TOWN AND COUNTRY PLANNING ACT 1990

SECTION 258

THE CITY OF SUNDERLAND (CHAPELGARTH) PUBLIC PATH EXTINGUISHMENT ORDER 2016

RELATING TO LAND SOUTH OF WEYMOUTH ROAD, CHAPELGARTH, SUNDERLAND

PROOF OF EVIDENCE OF

PETER OWENS

LANDSCAPE ARCHITECT

COLOUR

PLANNING INSPECTORATE REFERENCE ROW/3181702

1. Experience and qualifications

1.1 This document has been prepared by Peter Owens who has been working within the profession of landscape architecture since 1990 in the North East of England, nationally and internationally.

1.1.1 Qualifications :

1.1.1.1 BSc(HONS) Agricultural & Environmental Sciences 2:1 1984-87, University of Newcastle Upon Tyne;

1.1.1.2 Masters of LD 1991-95, University of Newcastle Upon Tyne

1.1.1.3 Chartered Member of the Landscape Institute 1998;

1.1.1.4 Fellow of the Royal Society of Arts & Manufactures in recognition of public realm works in the North East of England.

1.1.2 I am the Chief Designer and Founder of Colour (trading name of Colour Urban Design Limited) having set up the practice in 2000.

1.1.3 My professional experience working with the complex issues of large scale masterplans across England and internationally since 1990.

1.2 My personal involvement in the Chapelgarth project runs the very beginning of the Colour commission to Siglion and includes :

1.2.1 Liaison with the client, co-consultants and early meetings with Sunderland City Council;

1.2.2 Direction and overview of desk surveys and studies;

1.2.3 Surveys of the site and surrounding areas for views, landscape resources and character;

1.2.4 Strategic direction of the colour team for masterplan, landscape and public realm decisions;

1.2.5 Iterative design development with URBED, the masterplanners so as to shape the form of the development in a way that maximised the influence of the existing woodlands, hedgerows, character giving views, onsite routes and connections to offsite routes;

1.2.6 Direction of the design studies to develop the landscape structure;

1.2.7 Direction and review of the Landscape & Visual Impact Assessment, design development, Design and Access Statement and Design Codes document.

2. Scope and structure of evidence

2.1 The purpose of this evidence is to demonstrate justification as to how the Chapelgarth masterplan has provided suitable and sensitive alternatives to the existing well-trodden routes and desire lines on the site. Through this process, it is contended that a significant betterment of the existing condition would also be delivered.

2.2 The issues addressed in the evidence include :

2.2.1 Summary of the evolution of the Masterplan and Design Code;

2.2.2 Summary of existing desire lines and well-trodden routes;

2.2.3 Provision of new all-purpose highway, multi user routes and footpaths as part of the proposed development;

2.2.4 Justification for extinguishment of existing footpaths.

2.3 In terms of structure of evidence, this document demonstrates how a sensitive landscape-led approach to the masterplan was taken from the onset of the Colour involvement.

3. Evolution of the master plan and design code

3.1 Colour were appointed by Siglion in July 2015 to act as Landscape Architects to work with the existing design team to help develop the landscape-led masterplan that both responded to and respected the existing site with its complex sloping topography and challenged the previous masterplan. The purpose of the previous masterplan had been to define the business case for the development.

3.2 The design team included :

- Masterplanners URBED who worked up the development layout, massing and numbers of dwellings, density and pattern;

- Civil and Transport Engineers, Cundall who advised on transport issues such as road widths and hierarchy, drainage and earthworks.

3.3 The achievement of a landscape-led masterplan was dependent on the retention of as much of the existing landscape structure and key characteristics within a viable layout. The approach to achieve this landscape involved the following process.

3.3.1 Desktop study and analysis of baseline information on- and off-site and the linkages between of the physical qualities of the site including :

- Topography using a digital survey,

- Gradients,

- Settlement pattern,
- Existing road network and hierarchy,
- Public Rights of Way and recreational routes both on and off site, for pedestrians and cycles,
- Green Infrastructure (trees, woodlands and hedges) and how it informed the landscape scale and structure,
- Ecology,
- Views in and out of site, and
- Historic field patterns, albeit there was no firm evidence from prior to 1861;

3.3.2 Site surveys were undertaken to verify and develop each of above subject areas;

3.3.3 Defining the 'compartments' of the existing site with their own distinct character was a critical aspect of understanding the site and directing design;

3.3.4 Planning policy context and requirements such as dwelling numbers and densities, the open space requirement, SANG requirement and accessibility requirement were provided by Cundall and URBED. These were fed into the masterplan process;

3.3.5 Liaison was undertaken with SCC officers. The detailed evidence of this is contained within the evidence of Danielle Pearson;

3.3.6 A Landscape and Visual Impact Assessment (LVIA) was developed as part of the planning process and submitted with the Planning Application. The scope of the appraisal was developed in liaison with- and approved by Sunderland City Council. Key aspects to note include :

- An iterative process with design so as to identify / present / fix key distinct characteristics of the site within the masterplan,
- Fixing of key views in and out of the site,
- Assessment of landscape and visual impacts and effects using industry standard GLVIA methodology,
- The landscape impact assessment concluded that any loss of the existing landscape would be compensated by the landscape measures proposed;

3.4 The technical requirements of the highway system such as road widths, speeds, junction design and geometries were provided by engineers Cundall as were the requirements for a Sustainable Urban Drainage System (SUDS). Colour and URBED shaped these requirements such that a sensitive, landscape-led layout and street character was achieved;

3.5 Subsequent to the desk study, site surveys and review of the existing masterplan, a high level design study was undertaken that sought to tie together the form of the masterplan taking into account movement routes and existing green infrastructure.

3.6 The masterplan evolved so as to bring together the existing landscape structure with the principal existing desire lines and well-trodden routes. This creates a new network of public open space as can be seen on the Outline Masterplan [Hybrid Permission – 16/00388/HY4]

3.7 The design measures that were undertaken to create the landscape-led masterplan are outlined in the Landscape Strategy section of the DAS (SCC Additional Bundle, Document 5) on pages 42 and 43 and include :

3.7.1 Framed character giving views of the coast, wider countryside and city embedded throughout the masterplan along streets, from public open spaces and woodland edges;

3.7.2 Views of existing woodland, hedges and proposed trees at the end of every street;

3.7.3 Retention of existing woodland and hedges on site :

- Blakeney Woods
- Woodland at Barden Lane
- Woodland along railway cutting
- Woodland at Moorside Road;

3.7.4 Creation of a network of linked public open spaces as identified :

3.7.4.1 On page 40 of the Design Codes (SCC Additional Bundle, Document 6), p.44 of the DAS (SCC Additional Bundle, Document 5) 'Open Space Strategy',

3.7.4.2 On page 45; Regulatory plan 12 : OPEN SPACE STRATEGY 944/REG12_RevA) (Appendix A)

3.7.4.3 This comprises :

- The SANG (Suitable Alternative Natural Greenspace) with its circular routes is a regional planning requirement to safeguard the future of sensitive parts of the North East coast. The rationale, requirements (SANG Rules), and detailed workings are set out on pages 42-43 in Section 9.3 of the Design Codes,
- The location of the SANG was set out within the South Sunderland Growth Area SPD (SCC Additional Bundle, Document 2) with the detail and specification developed with Andrew Bewick, SCC,
- Amenity Open Space termed 'green links',

- Play, including 4 no. pocket parks with 'doorstep play' and 3 no. play areas,
- New woodland,
- A central Park, 'Joe's Paddock',
- The 'Panoramic Park',

3.7.5 Retention of existing hedges and field boundaries, albeit dissected in 3 no. locations for road access;

3.7.6 Provision of open landscape buffers to existing woodlands and hedges respectively as required and widths agreed with SCC so as to safeguard the woodlands and hedges;

3.7.7 Creation of tree-lined avenues along the primary and secondary streets – the 'green spine' which would provide a leafy ambience and orientating feature throughout the masterplan. Further descriptions, diagrams and sketch sections of this typology can be referenced on pages 16 to 19 of the Design Codes, Section 02 'Access, Movement and Streets';

3.7.8 Creation of 'green streets' (definition as per 3.77) that interface development with adjacent countryside, and green infrastructure in a domestic setting;

3.7.9 In addition to this open space strategy, extensive work was undertaken with the design of levels across the site so as to ensure that pedestrian and vehicular movement routes would be as manageable as possible on a site with many slopes steeper than 1:20. (shallower than 1 in 20 is significant in that guidelines deem it accessible);

3.8 Design development of the masterplan is captured within the Design and Access Statement that forms part of the planning approval.

3.9 Assurance of delivery of masterplan proposals, including setting up of the hierarchy of movement including footpaths, footways, cycle routes and public spaces are provided by the 'rules' that are set within the Design Codes.

3.10 Furthermore, the Section 106 Agreement (SCC Statement of Case, Appendix E) imposes a requirement for all of the privately maintained areas to be made available and managed in perpetuity and for public access to be made available at all times. These include :

- 'Joe's Paddock' (Schedule 3)
- 'The Panoramic Park' (Schedule 3)
- The SANG (Schedule 6)
- Green Links

4. **Summary of existing desire lines and well-trodden routes**

4.1 The initial desk study identified no recorded Public Rights of Way over the site other that the W2W multi-user route and bridleway.

4.2 However, the first site survey revealed there to be an extensive network of existing desire lines and well-trodden routes.

4.3 The masterplan was redesigned, taking cognisance of where these routes start, finish and their relationship with existing green infrastructure, in order to ensure that suitable alternative routes would be provided as part of the masterplan proposals.

4.4 The Extinguishment Order and Map identify the routes to be extinguished. The Order Map also identifies a number of routes that are unaffected by the Order and which would be retained in situ.

4.5 For ease of reference, the following Table 1 taken from the Statement of Reasons (SCC Statement of Case, Appendix J) identifies and examines each route to be extinguished and provides the reason for extinguishment. This demonstrates that the existing routes fall within proposed development plots, proposed attenuation basins and proposed noise mitigation measures. It would not be possible to carry out the proposed development unless each of the identified existing routes are extinguished.

Table 1 Footpaths to be extinguished and alternative provisions

Footpath Reference	**Reason for Extinguishment**	**Intended Alternative Provision**
A – B	Crosses identified development plots.	Minimum 2m wide surfaced footpath to the west on the alignment of the north/south footpath to be retained. A local street network of all-purpose highway to the east, including; north/south links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.
C – B – D	Crosses identified development plots and new all-purpose highway network.	A local street network of all-purpose highway to the north and south, including; east/west links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.
E – F – G	Crosses identified development plots and new all-purpose highway network.	A local street network of all-purpose highway to the north and south, including; east/west links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.
H – I – D – F – J – K – L – M – N – O – P	Crosses identified development plots and new all-purpose highway network, including main access roads.	Minimum 2m wide surfaced circulatory footpath running to the north-east of section H – I – D – F – J – K, with a local street network of all-purpose highway to both sides of section K – L – M – N – O – P, including; east/west and north/south links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.

I – G – Q – R – S	Crosses identified attenuation basin, which would form part of the developments sustainable drainage system.	Minimum 2m wide surfaced circulatory footpath running within the immediate proximity, serving broadly the same desire line.
T – Q – K – U	Crosses identified development plots and new all-purpose highway network, including local distributor road.	A local street network of all-purpose highway to the east and west, including; north/south links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.
V – W – X – Y – M	Crosses identified development plots and new all-purpose highway network, including main access road.	A local street network of all-purpose highway to the east and west, including; north/south links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.
K – X	Crosses identified development plots and new all-purpose highway network, including main access road.	A local street network of all-purpose highway to the south, including; east/west links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.
L – Y – Z – AA	Crosses identified development plots and new all-purpose highway network, including local distributor road.	A local street network of all-purpose highway to the north and south, including; east/west links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.
M – BB – CC – DD – O	Crosses identified development plots and new all-purpose highway network, including local distributor road.	A local street network of all-purpose highway to the north and south, including; east/west links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.
R – W – EE – FF	Crosses identified development plots and new all-purpose highway network, including main access road.	Minimum 2m wide surfaced circulatory footpath running to the north, with a local street network of all-purpose highway to the south, including; east/west and north/south links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.
GG – EE – HH – AA – CC	Crosses identified development plots and new all-purpose highway network, including main access road.	A local street network of all-purpose highway to the east and west, including; north/south links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.

GG – II – HH – DD	Crosses identified development plots and new all-purpose highway network, including main access road.	A local street network of all-purpose highway to the east and west, including; north/south links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.
DD – HH	Crosses identified development plots.	A local street network of all-purpose highway to the north, south and west, offering links to a wider network of all- purpose highway, multi user route and circulatory footpaths.
II – JJ	Crosses identified development plots.	A local street network of all-purpose highway to the south and west, offering links to a wider network of all- purpose highway, multi user route and circulatory footpaths.
KK – LL – MM – NN	Crosses identified development plots and noise mitigation measures.	Minimum 2m wide surfaced circulatory footpath running within the immediate proximity, serving broadly the same desire line. As well as a local street network of all-purpose highway to the north, offering links to a wider network of all-purpose highway, multi user route and circulatory footpaths.
LL – OO	Crosses identified noise mitigation measures.	Minimum 2m wide surfaced circulatory footpath running within the immediate proximity, serving broadly the same desire line. As well as a local street network of all-purpose highway to the north, offering links to a wider network of all-purpose highway, multi user route and circulatory footpaths.
J – KK	Crosses identified development plots, new all-purpose highway network, including local distributor road and identified noise mitigation measures.	A local street network of all-purpose highway to the east and west, including; north/south links connecting to a wider network of all-purpose highway, multi user route and circulatory footpaths.
KK – U – PP – QQ – N – BB – Z	Crosses identified development plots, new all-purpose highway network, including local distributor road and identified noise mitigation measures.	A local street network of all-purpose highway to both sides, including; north/south and east/west links connecting to a wider network of all- purpose highway, multi user route and circulatory footpaths.
KK – RR – SS – TT	Crosses identified noise mitigation measures.	New 5m wide multi user route/bridleway serving broadly the same desire line, as a replacement for this footpath and a diverted route for the W2W (subject to separate S.257 TCPA 1990 Order).

RR – UU	Crosses identified noise mitigation measures.	Footpath links from point UU connecting to local street network of all-purpose highway, multi user route and circulatory footpath.

4.6 Across the existing site, currently there are security concerns due to reported dangerous, uncontrolled and unlawful access by off-road vehicles and motorcycles.

4.7 There is no known management of the existing desire lines and well-trodden routes other than from their regular usage.

4.8 It is not proposed to extinguish the combined bridleway and multi-user route.

5. Provision of new all-purpose highway, multi user routes and footpaths

5.1 The proposed network of footpaths, footways, cycleways, bridleways is shown on the following plans:

- Proposed Masterplan – Miller Phase [683-MIL-SD10.2-Rev F] (Appendix B)
- Regulatory Plan 02: Access, Movement and Streets [944-REG02_RevA] (SCC Statement of Case, Appendix I(ii))
- Regulatory Plan 13: Recreation Routes [944-REG13_Rev0] (SCC Statement of Case, Appendix I(iii))
- Colour plan L-1515-PRP-027 Revision 12 Existing and Proposed Movement Routes (Appendix C)

5.2 New routes would either be 'controlled' or 'flexible' through the Planning process.

5.3 Controlled routes are the fixed aspects of the masterplan which any future, detailed housing layout will have to comply with. These are :

5.3.1 Identified as 'Access, movement and streets' on Regulatory Plan 02; the main spines that will govern the principal form of future development.

5.3.2 Footpaths within parks and green spaces as identified as 'Recreational Routes' on Regulatory Plan 13.

5.4 Surfaces would be bound on all new routes forming part of the proposed development.

5.5 The new network comprises of a series of proposed typology of movement routes, each of which is suited to its location within the masterplan. The resultant combination would create a diverse series of spatial experiences to create a rich overall environment.

5.6 Table 2, 'Types of non-vehicle route' below; compares the length of each proposed movement route between the following :

A- Outline Masterplan [Hybrid Permission – 16/00388/HY4]

B- Outline Masterplan with Miller development Parcel [Miller Permission – 16/02356/LR4]

Table 2 – Types of non-vehicle route

Route Type	**A- Outline Masterplan [Hybrid Permission – 16/00388/HY4]** **Length [m]**	**B- Outline Masterplan with Miller development parcel [Miller Permission – 16/02356/LR4]** **Length [m]**
New footway [To fixed Road *]	3,222	3,256
New combined cycleway / footway [To fixed Road*]	1,826	2,124
New footway [To flexible Road *]	5,768	5,320
New green streets ** [Measurement taken from centre of Road]	2,416	2,838
New footpaths	816	789
New multi-user route [cycleway, footpath & bridleway] W2W NOT INCLUDED	1,569	1,569
New multi-user route [cycleway, footpath]	643	903
Total length (m)	**16,260**	**16,799**

5.7 * Refer to Regulatory Plan 02 - Access, Movement and Streets for an illustration of fixed and flexible elements.

5.8 ** Green Streets are to be designed to be home -zones / shared spaces - prioritising walking and cycling over car use.

5.9 Descriptions, diagrams and sketch sections of these typologies can be referenced on pages 16 to 19 of the Design Codes, Section 02 'Access, Movement and Streets' (SCC Additional Bundle, Document 6).

5.10 Plan L-1515-PRP-027 revision 12, 'Existing and Proposed Movement Routes'; differentiates controlled with flexible proposed routes and overlays it with the existing well-trodden paths and desire lines and their connections to offsite networks.

5.11 Table 3, 'Analysis of Existing Movement Routes'; numerically captures and differentiates all the routes identified within the Extinguishment Order according to the intended alternative provision. Lengths are derived from analysis of the individual sections of footpath as identified in the Extinguishment Order and presented as Table 4, 'Analysis of footpath sections' in Appendix D.

Table 3 – Analysis of Existing Movement Routes

	Length of route / m	% of total length
Total length of existing routes (m)	6,647	100%
Length retained	1,556	23%
Length provided on similar alignment	1863	28%
- Fixed / controlled	1261	19%
- Flexible	602	9%
Length provided on alternative alignment	3229	49%
- Fixed / controlled	1443	22%
- Flexible	1786	27%
Total Fixed / controlled	2,704	41%
Total Flexible	2,388	36%

5.12 As can be seen :

5.12.1 The Masterplan has been designed in order to provide new routes where possible along similar alignments to existing routes. The extinguishment is necessary because it is not possible to design a development of this scale and nature which would permit all of the existing routes to be left in situ and it would be impossible to prepare the site for development and construct the proposed development whilst working around and retaining all of the existing routes. Furthermore, even where new routes may largely coincide with the existing routes it is likely that there will be at least a degree of divergence in route alignments for a variety of factors which may include securing the final gradient for the new route or avoiding natural features to be retained such as trees or hedgerows. Where it has not been possible to provide new routes along similar alignments to existing routes, the masterplan provides new routes on alternative alignments. Additional routes on new alignments are also proposed.

5.12.2 Table 3 clearly demonstrates that the proposed development would provide suitable alternative routes to the existing routes. The alignment of 2,704m or 41% of the proposed new routes is fixed through the current planning approval.

5.12.3 When also including those existing those routes to be retained, figures rise to 4,260m or 64%.

5.12.4 The alignment of the remaining 2,388m or 36% of total routes is flexible and would be fixed through the determination of reserved matters approval applications for the respective phases of the proposed development.

5.13 The following compares the length of existing and proposed routes before and after the first detailed planning application, by Miller Homes :

5.13.1 Existing length as taken from Sunderland City Council Statement of Reasons : 6,647 m (6.65 km)

5.13.2 Proposed length as per the Planning Application masterplan (fixed or flexible) : 16.26 km

5.13.3 Proposed length (fixed or flexible) as updated as per Miller Application : 16.79 km

5.13.4 In summary, the Planning Application layout would increase the length of pedestrian routes on site by 9.61 km or 144%.

5.13.5 The Miller scheme would increase the length of footpath by 10.14 km or 153%.

5.14 The above figures clearly demonstrate that there could be a highly significant increase in the length of pedestrian routes as a result of both the planning application- and Miller application masterplans.

5.15 This increase in length would have the inevitable result of enhancing the permeability of the site for pedestrian access and movement;

5.16 In addition, the masterplan proposes enhanced connectivity of the site to offsite connections. These new links include :

5.16.1 Opening up Burdon Lane in 3 no. new locations as is identified on Colour plan L-1515-PRP-027 revision 12 (Appendix C). This increased permeability would also improve the security and sense of safety of the route through providing opportunities for a user to move to a different path if feeling threatened. All of these connections are fixed;

5.16.2 Connection is proposed from Burdon Lane eastwards into the proposed development of 'Land at Burdon Lane';

5.16.3 A new crossing is proposed on Weymouth Road to aid Burdon Vale residents access the recreational routes and open space proposed in the masterplan

5.17 Cycle access is currently restricted to off-road mountain bikes and includes the W2W route. To encourage wider cycle usage for recreation and commuting, the Masterplan provides for :

5.17.1 2,469m of dedicated new cycle routes as combined cycleway / footway and new multi-user route. 1,826m or 74% of these routes would be fixed;

5.17.2 2,416m of traffic calmed 'Green Streets' both of which would be suitable for road bikes – the locations of these are flexible;

5.17.3 Improved permeability through the site and access to off-site connections.

5.18 Further enhancement to cycling route provision would be achieved through improvements to the Walney to Wear (W2W) multi-user route, which would take the route away from the edge of the A19 and behind a proposed acoustic bund and fence.

5.19 Security measures for the proposed network have been developed with Tim Ducker at SCC. These include :

5.19.1 The provision of access control measures to prohibit 4-wheel drive vehicles and make motorcycle access more difficult in comparison with the existing situation.

5.19.2 Lighting of footpaths would extend the usability of the footpaths and routes during the hours of darkness during the winter months and at night.

5.19.3 Passive surveillance of routes from overlooking properties;

5.20 The proposed new routes which fall within the privately maintained areas would be actively managed by a management company in accordance with an approved management plan. This is covered in further detail in the Proof of Evidence of Katie Sully. The requirements for the management of these areas are set out in Schedule 4 of the S106 Agreement and include grass cutting, weeding and bin emptying.

5.21 Management of footways would be undertaken as a result of their adoption by SCC.

5.22 It is considered that the proposals will amount to a betterment of the existing network of rights of way and improve connectivity in many ways as summarised below :

5.22.1 From a quantitative perspective the overall length of the pedestrian movement network would be significantly increased as demonstrated in 5.13;

5.22.2 Permeability of the site to pedestrian and cycle access would be improved through the introduction of new cycleways, the locations of which are fixed as highlighted in 5.17;

5.22.3 Access to offsite connections and thus to the wider countryside would be improved for pedestrians as highlighted in 5.16;

5.22.4 Local and natural history would be celebrated through interpretation, gateway features and public art;

5.22.5 Improved permeability for cyclists;

5.22.6 There would be a strong connection to the wider countryside and wider context from the proposed network with specific character views of the countryside, city centre, sea and historic landmark chimney of Ryhope Pump Station framed by the proposed street pattern and enshrined by the Design Codes;

5.22.7 A new footway is proposed along Weymouth Road, a key potential pedestrian movement which would encourage pedestrian movement through providing a connection that doesn't exist at present and create a safe route;

5.22.8 Bound surfaces would extend the benefits of movement routes throughout the year, muddy conditions and to a broader section of the population; in particular those less able;

5.22.9 In addition, as advised by Tim Ducker, PROW Officer, SCC bound surfaces would promote commuting to work by foot for a number of reasons including cleaner surfaces being more suitable for 'work shoes' and the improved connectivity of the Weymouth Road route;

5.22.10 Increased commuting by foot and cycle would help reduce vehicle traffic and promote public activity and health;

5.22.11 Wherever possible, gradients of footpaths and footways have been set to a level which makes them accessible to as large a number of user groups as possible. This would represent a significant improvement over the current position;

5.22.12 The proposed new routes, including the circular route, would run through and connect the proposed multi-purpose parks and SANG to be created;

5.22.13 The formalisation of the SANG as requested by SCC would help alleviate current and projected pressures of overuse on the beaches in Sunderland by leisure users dog walkers. In addition, this would help reduce road traffic to and from the coast by such users.

5.22.14 The Masterplan proposes improvements to the Walney to Wear multi-user route.

5.22.15 Security of the movement network would be enhanced through :

- Measures intended to prohibit off-road vehicles and motorcycles,
- Passive surveillance from overlooking properties,
- Street lighting;

6. Justification for extinguishment of existing rights of way

6.1 The justification for extinguishment of the existing rights of way is based on the evidence presented within this document and is built on 8 key foundations :

6.1.1 The Masterplan has been designed in order to ensure that elements of the existing network of routes would be retained or where existing routes would be extinguished under the Extinguishment Order, suitable alternative routes would be provided. Some new routes would broadly follow the alignment of existing routes, others would follow an alternative alignment and the remainder would follow a new alignment.;

6.1.2 64% of the routes comprised in the proposed development are either routes to be retained (which are unaffected by the Extinguishment Order) or new routes which have been fixed through the outline planning approval. The remainder of the proposed new routes are flexible, although an analysis of the Miller reserved approval has demonstrated both greater provision than shown in the Masterplan, and a significantly greater provision than the existing routes;

6.1.3 The routes to be retained and the proposed new routes would be formed to a high specification in terms of surfacing, gradient, lighting and therefore security. This would represent a considerable improvement over the existing route provision;

6.1.4 Connectivity and permeability across the site would be significantly increased with in the order of 10km of pedestrian route gained;

6.1.5 The number of connections between the site and adjacent residential areas and recreational routes would be increased;

6.1.6 Long term management of the network would be introduced. This would significantly improve the current position, which does not benefit from active and regular management;

6.1.7 The period of unavailability of movement routes during construction would be minimised and that permissive access would be allowed across the site until the relevant area is required for development or enabling works;

6.1.8 The above 7 foundations were reached as a result of a sensitive, thorough and holistic landscape-led masterplanning process with public consultation and continuous liaison with the officers of Sunderland City Council.

7. Conclusions

7.1 My conclusion is that the proposals, as enshrined in the Masterplan and Design Code, provide for the creation of suitable alternative routes to the existing routes. The Council can ensure that the alternative routes would be delivered through ensuring compliance with the outline planning permission conditions and S106

Agreement obligations and through the approval of reserved matters which accord with the Masterplan and Design Code.

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 258

THE CITY OF SUNDERLAND (CHAPELGARTH) PUBLIC PATH EXTINGUISHMENT ORDER 2016

RELATING TO LAND SOUTH OF WEYMOUTH ROAD, CHAPELGARTH, SUNDERLAND

APPENDICES FOR

PETER OWENS

LANDSCAPE ARCHITECT

COLOUR

PLANNING INSPECTORATE REFERENCE ROW/3181702

APPENDIX A Regulatory Plan 12 Open Space Strategy [944/REG12_Rev A]

siglion.

CHAPELGARTH

REGULATORY PLAN 12:
OPEN SPACE STRATEGY

SCALE 1:5000 @ A3

26-05-2016
944/REG12_RevA

KEY

EXISTING GREEN INFRASTRUCTURE

- EXISTING WOODLAND Retained
- EXISTING HEDGES Retained
- EXISTING TREE GROUPS Retained

NEW GREEN INFRASTRUCTURE

- NEW WOODLAND Native tree planting areas

OPEN SPACE TYPOLOGIES

- SANG Suitable Alternative Natural Greenspace
- AMENITY OPEN SPACE
- PLAY
- GREEN LINKS

APPENDIX B Proposed Masterplan – Miller Phase [683-MIL-SD10.2-Rev F]

Design Code Street Types

- Primary Street
- Rise
- Lane
- Green Street

Space Strategy

- Developable Area - 6.67ha/16.48acre
- Green Link - 0.49ha/1.21acre
- Play Area (LEAP) - 0.07ha/0.18acre
- SANG - 2.88ha/7.11acre

SCHEDULE OF ACCOMMODATION - CHAPELGARTH 16/09/16

House Type	House Type	Description	No	Parking	Storeys	Bspace	sq.ft	Total
AFFORDABLE								
	HT2	2 BED SEMI HOUSE	10	PS	2	3	832	8320
	HT3	3 BED SEMI HOUSE	6	PS	2	3	973	5838
3 BEDROOM								
307	DARWIN	3 BED DET HOUSE	2	SG	2	5	921	1842
307DA	DARWIN DA	3 BED DET HOUSE	4	SG	2	5	940	3760
320	MALORY	3 BED DET HOUSE	19	IG	2	5	1017	19323
327	LARKIN	3 BED DET HOUSE	13	IG	2	5	980	12740
4 BEDROOM								
403	ROLLAND	4 BED SEMI DET HOUSE	10	SG	2.5	6	1086	10860
404	ESK	4 BED SEMI DET HOUSE	4	SG	2	6	1105	4420
	SEEGER	4 BED DET HOUSE	17	IG	2	6	1181	20077
412	AUDEN	4 BED DET HOUSE	10	SG	2.5	7	1278	12780
415	MITFORD	4 BED DET HOUSE	9	SG	2	7	1388	12492
416	STEVENSON	4 BED DET HOUSE	7	DG	2	7	1408	9856
451	CHADWICK	4 BED DET HOUSE	18	IG	2	7	1400	25200
5 BEDROOM								
501	BUTTERMERE	5 BED DET HOUSE	12	IDG	2	8	1509	18108
503	JURA	5 BED DET HOUSE	16	IDG	2	9	1679	26864
505	ROSEBURY	5 BED DET HOUSE	3	DG	2	10	1991	5973
TOTAL			160					198453

GROSS SITE AREA ACRES	23.82
PUBLIC OPEN SPACE	10.52
NETT SITE AREA ACRES	13.30
COVERAGE SQ.FT/ACRE	14921.28

pod

Project: Chapelgarth, Sunderland

Drawing title: Proposed Masterplan

Client	Status			
Miller Homes	Planning			
Scale 1:500	Sheet size A0	Date 11:16	Drawn by MC	Checked by CVB
Project no 683-MIL	Drawing no SD-10.02			Revision F

APPENDIX C Colour plan L-1515-PRP-027 Revision 12 Existing and Proposed Movement Routes

L-1515-PRP-027-Rev.12 Existing and Proposed Movement Routes

New crossing on Weymouth Road to aid Burdon Vale residents access the recreational routes & open space

Central Park
'Joe's Paddock'

Panoramic Park

Connection to pending development proposals at Land at Burdon Lane

Burdon Village Lane

Connection to Route 1 Mineral Line [Green Link upgrade]

Regulatory Plan 02
Access, Movement and Streets

Regulatory Plan 12
Open Space Strategy

Regulatory Plan 13
Recreational Routes

L-1515-SKP-015
Equestrian Routes

0 10 20 30 40 60 80 100m 200m 300m 400m 500m 1000m

APPENDIX D Table 4, 'Analysis of individual sections of path from the Extinguishment Order'

APPENDIX D

Table 4 Analysis of individual sections of path from the Extinguishment Order

Section of Footpath	Length (m)	Length Retained (m)	Length Provided on Similar Alignment (m)	Controlled	Flexible	Length Provided on Alternative Alignment (m)	Controlled	Flexible
A-B	214					214		214
C-B	18		18		18			
B-D	204		204		204			
E-F	227		227		227			
F-G	35					35	35	
H-I	139					139	138.9	
I-D	70					70	69.5	
D-F	12					12	11.6	
F-J	94					94	93.6	
J-K	48					48		48
K-L	63		63	63				
L-M	30					30	29.8	
M-N	34					34		34
N-O	249		249	249				
O-P	195					195		195
I-G	98					98	98	
G-Q	35					35	35	
Q-R	45					45	45	
R-S	20		20	20				
T-Q	40		40	40				
Q-K	51		51	51				
K-U	183		183	183				
V-W	37					37	37	
W-X	15					15	15	
X-Y	65					65	65	
Y-M	9					9		9
K-X	78					78	78	
L-Y	24					24	24	
Y-Z	57					57	57	
Z-AA	161					161	161	
M-BB	43					43	43	
BB-CC	154		154	154				
CC-DD	59					59		59
DD-O	33					33		33
R-W	10		10	10				
W-EE	229					229	229	
EE-FF	37		37	37				
GG-EE	19		19	19				
EE-HH	95		95	95				
HH-AA	41		41	41				

AA-CC	13		13	13				
GG-II	13		13	13				
II-HH	101		101	101				
HH-DD	57					57		57
II-JJ	30					30	30	
KK-LL	15	15						
LL-MM	88		88		88			
MM-NN	603					603		603
NN-OO	669	669						
LL-OO	27	27						
J-KK	425					425	150	275
KK-U	189					189		189
U-PP	127		127	127				
PP-QQ	35		35	35				
QQ-N	52					52		52
N-BB	18					18		18
BB-Z	11		11	11				
KK-RR	262	262						
RR-SS	162	162						
SS-TT	421	421						
RR-UU	66		66		66			
Totals	**6647**	**1556**	**1863**	**1261**	**602**	**3229**	**1443**	**1786**
Section of Footpath	**Length (m)**	**Length Retained (m)**	**Length Provided on Similar Alignment (m)**	**Controlled**	**Flexible**	**Length Provided on Alternative Alignment (m)**	**Controlled**	**Flexible**
		23.4%	28.0%	19.0%	9.1%	48.6%	21.7%	26.9%