderland. The site consists of gently sloping arable fields with a hedgerow and ditch toward the west. The land beyond the south of the site steeply slopes toward the River Wear.

Castletown is 100m north of the site and includes Sunrise Enterprise Park and residential properties. To the east lies Baron's Quay and Timber Beach LWS with business park beyond. Directly to the south is Ferryboat Lane with small groupings of residential properties and the Shipwrights Hotel and Public House, beyond this lies the River Wear corridor. To the west is the A19 and to the north west is Nissan.

### Site Location



### Surrounding Built Form

Due to the A1231 and the A19 severing the site from the existing communities of Castletown and the steep topography separating the site from properties on Ferryboat Lane there is a limited presence of built form immediately surrounding the site. Two modern properties face onto the southern boundary of the site and consist of a large detached two storey property in extensive grounds and a white rendered and brick bungalow.



Neighbouring two storey property

# Contextual Analysis

## HGA7: North Hylton



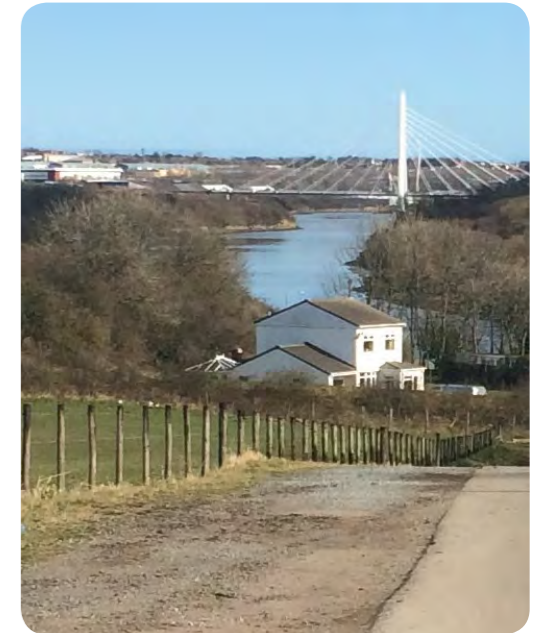
**Key**

- Site
- Bus Stop
- Grange Road Recreational Ground
- Green Belt (as proposed)
- SSSI's
- Local Wildlife Sites
- Major vehicular movement
- National Cycle Route 7- C2C
- Public right of way south of the site
- 400m Walking Distance
- 800m Walking Distance
- Schools
- Local Shops
- Castletown Community Centre
- Castle View Methodist Church
- Sports Complex
- Pub & Restaurant
- South Hylton Metro
- view line to Landmarks



Photo Credit K.Cockerill

View to Penshaw Monument



View to Northern Spire



Underpass to Wood House Farm

### Green/Blue Infrastructure

The site forms part of the River Wear Green Infrastructure corridor. Baron's Quay and Timber Beach Local Wildlife Site (LWS) is approx. 20 m from the site and High Wood LWS approx. 300m from the site.

The area fares well in terms of general greenspace with above average levels of good quality amenity greenspace in close proximity. 700m to the north of the site lies Billy Hardy Sports Complex. The facility includes a number of outdoor sports facilities and a children's play areas.

The site has a low probability of flooding from any water sources including river, groundwater, sewers and other artificial sources.

### Ecology

The site is situated within a Strategic Wildlife Corridor which runs parallel with the River Wear, supporting species rich hedgerows, mature trees, agricultural fields and margins abutted by semi mature woodland. Baron's Quay and Timber Beach Local Wildlife Site (LWS) is approx. 20 m from the site and High Wood LWS approx. 300m from the site. Sunderland's N2K sites are under 6km to the east, therefore impacts on these and the Durham Coast SSSI will need to be considered and addressed. There are a number of protected and priority species associated with this site and surrounding area, including breeding and wintering birds, bats and great crested newts. Further survey work for species and habitats will be required to understand the full impact of development.

### Movement and Accessibility

The site is bound to the north by Wessington Way (A1231), to the west by the A19 providing connections to the regional highway network. To the east and south the site is bounded by Ferryboat Lane which is a single carriageway road connecting to the A1231 via a roundabout. Overall, it is considered that the site has good vehicle access to the surrounding local and strategic road network.

Improvements are planned for the A1231 in the vicinity of the site as part of the Sunderland Strategic Transport Corridor (SSTC).

The site lies within 800m of regular bus services on Ferryboat Lane (north) to Washington and Sunderland City Centre.

The site is not subject to any designated rights of way or cycle routes running through it, however National Cycle Route 7 (C2C) runs from the south along Ferryboat Lane and along the eastern boundary of the site.

### Heritage and Archaeology

The wider area of North Hylton has records indicating human activity as far back as the prehistoric era, of particular reference is the possibility of Roman river crossings to the south of the site. North Hylton was predominantly agricultural until its development into an industrial area. The site itself has largely remained as agricultural use since medieval times. Hylton Place previously occupied the site in the north eastern corner in the 1862 OS map, the property was later renamed Grange Farm and are indicated as ruined by 1956.

A community project was carried out to investigate the potential for Roman structures across the River Wear and included trial trenching within the site. Several anomalies were noted although there was no definitive evidence for archaeological features on site.

### Visual Analysis

A19 raised above the site

Wind turbines

Strong existing hedgerow

New Bridge, Northern Spire



View north and eastward from the access road to Wood House Farm (part of the C2C route)

Mature tree within the site

Penshaw monument

Mature trees within the site



View from the north-east corner of the site looking towards Penshaw Monument

Neighbouring two storey property

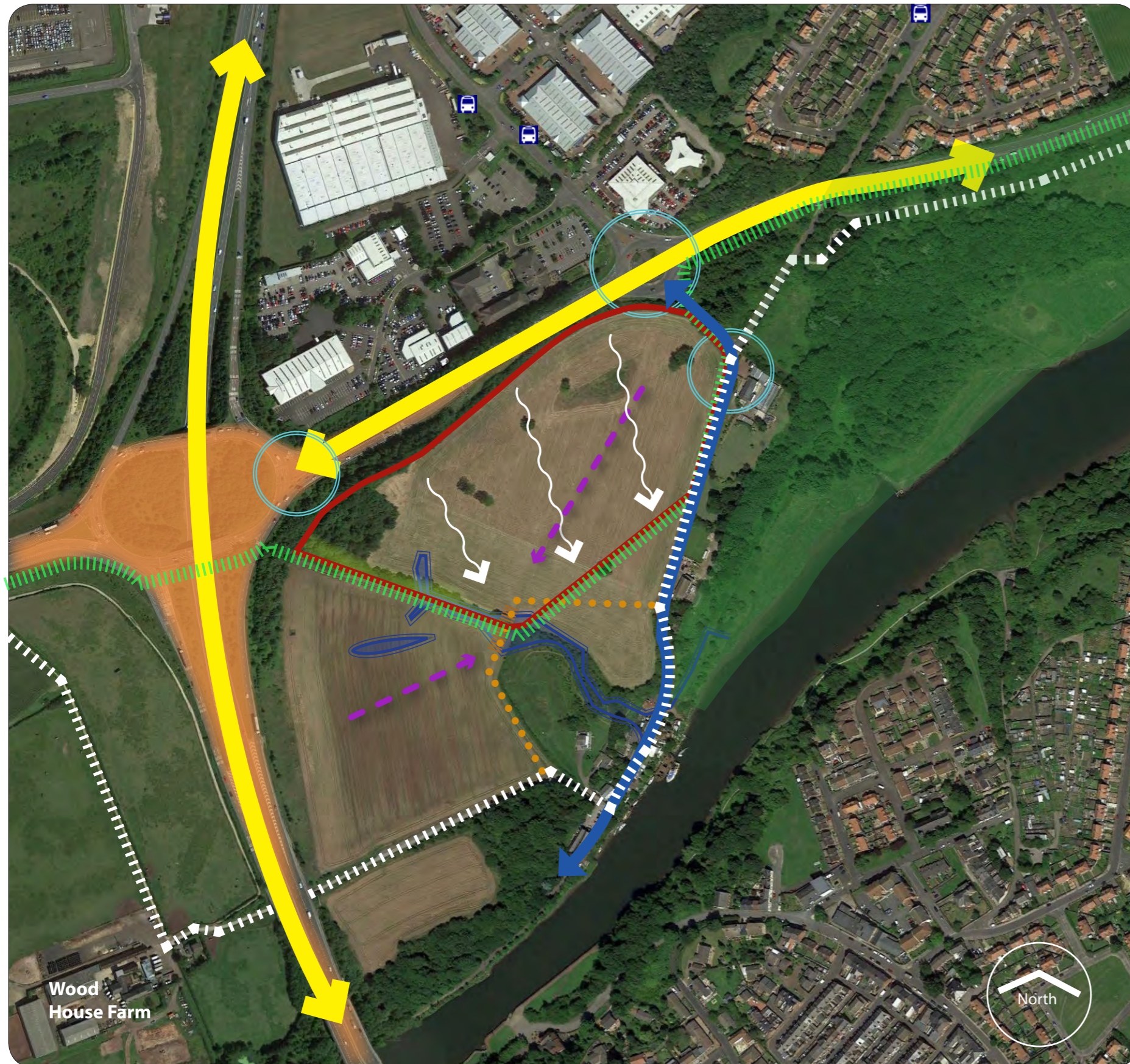
Penshaw monument



Street view of Ferryboat Lane ( looking west)

# Site Constraints and Opportunities

HGA7: North Hylton



## Site Constraints and Opportunities

- There are current access restrictions due to the width of Ferryboat Lane.
- A Public Right of Way is present to the south of the site.
- The C2C cycle route is located south of the site.
- Site forms part of the River Wear wildlife strategic corridor.
- Local Wildlife Site to the east of the site.
- The site includes hedgerows, protected species and an area of higher landscape value.
- The need to address Habitats Regulations Assessment (HRA) impact.
- Public sewers, natural swales and associated surface water flooding are located within the site.
- Noise implications from the A1231 and A19.
- Views towards Penshaw Monument from the north of the site.
- Views towards the Northern Spire from the south west of the site.
- Archaeological remains of Hylton Place and potential Roman remains.
- Development would have to ensure that it contributes towards necessary infrastructure such as schools and health care.



Access to the public footpath viewed from Ferryboat Lane

### Key

- |                              |  |
|------------------------------|--|
| Site boundary                | Surface water flooding                   |
| Bus stop                     | Wildlife corridor/ high quality hedgerow |
| National Cycle route 7 (C2C) | Local Wildlife site                      |
| Major vehicular movement     | Junctions to assess in vicinity of site  |
| Ferryboat Lane               | Distance views                           |
| Potential noise              | Public right of way                      |
| Fall in levels               | Green Belt (as proposed)                 |
| Footbridge                   |  |

# Parameter Plan

## HGA7: North Hylton

<b>Site Details</b> Site Name: Address: Ward: SHLAA ref:	<b>HGA7 North Hylton</b> Land north and west of Ferryboat Lane Ferryboat Lane, North Hylton Castle 416A	<b>Site Parameters Plan</b> Gross Site Area: Housing Capacity: House Type: Height:	6.37 ha 110 units Family Housing 2 Storey
<b>Land owner/ Site Promoter</b>	Sunderland City Council		



### Development Principles and Parameters

#### Greenspace

- Create buffer zones to support wildlife and minimise noise and visual impacts from the A19 and A1231.
- Sensitive design to limit the impacts on the Green Belt and minimises the impact to the wildlife corridor.
- Retention and incorporation of all existing healthy trees and hedgerows into the proposed layout.

#### Highway

- A single vehicular access point is considered to be appropriate for the proposed quantum of development.
- The proposed vehicular access to serve the site will be formed on Ferryboat Lane.
- Ferryboat Lane will be realigned to accommodate the development flows and to provide a 5.5-6.0m wide road between the A1231, Wessington Way and the site, with associated pedestrian and cycle links.
- Access to the south-western section would be provided by an existing gap in the hedgerow
- Improvement to C2C cycle way along the eastern boundary.
- All roads to adoptable standards.
- It is essential a refuse vehicle can safely manoeuvre around the estate.

#### Built Form

- Noise mitigation will be required on the site and may need to include a bund dependant on the residential layout.
- Optimise views from Ferryboat Lane across the River Wear Valley.
- High quality hard and soft landscaping with clear distinction between private and public spaces.
- Housing mix: detached and semi-detached family dwellings of mainly 3 and 4 bedrooms.
- Maximum height of 2 storeys.
- Density to be approximately 22 dwellings per hectare.
- Provide strong frontages and overlooking to all streets and spaces across the development site.
- Creation of streets and spaces across the development site to meet secured by design principles.
- Separation space standards in accordance with council standards.

#### Ecology

- Further survey work for species and habitats will be required.
- Development to address any likely impacts and provide sustainable maintenance and enhancement measures in accordance with Policies NE2, NE3 (ID1, ID2 Infrastructure & Planning Obligations Policies).
- Development must address direct and indirect impacts and include retention of all natural and semi-natural habitats with appropriate buffers to allow for connectivity.
- Recreational provision must ensure the ecological viability of habitats retained on site as well as sensitive features identified off site.
- If unable to mitigate sufficiently, creation of new areas of biodiversity-rich habitat will be required, equivalent to or greater than the area of habitat loss, with features incorporated to attract and retain those species confirmed or potentially present on site.

#### Infrastructure

- Development proposals for this site must accord with the Planning Obligations SPD .



# HGA7:

## North Hylton

### Strategic Site Policy

SS4 North Sunderland Housing Growth Areas

Development of the North Sunderland Housing Growth Areas should:

1. provide a mix of housing types with a focus on family homes;
2. address impacts and make provision or contributions towards education provision and healthcare;
3. enhance access to local facilities and services, and

### HGA7 North Hylton should:

- i. deliver approximately 110 new homes;
- ii. create a new defensible Green Belt boundary to the west, south and east of the site;
- iii. limit impact on the River Wear wildlife and green infrastructure corridor running west-east and limit any impact on the areas landscape character through sensitive design and boundary treatment;
- iv. create buffer zones to support wildlife and to address noise from the A19 and A1231 directly bordering the western and northern edges of the site;
- v. retain all healthy trees and hedgerows and incorporate greenspace into the site for amenity purposes/ minimise impact on priority species and protected habitat in the locality;
- vi. ensure that a Habitats Regulations Assessment is undertaken and appropriate mitigation provided;
- vii. mitigate the impacts of the natural swale to the west of the site and associated surface water flooding, and provide easements for public sewers as necessary;
- viii. be of high architectural quality to protect long distance views throughout the development towards Penshaw Monument and along the River Wear corridor;
- ix. provide pedestrian/cycleway connections from the site to (and along) Ferryboat Lane as well as links into existing public rights of way to the south of the site; and
- x. include vehicle access from Ferryboat Lane and include necessary mitigation works to A1231.

# HGA 8:

Fulwell

# Development Framework

HGA 8: Fulwell



Driving Range

Fulwell Quarries

Fulwell

A1018 Newcastle Road



North

# Development Framework

## HGA 8: Fulwell

Site Details		Site Parameters Plan	
Site name:	HGA8 Fulwell	Gross Site Area:	4.65ha
Address:	Land at Newcastle Road Fulwell	Housing Capacity:	80 units
Ward:	Fulwell	House Type:	Executive, family homes
SHLAA ref:	675	Height:	2 storey
Land owner/Site Promoter	Sunderland City Council		

### Site Location



### Site Location and Description

The 4.65ha site is located in an elevated position on the north western edge of Fulwell. The western section of the site consists of playing fields forming part of Fulwell Quarries Recreational site and is relatively level in nature, to the east end the land slopes downward towards the north and east.

The site is immediately bounded by a golf driving range to the north, Newcastle Road to the east with residential communities beyond, an unadopted highway and tree belt to the south with a car show room, allotments and the Accoustic Mirror Scheduled Ancient Monument beyond. To the west lies a mature tree belt with paths running through and Fulwell Quarry SSSI.

### Surrounding Built Form

To the south the existing residential communities consist of uniform semi-detached properties constructed on red brick with double height bay windows and red tile pitched roofs. The properties sit within generous plot sizes and have low level walled front boundary treatment.

Further to the north east the built form comprises of a low density development of larger detached properties constructed of render and a range of bricks. The properties have bay window detailing and have larger front gardens.

To the south the built form does not positively contribute to the surroundings and consists of a standard grey box car show room and a collection of pigeon crees.

# Contextual Analysis

## HGA 8: Fulwell



Key			
	Site		Metro line
	Bus stop		400m walking distance
	Fulwell Quarries recreation area		800m walking distance
	Major vehicular movement		Pub/Restaurant
	Metro station		Hospital/Medical Centre
			School
			Local Store
			Local Wildlife Site
			SSSI
			WW1 Acoustic Mirror Scheduled Ancient Monument
			Fulwell Methodist Church
			Driving Range
			Green Belt (as proposed)



WW1 Acoustic Mirror



Fulwell Windmill



Cairns Road - strong residential character

## Green/Blue Infrastructure

The site currently comprises amenity greenspace. The site forms the southern boundary of the strategic green infrastructure corridor west-east between Sunderland and South Tyneside.

The area fares poorly in terms of amenity greenspace with below average quantum's in this area. This is somewhat due to greenspace having been categorised under other greenspace typologies. For example, Fulwell Quarries, which lies adjacent to the site, provides over 50ha of greenspace and is identified as natural greenspace and sports pitches. Rights of Way thread through the wider Fulwell Quarries area. A Golf Driving Range exists to the east of the site.

The site lies adjacent to allotments. The nearest children's play facilities are approximately 800m away.

## Flooding

The site is located away from watercourses and as such is at minimum risk from flooding. The site is not within a Critical Drainage Area or Source Protection Zone. It is, however, considered to be of high risk for discharge to the Magnesian Limestone Groundwater Aquifer.

## Movement and Accessibility

The site is located immediately to the west of Newcastle Road (A1018) which provides links to Sunderland City Centre and Gateshead. The site is currently accessed via an unadopted highway to the south of the site which is also used to access the allotments further south.

The site has excellent public transport connections with two bus stops within 400m of the site with connections to Sunderland city centre, Durham and Gateshead. The Tyne and Wear Metro station is located approximately 300m to the south east of the site and provides frequent connections to Sunderland and Newcastle.

There are no public rights of way or cycle routes through the site however a route runs along the southern boundary and there are several footpaths within the wider area.

## Ecology

This is an urban fringe site that comprises community playing fields and greenspace, grassland and scrub, within or buffering Strategic Wildlife Corridors and Green Infrastructure Corridors. Sunderland's N2K sites are less than 6 km to the east, therefore impacts on these and the Durham Coast SSSI must be considered and addressed. Other nearby designated sites of nature conservation importance include Fulwell and Carley Hill Quarries Site of Special Scientific Interest (SSSI), Fulwell Quarry Local Nature Reserve (LNR) and Fulwell Meadows Local Wildlife Site (LWS). There are a number of potential protected and priority species associated with this site and surrounding area, such as breeding and wintering birds.

## Heritage and Archaeology

The site is located adjacent to Fulwell Acoustic Mirror, a Scheduled Ancient Monument and Grade II listed building. It also lies in close proximity to Fulwell Mill, Grade II\* listed building, built in 1808. There are numerous archaeological sites of interest within the vicinity of the site where prehistoric and roman remains have been found. The area is also of archaeological significance due to past quarrying and associated wagonways.

## Visual Analysis



View looking east across the site

# Site Constraints and Opportunities

## HGA 8: Fulwell



### Constraints and Opportunities

- Existing vehicular access to the site is poor and will require improvement.
- The site is gently sloping from west to east to Newcastle Road.
- The site sits in an elevated position and therefore long distance views may be sensitive.
- There are mature tree belts on the western and southern edge which should be retained to allow the strong Green Belt boundary to be maintained.
- Land may be affected by previous landfill activity on the site.
- Development would have to ensure that it contributes towards necessary infrastructure provision such as schools and health care.

### Key

- |                          |                            |
|--------------------------|----------------------------|
| Site                     | Surface water flooding     |
| Site access              | Scheduled ancient monument |
| Topography               | Fulwell Quarries           |
| Major vehicular movement | Allotments                 |
| Pedestrian routes        | Historic landfill activity |
| Green Belt (as proposed) | SSSI                       |



Newcastle Road



Current site access road



Current site access

# Parameter Plan: HGA 8: Fulwell

Site Details		Site Parameters Plan	
Site name:	HGA8 Fulwell	Gross Site Area:	4.65ha
Address:	Land at Newcastle Road Fulwell	Housing Capacity:	80 units
Ward:	Fulwell	House Type:	Executive, family homes
SHLAA ref:	675	Height:	2 storey
Land owner/Site Promoter	Sunderland City Council		



## Development Principles and Parameters

### Greenspace

- Sensitive design limits the impact on the Green Belt and a durable Green Belt boundary is created to the north.
- Opportunities to support greenspace improvement at Fulwell Quarries to compensate for greenspace loss.

### Highway

- Upgrading vehicular access to the site from Newcastle Road.
- Junction improvements to the existing highway network.
- Pedestrian connections to be provided throughout the site and link to routes to the west and the wider area.
- All roads should be constructed to adoptable standards.
- It is essential a refuse vehicle can safely manoeuvre around the estate.

### Built form

- Dwellings back onto the golf course to the north and Newcastle Road to the east due to the elevated position
- Maximum building height of 2 storeys. In some instances an increase in height may be considered appropriate. Any increase in height above 2 storeys will need to be justified.
- Provide strong frontages and overlooking to all streets and spaces across the development site
- Creation of streets and spaces across the development site to meet secured by design principles
- Separation space standards in accordance with council standards.
- Housing Mix: Dwellings are designed to reflect the positive elements of the local vernacular and materials
- Density to be 23 dph (approx).

### Ecology

- Further survey work for species and habitats will be required.
- Development to address any likely impacts and provide sustainable maintenance and enhancement measures in accordance with Policies NE2, NE3 (ID1, ID2 Infrastructure & Planning Obligations Policies).
- Development must address direct and indirect impacts and include retention of all natural and semi-natural habitats with appropriate buffers to allow for connectivity.
- Recreational provision must ensure the ecological viability of habitats retained on site as well as sensitive features identified off site.
- If unable to mitigate sufficiently, creation of new areas of biodiversity-rich habitat will be required, equivalent to or greater than the area of habitat loss, with features incorporated to attract and retain those species confirmed or potentially present on site.
- Address the Habitats Regulations Assessment (HRA) impact.

### Infrastructure

- Development proposals for this site must accord with the Planning Obligations SPD .



# HGA 8:

## HGA 8: Fulwell

### Site Specific Policy

#### SS4 North Sunderland Housing Growth Areas

Development of the North Sunderland Housing Growth Areas should:

1. provide a mix of housing types with a focus on family homes;
2. address impacts and make provision or contributions towards education provision and healthcare;
3. enhance access to local facilities and services, and

#### HGA 8 Fulwell should:

- i. deliver approximately 80 new homes;
- ii. create a new defensible Green Belt boundary to the west and north of the site;
- iii. maintain wildlife and green infrastructure corridors to the north and limit any impact on the areas landscape character through sensitive boundary treatments;
- iv. retain the mature tree belts on the western and southern edges of the site, and incorporate greenspace into the site for amenity purposes;
- v. provide greenspace improvements to Fulwell Quarries to compensate for area greenspace loss in the locality;
- vi. ensure that a Habitats Regulations Assessment is undertaken and appropriate mitigation provided;
- vii. be of high architectural quality and designed to respect the local vernacular and to key views, including the setting of the WW1 Acoustic Mirror Scheduled Ancient Monument and setting of Grade II listed Fulwell Mill and Lime Kilns;
- viii. provide pedestrian/cycleway connections through the site and link to routes to the west and the wider area; and
- ix. include vehicle access to the east to connect to Newcastle Road, and carry out further highway improvements as necessary.

# HGA 9:

HGA 9: Penschaw

# Development Framework

HGA 9: Penshaw



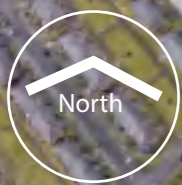
Penshaw

A183 Chester Road

Chislehurst Road

Herrington  
Country Park

New Herrington



# Development Framework

## HGA 9: Penshaw

Site Details	Site Parameters Plan
Site name: Address:	HGA 9 Penshaw Land adjacent to Herrington Country Park Penshaw
Ward: SHLAA ref:	Shiney Row 465
Land owner/Site Promoter	Taylor Wimpey
	Gross Site Area: 22.86ha
	Housing Capacity: 400 homes
	House Type: Family Housing
	Height: 2.5 storey maximum

### Site Location and Description

The 22.86ha site is situated on the south eastern edge of Penshaw and is currently used as grazing land. The site slopes from west to east down to Herrington Burn.

To the north west the site is directly bordered by Chester Road (A183) with residential properties, a public house and restaurant beyond. To the north east and east lies Herrington Country Park and Herrington Burn and directly to the north is Penshaw Monument Grade I listed building which dominates the skyline. To the south is Chislehurst Road with modern residential development beyond.

Local facilities are provided at Shiney Row Local Centre, approximately 800m to the south west of the site and include local stores, food stores and medical centre. Three schools are also within close

### Site Location



### Surrounding Built Form

To the south east the properties at Monument View consist of a range of detached and semi-detached two and three storey properties constructed of red brick and render. The elevations of the properties are detailed with stone window dressings, dormer windows and porches. The properties have limited front gardens which in the main consist of private driveways.

To the north west on Chester Road the properties consists of traditional terraces of a range of materials from brick to render and pebbledash with chimney pots and window cill detailing. The properties are characterised by a small amenity space to the front of the properties bounded by low level brick walls and on street parking.






# Contextual Analysis

HGA 9: Penshaw



### Key

-  Site
-  Bus stop
-  Herrington Country Park
-  Major vehicular movement
-  Green Belt (as proposed)

-  Pedestrian route
-  400m walking distance
-  800m walking distance
-  Church
-  Local Wildlife Site

-  School
-  Co-op Food
-  Pub/restaurant
-  Medical Centre



Existing housing on Cricklewood Drive



Existing housing on Chester Road



Penshaw Village

## Green/Blue Infrastructure

Penshaw is well located in terms of access to the open countryside, natural & semi-natural greenspace and green infrastructure opportunities. The site lies within a Green Infrastructure corridor linking Herrington Country Park, Herrington Burn and Elba Park. A Public Right of Way follows the southern boundary of the site. The site benefits from being adjacent to Herrington Country Park, one of the largest parks in Sunderland with walk and cycle trails, an adventure play area, skate boarding and several lakes.

The site lies approximately 1.5km to the south of Penshaw Hill and Woods offering further natural & semi-natural greenspace opportunities. Allotments lie directly opposite the site and to the south of the site at New Herrington Welfare Park/Herrington Recreation Ground there are a number of sports pitches including football pitches and bowling greens.

The nearest watercourse to the site is the Herrington Burn running along the eastern boundary. A culvert runs north to south across the site. The culvert appears to have been partly removed/damaged resulting in standing surface water.

## Movement and Accessibility

The A183 Chester Road is located to the west of the site and connects to the A19, Sunderland City Centre and Washington Highway. Chislehurst Road runs along the southern edge of the site and provides access to local residential estates. There are plans for a link road to be provided from Chislehurst Road through to New Herrington as part of the approved development of the Philadelphia Complex.

The site is well served by public transport with bus stops located on Chester Road adjacent the site providing regular connections to Washington and Sunderland.

The site is not subject to any Public Rights of Way or cycle routes however formal pedestrian routes are provided for within Herrington Country park to the north of the site.

## Ecology

The site consists of grazed fields, hedgerows and a stream and functions as a useful buffer to adjacent Herrington Country Park. Nearby designated sites of nature conservation importance include Penshaw Hill and Wood Local Wildlife Site (LWS), Carr Hill LWS, Foxcover Plantation LWS and Herrington Hill Woodland LWS. Herrington Hill Site of Special Scientific Interest (SSSI) is also nearby. There are a number of protected and priority species associated with this site and surrounding area, such as breeding birds, bats, water vole and otter.

## Heritage and Archaeology

There is no direct evidence for prehistoric or Roman activity within the study area, but the presence of prehistoric activity in the surrounding vicinity indicates that as yet unidentified resource has the potential to exist.

Ridge and furrow earthworks survive across most of the site but are most prominent through the north-west and central parts of the site. These reflect the use of the area for agriculture in the medieval and post-medieval periods.

An 18th-century farm sat on the north-west edge of the site, facing Chester Road. This expanded in the 19th century and was demolished in the early 20th century. There is the potential for sub-surface remains of the buildings to survive along with associated archaeological deposits relating to post-medieval occupation of the site

Some ground disturbance may have taken place in the north-east part of the site which aerial photographs show was used for spoil storage during the redevelopment of Herrington Colliery spoil heaps into a country park

Penshaw Monument is located to the north of the site, the Grade I listed building is of very high significance; it represents an important example of the Greek revival in the region. It possesses considerable architectural and historic interest although much of its significance is derived from its visual prominence on Penshaw Hill, visible for many miles around. It has considerable aesthetic and communal value as a local and regional landmark

## Visual Analysis



View from Chester Road



View from the rear of Lanton Street (south of the site)

# Site Constraints and Opportunities











## HGA 9: Penshaw



### Constraints and Opportunities

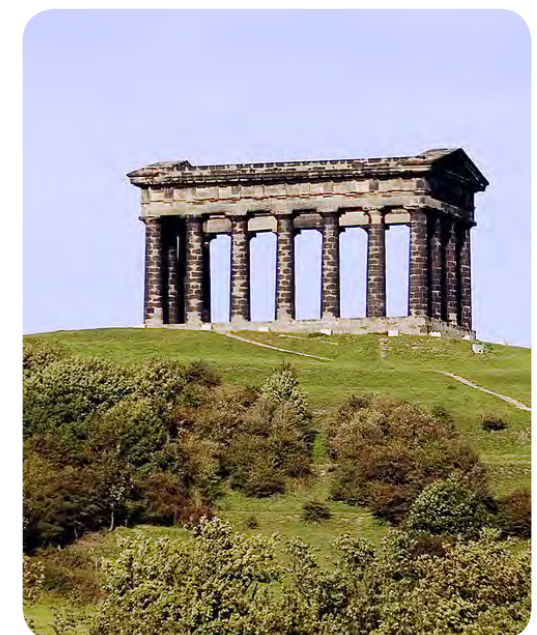
- Electricity pylons run through the centre of the site and a further set are located in the south western corner.
- Small portion of eastern edge of the site is located within Flood Risk Zones 2 and 3, and is subject to surface water flooding.
- Hedgerows are located on the northern and southern boundary along with two further hedgerows through the southern section of the site.
- There are views of the Grade I listed Penshaw Monument from the site.
- There are numerous pedestrian routes in the vicinity of the site.
- Potential archaeological remains on site.
- Development would have to ensure that it contributes towards necessary infrastructure provision such as schools and health care.

### Key

- |  |  |
|--|--|
|  Site                       |  Pylons and cables        |
|  Views of Penshaw Monument  |  Surface water flooding   |
|  Trees                      |  Herrington Country Park  |
|  Major vehicular movement   |  Green Corridor           |
|  Existing pedestrian routes |  Green Belt (as proposed) |



Herrington Country Park



Penshaw Monument

# Parameter Plan: HGA 9: Penshaw

<b>Site Details</b>	HGA 9 Penshaw Land adjacent to Herrington Country Park Penshaw	<b>Site Parameters Plan</b>	
Site name: Address:		Gross Site Area:	22.86ha
Ward: SHLAA ref:	Shiney Row 465	Housing Capacity:	400 homes
Land owner/Site Promoter	Taylor Wimpey	House Type:	Family Housing
		Height:	2.5 storey maximum



## Development Principles and Parameters

### Greenspace

- Large areas of greenspace would be provided through the centre of the site and the south west corner, utilising the pylon buffer zone.
- Sensitive design will minimise the impact on the wildlife corridor, providing a buffer to Herrington Burn and protected species. In addition, opportunities to provide ecological improvements to support wildlife will be incorporated.
- Sensitive design limits the impact on the Green Belt and a durable Green Belt boundary is created to the north and east.

### Highway

- Vehicular access to the site would be via Chislehurst Road.
- Access from Chester Road will not be permitted.
- Pedestrian connections to be provided through the site and link to the routes in the Country Park and the wider area.
- Various vehicular junctions in the vicinity of the site should be assessed. This includes Wensleydale Avenue, A183/Washington Highway and A183/A19
- All roads should be constructed to adoptable standards.
- It is essential a refuse vehicle can safely manoeuvre around the estate.

### Built Form

- Dwellings will front onto areas of greenspace, Chester Road, Herrington Country Park and Herrington Burn.
- Views toward Penshaw Monument Grade I listed building are maximised through the layout and orientation of the development.
- Respect and enhance the setting of Penshaw Monument.
- Dwellings are designed to reflect the positive elements of the local vernacular and materials.
- Predominant building height of 2 stories. Small instances in an increase in height up to 2 1/2 storeys may be considered appropriate to aid in legibility and should respond to the topography of the site. Any increase in height above 2 storeys will need to be justified.
- Housing mix: Provide a range of house types including detached and semi-detached family dwellings of mainly 3 and 4 bedrooms and some elements of large properties.
- Density: Average of 22 dph (approx) to decrease down to Herrington Burn.
- It is recommended that geophysical survey is conducted across the site to establish the nature and extent of any archaeological resource present. The results of the survey may need to be supplemented by evaluation trenching.
- Properties to front onto Chester Road and Chislehurst Road to achieve appropriate noise levels in garden areas.
- Provide strong frontages and overlooking to all streets and spaces across the development site.
- Creation of streets and spaces across the development site to meet secured by design principles.
- Separation space standards in accordance with council standards.

### Ecology

- Further survey work for species and habitats will be required.
- Development to address any likely impacts and provide sustainable maintenance and enhancement measures in accordance with Policies NE2, NE3 (ID1, ID2 Infrastructure & Planning Obligations Policies).
- Development must address direct and indirect impacts and include retention of all natural and semi-natural habitats with appropriate buffers to allow for connectivity.
- Recreational provision must ensure the ecological viability of habitats retained on site as well as sensitive features identified off site.
- If unable to mitigate sufficiently, creation of new areas of biodiversity-rich habitat will be required, equivalent to or greater than the area of habitat loss, with features incorporated to attract and retain those species confirmed or potentially present on site.

### Infrastructure

- Development proposals for this site must accord with the Planning Obligations SPD.



# HGA 9:

## HGA 9: Penshaw

### Site Specific Policy

#### SS7 The Coalfield Housing Growth Areas

Development of The Coalfield Housing Growth Areas should:

1. provide a mix of housing types with a focus on family homes;
2. address impacts and make provision or contributions towards education provision and healthcare;
3. enhance access to local facilities and services, and

#### HGA9 Penshaw should:

- i. deliver approximately 400 new homes;
- ii. create a new defensible Green Belt boundary to the north and east;
- iii. provide sensitive design to minimise the impact on the wildlife and GI corridors to the north and east, providing a buffer to Herrington Burn and protected species in particular;
- iv. minimise any impact on the areas landscape character, including sensitive boundary design that respects views and the setting of Penshaw Monument Grade I Listed Building;
- v. ensure that dwellings are designed to reflect the positive elements of the local vernacular and materials;
- vi. retain all healthy trees and hedgerows and provide large areas of greenspace through the centre of the site and in the south west corner, utilising the pylon buffer zone;
- vii. provide ecological improvements to support wildlife in these areas;
- viii. mitigate any surface water flooding impacts and incorporate appropriate water attenuation in relation to flood zones associated with Herrington Burn;
- ix. provide pedestrian/cycleway connections through the site and link to the routes in the Country Park and the wider area; and
- x. provide vehicular access via Chislehurst Road. Access from Chester Road will not be permitted. Various vehicular junctions in the vicinity of the site should be assessed, including Wensleydale Avenue, A183/Washington Highway and the A183/A19 junction.

# HGA 10:

HGA10: New Herrington

# Development Framework

HGA 10: New Herrington



Herrington Country  
Park

B1286 Kitchener Terrace

Langley Street

New Herrington  
Welfare Park

# Development Framework

## HGA 10: New Herrington

<b>Site Details</b> Site name: Address:	HGA 10 New Herrington New Herrington Working Mens Club Langley Street, Houghton-le-Spring	<b>Site Parameters Plan</b> Gross Site Area:	1.59ha
	Ward: SHLAA ref:		Shiney Row 113
Land owner/ Site Promoter	New Herrington Working Mens Club	House Type:	3-4 bedroom family homes
		Height:	2 storey maximum

### Site Location and Description

The 1.59ha site is located within the centre of New Herrington and currently consists of New Herrington Working Mens Club, private grounds and a bowling green. The site is level in nature and includes many trees protected under TPOs.

The site is bordered by residential dwellings to the west, north and east. To the south lies New Herrington Welfare Park.

Shiney Row local centre is located 1.5km to the west of the site and provides a wide range of facilities including, local stores, food retailers, post office and medical facilities. There are also two local stores within close proximity of the site, one is adjacent and the other is located within 450m. The closest primary school to the site is also located within Shiney Row.

### Site Location



### Surrounding Built Form

The area has a range of residential built form within its immediate surroundings. These include traditional mining terraces which have a reversed layout with small rear yards fronting onto the street, are constructed of red brick with modern ground floor and first floor extensions. To the north consists of a three storey apartment block and town houses constructed in the last 10 years of red brick with stone window dressings. The properties have a small amenity space to the front and have direct activation onto the street.

Properties to the west consist of detached two storey dwellings constructed on buff brick with white render and mock Tudor detailing.

# Contextual Analysis

## HGA 10: New Herrington



### Key

- |  |                             |   |                         |   |                              |
|--|-----------------------------|---|-------------------------|---|------------------------------|
|  | Site                        |  | SSSI                    |  | Church                       |
|  | Bus stop                    |  | 400m walking distance   |  | Local store                  |
|  | New Herrington Welfare Park |  | 800m walking distance   |  | Pub/restaurant               |
|  | Major vehicular movement    |  | Herrington Country Park |  | Medical centre               |
|  | Green Belt (as proposed)    |  | Local Wildlife Site     |  | Proposed Local Wildlife Site |



New Herrington Recreational Park



Existing housing on St Aidans Terrace



Existing housing and adjacent bowling green

## Green/Blue Infrastructure

Herrington is well located in terms of access to the open countryside, natural & semi-natural greenspace and green infrastructure opportunities. The site is adjacent to Herrington Welfare Park, which provides football pitches, bowling greens, children's play facilities and a small allotment site. A number of the trees within the grounds of the park have TPO (Tree Preservation Order) status. TPO's control the felling and pruning of trees which make a significant contribution to the environment.

The area forms the edge of the strategic Green Infrastructure corridor linking the River Wear southwards into County Durham. The site benefits from being in close proximity to Herrington Country Park, one of the largest parks in Sunderland with walking and cycle trails, an adventure play area, skate boarding and several lakes.

## Movement and Accessibility

The site is accessed from Kitchener Terrace (B1286) which is located directly to the north of the site. New Herrington provides excellent connections to the regional road network through its close proximity (one mile to the east) to both the A690 and A19.

The site is served by good public transport connections with bus stops located directly adjacent on Kitchener Terrace; providing regular connections to Sunderland City Centre, Doxford Park and Chester-le-Street.

There are no formal Public Rights of Way or sites through the site however there are several desire lines identified on aerial imagery.

## Ecology

The site consists of mown landscape garden with large number of protected mature trees and hedgerows. There are several designated sites of nature conservation importance nearby including Philadelphia Pond proposed LWS located approx. 200m to the west, Herrington Hill Woods LWS approx. 500m to the south and Herrington Hill SSSI approx. 600m to the east. There are a number of protected and priority species associated with the surrounding area.

## Heritage and Archaeology

The site is identified in the 1919 o.s map as a recreation ground with a ball alley on western edge a band stand in the centre and a tennis ground to the east beyond the site boundary. By 1939 the New Herrington Recreation Ground has extended southward and in the main follows the current layout with the bowling green, tennis ground, recreation ground and grandstand to the south. The Working Mens Club is also identified on the map in its current location.

## Visual Analysis



View looking north-east across the site



View looking north

# Site Constraints and Opportunities

## HGA 10: New Herrington



### Constraints and Opportunities

- Several individual and group Tree Preservation Orders (TPO's) are within the site.
- Vehicular access is restricted and would require improvement.
- Surface water flooding is identified on the southern edge of the site.
- The existing club building and associated car park should be demolished and replaced on site.
- The existing bowling green should be retained and development should mitigate for any loss of greenspace.
- There are existing pedestrian desire lines through the site.
- Development would have to ensure that it contributes towards necessary infrastructure provision such as schools and health care.

### Key

- |   |                          |   |                             |
|---|--------------------------|---|-----------------------------|
|  | Site                     |  | Bowling green               |
|  | Poor site access         |  | Surface water flooding      |
|  | Area of TPO trees        |  | New Herrington Welfare Park |
|  | Major vehicular movement |  | Allotments                  |
|  | Green Belt (as proposed) |  | Existing building           |



Current vehicular entrance



Current vehicular access to New Herrington Welfare Park

# Parameter Plan: HGA 10: New Herrington

<b>Site Details</b>	HGA 10 New Herrington New Herrington Working Mens Club Langley Street, Houghton-le-Spring	<b>Site Parameters Plan</b>	
Site name:		Gross Site Area:	1.59ha
Address:		Housing Capacity:	20 homes
Ward:	Shiney Row	House Type:	3-4 bedroom family homes
SHLAA ref:	113	Height:	2 storey maximum
Land owner/Site Promoter:	New Herrington Working Mens Club		



## Development Principles and Parameters

### Greenspace

- Designed around the TPO's.
- Greenspaces included in areas of TPO groupings.
- Sensitive design limits the impact on the Green Belt and a durable Green Belt boundary is created to the south.

### Highway

- The current vehicular access should be retained and improved to adoptable standards.
- Pedestrian connections should be provided through the site and link to existing green spaces.
- Various vehicular junctions in the vicinity of the site should be assessed. This includes B1286/A182 and B1286/A690.
- All roads to be constructed to adoptable standards.
- It is essential a refuse vehicle can safely manoeuvre around the estate.

### Built Form

- In addition to housing development, proposals should involve the creation of a new club building and car park that would serve the community, with potential to provide facilities that may benefit the adjacent park.
- Dwellings are a maximum of 2 storey in height .
- Density: 20dph (approx).
- Housing Mix: detached and semi-detached family dwellings.
- Dwellings are designed to reflect the positive elements of the local vernacular and materials.
- Provide strong frontages and overlooking to all streets and spaces across the development site
- Creation of streets and spaces across the development site to meet secured by design principles
- Separation space standards in accordance with council standards.

### Ecology

- Further survey work for species and habitats will be required.
- Development to address direct and indirect impacts and provide sustainable maintenance and enhancement measures in accordance with Policies NE2, NE3(ID1, ID2 Infrastructure & Planning Obligations Policies).
- Development to include retention of natural and semi-natural habitats with appropriate buffers.
- Recreational provision must ensure the ecological viability of habitats retained on site as well as sensitive features identified off site.
- If unable to mitigate sufficiently, creation of new areas of biodiversity-rich habitat will be required, equivalent to or greater than the area of habitat loss, with features incorporated to attract and retain those species confirmed or potentially present on site.

### Infrastructure/S106

- Development proposals for this site must accord with the Planning Obligations SPD.



# HGA 10:

## HGA 10: New Herrington

### Site Specific Policy

#### SS7 The Coalfield Housing Growth Areas

Development of The Coalfield Housing Growth Areas should:

1. provide a mix of housing types with a focus on family homes;
2. address impacts and make provision or contributions towards education provision and healthcare;
3. enhance access to local facilities and services, and

#### HGA10 New Herrington should:

- i. deliver approximately 20 new homes;
- ii. create a new defensible Green Belt boundary to the south of the site;
- iii. incorporate the creation of a new club building and car park that would serve the community;
- iv. provide greenspace improvements to the adjacent park, as well as including changing facilities within the community building to support sports uses. The location of the new building and car park should be located appropriately to serve all uses;
- v. ensure that dwellings are designed to reflect the positive elements of the local vernacular and materials;
- vi. retain all healthy trees and hedgerows and protect trees with Tree Preservation Orders (TPO's);
- vii. ensure that opportunities to provide ecological improvements to support wildlife are incorporated into the scheme design;
- viii. mitigate surface water flooding on the southern edge of the site;
- ix. provide pedestrian/cycleway connections through the site, linking to the adjacent park; and
- x. provide an improved vehicular junction with B1286 and Langley Street.

# HGA 11:

HGA 11: Philadelphia

# Development Framework

HGA 11: Philadelphia



New Herrington

New Herrington  
Welfare Park

A182 Philadelphia Lane

Philadelphia

# Development Framework

## HGA 11: Philadelphia

Site Details		Site Parameters Plan	
Site name: Address:	HGA 11 Philadelphia Land to the south of Philadelphia Complex, Houghton-le-Spring	Gross Site Area:	9.58ha
Ward: SHLAA ref:	Shiney Row 330B	Housing Capacity:	195 homes
Land owner/Site Promoter	Esh Developments	House Type:	Family Homes
		Height:	2 storey maximum

### Site Location



### Site Location and Description

The 9.58ha site is located to the east of Philadelphia and is adjacent to the former Philadelphia Complex which has permission for mixed use development including up to 500 units. The site is predominantly agricultural land with a small element of brownfield land and is proposed as an extension to the approved development. The south and east of the site borders onto agricultural fields that rise towards Newbottle village (south) and to the Magnesian Limestone Escarpment (east).

### Surrounding Built Form

The future development of the Philadelphia complex will change the character of the surrounding built environment and should be used to inform the development of this site. Voltage Terrace sits to the south-west of the site and consists of terraced housing and associated allotments.


















Existing housing on Voltage Terrace

# Contextual Analysis

## HGA 11: Philadelphia



### Key

- |  |                             |   |                       |   |                              |
|--|-----------------------------|---|-----------------------|---|------------------------------|
|  | Site                        |  | Pedestrian route      |  | Church                       |
|  | Bus stop                    |  | 400m walking distance |  | Local store                  |
|  | New Herrington Welfare Park |  | 800m walking distance |  | Pub/restaurant               |
|  | Major vehicular movement    |  | School                |  | Medical centre               |
|  | Green Belt (as proposed)    |  | Local Wildlife Site   |  | Proposed Local Wildlife Site |



New Herrington Welfare Park



Saint Matthew's Church, Newbottle



Existing housing on Philadelphia Lane

### Green/Blue Infrastructure

Philadelphia is well located in terms of access to the open countryside, natural & semi-natural greenspace and green infrastructure opportunities. The site lies in close proximity to Herrington Welfare Park, and a small allotment site. The Welfare Park contains a number of sports pitches including football pitches and bowling greens and children's play facilities.

The site forms part of a Green Infrastructure Corridor (with Public Right of Way) linking Elba Park and Herrington Country Park. Herrington Country Park is one of the largest parks in Sunderland with walk and cycle trails, an adventure play area, skate boarding and several lakes; whilst Elba Park is an attractive new Country Park in Sunderland which has quickly establishing itself as a haven for wildlife and a popular place for people to enjoy the natural environment.

### Movement and Accessibility

It is not currently possible to access the site through the existing highway network. The closest road to the site is the A182 located to the west. The site will require access through the highway network developed as part of the Philadelphia Complex to the north which includes the provision of a new link road between Philadelphia/ New Herrington and Penshaw/ Chester Road (A183) to address wider capacity issues.

The area is well served by public transport with two bus stops within 400m of the site providing regular bus services to Sunderland City Centre, Houghton-le-Spring, Newcastle and Chester-le-Street.

No formal rights of way, public footpaths or cycle routes are located within the site however a right of way does run along the western boundary of the site

### Ecology

The site sits within an important Wildlife Corridor, and forms part of the arable landscape traditional in this area. Nearby designated sites include Herrington Hill Site of Special Scientific Interest (SSSI), Herrington Hill Woodland Local Wildlife Site (LWS), The Clouds LWS, Houghton Hill Cut and Scarp LWS, Foxcover Plantation, Carr Hill LWS and Philadelphia Ponds proposed LWS. The site comprises of arable land, hedgerows, scattered and dense scrub and neutral grassland. All habitats on site have the potential to support priority species in particular farmland birds and bats but is not limited to these species.

### Heritage and Archaeology

There is no direct evidence of prehistoric or medieval activity on the site, however there is a suggested presence within the wider area.

The wider Philadelphia site has a long industrial history and has been the site of Newbottle Colliery, Durham Collieries Power Station and the Sunderland and District Tramways Depot. The most prominent surviving archaeological features on the site will be those associated with these previous uses.

The Philadelphia complex contains two areas of listed buildings, one to the north and one to the west, these buildings will be restored through the development of the wider complex. Newbottle conservation area is located 800m to the south.

Any future development would require a scheme of trial trenching to be agreed with the County Archaeologist.

### Visual Analysis

gently sloping site

views of Newbottle Village



View from public footpath off Shop Row looking south

view of Penshaw Monument

gently sloping site



View from the rear of Voltage Terrace looking north-east

# Site Constraints and Opportunities



## HGA 11: Philadelphia



### Constraints and opportunities

- A gas main runs along the northern edge and an easement would be required.
- A natural swale and associated surface water flooding occurs within the northern area and runs the full width of the site.
- A proposed Local Wildlife Site located on the north eastern tip of the site.
- Vehicular and pedestrian access is poor and dependant on the development of approved Philadelphia Complex.
- Topography falls from south to north.
- Proposed neighbouring uses to the west.
- Development would have to ensure that it contributes towards necessary infrastructure provision such as schools and health care.

### Key

- |   |                          |   |                              |
|---|--------------------------|---|------------------------------|
|  | Site                     |  | Bad neighbour use            |
|  | Poor site access         |  | Surface water flooding       |
|  | Gas main                 |  | Proposed Local Wildlife Site |
|  | Major vehicular movement |  | Local Wildlife Site          |
|  | Public Right of Way      |  | Green Belt (as proposed)     |



Current access to the site



Neighbouring use

# Parameter Plan: HGA 11: Philadelphia

<b>Site Details</b>	HGA 11 Philadelphia Land to the south of Philadelphia Complex, Houghton-le-Spring	<b>Site Parameters Plan</b>	
Site name: Address:		Gross Site Area:	9.58ha
Ward: SHLAA ref:	Shiney Row 330B	Housing Capacity:	195 homes
Land owner/Site Promoter	Esh Developments	House Type:	Family Homes
		Height:	2 storey maximum



## Development Principles and Parameters

### Greenspace

- Buffers are provided on the western edge between residential properties and planned commercial development.
- Greenspace is provided on the northern edge to address the gas main easement and may be a potential location for SUDs.
- Sensitive design limits the impact on the Green Belt and a durable Green Belt boundary is created to the south and east.
- Sensitive design and layout will minimise the impact on the Local Wildlife Site and open countryside. In addition, opportunities to provide ecological improvements to support wildlife to be incorporated.

### Highway

- Vehicular and pedestrian access to the site should be from Philadelphia Complex, additional pedestrian links could be provided along the southern boundary.
- Various vehicular junctions in the vicinity of the site should be assessed. This includes Coaley Lane/Houghton Road, A182/Front Street and A182/B1286.
- Complete cycle and footpath networks which are part of the wider Philadelphia Complex, in particular the route running the length of the southern edge connecting the A182 to the new link road.
- All roads to be constructed to adoptable standards.
- It is essential a refuse vehicle can safely manoeuvre around the estate.

### Built Form

- The architectural detailing and character of the development will need to respond to the development of the Philadelphia Complex to the north .
- Dwellings to be a maximum of 2 storey in height .
- Housing mix: detached and semi-detached family dwellings of mainly 3 and 4 bedrooms
- Density of 27 dph (approx)
- Provide strong frontages and overlooking to all streets and spaces across the development site.
- Creation of streets and spaces across the development site to meet secured by design principles.
- Separation space standards in accordance with council standards.
- Minor re-grading will likely be required.
- Impact on local infrastructure including roads, schools and health care is addressed.
- The noise assessment concludes that the impact on the site is acceptable and will experience the lowest decibel levels.

### Ecology

- Further survey work for species and habitats will be required.
- Development to address any likely impacts and provide sustainable maintenance and enhancement measures in accordance with Policies NE2, NE3 (ID1, ID2 Infrastructure & Planning Obligations Policies).
- Development must address direct and indirect impacts and include retention of all natural and semi-natural habitats with appropriate buffers to allow for connectivity.
- Recreational provision must ensure the ecological viability of habitats retained on site as well as sensitive features identified off site.
- If unable to mitigate sufficiently, creation of new areas of biodiversity-rich habitat will be required, equivalent to or greater than the area of habitat loss, with features incorporated to attract and retain those species confirmed or potentially present on site.

### Infrastructure

- Development proposals for this site must accord with the Planning Obligations SPD .



# HGA 11:

## HGA 11: Philadelphia

### Site Specific Policy

#### SS7 The Coalfield Housing Growth Areas

Development of The Coalfield Housing Growth Areas should:

1. provide a mix of housing types with a focus on family homes;
2. address impacts and make provision or contributions towards education provision and healthcare;
3. enhance access to local facilities and services, and

#### HGA11 Philadelphia should:

- i. deliver approximately 195 new homes;
- ii. create a new defensible Green Belt boundary to the east and south of the site;
- iii. provide sensitive design that relates to the development of the Philadelphia Complex by providing a buffer to the west between the residential development and the proposed commercial development, and incorporates design that relates to the area's historic past;
- iv. be of high architectural quality to protect long distance views to the southern edge of the development from the south;
- v. provide greenspace on the northern edge of the site to provide a gas main easement and to mitigate the impacts of a natural swale and associated surface water flooding;
- vi. provide greenspace buffers to the south and east of the site in order to support the adjacent wildlife and green infrastructure corridor and limit any impact on the areas landscape character;
- vii. protect the Local Wildlife Site located on the north eastern edge of the site and minimise impact on priority species and habitat in the locality;
- viii. provide pedestrian and cycle links through the site and along the southern and eastern boundaries to link to neighbouring residential areas and nearby parkland;
- ix. include vehicle access from the Philadelphia Complex redevelopment; and
- x. provide junction improvements if necessary to Coaley Lane/Houghton Road, A182/Front Street and A182/B1286 junctions.

