

**Chapelgarth Masterplan  
January 2016 Exhibition**

**Handout Booklet**

Masterplan Handout

Planning Technical Note

Transportation Technical Note

Ecology Technical Note

Acoustics Technical Note

Drainage Technical Note

## Chapelgarth Masterplan- Key Information

Information		
Housing	<b>Number</b>	The scheme can accommodate up to <b>750</b> new homes, providing a mix of types and tenures. All 3, 4 and 5 bed homes will have a minimum of 2 parking spaces.
	<b>Density</b>	The density responds to the landscape design: higher density housing is situated towards the centre of the scheme to create a sense of place, like a traditional village centre, with lower density housing around the edges, which reflect the green and wooded areas around the site edge.
	<b>Housing Mix</b>	We are proposing to provide family homes across the site, with a minimum of 20% of new homes to have 5 or more bedrooms. An indicative mix of housing across the whole scheme is detailed below: <ul style="list-style-type: none"> <li>• 5% to be 2 bedroom houses;</li> <li>• 20% to be 5+ bedroom houses and;</li> <li>• 75% to be 3 or 4 bedroom houses</li> </ul>
Access	<b>Vehicular Routes</b>	Vehicular access into the site will be off three points on Weymouth Road. A primary route runs through the entire development and has been designed to accommodate a bus service. The residential street network will then feed off this route.
Drainage	<b>Drainage Strategy</b>	A detailed drainage strategy, submitted as part of the planning application, will manage water movement and storage around the site. This strategy responds to the topography of the site and proposes: <ul style="list-style-type: none"> <li>• Swales along streets to hold water. Swales are shallow vegetated channels designed to slow surface water run off.</li> <li>• Drainage ponds - these will retain water in the event of a severe and prolonged storm, and will discharge it slowly into the water sewer, so as not to inundate it.</li> <li>• Trees will be planted to capture surface water run off along new streets.</li> </ul>
Landscape	<b>Amount of Space</b>	We are providing 13.5 ha of natural greenspace which is the equivalent in area to 18.2 Football Association senior sized pitches. On top of this we are also providing parks, allotments, play spaces, pocket parks and new tree planting throughout the scheme.
	<b>Ecology</b>	We are aware of the importance of the woodland and hedgerows around the site and we have incorporated into the landscape strategy the provision of green buffers. These indicate areas where no housing development can take place and include a minimum 25m buffer around woodland areas such as Blakeney Woods and a minimum 10m buffer around sensitive hedgerows.
	<b>Recreational Networks</b>	Our proposed public routes are based on how people currently use the site. We aim to provide a circular route through the natural greenspace, which also connects into the W2W cycle route to the south of the scheme. Pathways will also be provided within and around the new parks.

## Chapelgarth Public Exhibition

**Saturday 30th January 2016**

This exhibition displays Siglion's masterplan for Chapelgarth. We have produced this hand-out to accompany the material prepared for our January public exhibition. The masterplan shown overleaf is due to be submitted as part of an outline planning application for the site in February 2016. We welcome your thoughts and feedback on these proposals, so please fill out a questionnaire once you have had a read through.

### Who are Siglion?

Siglion is a joint venture between Carillion Development and Sunderland City Council and is managed by leading property experts igloo Regeneration. Siglion have been tasked with bringing forward the proposals for Chapelgarth, in line with the site's designation to accommodate housing growth (as identified in the Unitary Development Plan, 1998) and most recently as part of the South Sunderland Growth Area. Siglion will be managing the outline planning application process and post application stages.

### The Consultation Process

As part of the consultation process, we held a stakeholder workshop in September to get initial feedback on the emerging masterplan. The workshop was useful in identifying local people's thoughts and aspirations for the site. We then displayed the proposals to a larger audience in October 2015 and collated feedback received into a summary report, following the event, which was reviewed by the masterplan design team.

Through this on-going consultation process we aimed to address local people's concerns where possible and we have used feedback from all events and meetings as well as information from the technical surveys to inform the development of this masterplan.

### Tell us what you think about the masterplan!

We welcome your views on the masterplan, before we submit the final outline application in February 2016. Please let us know any feedback or comments you may have by filling out a paper questionnaire (available to fill out at the exhibition), or by filling out an online version. We will be taking comments until 1st November 2015.

#### To view the exhibition material online:

1. Visit <http://urbed.coop/projects/chapelgarth-sunderland> to view the boards (scroll down to the **Project blog** and a link to the boards will be located under **Downloads**).
2. Once you have had a look through, please fill out an online questionnaire here: [www.surveymonkey.com/r/chapelgarthjanuary](http://www.surveymonkey.com/r/chapelgarthjanuary)

#### Further Information Online

Visit the Chapelgarth blog for more information:  
[www.shapingsunderland.com/category/the-chapelgarth-blog/](http://www.shapingsunderland.com/category/the-chapelgarth-blog/)

Join our mailing list to be kept informed of the progress of the planning application:  
<http://eepurl.com/bwfoj>

# Chapelgarth Masterplan

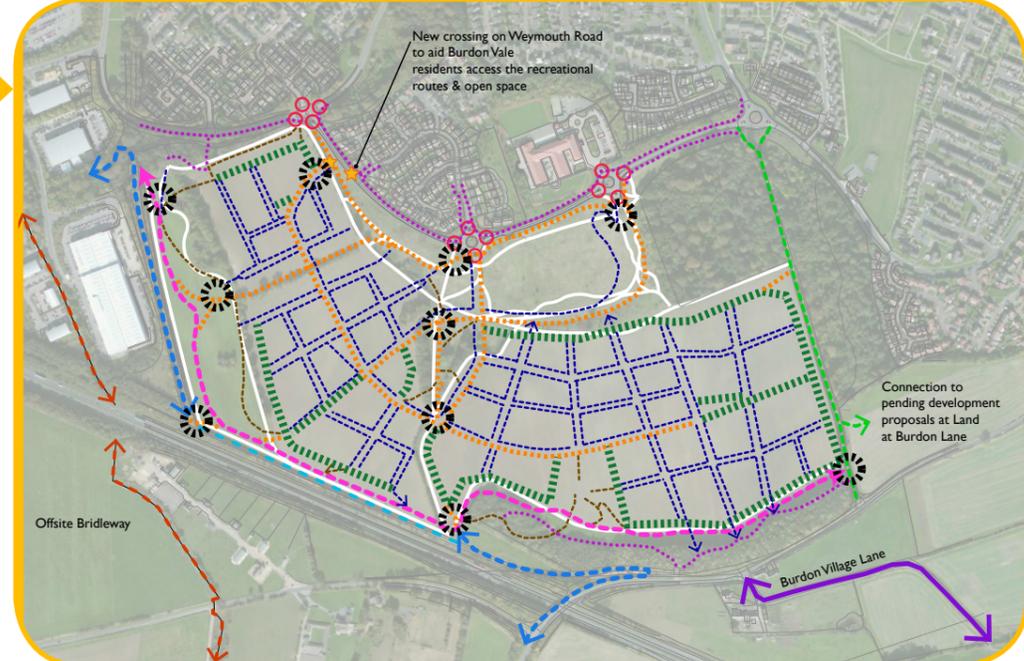
## January 2016



Existing offsite networks	Proposed on-site networks
Public Right of Way [Bridleway]	Multi-user route [including equestrian use]
Multi-user Route Long distance coast to coast cycle route & bridleway National Route 70 / Walney to Wear [W2W]	Proposed combined cycleway / pedestrian route
Modifications to existing networks: Diverted section multi-user route	Footpaths Roadside footway
Off-site roadside footpaths	Footpaths non-roadside footway
Track through Blakeney Woods 'Extinguished Road', to be developed as a bridleway.	Green Street Homezone / shared surface
Country Lane	Proposed crossing
Existing crossing	Gateway
Desire lines / well trodden paths around field boundaries	

# Landscape Strategy

**Recreational Networks:** The map below shows our proposed recreational networks which are based on existing routes.



Visit the website to view a larger version of this map and key

**1 Weymouth Road:** We have increased the green buffer between Weymouth Road and the new development in line with local resident's comments.

Drainage ponds will also be provided here as part of the drainage strategy. These will look like grassed basins and will only fill with water during extreme storm events. This means that most of the time they can be enjoyed as parkland.

**2 Central Park:** At the heart of the scheme is a newly created neighbourhood park, which is defined by existing mature trees and hedgerows. A network of footpaths will permeate the park for recreational use. A play space will be provided in this area to attract young children and families.

**3 Allotments:** Two areas have been allocated for the provision of community allotments.

**4 Panoramic Park:** The panoramic park will take advantage of the elevated setting of the site and will provide a public open space for all to enjoy the views of the city and the sea. The earth modelling of the raised park will create a land sculpture and provide a focus within the development and a tranquil spot for the community. There are opportunities to provide play facilities for all ages within the park with associated seating.

**5 Magnesian Way:** A generous green edge has been provided along the southern edge of the site. The proposals include the construction of a raised earth bund and green barrier to deflect noise from the A19. A multi-user route for equestrian, cycle and general foot traffic is proposed to the top of the bund to enhance views out to the sea and across Sunderland City.

We are proposing to direct the W2W National cycle route onto our multi-user route, in order to move it away from the A19, and enhance users experience of it.

**6 Natural Greenspace:** The proposals aim to maintain as much existing open space as possible. This area will be retained and enhanced to be enjoyed as open greenspace and will be allocated in the proposal as a 'Sustainable Alternative Natural Greenspace' (SANG). SANGs provide alternative recreational spaces which can help reduce visitor pressure on other areas along the coast which are home to protected bird species. We have allocated 13.5 ha of SANG on this masterplan and are proposing to add new footpaths to make it more accessible and link it to the existing cycle routes.

**Play Spaces:** Play spaces have been provided throughout the new development in the form of doorstep parks overlooked by dwellings, larger equipped play areas within the Central and Panoramic Parks and natural informal play installations alongside the green networks.

**Pocket Parks:** Small local parks have been proposed within clusters of housing to provide doorstep play and community seating areas within 3-5mins walk from homes throughout the development.

## **Chapelgarth Technical Note – Planning**

Sunderland City Council's current planning policy document is the Sunderland Unitary Development Plan (UDP) which was adopted in September 1998, and was amended in 2007. Chapelgarth was allocated in the 1998 UDP as a key site for residential development through Policy SA9. The Policy had a dwelling capacity of 860 residential units for Chapelgarth in a gross area of 34.51 hectares. In 2007 the Secretary of State confirmed that the Policy remained sound, and agreed that the Policy was to remain current until such a time when Sunderland City Council adopted a new Local Plan. As this has not yet occurred, the site remains allocated for residential development.

Part of the Chapelgarth site allocation has already been developed, with planning permission secured in 1997 for Phase 1, south east of Moorside Road for 130 units. This is the existing estate north of Weymouth Road, and west of Portland Academy. This development of Phase 1 leaves a dwelling capacity on the remainder of the site at 730 residential units. The west of the site is allocated in the UDP for Open Space/Leisure use.

Sunderland City Council are producing a South Sunderland Growth Area Supplementary Planning Document which will be consulted on in the near future. This document will maintain Sunderland City Council's aspiration to develop Chapelgarth for residential development as part of a wider masterplan for the whole of South Sunderland. Other than being part of the South Sunderland Growth Area, the proposed planning application at Chapelgarth has no association with the current planning application at Burdon Lane, submitted by Bellway, however we have taken their plans into account when developing the eastern edge of the plans for Chapelgarth

The planning application will be an outline planning application for a maximum of 750 residential units and some commercial floor space. As the application for outline it means that, should permission be granted, certain aspects of development have been agreed but development of housing will not start immediately. However certain enabling works such as highways infrastructure and drainage will be able to start on site once outline permission has been granted. Detailed conditions will be attached to any outline planning permission, and it will be up to the individual developers to submit further information to satisfy these conditions prior to the development of the site for housing.

Sunderland City Council have requested that we assess the proposed development's potential impacts on the environment as part of the planning process. We are therefore preparing an Environmental Statement which will be submitted as part of the planning application. The Environmental Statement will include chapters of the following environmental issues and will assess the likely impacts the development will have on each issue:

- Air Quality;
- Cumulative Impact;
- Ecology and Biodiversity;
- Landscape and Visual Impact;
- Land Use and Agriculture;
- Noise;
- Socio Economics;
- Transportation; and
- Water Resources.

As part of the pre application process which we have been undertaking with Sunderland City Council we have received a Scoping Opinion from the Council dated 11<sup>th</sup> November 2015 which agrees the scope of the chapters to be included in the Environmental Statement. Cundall will also prepare a Planning Statement to accompany the planning application which will review the existing planning policy guidelines which are applicable to the development proposals and provide an overall review of the application.

Once the planning application has been submitted, the public will have the opportunity to view all the documents submitted as part of the planning submission, and will also be able to put forward their views on the scheme to Sunderland City Council. The Council will have 16 weeks from the validation date of the planning application to make a decision.

## **Chapelgarth Technical Note – Transportation**

A Transport Assessment (TA) and Travel Plan (TP) will be prepared by Cundall to accompany the planning application. The TA sets out the key issues in relation to the transportation impacts of the development as a whole and has been prepared in accordance with agreements reached with Sunderland City Council (SCC) and Highways England (HE).

### ***Junction capacity assessment***

SCC and HE requested that junction capacity analysis is undertaken at the following junctions.

A19 / A691	Doxford Park Way North / Moorside Road
Doxford Park Way West / Hall Farm	Moorside Road East / Weymouth Road
Weymouth Road / Englemann Way	Weymouth Road / Portland College
Weymouth Road / Hall Farm Road North	Proposed site access

As agreed with SCC, traffic surveys were undertaken on 12th May 2015 between 07:00 – 10:00 and 15:00 – 19:00 to obtain existing vehicle flows and to determine the peak periods.

### ***Vehicle trips generated by the development***

The TA has been based upon a maximum development of 900 units. As requested by HE, the vehicle trip generation shown below have been used to calculate the proposed vehicle generations. These trip generation rates are based on similar developments around the country.

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Arrival	Departure	Arrival	Departure
Trip rate (per unit)	0.151	0.436	0.422	0.232
Proposed vehicle generation	133	385	372	205

Vehicles generated from the development have been assigned to the network according to the distribution patterns agreed with HE and Sunderland. These, together with the surveyed flows and Aldi flows (taken from the Aldi TA), have been used to model the junctions in the local area. The modelling shows that whilst the development will increase vehicle flows in the local area, the junctions will continue to operate within their theoretical design capacity.

### ***Vehicle speeds***

Local residents have previously indicated that currently vehicles are not adhering to the maximum speed limit on Weymouth Road. An additional survey was undertaken on Weymouth Road between Portland College and Hall Farm Road between 2nd November 2015 and 8th November 2015. The results show that the average speeds for the week are above the maximum speed limit of 30mph.

We have discussed this existing situation with SCC and we have been asked to consider measures which may reduce vehicle speeds, this is underway and no proposals have yet been finalised.

### ***Parking on Moorside Road***

We are aware that a number of residents have mentioned the issue of parking on Moorside Road associated with Doxford International Business Park. We have asked Sunderland City Council about this. Our proposed development will not result in additional car parking on Moorside Road as we will be providing sufficient car parking on site to accommodate our demand.

### ***Proposed transportation infrastructure***

The proposed development will require three access onto Weymouth Road, this has been discussed and agreed with SCC and the masterplan shows a new access between Moorside Road and Englemann Way and the use of the Weymouth Road/ Englemann Way roundabout and Weymouth Road/ Portland College roundabout.

Pedestrian permeability will be provided throughout the site, with provision of footways adjacent to the main vehicular routes through the site and pedestrian only routes, linking the masterplan site with the external pedestrian facilities.

Cyclist will have access to the majority of the masterplan site through both the proposed road network and shared pedestrian / cycle routes, linking the site to the existing National Cycle Route 70 route.

## **Chapelgarth Technical Note: Ecology**

The Environmental Impact Assessment which is being prepared to accompany the planning application will include a full assessment of the effects of Chapelgarth on flora and fauna, informed by a number of ecological surveys undertaken on the Chapelgarth site and the wider South Sunderland Growth Area. The results of these studies have informed the development of the site Masterplan, which incorporates ecological mitigation measures to protect hedgerows and woodlands, and ensure sufficient natural greenspace is provided.

Surveys commissioned by Sunderland City Council were undertaken across the whole of the South Sunderland Growth Area, including surveys for protected species such as badgers and bats, as well as breeding birds. Siglion then commissioned updated surveys to verify habitats present within the Chapelgarth site, and undertake additional bird, hedgerow, and tree surveys.

The surveys highlighted the importance of Blakeney Woods, a Local Wildlife Site outside the development site. Habitats within the site were of lower quality for wildlife, with much of the area comprising arable land used for winter cereal production, although there are a number of hedgerows. No signs of badger or great crested newts were found, but areas around the site were used by foraging bats, and a roost was located in Blakeney Woods. Some priority species of biodiversity interest were recorded such as brown hare, song thrush, and up to two skylark territories, while common toads occupy a pond outside the Chapelgarth site.

Blakeney Woods will be protected by a buffer zone of open space around it of a minimum 25m in width. Buffer zones will also be maintained around key hedgerows and trees, while the Masterplan ensures that ecological networks are maintained around the development. These measures avoid any impact on trees which may be possible bat roosts, and retain the ability of the site to support foraging bats, as well as bird species associated with woodland and hedgerow habitats. The site's Sustainable Urban Drainage Scheme will also involve the creation and maintenance of wetland habitats of value to wildlife.

An important feature of the site is the retention, enhancement and long-term management of at least 13.5 hectares of natural greenspace. This will be readily accessible to residents from Burdon Vale and other local areas, providing safe but natural areas for walking, and linking with adjoining areas such as Blakeney Woods.

## Chapelgarth Technical Note – Acoustics

A noise assessment has been undertaken as part of a wider Environmental Impact Assessment (EIA) for the proposed Chapelgarth development.

To establish the existing noise levels on and around the proposed site, a detailed noise survey has been undertaken. Measurements have been conducted at various locations during the day and at night by trained acousticians (see map below).



An assessment of potential noise impacts/effects has been undertaken and, when necessary, mitigation measures have been proposed. Below is a summary of potential effects and the suggested mitigation options:

### **1. How we can protect existing residents from potential construction noise and vibrations from works at the site**

- This would be achieved through the use of temporary noise screens, restricted working hours and limits to construction plant noise levels that are usually set in the planning conditions, whilst the building contractors will also need permits for their work from the City Council's Environmental Health Officers under the Control of Pollution Act

### **2. How we can protect existing residents from potential noise from future items of fixed plant e.g. roof-mounted air handling units etc.**

- The surveys will help us to set limits for noise levels from plant. For the new residential properties plant and equipment should be limited, but could include mechanical ventilations systems which are sometimes chosen by developers (Usually where high standards of air-tightness are opted for). With the local centre, there may be some heating and cooling plant. Again strict limits are placed on noise levels, but the main way we are limiting the effect of this is by moving the preferred location further into the centre of the site

### **3. How can we protect future residents of the proposed development from noise from existing transportation and industrial sources**

- This will be achieved by building a noise barrier/bund along a section of the A19 to protect the southern-most proposed dwellings from excessive road traffic noise. We will also be setting standards for building materials and ventilation system design to provide living conditions in line with current planning guidance

## **Chapelgarth Technical Note – Drainage and Flood Risk**

A Drainage Strategy (DS) and Flood Risk Assessment (FRA) will be prepared by Cundall to accompany the planning application. The reports will review existing site conditions and set out appropriate drainage proposals and mitigation measures.

As the site is in excess of 1 ha, in accordance with National Planning Policy Framework (NPPF) the site needs to be evaluated fully by means of a site specific Flood Risk Assessment (FRA) in order to ensure that the development does not increase the risk of flooding both on site or elsewhere.

In accordance with the requirements of the NPPF, the flood risk assessment will be appropriate to the scale, nature and location of the development and will consider the following:

1. Development description and location;
2. Definition of the flood hazard i.e. identification of all potential sources of flood risk at the development (this includes looking at the highlighted issues along Weymouth Road);
3. Evaluation of the Probability of Flooding;
4. The impact of climate change to the risk of flooding at the site;
5. Detailed development proposals;
6. Flood risk management measures i.e. recommendation of suitable measures to mitigate against flood risk at the development site. For the development this will include an outline of the proposals for managing surface water runoff;
7. Offsite impact; and
8. Residual risks.

The following stakeholders or their literature will be involved in the proposed drainage strategy:

- Sunderland City Council
- Northumbrian Water Limited
- The Environment Agency

Preliminary investigations indicate that the residual risk of flooding from or to the site is considered low from all potential sources. Due to the site location and topography, overland (or surface) flooding would pose the most risk but drainage proposals and strategies would mitigate this.

The site is greenfield with no sewer infrastructure crossing or currently serving the site. There are separate foul and storm waters sewers within Weymouth Road flowing in an easterly direction that appear to have been designed to take the future flows (or a portion of) from the Chapelgarth development.

Northumbrian Water Limited (NWL), the sewerage undertaker, have confirmed that they can accept a flow of 10 l/s into their storm water network from the new development. This is only 13% of the existing greenfield runoff rate for the entire site (76 l/s) which the Local Authority (Sunderland City Council) would expect and require the site to discharge at in accordance with the new April 2015 LASOO (Local Authority SuDS Officer Organisation) guidance on storm water runoff.

This restriction provides major betterment compared with SCC requirements and due to the large restriction, substantial on site Sustainable Urban Drainage Systems will be required which will include swales, retention basins and ponds. The site and storage measures will be designed in accordance with National and Local policies and standards to ensure that the correct level of protection to flood risk for the 1 in 30 and 1 in 100 year events is afforded.

We are currently in discussions with NWL on the exact locations and rates of discharge for the waste water.