

Committee Report

Application No:	DC/19/00397/FUL
Case Officer	David Morton
Date Application Valid	25 June 2019
Applicant	Mr Craig Dougall
Site:	Former Owen Pugh Properties Ltd Factory Road Blaydon NE21 5RZ
Ward:	Blaydon
Proposal:	Change of use of warehouse and integral offices with hardstanding for vehicle and materials storage and vehicle circulation (use class B8) to waste transfer station including waste recycling, storage of waste materials, storage of products, vehicle parking and erection of associated industrial unit (sui generis).
Recommendation:	GRANT
Application Type	Full Application

1.0 The Application:**1.1 DESCRIPTION OF APPLICATION SITE**

The application site is located on the south east side of the River Tyne, within the Blaydon/Derwenthaugh Primary Employment Area. The application site comprises of a warehouse building, parking to the south and west of the site and vehicle and materials storage in the yard area to the north and east. The site currently has two accesses to the east and west of the existing warehouse.

1.2 The site is bound to the north, south and east by industrial units, yards and offices, including metal scrap yards to the north and east. The closest office to the site is the Blaydon Communications Ltd office located on the opposite side of Factory Road.

1.3 The closest residential properties are 470 metres southwest of the site on Shibdon Road, with the A695 dual carriageway, a railway line and a commercial area in between the site and the properties.

1.4 DESCRIPTION OF APPLICATION

The application seeks consent for the change of use of the application site from the current storage and distribution use (Use Class B8) to waste transfer station (Sui Generis) including the erection of an associated industrial unit.

1.5 The application proposes to accept commercial and industrial waste from Newcastle and the surrounding area, the application site will provide a material recycling facility with materials being sorted into the appropriate waste stream

then moved to the appropriate licenced waste facility for further processing/recycling.

- 1.6 It is proposed for the site to handle the contents of skips/containers and vehicles that are returned from customers. The majority of the waste will be construction waste e.g. soil, bricks and concrete.
- 1.7 It is proposed that commercial and industrial waste would be delivered to the site using skip and hook vehicles where it would be processed/sorted within the proposed building and then stored in skips and containers within designated areas. Sorted materials would be loaded using a wheeled loading shovel.
- 1.8 The applicant has indicated that the intention would be for the site to operate 24 hours a day, however the site is only likely to accept waste deliveries between 0600 - 1800 Monday to Friday and 0700 - 1400 Saturday and Sunday.
- 1.9 It has been estimated that the application would employ approximately 15-20 people (equivalent to 10 full time staff).
- 1.10 **RELEVANT PLANNING HISTORY**
The planning history associated with the application site is summarised as follows;
 - 1431/88; Planning permission granted for 'Erection of warehouse (Use Class B8) with integral offices for storage of extruded plastic pipes and fittings.' Date; 07 March 1989.
 - 272/92; Planning permission granted for 'Erection of single-storey building to provide storage accommodation (use class B8).' Date; 30 April 1992.
 - 1226/93; Planning permission granted for 'Erection of single-storey building to provide storage accommodation (use class B8).' Date; 03 February 1994.
 - 156/02; Planning permission granted for 'Erection of warehouse for the storage and distribution of building materials (use class B8) and integral offices with hardstandings for materials storage and vehicle circulation.' Date; 08 March 2002.
 - DC/17/00355/COU; Planning application withdrawn for 'Change of use of warehouse and integral offices with hardstanding for vehicle and materials storage and vehicle circulation (Use Class B8) to commercial rental vehicle and maintenance premises (Sui Generis) and/or warehouse and integral offices with hardstanding for vehicle and materials storage and vehicle circulation (Use Class B8).' Date; 30 June 2017.
 - DC/18/01131/COU; Planning permission granted for 'Change of use of warehouse and integral offices with hardstanding for vehicle and materials storage and vehicle circulation (use class B8) to waste transfer station including waste recycling, storage of waste materials, storage of products, vehicle parking including vehicle operating licence (sui generis) (amended 22/02/19).' Date; 26 April 2019.

2.0 Consultation Responses:

The Coal Authority

No objection.

3.0 Representations:

- 3.1 Neighbour notifications were carried out in accordance with formal procedures introduced in the Town and Country Planning (Development Management Procedure) Order 2015. No objections have been received.

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

DC1D Protected Species

DC2 Residential Amenity

ENV46 The Durham Biodiversity Action Plan

ENV47 Wildlife Habitats

ENV54 Dev on Land Affected by Contamination

JE1 Primary Employment Areas

CS6 Employment Land

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS17 Flood Risk and Waste Management

CS18 Green Infrastructure/Natural Environment

CS21 Waste

GPGSPD Gateshead Placemaking Guide SPG

5.0 Assessment:

- 5.1 The main planning issues are considered to be the principle of the development within a primary employment area and its acceptability in terms of design, highway safety, the amenity of adjacent businesses and residents, ecology, land conditions and CIL.

5.2 BACKGROUND

The proposed development is to be controlled through an Environmental Permit (by the Environment Agency).

5.3 The NPPG (Paragraph: 050 Reference ID: 28-050-20141016) states the following;

"There exist a number of issues which are covered by other regulatory regimes and waste planning authorities should assume that these regimes will operate effectively. The focus of the planning system should be on whether the development itself is an acceptable use of the land and the impacts of those uses, rather than any control processes, health and safety issues or emissions themselves where these are subject to approval under other regimes. However, before granting planning permission they will need to be satisfied that these issues can or will be adequately addressed by taking the advice from the relevant regulatory body."

5.4 Therefore, it is important to ensure that the planning application does not seek to duplicate matters controllable through other consent regimes. This also applies in regard to the imposition of planning conditions, Paragraph 206 of the NPPF states that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. The NPPG provides further guidance on conditions and sets out that a condition must not be used to control matters where there are specific controls outside planning legislation (in the case of this application it would be the permit regulated by the Environment Agency).

5.5 PRINCIPLE

The site is located within the Blaydon/Derwenthaugh Primary Employment Area, allocated by policy JE1. Policy JE1 seeks to prevent change of use to non-employment uses. Non-employment uses are usually categorised as those outside B1, B2 and B8 use. However, there are some uses which fall outside B-use classes which can be considered compatible, in principle, with employment uses. The latest Employment Land Review recommended that the application site is retained within the Blaydon Employment Area proposed for allocation within the emerging MSGP.

5.6 While the proposed sui generis use is not within the definition of B-use development defined within policy JE1, it should be noted that waste transfer/recycling facilities operate within several of Gateshead's employment areas, including within Blaydon/Derwenthaugh. Such facilities can often be appropriately accommodated within employment areas, provided that they do not have a detrimental impact on other uses, most notably residential uses. Accordingly, the proposed change of use is considered broadly compatible with the Council's approach to the use of employment land.

5.7 The proposed development is therefore considered to be an acceptable addition to the Blaydon/Derwenthaugh Primary Employment Area and accords

with the aims and objectives of the NPPF, saved policy JE1 of the Council's UDP and policy CS6 of the CSUCP.

5.8 DESIGN

The application proposes the erection of a single building within the application site, this building would have a footprint of 16 metres by 36 metres, with an overall height of 5.35 metres. It is proposed for the building to be finished in profiled aluminium sheeting. It is considered that the scale and appearance of the proposed building is entirely appropriate in the context of both the application site and the wider commercial area, subject to conditions requiring approval of final materials (Conditions 3 and 4).

5.9 Other than the proposed building the development proposes a minimal amount of physical development (placing of a weighbridge and setting out of storage areas) and as such would retain the appearance of an industrial facility which is considered appropriate in the context of the wider area. It is, however, considered necessary to set a height limit on the storage of materials to ensure no unacceptable visual impact would occur (Condition 5).

5.10 Subject to conditions, the proposed development is considered to be acceptable from a visual perspective and accords with the aims and objectives of the NPPF, saved policy ENV3 of the UDP and policy CS15 of the CSUCP.

5.11 HIGHWAY ISSUES

Given the nature of the proposed development the application has been supplemented by a Transport Statement (TS) and a Travel plan (TP).

5.12 The TS provides information on the expected hourly flows in and out of the site with maximum movements of 15 to 20 movements per hour in the 0700 to 0800 period. The daily movements at the site are expected to be around 80 to 100 departures; this figure will include site based vehicles that may make multiple trips to and from the site.

5.13 It is considered by Officers that the trips generated as part of the proposed use of the site are unlikely to be greater than that of the established storage and distribution use (Use Class B8).

5.14 Regarding parking levels, the application proposes 20 spaces to the front of the site. Officers are of the view that this would provide adequate parking for the 15 to 20 staff; this arrangement can be monitored through the TP and the applicant has allowed for an additional parking area if required.

5.15 The submitted TS has estimated that the number of articulated vehicles accessing the site will be approximately four per day. The routing plan submitted within the TS has indicated that these vehicles will access the site from Patterson Street to the west; on this basis, it is considered that the proposal would not have an unacceptable impact on highway safety.

5.16 Improvements to accessibility by sustainable means are assessed within the submitted TP. The bus services are approximately 400 metres from the site

with train station some 200m further. The final details of the TP including targets would need to be agreed via planning condition (Conditions 6 and 7).

5.17 It is also considered that final details of the cycle parking to be provided ought to be secured via planning condition (Conditions 8 and 9).

5.18 Based on the above assessment and subject to appropriate conditions, it is considered that the proposal would comply with the aims and objectives of the NPPF and policy CS13 of the CSUCP.

5.19 AMENITY ISSUES

The planning application has been supplemented by a Noise Impact Assessment (NIA). The NIA concludes;

"... noise from the site will be within WHO Guidelines for Community Noise during daytime hours; predicted internal noise levels will meet the recommended criterion suggested in BS 8233 for sleeping in bedrooms at night with windows open for ventilation purposes; and Internal noise levels at the offices closest to the site are not expected to exceed the recommended BS 8233 criterion for executive offices, even with windows open."

5.20 Officers are in broad agreement with the submitted NIA, however there are some concerns in regard to 'impulsive noise' during the evening i.e. banging and clattering. It is considered that the report lacks some detail in this regard, however it is noted that there are no residential properties close to the application site that are likely to be affected.

5.21 Further to the above, the day to day management of noise from the site is primarily regulated by the Environment Agency through the permit for the site.

5.22 Management measures through the environmental permit are set up to be responsive to local conditions and changing circumstances and therefore provide important flexibility. Whilst consideration has been given to whether planning conditions are required to control noise, these would have to impose fixed specifications of noise control measures given the need for planning conditions to be precise. The disadvantage of this approach is that it cannot provide the flexibility of changing circumstances on site. Therefore, the flexibility of the permit would make it the most appropriate method to control the impact of noise from the site.

5.23 In terms of the physical development taking place, it is considered that there is sufficient distance between the proposed development and residential properties to ensure that no unacceptable level of impact would occur. While there are other commercial properties located close to the development, it is considered that the form of development would not be alien to the area and would not lead to any significant loss of amenity for neighbouring occupiers.

5.24 Officers are of the view that given the industrial nature of the area some level of noise disturbance is to be expected and any potential issues could be controlled via the environmental permit. As such the residual levels of noise

would not be so significant as to warrant refusal, it is considered unlikely that the development would have any significant impact on the living conditions of any residential properties.

5.25 It is therefore considered that the proposed development is acceptable from an amenity point of view and accords with the aims and objectives of the NPPF, saved policy DC2 of the Council's UDP and policy CS14 of the CSUCP.

5.26 ECOLOGY

A Preliminary Ecological Appraisal has been submitted in support of the application which confirms the site is generally of low ecological value. The appraisal does recognise the local value of the area of habitat situated along the site boundary adjacent the River Tyne LWS.

5.27 The submitted ecology report makes a number of recommendations for biodiversity enhancements, including the provision:

- tree mounted nest (bird) boxes;
- building mounted swift boxes; and
- tree mounted bat boxes.

5.28 Officers agree with the recommendations set out within the submitted ecology report, it is recommended that a condition requiring the final details of the proposed bird and bat boxes should be imposed (Conditions 10 and 11).

5.29 Therefore, subject to the recommended conditions above, it is considered that the proposal would be acceptable in terms of impact on ecology and is in accordance with the aims and requirements of saved policies DC1(d), ENV46 and ENV47 of the UDP and policy CS18 of the CSUCP.

5.30 LAND CONDITIONS

5.31 Contaminated Land

The site has been assessed and inspected as part of the Council's Contaminated Land Strategy and is situated on potentially contaminated land based on previous historic use.

5.32 A preliminary risk assessment has been submitted with the application, the report concludes that further intrusive investigative works are required. It is recommended that conditions be imposed requiring details of further site investigations, a phase II risk assessment and remediation measures where required, to be submitted to the LPA for approval (Conditions 12 to 17).

5.33 The proposal would comply with the aims and requirements of saved policies DC1(p) and ENV54 of the UDP and policy CS14 of the CSUCP.

5.34 Land Stability

The application site falls within the defined Development High Risk Area and therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application. As a result, the applicant has

submitted a Coal Mining Risk Assessment, which has been assessed by the Coal Authority.

- 5.35 The report concludes that the site is not at risk from any coal mining legacy issues stating they have 'negligible risk to the stability of the site.' The Coal Authority is satisfied with the conclusion of the report and no further investigation is required.
- 5.36 The development is, therefore, considered to comply with policy CS15 of the CSUCP and saved policy ENV54 of the UDP.
- 5.37 **DRAINAGE**
The application has been supported by a Flood Risk Assessment, Officers agree with the broad conclusions of the document. However, it is considered that conditions requiring the final detail of the drainage system (Conditions 18 and 19) and conditions pertaining to an evacuation plan (Conditions 20 and 21) are required to ensure the application is acceptable from a flood risk perspective.
- 5.38 Subject to the conditions cited above, it is considered that the proposal does not conflict with the aims and requirements of policy CS17 of the CSUCP or the NPPF.
- 5.39 **COMMUNITY INFRASTRUCTURE LEVY**
On 1st January 2017 Gateshead Council became a Community Infrastructure Levy (CIL) Charging Authority. This application has been assessed against the Council's CIL charging schedule and the development is not CIL chargeable development as it is not for qualifying retail or housing related.

6.0 CONCLUSION

- 6.1 It is clear that there are a number of environmental impacts from the site such as noise which have potential to impact upon neighbouring businesses in the area. It is considered that these impacts are to be primarily controlled by the permit for the site which is regulated by the Environment Agency. The NPPG is clear that planning should not duplicate the role of the pollution control body.
- 6.2 Therefore, taking all the relevant issues into account it is considered that the proposed development accords with national and local planning policies. It is therefore recommended that planning permission be granted subject to the conditions below.

7.0 Recommendation:

That permission be GRANTED subject to the following condition(s) and that the Service Director Development Transport and Public Protection be authorised to add, vary and amend the planning conditions as necessary:

1

The development shall be carried out in complete accordance with the approved plan(s) as detailed below -

NWH/036/PLAN/101A
NWH/036/PLAN/102
NWH/036/PLAN/103
NWH/036/PLAN/104
NWH/036/PLAN/105
NWH/036/PLAN/006

Any material change to the approved plans will require a formal planning application to vary this condition and any non-material change to the plans will require the submission of details and the agreement in writing by the Local Planning Authority prior to any non-material change being made.

Reason

In order to ensure that the development is carried out in complete accordance with the approved plans and any material and non-material alterations to the scheme are properly considered.

2

The development to which this permission relates must be commenced not later than 3 years from the date of this permission.

Reason

To comply with section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

3

No individual external materials shall be used on site until a sample of the relevant material to be used has been submitted to and subsequently approved in writing by the Local Planning Authority.

Reason

To safeguard the visual amenities of the area in accordance with the NPPF, Saved Policies DC2 and ENV3 of the Unitary Development Plan and Policies CS14 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

4

The development shall be completed using the materials approved under Condition 3, and retained as such in accordance with the approved details thereafter.

Reason

To safeguard the visual amenities of the area in accordance with the NPPF, Saved Policies DC2 and ENV3 of the Unitary Development Plan and Policies CS14 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

5

All materials on site shall be stored to a maximum height of four metres (from existing ground level).

Reason

To ensure that no unacceptable impact on the amenities of neighbouring properties would occur in accordance with Policy DC2 of the Unitary Development Plan and Policy CS14 of the CSUCP.

6

The use hereby approved shall not commence until a final Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include:

An assessment of the site, including the transport links to the site, on-site facilities, any transport issues and problems, barriers to non-car use and possible improvements to encourage walking, cycling and bus use.

Clearly defined objectives, targets and indicators.

Details of proposed measures.

Appointment of a travel plan.

Detailed timetable for implementing measures.

Proposals for maintaining momentum and publicising success.

A programme of continuous review of the approved details of the Travel Plan and the implementation of any approved changes to the plan.

Evidence of the implementation of the approved Travel Plan over a minimum period of 12 months shall be submitted to and approved in writing by the Local Planning Authority prior to formally discharging the condition.

Reason

In order to promote sustainable travel and accord with the NPPF and policy CS13 of the CSUCP.

7

The Travel Plan approved under condition 6 shall be wholly implemented in accordance with the approved details for the life of the development

Reason

To ensure sustainable travel and in accordance with CSUCP CS13 and the NPPF.

8

Prior to the commencement of use hereby permitted final details of weatherproof, secure cycle storage for staff, including details of the locking mechanism and/or anchor point shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of sustainable development and in order to accord with policy CS13 of the CSUCP and the Gateshead Cycling Strategy.

9

The cycle storage provision approved at condition 8 shall be provided prior to the commencement of the use hereby permitted.

Reason

In the interests of sustainable development and in order to accord with policy CS13 of the CSUCP and the Gateshead Cycling Strategy.

10

Prior to the commencement of the use hereby permitted full details including the number, specification and precise location of building and tree mounted bat and bird boxes to be installed on site, shall be submitted to and approved in writing by the LPA.

Reason

To ensure the maintenance of the local bat and bird populations at or above its current level in accordance with the NPPF and Saved UDP policies CS18, DC1(d) and ENV46.

11

The bat and bird box details approved at Condition 10 shall be implemented in full prior to the use hereby approved and retained for the life of the development.

Reason

To ensure the maintenance of the local bat and bird populations at or above its current level in accordance with the NPPF and Saved UDP policies CS18, DC1(d) and ENV46.

12

No development shall commence until an intrusive site investigation is undertaken, and a Phase 2 Risk Assessment report of the findings submitted to the Local Authority for written approval.

The site investigation will consist of a series of boreholes / trial pits, soil sampling, chemical laboratory testing, to assess potential contamination issues.

The site investigation and Phase 2 Risk Assessment report shall identify potential contamination, and possible areas which may require remedial works in order to make the site suitable for its proposed end use to ensure that no contamination is present that poses a risk to the environment, future users of the site and construction workers. Reference should be made to CLR 11 - Model Procedures for the Management of Land Contamination and BS 10175:2011 - Investigation of Potentially Contaminated Sites - Code of Practice.

The Risk Assessment should confirm possible pollutant linkages and should provide recommendations with regard to an appropriate remediation scheme, which will ensure safe redevelopment.

Reason

In order to ensure the land is suitable for its sensitive end use in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

Reason for Pre-commencement Condition

The site investigation and assessment of the risks of the site must be undertaken before the development commences in order to ensure that an appropriate remediation suitable for the sensitive end use is identified and approved prior to the commencement of the development.

13

The recommendations of the intrusive site investigation and the Phase 2 Risk Assessment Report approved under condition 12 shall be implemented prior to commencement of the development hereby permitted.

Reason

In order to ensure the land is suitable for its sensitive end use in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

Reason for Pre-commencement Condition

The site investigation and assessment of the risks of the site must be undertaken before the development commences in order to ensure that an appropriate remediation suitable for the sensitive end use is identified and approved prior to the commencement of the development.

14

Prior to commencement of the development hereby permitted, where required, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and submitted for the written approval of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to

controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

15

The details of remediation measures approved under condition 14 shall be implemented in accordance with the approved timescales and maintained for the life of the development.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

16

Following completion of the remediation measures approved under condition 14 a verification report that demonstrates the effectiveness of the remediation carried out must be submitted for the written approval of the Local Planning Authority prior to first occupation of the development hereby permitted.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

17

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme shall be submitted to and approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority.

If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until this condition has been complied with in relation to that contamination.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies DC1, and ENV54 of the Unitary Development Plan and policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

18

The use hereby permitted shall not commence until full details of the drainage scheme have been submitted and approved in writing by the Local Planning Authority. The scheme shall include detailed drainage drawings, electronic model, adoption arrangements, timetable for implementation and health and safety assessment in accordance with the Council's SuDS Guidelines

Reason

In order to ensure the provision of satisfactory drainage and avoid pollution of the environment in order to comply with the NPPF, saved Policy DC1(j) of the Unitary Development Plan and Policies CS14 and CS17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

19

The final drainage scheme shall be carried out in full accordance with the details approved under condition 18 (including timings for implementation).

Reason

In order to ensure the provision of satisfactory drainage and avoid pollution of the environment in order to comply with the NPPF, saved Policy DC1(j) of the Unitary Development Plan and Policies CS14 and CS17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

20

The use hereby approved shall not commence until an emergency flood warning and evacuation plan for the site which includes:

- a. details of the flood warning procedures
- b. details of the emergency flood access and egress routes
- c. identified places that people could be evacuated to and

