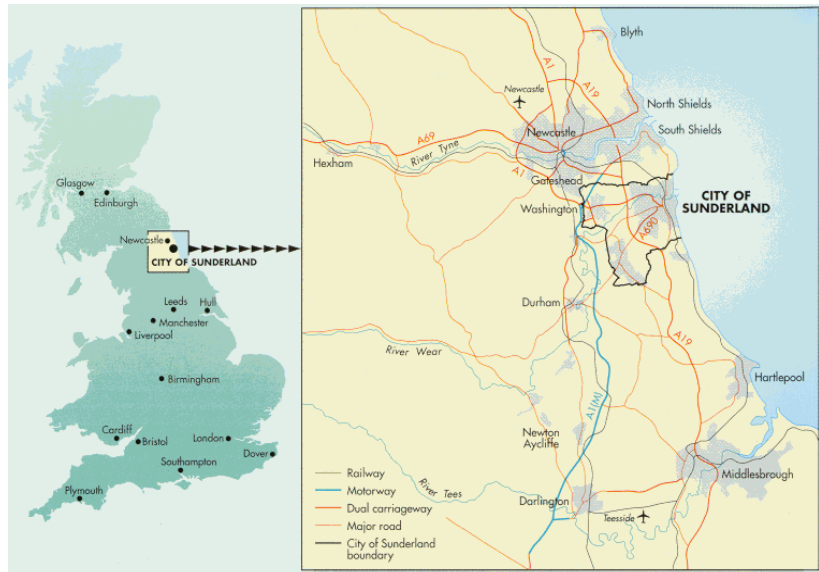


# Sustainability Appraisal (SA) of the Sunderland Core Strategy Revised Preferred Options Local Plan

Draft SA Report

February 2013



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**Sunderland**  
City Council

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## INTRODUCTION

## 1 BACKGROUND

- 1.1.1 URS is commissioned to undertake Sustainability Appraisal (SA) in support of the emerging City of Sunderland Core Strategy Local Plan. SA is a mechanism for considering and communicating the likely effects of a draft plan, and alternatives, in terms of sustainability issues, with a view to avoiding and mitigating adverse effects and maximising the positives. SA of the Core Strategy Local Plan is a legal requirement.<sup>1</sup>
- 1.1.2 In September 2009, the City Council undertook consultation on Alternative Spatial Strategies for the Core Strategy, which set out varying spatial options for the future development of the city. The Alternative Spatial Strategies set out an outline of the reasons for selecting the alternatives dealt with and was subject to a Sustainability Appraisal.
- 1.1.3 Taking into account representations received during the consultation and the sustainability appraisal, Approach 'D' (which took into account sub-area spatial requirements) including elements of Approach 'C' (focussing development in the current urban area and safeguard the city's green infrastructure) has been carried forward as the Council's 'Revised' Preferred Option. This option is considered to be the "most reasonable alternative" on the basis of the appraisal and consultation responses. It is this 'Revised' Preferred Option which is the subject of analysis in this report.

## 2 SA EXPLAINED

- 2.1.1 It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive.<sup>2</sup>
- 2.1.2 The Regulations require that a report is published for consultation alongside the draft plan that 'identifies, describes and evaluates *the likely significant effects of implementing the plan, and reasonable alternatives*'.<sup>3</sup> The report must then be taken into account, alongside consultation responses, when finalising the plan.
- 2.1.3 The Regulations prescribe the information that must be contained within the report, which for the purposes of SA is known as the 'SA Report'. Essentially, there is a need for the SA Report to answer the following four questions:
1. What's the scope of the SA?
    - This question must be answered subsequent to a review of the sustainability context and baseline, and consultation with designated environmental authorities.
  2. What has Plan-making / SA involved up to this point?
    - Preparation of the draft plan must have been informed by at least one earlier plan-making / SA iteration at which point alternatives are assessed.
  3. What are the appraisal findings at this current stage?
    - i.e. what are the likely significant effects of the draft plan and what changes might be made in order to avoid or mitigate negative effects and enhance the positives.
  4. What happens next (including monitoring)?

<sup>1</sup> The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report is published for consultation alongside the 'Proposed Submission' Plan document.

<sup>2</sup> Directive 2001/42/EC

<sup>3</sup> Regulation 12(2)

- 2.1.4 These questions are derived from Schedule 2 of the Regulations, which present the information to be provided within the report under a list of ten points. Table 1 makes the links between the ten Schedule 2 requirements and the four SA questions. **Appendix I** of this SA Report explains the process of 'making the links' in more detail.

### **3 STRUCTURE OF THIS SA REPORT**

- 3.1.1 The four SA questions are answered in turn across the four subsequent parts of this Report.

Table 1: Questions that must be answered within the SA Report

SA REPORT QUESTION	SUB-QUESTION	CORRESPONDING REQUIREMENT (THE REPORT MUST INCLUDE...)
	What's the Plan seeking to achieve?	<ul style="list-style-type: none"> <li>An outline of the contents and main objectives of the plan</li> </ul>
	What's the sustainability 'context'?	<ul style="list-style-type: none"> <li>The relationship of the plan with other relevant plans and programmes</li> <li>The relevant environmental protection objectives, established at international or national level</li> </ul>
<b>What's the scope of the SA?</b>	What's the sustainability 'baseline' at the current time?	<ul style="list-style-type: none"> <li>The relevant aspects of the current state of the environment</li> <li>The environmental characteristics of areas likely to be significantly affected</li> </ul>
	What's the baseline projection?	<ul style="list-style-type: none"> <li>The likely evolution of the current state of the environment without implementation of the plan</li> </ul>
	What are the key issues that should be a focus of SA?	<ul style="list-style-type: none"> <li>Any existing environmental problems / issues which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance</li> <li>The likely significant effects on the environment, including on issues such as...</li> </ul>
	<b>What has Plan-making / SA involved up to this point?</b>	<ul style="list-style-type: none"> <li>An outline of the reasons for selecting the <b>alternatives</b> dealt with (and thus an explanation of why the alternatives dealt with are 'reasonable')</li> <li>The likely significant effects on the environment associated with <b>alternatives</b> / an outline of the reasons for selecting preferred options / a description of how environmental objectives and considerations are reflected in the draft plan.</li> </ul>
<b>What are the appraisal findings at this current stage?</b>		<ul style="list-style-type: none"> <li>The likely significant effects on the environment associated with <b>the draft plan</b></li> <li>The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing <b>the draft plan</b></li> </ul>
<b>What happens next (including monitoring)?</b>		<ul style="list-style-type: none"> <li>A description of the measures envisaged concerning monitoring</li> </ul>

## **PART 1: WHAT'S THE SCOPE OF THE SA?**



## 4 INTRODUCTION (TO PART 1)

- 4.1.1 This is Part 1 of the SA Report, the aim of which is to introduce the reader to the scope of the SA. In particular, and as required by the Regulations<sup>4</sup>, the chapters in Part 1 answer the series of questions below.

Table 2: Scoping questions answered

SCOPING QUESTION	CORRESPONDING REQUIREMENT (THE REPORT MUST INCLUDE...)
What's the Plan seeking to achieve?	<ul style="list-style-type: none"> <li>An outline of the contents, main objectives of the plan'</li> </ul>
What's the sustainability 'context'?	<ul style="list-style-type: none"> <li>The relationship of the plan with other relevant plans and programmes'</li> <li>The relevant environmental protection objectives, established at international or national level</li> </ul>
What's the sustainability 'baseline' at the current time?	<ul style="list-style-type: none"> <li>The relevant aspects of the current state of the environment</li> <li>The environmental characteristics of areas likely to be significantly affected</li> </ul>
What's the baseline projection?	<ul style="list-style-type: none"> <li>The likely evolution of the current state of the environment without implementation of the plan'</li> </ul>
What are the key issues that should be a focus of SA?	<ul style="list-style-type: none"> <li>Any existing environmental problems / issues which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance</li> </ul>

### 4.2 Consultation on the scope

- 4.2.1 The Regulations require that: '*When deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies*'. In England, the consultation bodies are Natural England, The Environment Agency and English Heritage.<sup>5</sup> As such, these authorities were consulted on the scope of this SA in May – July 2009. This consultation was achieved by providing a draft 'Scoping Report' for their comment. The draft Scoping Report was also sent to range of other stakeholder organisations at this time so that they might have the opportunity to comment.
- 4.2.2 The Scoping Report was subsequently finalised (2009) and is now available online at [www.sunderland.gov.uk/ldf](http://www.sunderland.gov.uk/ldf).

<sup>4</sup> Environmental Assessment of Plans and Programmes Regulations 2004

<sup>5</sup> In-line with Article 6(3) of the SEA Directive, these consultation bodies were selected because '*by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effects of implementing plans and programme*'.

## 5 WHAT IS THE PLAN SEEKING TO ACHIEVE?

The SA Report must include...

- An outline of the contents, main objectives of the plan

5.1.1 The Core Strategy Local Plan is the strategic planning guidance document for the City of Sunderland, which will guide the delivery of physical change in the city necessary to achieve the Sunderland Strategy vision. It will set out the spatial strategy for the City until 2032; proposing broad locations for development across the city. It will provide a framework for where and how much development should take place and how this development will be delivered. It will cover a broad range of issues including housing, retail and the natural and historic environment.

5.1.2 To ensure a sustainable pattern of development in the city, the priority for new development will reflect the following spatial principles:-

1. The Central Area, including the City Centre, will be the principal location for offices, retail and main town centre uses;
2. The majority of new housing in the city will be located within South Sunderland;
3. Washington will be a key provider of land for economic development; only a minor amount of new housing is proposed;
4. Regeneration in the Coalfield will focus on its potential as an area for new housebuilding;
5. In North Sunderland the emphasis will be on the regeneration of the Seafront; new housing will be developed when opportunities arise.

5.1.3 The Plan's objectives are to:

1. Spatial Development and Growth - Ensure an appropriate distribution and balance of employment, housing growth and other competing land uses in the context of maximising the reuse of previously developed land so as to minimise the urbanisation of greenfield land, whilst planning for sustainable growth of the city's population, including the retention of young economically active age groups.
2. Climate Change - Adapt to and minimise the impact of climate change by reducing carbon emissions and seeking to reduce the risk and impact of flooding.
3. Economic Development - Facilitate economic growth by providing a wide portfolio of high quality employment sites, whilst supporting the development of new key employment sectors, including the low carbon economy, and strengthen existing industry.
4. Housing - Provide enough land for to meet the city's housing requirement and ensure a range and choice of housing types and tenures including increased provision of affordable and executive homes.
5. Accessibility - Implement sustainable transport solutions that enhance the city's profile, its economic competitiveness and achieve low-carbon outcomes whilst enhancing accessibility for all to a full range of facilities and jobs and reducing dependency on the car.
6. Green Infrastructure - Protect the city's biodiversity, geological resource, countryside and landscapes, including the River Wear, the coast and the Magnesian Limestone Escarpment and seek opportunities to enhance that resource where

possible, whilst ensuring that all homes have good access to a range of interlinked green infrastructure

7. Neighbourhoods and Communities - Develop cohesive, inclusive and attractive sustainable communities and neighbourhood that are well integrated with schools, shops, services, facilities and open space whilst ensuring that the diverse needs of the city's different communities are met.

8. Well-being - Improve and protect citizens' health, promote healthy lifestyles and ensure the development of facilities to enable lifelong learning to reduce inequality and ensure a high quality of life.

9. Waste and recycling - To increase the reuse and recycling of 'waste' in line with sub-regional responsibilities and plan for the most sustainable way of disposing of the remainder.

10. The City Centre and other main centres - To expand and develop the City Centre and its fringe into a vibrant and economically buoyant entity connected to its River and Coast, by improving and expanding the office and retail offer, whilst securing the viability and attractiveness of district and local centres.

11. Design and heritage - To increase the contribution that urban design and valued cultural and heritage assets can make to the image of the city and the quality of life of its residents.

12. Minerals - To manage the city's mineral resources ensuring the maintenance of appropriate reserves to meet the future needs of the community whilst making sure that environmental impacts are properly considered.

5.1.4 Whilst the Core Strategy Local Plan is not a site specific plan, it can allocate sites which are considered to be central to the achievement of the strategy and where investment requires a long lead-in. The Core Strategy proposes to allocate two such sites at Vaux / Farrington Row and on land to the North of Nissan. The Core Strategy also outlines thirteen Locations for Major Development (LMDs). Although not central to the delivery and success of the Core Strategy, these LMD's can help to regenerate large sites across the city, primarily in Central Sunderland. Planned in a comprehensive fashion, the development of these sites would have a significant impact upon the pattern of land use within the city. These locations do not constitute site specific allocations, but provide further context for future development options. More detailed guidance on these sites will be provided in a Site Specific Allocations Development Plan Document.

## 5.2 What's the plan not trying to achieve?

5.2.1 It is important to emphasise that the plan will be strategic in nature. The allocation of sites in the Core Strategy Local Plan should be considered a strategic undertaking, i.e. a process that omits consideration of some detailed issues in the knowledge that these can be addressed further down the line (through the planning application process). The strategic nature of the plan is reflected in the scope of the SA.

## 6 WHAT'S THE SCOPE OF THE SA?

6.1.1 This part of the report has been constructed using a series of sustainability topics. Under each topic, the report seeks to answer the following questions.

### 6.2 What's the sustainability 'context'?

The SA Report must include...

- The relationship of the plan with other relevant plans and programmes
- The relevant environmental protection objectives, established at international or national level

6.2.1 An important step when seeking to establish the appropriate ‘scope’ of an SA involves reviewing ‘sustainability context’ messages (e.g. issues, objectives or aspirations) set out within relevant published plans, policies, strategies and initiatives (PPSIs). Sustainability context messages are important, as they aid the identification of the ‘key sustainability issues’ that should be a focus of the SA. Key messages from this review are summarised in each of the sustainability topic chapters.

**Key messages from the National Planning Policy Framework (NPPF)<sup>6</sup>**

6.2.2 In March 2012 the National Planning Policy Framework (NPPF) was published. The NPPF, read as a whole, constitutes ‘the Government’s view of what sustainable development in England means in practice for the planning system. Each sustainability topic scoping chapter provides a summary of guidance included in the NPPF that is of relevance to this SA.

**Supplementing the NPPF**

6.2.3 In addition to reviewing relevant contextual messages set out within the NPPF, it is also important to ‘cast the net wider’ and consider contextual messages established through other plans, policies, strategies and initiatives. Each sustainability topic scoping chapter provides a summary of the detailed review presented within the Scoping Report, updated to include any new policy documents.

**6.3 What’s the sustainability ‘baseline’ at the current time?**

- The SA Report must include...
- The relevant aspects of the current state of the environment
  - The environmental characteristics of areas likely to be significantly affected

6.3.1 Another important step when seeking to establish the appropriate ‘scope’ of an SA involves reviewing *the situation now* for a range of sustainability issues. Doing so helps to enable identification of those key sustainability issues that should be a particular focus of the appraisal, and also helps to provide ‘benchmarks’ for the appraisal of significant effects.

6.3.2 A review of the sustainability baseline is presented within the SA Scoping Report. Each sustainability topic scoping chapter presents a summary of the relevant baseline, updated as necessary.

**6.4 What’s the baseline projection?**

- The SA Report must include...
- The likely evolution of the current state of the environment without implementation of the plan

6.4.1 Just as it is important for the scope of SA to be informed by an understanding of current baseline conditions, it is also important to ensure that thought is given to how baseline conditions might ‘evolve’ in the future under the no plan / business as usual scenario. Doing so helps to enable identification of those key sustainability issues that should be a particular focus of the appraisal, and also helps to provide ‘benchmarks’ for the appraisal of significant effects. Each sustainability topic scoping chapter presents a summary of the likely evolution of the baseline.

<sup>6</sup> CLG (2012) National Planning Policy Framework [online] available at: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf> (accessed 08/2012)

## 6.5 What are the key issues that should be a focus of the appraisal?

The SA Report must include...

- Any existing environmental problems which are relevant to the plan

6.5.1 Drawing on the review of the sustainability context and baseline, the SA Scoping Report was able to identify a range of sustainability issues/objectives that should be a focus of SA, ensuring it remains focused. Sustainability issues/objectives are listed in Table 3 below for each of the sustainability topic headings that were used as the basis for scoping. Taken together, the sustainability topics and issues/objectives provide a methodological framework for the appraisal of alternatives and the draft plan.

Table 3: Sustainability topics and issues (i.e. the SA framework)

Sustainability topic/objective	Sustainability issues
<b>Objective 1- Adapting to and mitigating against climate change</b>	<ul style="list-style-type: none"> <li>• Reduce emissions of carbon dioxide in the city by 80% by 2050 and other greenhouse gases</li> <li>• Reduce the causes and impacts of flooding</li> <li>• Increase the amount of energy produced by renewable energy sources by 20% by 2020</li> <li>• Ensure that any change in temperature does not have a detrimental impact on residents, in particular vulnerable populations.</li> <li>• Move towards 100% zero carbon energy supply in housing developments by 2016</li> </ul>
<b>Objective 2- Living within environmental limits</b>	<ul style="list-style-type: none"> <li>• Reduce waste production and increase recycling</li> <li>• Maximise the use of previously developed land especially in Sunderland South where approximately 65% of the city's previously developed land is located</li> <li>• Ensure development does not lead to a deterioration of air quality and the designation of any Air Quality Management Areas in the city.</li> <li>• Minimise the use of global and local natural resources</li> <li>• Maintain to a high standard the ecological quality of the River Wear and ensure it meets the conditions of the Water Framework Directive by 2015</li> <li>• Maintain the quality of the city's bathing beaches water quality at Seaburn and Roker</li> <li>• Improve groundwater quality in the city</li> <li>• Ensure contaminated and unstable land is in a harmless and safe condition</li> </ul>
<b>Objective 3- Safeguarding and enhancing Sunderland's environmental infrastructure</b>	<ul style="list-style-type: none"> <li>• Enhance the biodiversity potential of the city</li> <li>• Protect and enhance Sunderland's designated sites, Priority Habitats and the species which reside within them</li> <li>• Reverse the unfavourable and declining condition of some SSSI's and ensure that they are all in 100%, or recovering towards, favourable condition</li> <li>• Protect and maintain the city's Green Belt and green infrastructure from inappropriate development</li> <li>• Protect and enhance the Durham Heritage Coast</li> </ul>

<p><b>Objective 4- Strengthening Sunderland's economy and employment market</b></p>	<ul style="list-style-type: none"> <li>• Increase the percentage of economically active people in the city</li> <li>• Enhance the economic role and influence of the City Centre</li> <li>• Strengthen and improve Sunderland's economic performance in comparison to the wider region and the country</li> <li>• Tackle the causes of deprivation in the city</li> <li>• Promote the diversification of the city's economy and support the growth of new businesses and business sectors</li> </ul>
<p><b>Objective 5- Stemming the declining population of the city by reducing out migration and encouraging in-migration</b></p>	<ul style="list-style-type: none"> <li>• Improve the city's residential environment</li> <li>• Enhance the perception of the City Centre</li> <li>• Develop appropriate employment opportunities that are accessible, diverse, plentiful and attractive to local residents and potential in-migrants</li> <li>• Provide a choice of housing across the city to meet the needs of current and future residents including affordable housing and higher value homes (700 by 2025)</li> </ul>
<p><b>Objective 6- Establishing a strong learning and skills base for Sunderland</b></p>	<ul style="list-style-type: none"> <li>• Create opportunities to improve levels of educational attainment across the city</li> <li>• Create opportunities to improve the skills and qualifications of the working age population</li> </ul>
<p><b>Objective 7- Building sustainable communities in Sunderland</b></p>	<ul style="list-style-type: none"> <li>• Decrease levels of and the fear of crime</li> <li>• Ensure that development is built in sustainable locations</li> <li>• Encourage a safe and inclusive, well planned, well designed , well built and run community</li> <li>• Provide high quality, affordable housing with accessible services such as public transport, schools, hospitals and shops in places where people want to live and work (current and future residents)</li> </ul>
<p><b>Objective 8- Improving health and well-being whilst reducing inequalities in health</b></p>	<ul style="list-style-type: none"> <li>• Promote inclusiveness and reduce health inequality</li> <li>• Decrease the causes of ill health (especially long term)</li> <li>• Increase access to local healthcare provision</li> <li>• Provide access to safe, green and open spaces for activity</li> <li>• Promote sport, exercise, active recreation and opportunities for physical activity in everyday life</li> </ul>
<p><b>Objective 9- Promoting, enhancing and respecting Sunderland's culture and heritage</b></p>	<ul style="list-style-type: none"> <li>• Improve the image of the city and in particular the City Centre</li> <li>• Promote sustainable tourism in the city with particular regard to the main cultural features</li> <li>• Respect the city's diversity, local heritage and cultural fabric for all and improve local environmental quality</li> <li>• Ensure development does not have a detrimental impact on listed buildings, conservation areas and the city's landscape</li> </ul>
<p><b>Objective 10- Developing sustainable transport and communication</b></p>	<ul style="list-style-type: none"> <li>• Reduce traffic congestion in the city and promote sustainable transport</li> <li>• Promote the development of better public transport and public transport routes that connect well with housing, employment and town centres.</li> <li>• Reduce reliance on the car through increasing local accessibility, public transport initiatives and the distribution of land uses</li> </ul>

	<ul style="list-style-type: none"><li>• Further increase the levels of cycling in the city and encourage walking</li><li>• Promote the connectivity of Sunderland with the sub-region and the country</li><li>• Support the Sunderland 'Digital Challenge' and 'Software City' initiative and capitalise on Sunderland's digital connectivity</li></ul>
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## 7 ADAPTING TO AND MITIGATING AGAINST CLIMATE CHANGE

### 7.1 Introduction

7.1.1 Climate change, caused in large part by the emission of greenhouse gases (including CO<sub>2</sub>) will worsen droughts in the summer, floods in winter, and extreme events such as storms. The Stern Review on the economics of climate change (2006) suggested that, worldwide, climate change could reduce GDP by 20% unless it is actively tackled now. Climate change has direct and negative impacts on agriculture, coastal and marine ecosystems, biodiversity, human health, water resources and poses threats to infrastructure.

### 7.2 What's the sustainability 'context'?

- **National Planning Policy Framework (NPPF) (2012)** identifies as a 'core planning principle' the need to 'support the transition to a low carbon future in a changing climate'. A key role for planning in securing radical reductions in GHG emissions is envisioned, with specific reference made to meeting the targets set out in the Climate Change Act 2008. Specifically, planning policy should support the move to a low carbon future through: planning for new development in locations and ways which reduce GHG emissions; actively supporting energy efficiency improvements to existing buildings; setting local requirements for building's sustainability in a way that is consistent with the Government's zero carbon buildings policy; positively promoting renewable energy technologies and considering identifying suitable areas for their construction; and encouraging those transport solutions that support reductions in greenhouse gas emissions and reduce congestion.
- **The 2007 Energy White Paper (Meeting the Energy Challenge) (2007)** aims to cut CO<sub>2</sub> emissions by 60% by 2050 with real progress by 2020 and to generate 10% of electricity from renewable energy sources by 2010 and 20% by 2020.
- **The Pitt Review** (2008) required local authorities to produce Surface Water Management Plans, where they are needed, which would take an overview of surface water across the area, preventing piecemeal drainage provision and ensuring sustainable development with minimise flood risk.
- **The Sunderland Climate Change Action Plan (2008)** demonstrates how Sunderland is aiming to support the UK Climate Change Act.
- **The European "Covenant of Mayors"** initiative commits Sunderland to submitting a Sustainable Energy Action Plan to the European Commission setting out proposed actions to reduce CO<sub>2</sub>.

7.2.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- Put the UK on a path to cut its carbon dioxide emissions by some 80% by 2050
- Flood risk should be considered at all stages of the plan and development process in order to reduce future damage to property and loss of life.
- Consult and take into account advice from the Environment Agency when preparing development plans and considering applications for planning permission, which should incorporate the latest information on climate change.
- Assist in the creation of a positive planning framework for renewable energy and adopt and positively strive to achieve Government's targets and aspirations for renewable energy.



### 7.3 What's the sustainability 'baseline' at the current time?

- 7.3.1 The Regional Scoping Study on Climate Change in the North East<sup>7</sup>, which includes temperature records since 1847, shows a 0.5oC mean temperature rise, with most warming occurring since 1930. Also, a regional trend exists showing that winters have got wetter over the same period.
- 7.3.2 By 2008/09, renewable energy projects in the city were producing 7.4MW of energy, including biomass systems. 8 9.8MW of renewable energy capacity was installed in 2009/10, taking the total installed capacity existing in the city to 17.2MW.<sup>9</sup> No renewable energy schemes were granted consent in 2010/11.
- 7.3.3 In 2007, Sunderland's carbon emissions were 1,864,300 tonnes CO<sub>2</sub>, which is a 4.5% reduction since 2006, and a 5.6% reduction since the baseline year of 2005. Of these emissions, 34% were produced by housing, 40% from employers (public and commercial) and 26% from road transport. With initiatives known to have been implemented from April 2008 to January 2010, an estimated 56,000 tonnes CO<sub>2</sub> will be saved, taking total emissions in 2009 to 8% below 2005 levels.
- 7.3.4 Recent improvement in the amount of domestic waste recycled has greatly reduced the amount going to landfill, and as a result, methane emissions (a much more powerful greenhouse gas) from landfill have reduced by 17% between 2001 and 2006.
- 7.3.5 In Sunderland 1,422 properties have been recorded as at risk of flooding. Out of these properties 101 are in Flood Warning Areas, where 87% are registered to the Environment Agency's flood warning service.
- 7.3.6 From 2004/05 to 2009/10 no planning applications have been granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality.<sup>10</sup>
- 7.3.7 Relevant baseline relating to adapting to and mitigating against climate change is set out within the Climate Change Action Plan for Sunderland (2008). The Action Plan highlights that:
- Between 2001 and 2006, greenhouse gas emissions for Sunderland were estimated at approximately 2,100,000 tonnes of carbon dioxide. To put this into context, there would be a need to plant a new forest, 10 times the area of Sunderland, every 20 years to soak up this amount of greenhouse gas emissions
  - Carbon emissions. Emissions have fluctuated up and down between 2001 and 2006, but overall carbon emissions have remained static at around 1,930,000 tonnes. National Indicator 186 requires that carbon emissions be reported on a per person basis, and excluding emissions from waste. During 2001 and 2006, Sunderland's population declined by 4,000. On this per capita basis, Sunderland's carbon emissions increased over this period.
  - Between 2001 and 2006, Household energy consumption has remained constant overall, but figures show that gas consumption, for heating purposes, has decreased by 10,000 tonnes, which is likely to reflect improvements in home energy conservation measures,
  - Transport emissions have been increasing, but reported figures for 2006 show emissions dropping close to 2001 levels.
- 7.3.8 The key issues, problems and constraints for Sunderland with regard to climate change, flooding and energy resources are:
- Production of greenhouse gases is expected to increase by 8.8% between 2006 and 2021.

<sup>7</sup> Source: UKCIP "And the weather today is..." Regional Scoping Study on Climate Change in the North East.

<sup>8</sup> Sunderland City Council Annual Monitoring Report 2008/09

<sup>9</sup> Sunderland City Council Annual Monitoring Report 2009/10

<sup>10</sup> Sunderland City Council Annual Monitoring Reports

- The rate of coastal erosion could increase with higher sea levels and more storms.
- Frequency of flooding, in particular from surface water, is expected to increase.
- Sea levels could potentially rise, with the tidal surge inundation a greater possibility.
- The average temperature is projected to increase which will have effects for flora and fauna in the city.
- More heat waves will affect vulnerable populations e.g. the very young and very old.

#### 7.4 What’s the baseline projection?

- 7.4.1 The average temperature in the North East is projected to increase over the next few decades. Data<sup>11</sup> indicates that by 2020, the city can expect a minimum 1.5°C increase in average summer temperature, rising to 2.2°C by 2050 and 3.7°C by 2080.
- 7.4.2 For summer rainfall, Sunderland could see falls of 5% by 2020, 10% by 2040 and 17% by 2080. For winter rainfall, there could be increases of 4% by 2020, 9% of 2040 and 14% by 2080.
- 7.4.3 Due to its location by the sea, Sunderland will have to deal with rising sea levels, though whilst the potential for the frequency and level of flooding will increase, this will be limited in location due to the nature of the River Wear Valley and the raised nature of the coastal topography. Flash flooding will also become more common as a result of increasing precipitation intensity.
- 7.4.4 Average rising sea levels in the north east are lower than those predicted for the global average. However, rising sea levels, in particular under the high emissions scenario, would have major implications for coastal areas like Sunderland.<sup>12</sup>

Table 4: Projected Sea Level Increases

	Low Emissions Scenario	High Emissions Scenario
Global Average	9cm	69cm
North East Average	6cm	66cm
London (greatest increase)	26cm	86cm
South West Scotland (lowest increase)	-2cm	58cm

Source: And the weather today is ...’ Climate Change in the North East (2002)

- 7.4.5 Future actions and opportunities identified in the Sustainable Energy Action Plan could cut Sunderland’s carbon emissions by a further 404,000 tonnes CO2. This will reduce total emissions to 29% below 2005 levels. Emissions from vehicles are also likely to increase.

<sup>11</sup> UK Climate Projection 2009 (UKCP09)

<sup>12</sup> Source: And the weather today is ...’ Climate Change in the North East (2002)

## 8 LIVING WITHIN ENVIRONMENTAL LIMITS

### 8.1 Introduction

- 8.1.1 The re-use of PDL often referred to as brownfield land, has become increasingly significant in development planning, so as to minimise the growth of urban areas into countryside and onto other undeveloped 'greenfield' land. In Sunderland, PDL sites are primarily along the river corridor. This objective also looks at air and water quality.

### 8.2 What's the sustainability 'context'?

- NPPF (2012)** The NPPF makes clear that planning policies should be compliant with and contribute towards EU limit values and national objectives for pollutants; and states that new and existing developments should be prevented from contributing to, or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution. This includes taking into account Air Quality Management Areas (AQMAs) and cumulative impacts on air quality. In relation to water resources, it states that local planning authorities should produce strategic policies to deliver the provision of a variety of infrastructure, including that necessary for water supply.

In relation to conserving and enhancing the natural environment, the NPPF calls upon the planning system to protect and enhance soils. It should also prevent new or existing development from being 'adversely affected' by the presence of 'unacceptable levels' of soil pollution or land instability and be willing to remediate and mitigate 'despoiled, degraded, derelict, contaminated and unstable land, where appropriate'.

- The 1995 Environment Act** requires local authorities to monitor air quality in the area regularly. If it is deemed necessary it can declare an Air Quality Management Area (AQMA) where air quality exceeds pollution limits.
- The Air Quality Strategy for England (Working Together for Clean Air, 2002)** sets out key targets for nine pollutants and air quality objectives and policy options to further improve air quality in the UK.
- LTP3: The Third Local Transport Plan for Tyne and Wear 3 2011 – 2021 (March 2011)** seeks to improve air quality and states that wherever possible, the City Council should prevent designating AQMAs.
- The Sunderland Strategy 2008 – 2025 (2008)** aims to maximise the use of previously developed land in accessible locations for new development, in order to minimise the need to develop on greenfield land and reduce travel requirements.
- PPS10, Planning for Sustainable Waste Management (2006)**, sets out key planning objectives to be integrated into local planning strategies which will help to meet the government waste policy.
- The South Tyne and Wear Joint Municipal Waste Management Strategy (2007)** outlines objectives and targets which include a 45% increase in recycling/composting and 75% increase in waste recovery by 2020. Furthermore, at a local level the Sunderland Strategy sets out targets to support sustainable patterns of consumption by reducing waste to landfill to less than 25% by 2025.
- The Water Framework Directive (2000/60/EC)** sets target for the quality of all inland and coastal waters to reach 'good status' by 2015.

**What are the key sustainability objectives we need to consider?**

- 8.2.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:
- Maintain air quality where it is good and improve it in other cases.
  - Protect our human health and environment by producing less waste and prioritise waste management in accordance with the waste hierarchy: reduce, re-use, recycle, and recover energy from waste.
  - Improve the water quality of river, ground and coastal waters that are considered to be ‘at risk’ of not meeting Directive objectives.
  - Make the best use of land and optimise the development of previously developed land in sustainable locations and maintain the broad extent of the Green Belt.

**8.3 What’s the sustainability ‘baseline’ at the current time?**

**Air Quality**

- 8.3.1 The result of the last Updating and Screening Assessment of Air Quality (USA)<sup>13</sup> found that air quality across Sunderland is currently within pollutant limits. As a result no AQMAs have had to be declared in the city.
- 8.3.2 The latest air quality data indicates those days when the levels of Particulate Matter 10 (PM10) are ‘moderate’ or ‘high’ or above the Air Quality Strategy. Levels have risen from zero days in 2005 to one and three moderate days in 2006 and 2007 respectively although other pollutants have remained relatively constant.

**Land Resources**

- 8.3.3 In the area from Hendon Promenade southward to the city boundary and beyond, coastal erosion and landslip occurs where defences such as walls/promenades/piers are not present.
- 8.3.4 The re-use of previously developed land and buildings (PDL), often referred to as brownfield land, has become increasingly significant in spatial planning. The city’s main PDL sites are primarily along the river corridor.
- 8.3.5 Healthy soils are essential to sustainable development. Soils form part of most terrestrial habitats, provide a medium in which plants can grow and are, therefore, essential to biodiversity. Similarly, they play a key role in agriculture, with the fertility of the soil having a major bearing on the productivity of the land.
- 8.3.6 Agricultural land is categorised into Grades 1-5, with Grades 1, 2 and 3a being considered the best and most versatile. Sunderland’s agricultural land is likely to fall into Grade 3. However, at present there is no comprehensive survey information available which reliably identifies areas of Grade 3a or above.

**Waste**

- 8.3.7 During 2011/12 36.92% of the city’s municipal waste was recovered via recycling or composting, a 3.52% increase on last year’s figure. Recycling has been growing steadily for several years, from only 11% in 2004/05. The other primary method of waste disposal remains landfill, although recycling initiatives have seen this fall from 80% of the city’s waste in 2005/06 to 60.6% in 2011/12.

<sup>13</sup> Sunderland Updating and Screening Assessment for Air Quality (2006) Available at: [www.sunderland.gov.uk/public/editable/themes/healthy-city/eh/pollution/.../Updating-Screening-Assessment-of-Air-Quality-2006.pdf](http://www.sunderland.gov.uk/public/editable/themes/healthy-city/eh/pollution/.../Updating-Screening-Assessment-of-Air-Quality-2006.pdf)

## Water

- 8.3.8 The coastal waters adjacent to Sunderland are currently of moderate ecological quality and high chemical quality, with a prediction for 2015 of moderate ecological quality and good chemical quality.
- 8.3.9 There are two designated Bathing Waters within the city both of which are located in the seafront area between Seaburn and South Bents, and at Roker. These are considered to be 'sensitive' areas for water quality with any waste water requiring secondary treatment before deposition. Their water quality has been rated as 'excellent' (meeting European Bathing Water guideline standards) but when the bathing season includes periods of heavy rainfall, results can fall to 'good' (mandatory standard).<sup>14</sup>
- 8.3.10 Both Roker and Seaburn beaches have recently lost their 'Blue Flag Status'.
- 8.3.11 Groundwater quality in the magnesian limestone found in the east of the city is currently rated as poor for both quantitative and chemical quality and predicted to remain poor by 2015. Groundwater in the carboniferous limestone and coal measures further west is currently good in terms of quantitative quality but poor in chemical quality, with the situation again predicted to remain unchanged up to 2015<sup>15</sup>.
- 8.3.12 The Environment Agency has classed the River Wear as being very good in terms of chemical and biological water quality<sup>16</sup>.
- 8.3.13 The key issue for the city with regard to this objective include:
- Sunderland still has low levels of recycling and composting when compared regionally and nationally and has higher levels of waste being sent to landfill.
  - The River Wear estuary is currently classified as moderate in terms of both ecological and chemical quality and is considered at risk of not meeting the requirements of the Water Framework Directive by 2015.
  - There are high levels of nitrates and very high level of phosphates entering the river system.
  - Groundwater quality in the magnesian limestone found in the east of the city is currently rated as poor for both quantitative and chemical quality and predicted to remain poor by 2015, which may have implications for water quality abstracted from the aquifers.
  - Traffic levels and car ownership and carbon and greenhouse gas emissions are likely to increase as a result of transport, and air quality may then become an issue in the future.

## 8.4 What's the baseline projection?

### Air Quality

- 8.4.1 The Tyne and Wear Local Transport Plan 3 states that levels of car ownership are growing faster in Tyne and Wear than any other part of England and as a result traffic levels in Sunderland are expected to continue to rise.
- 8.4.2 Emissions from vehicles are likely to increase as traffic levels rise and congestion increases. Sunderland City Centre is likely to be most affected as the city's major focus for, shopping and services employment within the region. It is possible that the air quality objectives in this area will be exceeded especially in 'hot spot' areas where levels of nitrous oxides are already close to limits. Whilst continued improvements in vehicular technologies could help to limit emissions it is likely that there would be a net increase in pollutants.

<sup>14</sup> Environment Agency website 'what's in your back yard'

<sup>15</sup> Environment Agency 'what's in your back yard?', March 2009

<sup>16</sup> Environment Agency 'what's in your back yard?', March 2009

**Land Resources**

- 8.4.3 The Council is keen to promote the reuse of previously developed land, some of which may be contaminated. It is likely that ongoing redevelopment in the City will result in the continuing clean up of contaminated land and the continuing use of previously developed land.
- 8.4.4 Continued priority accorded to the reuse of previously developed land is likely to minimise pressure for urban development on the agricultural land resource, the countryside more generally and urban greenspace.
- 8.4.5 Significant coastal erosion will continue to take place in the vicinity of the cliff south of Hendon beach to Ryhope Dene due to the lack of defences.

**Waste**

- 8.4.6 Sunderland's municipal waste arisings have been forecast to grow from current levels to 182,655 tonnes by 2021<sup>17</sup>. The forecast for 2007/08 was that 161,137 tonnes of waste would be produced. However, the actual number was 155,667- a difference of 5,470 tonnes (3.4%). There has been an upward trend in recycling and composting in the city and this is likely to continue.

**Water**

- 8.4.7 The River Wear estuary is currently considered at risk of not meeting the requirements of the Water Framework Directive by 2015.

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<sup>17</sup> North East Assembly Apportionment of Future Waste Arisings, Entec Report January 2008

## 9 SAFEGUARDING AND ENHANCING SUNDERLAND'S ENVIRONMENTAL INFRASTRUCTURE

### 9.1 Introduction

9.1.1 Large swathes of the city are designated Green Belt and almost 40 percent of the city area comprises of countryside. The city is also home to many urban wildlife sites, open spaces and gardens, which are home to a variety of wildlife. These areas require continued conservation and enhancement.

### 9.2 What's the sustainability 'context'?

- **NPPF (2012)** In order to contribute to the Government's commitment<sup>18</sup> to halt the overall decline in biodiversity, the NPPF states that the planning system should look to minimise impacts on biodiversity, with net gains in biodiversity achieved wherever possible. The NPPF states that planning policies should promote the 'preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species'. The importance of protecting Green Belt land is emphasised within the NPPF including the need to avoid inappropriate development in the Green Belt.
- The **Natural Environment White Paper (NEWP) (2012)**<sup>19</sup> The NEWP sets out the importance of a healthy, functioning natural environment to sustained economic growth, prospering communities and personal well-being. It was in part a response to the UK's failure to halt and reverse the decline in biodiversity by 2010 and it signalled a move away from the traditional approach of protecting biodiversity in 'nature reserves' to adopting a landscape approach to protecting and enhancing biodiversity. The NEWP also aims to create a green economy in which economic growth and the health of our natural resources sustain each other and markets, business and Government better reflect the value of nature.
- **Green Infrastructure Strategy Framework (2011)** The key issues identified within the Green Infrastructure Strategy Framework are set out below:
  - *Distribution and quality*
    - The spatial distribution and quality of green spaces is quite varied across the city. The ongoing green space audit will identify mismatches between provision and needs
    - New developments and the people who use them generally have a detrimental impact on wildlife, though through careful design and mitigation provisions a positive outcome should be possible
  - *Landscape issues*
    - The coast and River Wear are identified as key assets to the future prosperity of the city, supporting culture, leisure and tourism opportunities, where improvements to the environment are crucial to success
    - 'Brownfield' land is a priority for new built development but its potential to contribute to green infrastructure should also be recognised, particularly where it has been naturalised

<sup>18</sup> At the European level, a new EU Biodiversity Strategy was adopted in May 2011 in order to deliver on the established Europe-wide target to 'halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020'.

<sup>19</sup> Defra (2012) The Natural Choice: securing the value of nature (Natural Environment White Paper) [online] available at: <http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf> (accessed 08/2012)

- *Accessibility*
  - Barriers to linking some corridors into a complete network for both people and wildlife are major roads, particularly the A19 and A1, also the River Wear (though the latter is a natural feature of the city's wildlife ecology).
- *Provision, maintenance and resources*
  - The major issue for the protection of species and habitats and the improvement and management of the countryside and urban spaces is, simply, a shortage of resources.
- **The European Conservation of Natural Habitats and Wild Fauna and Flora Directive (92/43/EC)** requires the protection of species and habitats of EU nature conservation designations and introduced the concept of Appropriate Assessment.
- **The European Conservation of Wild Birds Directive (79/409/EC)** provides for the protection of all naturally occurring wild bird species and their habitats, with particular protection for rare species.
- **The Biodiversity Strategy for England (2011)** promotes sustainable development by ensuring biodiversity considerations are integrated into policies and includes the broad aim that planning, development and regeneration should have minimal impacts on biodiversity.
- **The Durham Biodiversity Action Plan (DBAP) (2006)** aims to help species and habitats that are considered to be under threat. The DBAP promotes the continued protection and enhancement of important sites and species.
- **The Durham Heritage Coast Management Plan (2006)** aims to promote, protect and enhance the natural beauty of the coast.

#### What are the key sustainability objectives we need to consider?

- 9.2.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:
- Conserve, enhance and restore the diversity of wildlife and geology by sustaining and improving the quality and extent of natural habitats and geological sites.
  - Maintain, and where possible, enhance habitats and species that are considered to be under threat.
  - Maintain the broad extent of the Green Belt and protect the countryside for the sake of its intrinsic character and beauty
  - Preserve the character of the heritage coast

### 9.3 What's the sustainability 'baseline' at the current time?

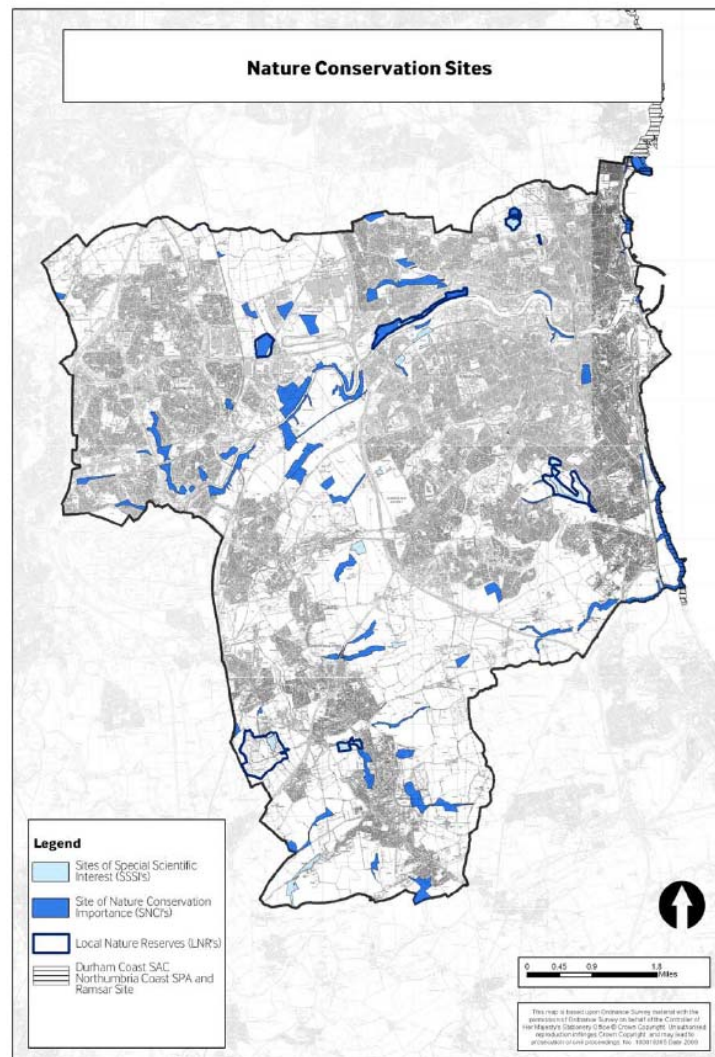
#### Biodiversity and Geodiversity

- 9.3.1 Sunderland has many sites of botanical interest and a variety of habitats of value to wildlife, including parts of two Natura 2000 sites, comprising the Northumbria Coast Special Protection Area (SPA and Ramsar) and Durham Coast Special Area of Conservation (SAC).



- 9.3.2 The SPA compromises sections of rocky foreshore and during the winter season supports Purple Sandpipers and Turnstones. Key threats to these are the potential loss of feeding habitat (as a result of removal or smothering of the habitat), and non-physical disturbance through noise or visual disturbance (e.g. from dog walking).<sup>20</sup> During the breeding season the SPA/Ramsar site regularly supports pairs of Little Terns.<sup>21</sup> Sources of threats to the breeding Little Tern colonies could potentially include habitat loss and disturbance at the breeding areas, and declines in food supply.<sup>22</sup>
- 9.3.3 The individual units which make up the SPA, SAC and Ramsar sites are also designated as sites of special scientific interest (SSSI). Within the city there are also a further 17 SSSI, 10 of which are identified for both biological and geological or geomorphological value<sup>23</sup>.
- 9.3.4 12 of these 17 are in a 100% Favourable condition; 4 are deemed to be 100% Unfavourable Recovering condition, whilst one (The Durham Coast) is classed as being 62.80% Favourable and 37.20% Unfavourable Recovering.
- 9.3.5 The location of the nature conservation sites located throughout Sunderland are shown in Figure 1 below.

Figure 1 – Nature Conservation Sites in Sunderland



<sup>20</sup> City of Sunderland Unitary Development Plan, Alteration No. 2 Central Sunderland, Appropriate Assessment

<sup>21</sup> <http://www.jncc.gov.uk/page-161>

<sup>22</sup> City of Sunderland Unitary Development Plan, Alteration No. 2 Central Sunderland, Appropriate Assessment

<sup>23</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/report.cfm?category=C,CF>

- 9.3.6 In addition Sunderland has two Priority Habitats identified in the UK Biodiversity Action Plan (the Maritime cliffs and slopes and Lowland calcareous grassland), and a number of priority habitats with the DBAP Action Plan.

**Land Resources**

- 9.3.7 Although primarily urban and industrial in character, nearly 30 per cent of land in the city is designated Green Belt, covering 70% of the city’s rural area, a total of 4211 hectares.

**Landscape**

- 9.3.8 Natural England has mapped England into 159 separate distinctive National Character Areas. Sunderland is included in two of these areas; the Tyne and Wear Lowlands and the Durham Magnesian Limestone Plateau.

- 9.3.9 The Hendon Leas to Ryhope coastline forms part of the Durham Heritage Coast. It includes four Local Wildlife Sites, one of which includes a regionally important geological/geomorphological site and is characterised by a mix of open space/agricultural land uses. Natural England has defined the coastline as a nationally important landscape.

- 9.3.10 The key issues for the city with regard to this objective include:

- Climate change;
- Inappropriate built development;
- Priority habitats and species that are recognised nationally and internationally require greater protection.
- Coastal erosion, flooding and rising sea levels have led to the need for re-alignment of coastal defences which may damage designated sites.
- Development along the River Wear corridor may have detrimental effects on protected species.
- Sufficient suitable sites for new development must be maintained to meet requirements but also to protect the city’s Green Belt, other settlement breaks and major open spaces
- No policy protection such as is provided by Green Belt status, for the Durham Magnesian Limestone in the southern coalfields.
- The need to conserve and enhance the Durham Heritage Coast, a nationally defined landscape;
- Ensure the protection and enhancement of protected species in designated sites.

**9.4 What’s the baseline projection?**

- 9.4.1 SSSI designations within the city are predominantly in favourable condition. It is reasonable to consider that this picture may continue.

- 9.4.2 The most important designations are the Northumbria Coast SPA/Ramsar/SSSI and the Durham Coast SAC/SSSI. There is little reason to believe that degradation of habitats by human activity will continue at any faster a pace than it is currently, but this will depend on the activities/lifestyles of the population.

- 9.4.3 Coastal erosion as a result of climate change however is considered to be the primary long term risk affecting habitats and biodiversity along the Sunderland coastline. This has implications not just for the geomorphology of the coastline but also habitats in the coastal zone. Coastal geomorphology will also be altered as the Shoreline Management Plan leaves the majority of this section of coast to natural forces.

- 9.4.4 The application of national policy should ensure that the broad extent of the Green Belt open is maintained.

## 10 STRENGTHENING SUNDERLAND'S ECONOMY AND EMPLOYMENT MARKET

### 10.1 Introduction

- 10.1.1 In the 19th and 20th centuries, the key drivers of the economy in Sunderland were mining and new heavy industries (including ship building). With the decline of these industries, large numbers of the workforce were made unemployed. However, new primary sources of employment for the city's workforce have witnessed a step-change in the economy over the past decade providing more sustainable and diverse forms of economic development in advanced manufacturing and knowledge based industries.
- 10.1.2 Despite this notable recovery the current global recession is affecting economic growth and output in the UK as a whole. Impacts of the current economic malaise and Government austerity measures have been felt in the City. However, there has been a highly positive response in the form of the 2010 Economic Masterplan; new private investment, including from Nissan and major supermarkets amongst others; and ambition to leverage the city's best economic assets to help deliver further investment to strengthen the city and its centre.
- 10.1.3 The Economic Masterplan (EMP) 2010 provides a clear and strategic direction to strengthen the city's economy and employment market. It notes that insufficient economic opportunities combined with weak housing shopping and cultural attractions, have all contributed to a marked decline in the city's population, particularly in the 15 to 29 age group.
- 10.1.4 Whilst the EMP recognises that unemployment in the City has recently been falling, in response to the continuing shrinkage in manufacturing employment, the EMP confirms that there needs to be a continued shift towards new forms of wealth generation, such as knowledge intensive industries (e.g. financial services; hi technology intensive services; medium/high technology manufacturing).
- 10.1.5 These high value industries have shown encouraging signs of growth over the last decade in the form of investment from the private sector, including Nike, Nissan and Barclays. The new City Deal aims to harness this success to provide financial support to regenerate and strengthen the city centre's retail and office markets and help stem population decline.
- 10.1.6 In order for Sunderland to become more prosperous the EMP proposes a focus on a small number of important sectors and the city centre, making more use of four key assets, including the University. In the current economic climate and public sector spending squeeze the City will need to identify new sources of funding, use its own resources and target occupier -led development to achieve this.

### 10.2 What's the sustainability 'context'?

- National Planning Policy Framework (NPPF)** - The NPPF highlights the contribution the planning system can make to building a strong, responsive economy by: 'Ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure'.

There is an emphasis on capitalising on 'inherent strengths', and meeting the 'twin challenges of global competition and of a low carbon future'. There is a need to support new and emerging business sectors, including positively planning for 'clusters or networks of knowledge driven, creative or high technology industries'.

Furthermore, the NPPF states that local plans should support the sustainable growth and expansion of all types of business and enterprise in rural areas and promote the development and diversification of agricultural and other land-based rural businesses.

- **Local Growth: Realising every place's potential** (October 2010) – White Paper, Business, Innovation and Skills - Government interventions should support investment that will have a long term impact on growth, working with markets rather than seeking to create artificial and unsustainable growth, avoiding an over reliance on the public sector. In some cases this means focusing investment at areas with long term growth challenges, so that these areas can undergo transition to an economy that responds to local demand. Places that are currently successful may also wish to prioritise activity to maximise further growth by removing barriers, such as infrastructure constraints.

The White Paper also emphasises that: 'This does not mean that every place will grow at the same rate or that everywhere will, or will want to, become an economic powerhouse. Long term economic trends make differences in economic performance inevitable and these can and do change over time'.

The White Paper affirms the critical role that local authorities have to play in supporting the economy of their area through a range of levers, including ensuring a responsive supply of land to support business growth, through use of land assets to leverage private funding, through influencing investment decisions via the use of statutory powers and through supporting local infrastructure and in particular investment in transport.

Finally, the White Paper identifies that economic policy should be judged on the degree to which it delivers strong, sustainable and balanced growth of income and employment over the long-term. More specifically, growth should be: broad-based industrially and geographically, ensuring everyone has access to the opportunities that growth brings (including future generations), whilst also focused on businesses that compete with the best internationally.

- The **Sunderland Strategy 2008 - 2025** sets out a vision of 'Creating a better future for everyone in Sunderland'. Aim 1 is to create an enterprising and productive global city with a strong and diverse economy. The strategy aims to increase average wage and GVA in the city to those of national levels by 2025.
- The **Sunderland Economic Masterplan (EMP) 2010** sets out a Vision for the Sunderland Economy to become 'An entrepreneurial University City at the heart of a low-carbon regional economy'. The EMP states that the Vision will be achieved by meeting five Aims:
  1. A new kind of university city;
  2. A national hub of the low-carbon economy;
  3. A prosperous and well-connected waterfront city centre;
  4. An inclusive city economy – for all ages;
  5. A one city approach to economic leadership.

In order for Sunderland to become prosperous the EMP proposes a focus on a small number of important sectors, the city centre and making more use of four assets, namely:

1. Nissan – and the economic potential from the production electric vehicles;
  2. The University of Sunderland;
  3. The port , to enable the servicing of offshore wind farms; and
  4. Using specific development sites to create a new CBD in the city centre, more retail provision and an electric vehicle technopole (a centre of high-tech manufacturing and information-based industry)
- **North Eastern Local Enterprise Partnership** - Sunderland has also been granted Enterprise Zone Status in respect of 43 hectares at the A19 Ultra Low Carbon Vehicles Sites which when developed could create over 3,000 jobs in the city.

- **City Deal** status has recently been obtained. The primary aim of this is to realise the potential of the automotive and advanced manufacturing sector and use tax revenue to incentivise commercial development in the city centre. The bid was jointly made by Sunderland and South Tyneside Councils.

10.2.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- Promote a strong, stable and productive economy that aims to bring jobs and prosperity to all and stabilise resident population
- Balance the aims of promoting economic development and maintaining a high quality environment
- Improve GVA through increased participation, increased productivity and creating businesses
- Promote the city as a home for low carbon technology and advanced manufacturing particularly electric vehicles
- Make greater use of Nissan, The Port, The University and employment land as engines for economic growth.

**10.3 What’s the sustainability ‘baseline’ at the current time?**

10.3.1 Table 5 below shows the distribution of employment as a percentage of all usual residents (aged 16 to 74) in employment for Sunderland, the north east region and England as a whole.

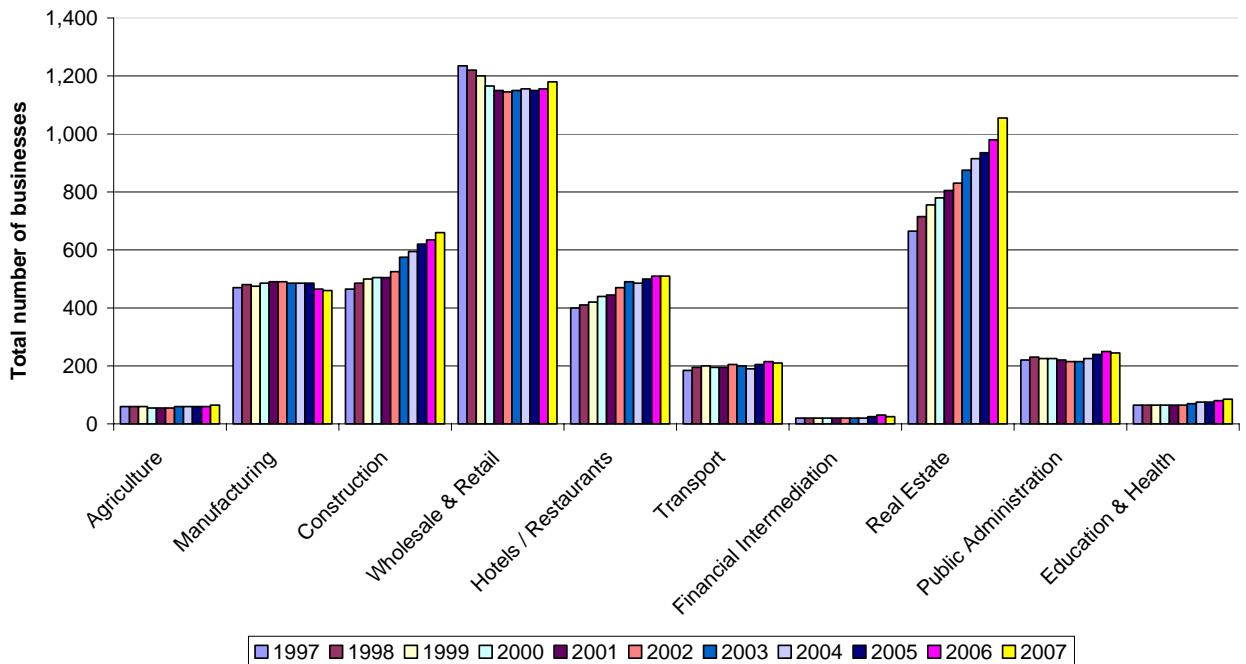
*Table 5 – Distribution of employment by industry 2011 Census, ONS (Dataset KS605EW – Industry)*

Industry sector	Sunderland %	North East %	England %
Public administration, education and health	30.4	32.6	28.2
Wholesale and retail trade; repair of motor vehicles/cycles	16.1	15.4	15.9
Manufacturing	11.6	10.2	8.8
Transport/storage, accommodation and food service activities	10.8	10.5	11.6
Professional, scientific, technical activities/Administration and support services	8.2	9.0	11.6
I.T.; financial and insurance services; real estate	7.9	6.9	10.0
Construction	7.7	7.9	7.7
Other	7.3	7.5	6.2
TOTAL	100	100	100

10.3.2 Sunderland is broadly typical of the north east in terms of its workforce distribution by industry. The main differences are that the city has more employment in manufacturing and financial and insurance activities compared to the north east region but has less employment in public administration/education/health than the north east as a whole.

- 10.3.3 Employment in manufacturing has however fallen every year based on Nomis data from 2000 to 2008, from 25,800 to 18,300. The 2011 Census (Industry, dataset KS605EW) found that the number of residents in manufacturing employment was 14,065.
- 10.3.4 The ONS data also shows that at 3.2% the city is under-represented in professional, scientific, technical activities compared to the regional average (4.6%) and this imbalance is marked when compared to the England average (6.7%).
- 10.3.5 As of March 2011 the percentage of people economically active within the city was 66%, identical to the north east region, but less than England which stood at 70%<sup>24</sup>.
- 10.3.6 The UK unemployment rate has been at a steady rate of 7.7 to 7.8 % between October 2009 and June 2011. In the same period the unemployment rate for the north east has also been at a steady rate, some 2% above the national average at between 9.9% and 10.3% (as of June 2011 it was 10.0%). The unemployment rate in Sunderland has in the same period exceeded the north east rate, however has consistently fallen from 11.6% in October 2009 to 10.5% in June 2011.
- 10.3.7 Key changes to VAT registered businesses in the city include the significant increases in construction, hotel/restaurants, and real estate; other changes include an increase in public administration and education whilst there has been a continued decline in manufacturing since 2005.

Figure 2: Stock of VAT Registered Businesses



Source: Nomis

- 10.3.8 Since 2002, gross weekly pay for residents of Sunderland has consistently been lower than that of their regional and national counterparts. However, the percentage rise since 2002 (21%) is slightly higher than both the region (19%) and Great Britain (18%). Gross weekly pay by workplace shows that in 2008, Sunderland workers earned 2.8% more when compared to the regional workforce. However, by 2011 this had fallen to 2.5% below the regional average.

<sup>24</sup> See ONS Census 2011 Dataset QS601EW - Economic Activity 2011

- 10.3.9 In terms of retail, Sunderland is the third largest shopping centre in the North East Region, behind Newcastle City Centre and the Metro Centre.
- 10.3.10 Sunderland City Centre is by far the largest of the service centres in the city, with Washington second and then several smaller local town and district centres.
- 10.3.11 Table 7 below shows the total amount of shopping floorspace available in 2007.

Table 7: Shopping floorspace available in Sunderland in 2007

Centre	Convenience	Durable	Service	Vacant	Total
<b>Main Centres</b>					
<b>Sunderland City Centre</b>	5284	83285	20835	16335*	125557
<b>Washington Town Centre</b>	15539	12545	1915	788	30787
<b>Houghton Town Centre</b>	2404	3025	1949	641	8019
<b>Local Centres</b>					
<b>Southwick</b>	2788	933	1839	463	6023
<b>Concord</b>	1242	1438	1824	501	5005
<b>Sea Road</b>	1203	2408	1608	404	5623
<b>Chester Road</b>	999	1424	962	256	3646
<b>Doxford Park</b>	5561	120	694	-	6375
<b>Hetton</b>	687	227	564	241	1719

- 10.3.12 There has been a reduction in floor space in several of the smaller centres, with floorspace in Concord falling by nearly 14% and Hetton by nearly a quarter. However, the information also shows that where an increase in floor space has taken place, the change has been quite significant. For example the City Centre grew by 16.5% and Houghton by 20% between 1993 and 2006.
- 10.3.13 There have recently been several planning applications approved for out of centre retailing in the city including superstores for Tesco and Sainsbury and a new local centre at North Hylton which will address the localised deficiency in north Sunderland -. From May to November 2011, applications totalling approximately 32,000sqm (344,000sqft) were granted permission.

#### *City Centre Vacancy rates*

- 10.3.14 In the last 12 months, the number of vacant retail units in the City Centre has continued to increase, so that in August 2011 we recorded a total of 92 vacant units. Thus, between November 2010 and August 2011, 20 units that were recorded as vacant in November 2010, have since been occupied, 62 units have remained vacant, and a further 30 units have become newly vacant; hence the net gain of 10 vacant units in the last year.

- 10.3.15 The current vacancy rate in the City Centre – as measured by the proportion of retail and service units – is 20.7 per cent; this compares to a UK average of 12.9 per cent. A key focus for the Council, therefore, will be promoting the re-occupation of the vacant floorspace. Indeed, in more peripheral parts of the City Centre, a more viable option might be to encourage the re-use of vacant retail floorspace for non-retail uses. Nevertheless, the Council can assist in encouraging the reoccupation of vacant retail units by marketing and promoting the City Centre, working with landlords to modernise inefficient units, and improving the image of areas of those parts the retail core that currently appear run-down and poorly maintained.
- 10.3.16 Since 2009, the most significant new vacancy is the former Joplings department store, which covered 5 retail floors, and served as an anchor to the east of the City Centre. Other large units that have become vacant since May 2009 are the former Ethel Austin store on Blandford Street, the former Van Mildert store on Holmeside and TJ Hughes, which was formerly located on High Street West, and which was set over two floors, with a floorspace of approximately 1,800 sq.m gross.

**Indices of Multiple Deprivation**

- 10.3.17 There are 188 LSOAs in Sunderland. The overall multiple deprivation assessment undertaken in 2010 places 34 (18%) LSOAs among England’s 10% most disadvantaged. This continues the downward trend observed in both 2004 (27%) and 2007 (21%).
- 10.3.18 Examination of individual domains of deprivation reveals that the Crime and the Health and Disability Deprivation domains saw substantial reductions in the numbers of LSOAs. However, Health and Disability still remains one of the most widespread areas of relative disadvantage across the city, with well over half of the city’s LSOAs ranking among England’s most deprived 20%.
- 10.3.19 The 2011 Census (Dataset QS302EW General Health) shows that 6.6 % of the city’s population described their health as bad compared to 5.7% for the north east and 4.25% for England.
- 10.3.20 The 2011 Census shows that a greater proportion of city residents suffer from long term poor health/disability and that this significantly affects their quality of life, when compared to regional and English averages. This is demonstrated in Table 6 below.

*Table 6: % of residents with long term poor health/disability significantly limiting activity ( Dataset QS303EW Long-Term Health Problem or Disability)*

	Sunderland %	North East	England
Residents with a health problem or disability that had lasted, or was expected to last, at least 12 months, and considered that this limited daily activities a lot.	12.4	10.9	8.3

- 10.3.21 Employment Deprivation shows a more moderate but still fairly consistent reduction in the number of Sunderland LSOAs among the two most deprived deciles in England over the period.
- 10.3.22 Levels of entrepreneurial activity are poor in the city. The 2011 census shows that 5.6% of city residents were in self-employment, compared to 6.5% in the region and 9.8% nationally.
- 10.3.23 While the incidence of multiple deprivation across Sunderland remains significantly heightened compared to England as a whole, it has shown an encouraging relative decline over the seven year period from 2004 to 2010.



Table 6: Summaries of IMD data for Sunderland

	2004	2007	2010
<b>Employment deprived residents</b>	7 <sup>th</sup>	7 <sup>th</sup>	11 <sup>th</sup>
<b>Income deprived residents</b>	20 <sup>th</sup>	24 <sup>th</sup>	28 <sup>th</sup>
<b>Average score of LSOAs</b>	22 <sup>nd</sup>	35 <sup>th</sup>	44 <sup>th</sup>
<b>Average rank of LSOAs</b>	22 <sup>nd</sup>	33 <sup>rd</sup>	38 <sup>th</sup>
<b>Local extent of deprivation</b>	23 <sup>rd</sup>	33 <sup>rd</sup>	43 <sup>rd</sup>
<b>Local concentration of deprivation</b>	37 <sup>th</sup>	43 <sup>rd</sup>	50 <sup>th</sup>

10.3.24 The 2010 Indices of Multiple Deprivation ranked Sunderland 11th in employment deprivation and 28th in income deprivation out of 326 local authority districts in England. The IoD in 2007 ranked Sunderland 7th in employment deprivation and 24th in income deprivation. Despite the modest improvement in these indices Sunderland remains a highly deprived area in relation to overall deprivation. In 2007 its rank of average score placed it 35th most deprived, improving to 44th in 2010.

10.3.25 The key issues for the city with regard to this objective include:

- Unemployment in the city has fallen since 2009 and as of June 2011 was comparable to the regional average.
- The lack of a strong central business district and high quality office space compared to other cities in the north east fails to attract investment and help deliver City Centre regeneration and development of derelict land. Creating a stronger City centre office market will serve to create new jobs and increase employment in the under-represented professional, scientific, and technical sectors. This will also help to increase, spending power in the city centre and secure investment in a stronger retail offer, placing less reliance on less sustainable locations elsewhere.
- The number of people employed in manufacturing is falling although new investment by the private sector (e.g. Nissan) and resultant supply chain is likely to be critical in creating new manufacturing employment which offers better paid and skilled opportunities.
- Need to further diversify economic base.
- Need for greater geographical spread of shopping facilities to meet local needs, although recent retail investment and planning consents are helping to address this issue.
- Sunderland is in the top 50 authorities for all six domains of deprivation on the IMD. Tackling health issues, levels of entrepreneurship and post GCSE educational attainment will help to create a more prosperous and competitive economy.

## 10.4 What's the baseline projection?

10.4.1 In the absence of the new Core Strategy there will be no new spatial vision and strategic policies to guide how the city will develop and how the vision will be delivered, Without the plan there will be no clear guidance for developers and residents as to how planning applications will be considered.

- 10.4.2 Importantly without the plan the EMP will have little planning status and this is likely to mean that no clear and strategic direction to strengthen the city's economy and employment market. In other words the EMP's strategic focus on the five Aims using the four key assets and key sectors will not have statutory backing. In very broad terms this is likely to mean that existing and potential new investors, companies and residents are less likely to consider the city as an attractive place to live, study and work in. Other locations with Local Plans in place would generally offer greater certainty in terms of future development patterns, economic opportunities, infrastructure provision, educational opportunities, cultural offer and ultimately planning decisions.
- 10.4.3 Without the plan it could be argued that recent success in terms of private investment and improvements in measures of deprivation may be checked and even reversed, as other neighbour authorities in the region make better progress in economic development. The result could therefore be a city which becomes less competitive and more deprived across a range of measures including income and employment.
- 10.4.4 Without the plan Aim 1 of The Sunderland Strategy 2008 - 2025 – 'to create an enterprising and productive global city with a strong and diverse economy' and increasing 'average wage and GVA in the city to those of national levels by 2025' is far less likely to be achieved.

## 11 STEMMING THE DECLINING POPULATION OF THE CITY BY REDUCING OUT-MIGRATION AND ENCOURAGING IN- MIGRATION

### 11.1 Introduction

11.1.1 To reverse the trend of a declining population, there must be provision of new housing which is of the right type and tenure and which is in a suitable location and well related to employment opportunities. Existing residential environments should also be enhanced so as to retain and attract more families whilst providing for the needs of other resident citizens, including an ageing population.

11.1.2 The City Centre environment also needs to be improved, and this will not only benefit existing residents of the city but will attract others in from the surrounding area.<sup>25</sup>

### 11.2 What's the sustainability 'context'?

- **The Sunderland Strategy** identifies that the city needs to attract newcomers if it is to reverse declining population trends, achieve the objectives of the Sunderland Strategy for the regeneration of the city, and make the optimum contribution to the region.
- The **NPPF** states that local planning authorities should meet the 'full, objectively assessed need for market and affordable housing' in their area. With a view to creating 'sustainable, inclusive and mixed communities' authorities should ensure provision of affordable housing onsite or externally where robustly justified. Plans for housing mix should be based upon 'current and future demographic trends, market trends and the needs of different groups in the community'.
- **The Sunderland Economic Masterplan (2010)** recognises that in order to support a more successful economy and to reverse the out-migration, an improved housing and place offer is necessary, by creating sustainable low carbon residential neighbourhoods via a wide range of housing options and high quality homes in all tenures. In order to meet this challenge housing action is required to:
  - provide the environment and appropriate sites for the private sector to invest in within Sunderland;
  - co-ordinate housing investment with transport, schools, jobs and regeneration to enable a 'place' based approach to investment;
  - balance housing for rent and for sale;
  - accelerate housing market renewal – including block improvement schemes, demolitions, reducing the numbers of empty properties and effective licensing of landlords;
  - introduce more low density/higher value housing to attract high income earners to live within the City and allow existing resident's housing aspirations to be met;
  - set targets for affordable housing in line with the developing supplementary planning document on affordability;
  - provide adequate provision of supported housing for all vulnerable groups and those who are socially excluded – priority being for older people due to the shifting age profile.

11.2.1 The key objectives and messages highlighted in the context review and relevant to this assessment are stemming the declining population by reducing out-migration.

<sup>25</sup> Sunderland: The Challenge of the Future (Centre for Cities, January 2009)

### 11.3 What's the sustainability 'baseline' at the current time?

- 11.3.1 The population in all Tyne and Wear districts has been declining since the early 1960's with the exception of Sunderland where the development of Washington has meant that the city continued to grow until the late 1970's.
- 11.3.2 From around the mid 1970's Sunderland's population stabilised just below the 300,000 mark before starting to decline again. By 2001 Sunderland's population had fallen to 284,600. The 2007 mid year estimate showed a further decline to 280,300. The 2011 Census found that the City's population had decreased further to 275,506.
- 11.3.3 Table 8 below shows that whilst other neighbouring authorities including Gateshead, Newcastle on Tyne and North Tyneside experienced population increase since 2007 estimates, only Sunderland along with South Tyneside experienced population decline – 3.2% and 3.1% respectively.

Table 8: Population Change (1000's)

	1971	1981	1991	2001	2007	2011
<b>England</b>	46,411.0	46,820.8	47,187.6	47,875.0	51,092.0	53,012.5
<b>North East</b>	2,678.5	2,636.2	2,587.0	2,540.1	2,564.5	2,606.6
<b>Tyne &amp; Wear</b>	1,217.6	1,155.2	1,123.8	1,086.8	1,089.3	1,104.8
<b>Gateshead</b>	226.0	213.2	203.1	191.2	190.5	200.2
<b>Newcastle upon Tyne</b>	311.7	284.1	275.0	266.2	271.6	280.2
<b>North Tyneside</b>	208.3	198.6	195.5	192.0	196.0	200.8
<b>South Tyneside</b>	178.1	161.9	157.2	152.8	151.0	148.1
<b>Sunderland</b>	293.5	297.3	295.9	284.6	280.3	275.5

1971 to 2007 figures - Source: ONS Population Estimates Unit  
 2011 figures – Source: ONS Census

- 11.3.4 The worrying continued decline in population in Sunderland, approximately 1,000 residents each year since 2001, can be attributed to several causes including the decline in traditional industries, migratory patterns and ratio of births vs. deaths.<sup>26</sup> The data illustrates that the most acute decline in Sunderland occurs in the period 1991-2001 with a loss of 11,300 in the population of the City, rising to 15,600 for the period 1991-2007.
- 11.3.5 Table 9 shows the age structure of city residents.<sup>27</sup>

Table 9: Age of residents in Sunderland

Age Group	Number of Residents	Percentage
0-9	29,511	10.7%
10-19	33,142	12.0%
20-29	36,654	13.3%
30-44	52,854	19.2%
45-59	58,541	21.2%
60-64	18,011	6.5%

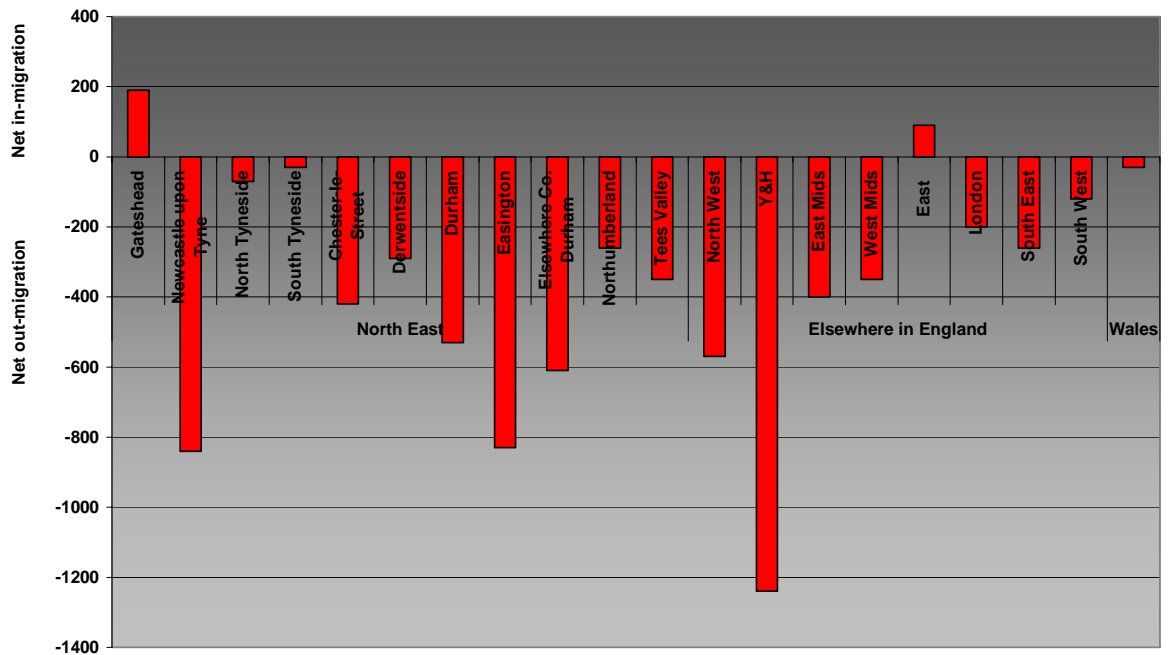
<sup>26</sup> 2007 LDF Topic Paper 15: Socio-Demographic Profile

<sup>27</sup> 2011 Population. Source 2011 Census

65+	46,793	17.0%
TOTAL	275,506	100%

- 11.3.6 Table 9 shows that almost a quarter (23.5%) of the city’s population is over 60. This proportion of elderly residents is mirrored at the regional level where 23.8 % of the population are aged over 60. This is slightly higher than the proportion in England as a whole which is 22.3%
- 11.3.7 The city’s ethnic minority population rose between 1991 and 2001; however white residents still comprised 98.1% of the population, compared with a national average of 90.9%. According to the 2011 Census the ethnic minority population increased and the resultant white population fell to 95.9% and the national average fell to 85.4%. This shows that the city has an increasing proportion of ethnic minority residents albeit at a slower rate than England as a whole. The city’s non-white population is focused in wards closest to Sunderland City Centre, with ward concentrations reflecting the England & Wales average.
- 11.3.8 Historically, there have been high levels of in-migration but out-migration has, in net terms, been higher - a major cause of population decline. More recent research shows that this trend continues. The net impact of all migration can be seen in figure 3 below. Around half the numbers of in-migrants originate from elsewhere in Tyne and Wear (with the largest number from South Tyneside and most of the remainder from Gateshead and Newcastle) or County Durham (particularly the former districts of Easington and Chester-le-Street). A further 10.1% originate from Yorkshire and the Humber (particularly West Yorkshire) and 7.7% from the North West and around one-quarter (24.6%) originate from non-Northern regions of England, and Wales; for instance, around 6% of in-migrants originate from London.
- 11.3.9 For out-migrants over one-third of out-migrants are moving to County Durham, in particular the adjacent former districts of Easington, Durham City and Chester-le-Street, 11.4% are moving to Newcastle There is a very limited net out-flow to neighbouring South Tyneside, with in-flows matching out-flows; 16.8% are moving to Yorkshire and the Humber, particularly West Yorkshire (e.g. Leeds).
- 11.3.10 Of particular note, during the year to June 2006, there was a considerable net out-flow of 420 residents to Easington (which represents around 35% of total net out-flow from Sunderland).

Figure 3: Net flows of population between Sunderland and other districts and regions July 2000 to June 2006



Source: Sunderland Strategic Housing Market Assessment (2008) (Arc 4 Ltd)

11.3.11 The city needs to retain as many as possible of its working-age residents, including graduates from the University and colleges; and help to attract more people to come and live in Sunderland; as well as encouraging existing residents to remain within the city. To help achieve this, the city must provide homes of the right type to attract and retain the relevant population groups.<sup>28</sup> In addition the creation of more, better paid employment opportunities will assist in attract and retaining population.

11.3.12 The key issues with regard to population are:

- The continuing out-migration leading to decline in the city’s population.
- The projected increase of an aging population is a major issue as the demand for housing (especially specific types of dwellings) will increase and it will have an adverse impact on the economy (as a higher number of people will become economically inactive) particularly if the trend in younger population moving away continues. An ageing population will lead to less sustainable communities and more pressure on community services.

**11.4 What’s the baseline projection?**

11.4.1 In the absence of the new Core Strategy there will be no new spatial vision and strategic policies to guide how the city will develop and how the vision will be delivered; without the plan there will be no clear guidance for developers and residents as to how planning applications will be considered.

11.4.2 Despite this and despite recent population decline in the City, according to Office of National Statistics projections the city’s population can expect to grow over the plan period.

<sup>28</sup> Sunderland Strategic Housing Market Assessment (2008)

- 11.4.3 According to forecasts ageing residents will contribute further to the proportion of residents over 60 already in the city, so that by 2031 the figure is projected to be around 31%.
- 11.4.4 The number of residents aged 85+ is expected to more than double to 8,600 by 2029. By 2029, Sunderland will have the largest number of 85+ residents compared with other Local Authority Districts in Tyne and Wear. In contrast, the proportions aged 0-19 and 0-39 is expected to decline.<sup>29</sup>
- 11.4.5 When considered holistically over the period (1981 – 2031) there is forecast to be a continued decline in residents under the age of 30 (under 15, and 15 to 29).

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<sup>29</sup> Sunderland Strategic Housing Market Assessment

## 12 ESTABLISHING A STRONG LEARNING AND SKILLS BASE

### 12.1 Introduction

12.1.1 To create a city with a thriving learning culture that supports personal fulfilment is a key priority in the Sunderland Strategy 2008 to 2025. The strategy aims to ensure learning and training supports the city's economic prosperity and enables individuals to thrive in the global economy.

### 12.2 What's the sustainability 'context'?

- The **Sunderland Strategy** includes 'A Learning city' amongst its strategic priorities to help "create a city with a thriving learning culture that supports personal fulfilment.....ensuring learning supports the city's economic prosperity and enables individuals to thrive in the global economy'
- The **EMP** promotes the role of the University in providing key skills for an evolving economy.

12.2.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- Increase skill levels and support people to gain suitable employment.
- Raise general levels of education and training in the city to improve residents' employment prospects.
- Raise aspirations and increase the entrepreneurialism and educational/vocational attainment of our children and young people.

### 12.3 What's the sustainability 'baseline' at the current time?

12.3.1 The percentage of pupils receiving 5 A\* - C grades at GCSE level is rising steadily but is still lower than the regional and national average.

Table 10: GCSE Educational Attainment

		Sep 2004 – Aug 2005(%)	Sep 2005 – Aug 2006(%)	Sep 2006 – Aug 2007(%)
Pupils achieving 5+ A* - C	Sunderland	51.5	54.9	59.4
	North East	53.5	57.3	60.6
	England	56.3	58.5	62.0
Boy pupils achieving 5+ A* - C	Sunderland	45.1	50.7	55.5
	North East	48.4	52.9	56.1
	England	51.4	53.8	57.7
Girl pupils achieving 5+ A* - C	Sunderland	58.2	59.2	63.5
	North East	58.8	61.9	65.2
	England	61.4	63.4	66.4

Source: Neighbourhood Statistics

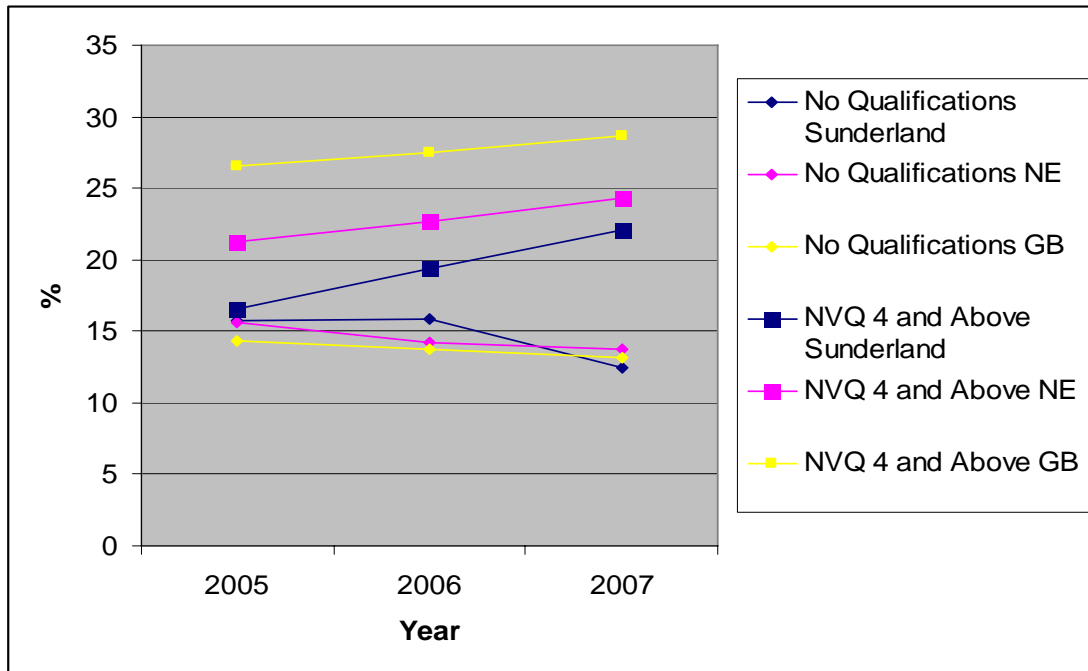
12.3.2 The proportion of residents with no qualifications is at its lowest level since 2005 and for the first time is below that of the region and the country.

12.3.3 According to the 2011 census educational attainment beyond GSCE in Sunderland is poor. The percentage of people aged 16 and over with no formal qualifications is 29.1 % compared to regional a figure of 26.5% and a figure from England of 22.5%.

12.3.4 The number of residents with NVQ4 and above, although increasing at a much faster rate, is still lower than comparative levels for the region and country.



Figure 4: Qualifications of Residents of Working Age



Source: Nomis

- 12.3.5 The development of the higher education industry (University of Sunderland and Sunderland College) has increased at a significant level over the last decade. The University and College have key links with the city-wide economy and support a wide range of local, city region and regional businesses. The university and College are a fundamental element in supporting the economic growth of the City and are a central feature of the EMP.
- 12.3.6 In September 2007 the university began a multi-million pound redevelopment of the City Campus. Around £75m will be spent on the City Centre site and £11m on a sports and recreation facility, which is now t complete on Chester Road.
- 12.3.7 The University also has a corporate social responsibility statement which aims to influence the organisation's internal and external practices and their employees, customers, partners and environment in a positive manner.<sup>30</sup>
- 12.3.8 In recent years the College has invested heavily in its infrastructure and learning facilities including £10 million at its new campus on the old Usworth School Site in Washington. Its other main campuses include facilities at the Bede Centre, situated close to the City Centre on Durham Road, Shiney Row and the Hylton Skills Campus north of the river, which offers a £1million hospitality and catering wing and a specialist centre at Doxford International.
- 12.3.9 The key issue for the city with regard to this objective include:
  - The number of residents of working age with qualifications equivalent to NVQ level 4 is fewer than that for the region and the country.
  - Sunderland is in the top 50 authorities for all six domains of deprivation on the IMD.

**12.4 What's the baseline projection?**

- 12.4.1 The number of pupils receiving five or more A\*-C GCSE passes is likely to continue

<sup>30</sup> <http://www.sunderland.ac.uk/university/social/>

- 12.4.2 The poor level of educational attainment post GCSE compared to the region and nationally is likely to continue.

## 13 BUILDING SUSTAINABLE COMMUNITIES IN SUNDERLAND

### 13.1 Introduction

- 13.1.1 Sustainable communities are broadly defined as being places where people enjoy living and where a full range of local services and facilities is provided, helping to reduce the need to travel. Sustainable communities encompass cohesion, are mixed, safe, socially inclusive, meet a diverse range of needs, are sensitive to their environment and contribute to a high quality of life through being well planned, designed, built and run.

### 13.2 What's the sustainability 'context'?

- **NPPF** - The NPPF states that local planning authorities should meet the 'full, objectively assessed need for market and affordable housing' in their area. With a view to creating 'sustainable, inclusive and mixed communities' authorities should ensure provision of affordable housing onsite or externally where robustly justified. Plans for housing mix should be based upon 'current and future demographic trends, market trends and the needs of different groups in the community'

The social role of the planning system is defined in the NPPF as 'supporting vibrant and healthy communities', with a 'core planning principle' being to 'take account of and support local strategies to improve health, social and cultural wellbeing for all'.

The NPPF advises that planning policies should promote the retention and development of local services and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship. The NPPF states that ensuring that there is a 'sufficient choice of school places' is of 'great importance'. To this end, local authorities are called upon to take a 'proactive, positive and collaborative approach' to bringing forward 'development that will widen choice in education'.

Specific protection and promotion of town centres is encouraged. Specifically, local planning authorities should 'define the extent of town centres' and set policies that 'make clear which uses will be permitted in such locations', and 'promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres'.

- **'Fair Society, Healthy Lives' ('The Marmot Review' 2011<sup>31</sup>)**
  - The Review investigated health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health. It does so on the basis that there is: 'overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities'.
  - It highlights three main policy actions to ensure that the built environment promotes health and reduces inequalities. These should be applied on a universal basis, but with a scale and intensity that is proportionate to the level of disadvantage. Specifically these actions are to:
    - 1. 'Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality'
    - 2. 'Prioritise policies and interventions that both reduce health inequalities and mitigate climate change by: improving active travel; improving good quality open and green spaces; improving the quality of food in local areas; and improving the energy efficiency of housing'

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<sup>31</sup> The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning [online] available at: <http://www.nice.org.uk/nicemedia/live/12111/53895/53895.pdf>

- 3. ‘Support locally developed and evidence-based community regeneration programmes that remove barriers to community participation and action; and reduce social isolation’.
  - The increasing role that local level authorities are expected to play in producing health outcomes is well demonstrated by recent Government legislation. The Health

and Social Care Act 2012 transfers responsibility for public health from the NHS to

local government, giving them a duty to improve the health of the people who live in their areas. This will require a more holistic approach to health across all local government functions.

- **‘Laying the Foundations’ 2012** is the Government’s housing strategy. It sets out a number of key objectives, including in relation to the quality of homes. The ‘Housing report’ report collates the official figures available on housing in order to establish whether the Government’s approach to housing is succeeding. A challenge identified for the Government is to produce a step change in housing in order to meet the nations needs and aspirations, especially given that: ‘Many of the external pressures on the housing market, ranging from a growing and ageing population to falling incomes, are likely to intensify over the coming years’.
- **Manual for Streets** (Department for Transport, 2007) aims to assist in the creation of high quality residential streets that builds and strengthen communities and creates safe and attractive places.
- **The Sunderland Strategy** aims to ensure that everyone in the city and those wanting to come to Sunderland should have the opportunity of a decent home at a price they can afford, in a place in which they want to live and work, and to be part of safe, strong, diverse, healthy and sustainable communities.
- **The Sunderland Centre for Cities Report** (2009) recognises that the city has not participated in the recent country-wide rebirth of city centres and that parts of the city centre are run down or underutilised, and the area is lacking in modern work, retail and living space.
- **Sunderland SHLAA 2012** – in response to the interim target of 3,200 dwellings (640 dwellings p.a.) set using 2008 household projections, the assessment finds that there is more than an adequate supply of land.

71% of the identified need is in the South and Coalfield. North Sunderland and Washington together require only 14% of the target and in any event these areas are constrained due to limited expansion capacity notably due to Green Belt

13.2.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

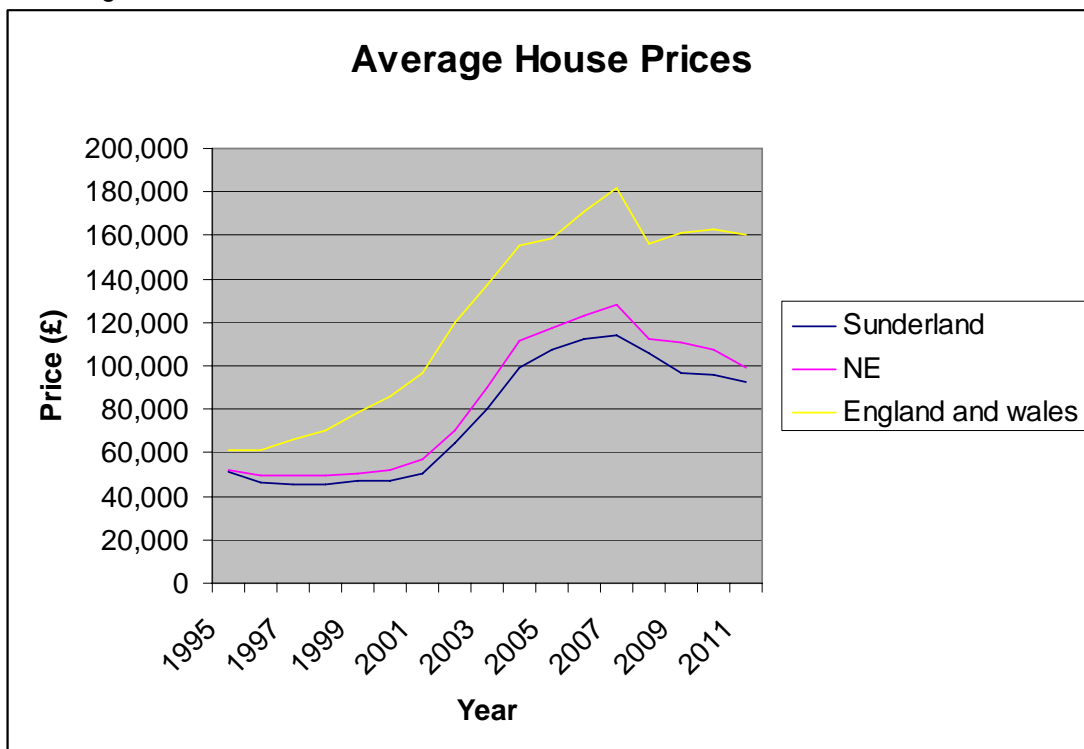
- Reduce crime and the fear of crime
- Promote sustainable communities
- Ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live
- Achieve a better mix of housing size, type and tenure within high quality living environments which meets identified needs

**13.3 What’s the sustainability ‘baseline’ at the current time?**

**Housing**

- 13.3.1 The majority of dwellings in Sunderland are concentrated in the lower council tax bands. Nearly 90% of homes are in council tax bands A, B and C. This is 5% higher than the regional average and nearly 25% higher than the national average.
- 13.3.2 There is a lack of executive and high value family housing in the city. Properties in council tax bands G and H account for just 0.5% of all homes in the City; less than half of the regional average and much lower than the national average of 4%<sup>32</sup>.
- 13.3.3 Since 2004 house building rates have been relatively high, however the number of net additions to the city’s housing stock has have been low primarily due to the demolition of poor quality and low-demand, ‘obsolete’ stock. This demolition has been largely within the social rented sector, namely Gentoo’s (formerly the Sunderland Housing Group), renewal programme.
- 13.3.4 After a prolonged period of increasing house prices in Sunderland, reflecting wider regional and national trends, house prices since 2008 have fallen in the city. Although fluctuating nationally, they have fallen approximately within the region by 23% and in the city by 19% between December 2008 and December 2011.

Figure 5: House Prices in Sunderland



Source: Land Registry Custom Reports

<sup>32</sup> www.neighbourhood.statistics.gov.uk,

### Crime

- 13.3.5 In 2006/07, 42.19 crimes were committed per 1000 of the population. This had fallen to 35.89 in 2007/08. However, as figures were still above the Forcwide figures of 38.56 and 33.48 respectively. The detection rate had also increased by 3.4%, but again was lower than the Forcwide average.<sup>33</sup>
- 13.3.6 The latest data for Sunderland (April 2010 to January 2011) shows that many types of crime have fallen, some significantly. For example vehicle crime fell by 27%, violent crime was down by 7% and criminal damage was down by 16%. However, some crime also rose with the main increases in sexual offences up 15% and burglary from a dwelling up 10%.<sup>34</sup>

### City Centre

- 13.3.7 Too much of the city centre is still occupied by unrealised regeneration sites, and the symbolic Vaux Brewery Site, the key to any vision of Sunderland re-born, has now been vacant for over a decade.<sup>35</sup>
- 13.3.8 Lack of progress in re-inventing the city centre has contributed to a dispersal of investment and economic activity away from the urban hub, and a leakage of jobs, spending and entrepreneurship into other markets within the region.<sup>36</sup>
- 13.3.9 The key issues, problems and constraints for the city with regards to sustainable communities are:
- Lack of employment in the City Centre, notably office based, results in a lack of spending power and poor retail offer, and greater reliance on less sustainable employment locations elsewhere.
  - The lack of significant employment opportunities, notably office based, in the city centre, one of the most sustainably accessible locations in the city, may mean that more people have to use their own car to travel to places of work that are peripheral to the city. Again, this has knock on effects for air quality, health and the withdrawal of public transport services.
  - A lack of attractive environments in the city and particularly the poor image of the City Centre have also been shown to lead to out migration.
  - A lack of housing choice is seen as driving people out of the city. This needs to be addressed to help curb the continued decline of the city's population. This is exacerbated by the number of empty properties in the city.
  - The provision of affordable homes is consistently low and there is a lack of executive and high value housing in the city; A balance needs to be struck between delivering the housing required by middle- to higher-income groups and the more affordable housing required by lower income groups.

## 13.4 What's the baseline projection?

- 13.4.1 Crime levels are likely to fall whilst levels of detection will increase. However, this may partly be because economic activity rates in the city has been rising whilst, unemployment has been falling. In the recession this may change.

<sup>33</sup> Northumbria Police Forcwide Summary of Crime

<sup>34</sup> Northumbria Police Crime Statistics available at <http://www.northumbria.police.uk/about%5Fus/targets%5Fand%5Fperformance/>

<sup>35</sup> Sunderland: The Challenge for the Future (Centre for Cities, January 2009)

<sup>36</sup> Sunderland: The Challenge for the Future (Centre for Cities, January 2009)

- 13.4.2 Although the above data shows that the average house price in Sunderland has been rising every year since 1996, in the short term at least, this is unlikely to continue as more recent monthly data indicates that house prices have fallen in Sunderland due to the economic downturn. This is not just a local trend but also a national one.
- 13.4.3 Analysis demonstrates that older people (headed by someone aged 60 or over) prefer to stay in their own home with aids to help them to remain independent. If they choose to move their option is to move into another house, a bungalow, sheltered accommodation or an apartment. Therefore with an ageing population, there may be more demand for bungalows and other types of accommodation for older people in the city such as 'extra care' accommodation.

## 14 IMPROVING HEALTH AND WELL-BEING WHILST REDUCING INEQUALITIES IN HEALTH

### 14.1 Introduction

14.1.1 Although average life expectancy in the city is increasing, a gap still remains between that of the city when compared to the region and country. The Sunderland Strategy aims to create a city where everyone can be supported to make healthy lifestyle choices and which provides excellent health services for all who need them.

### 14.2 What's the sustainability 'context'?

- The social role of the planning system is defined in the **NPPF** as 'supporting vibrant and healthy communities', with a 'core planning principle' being to 'take account of and support local strategies to improve health, social and cultural wellbeing for all'.

The NPPF advises that planning policies should promote the retention and development of local services and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.

- **'Fair Society, Healthy Lives' ('The Marmot Review')** investigated health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health. It does so on the basis that that there is:

*'overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities'.*

It highlights three main policy actions to ensure that the built environment promotes health and reduces inequalities. These should be applied on a universal basis, but with a scale and intensity that is proportionate to the level of disadvantage. Specifically these actions are to:

- 'Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality'
- 'Prioritise policies and interventions that both reduce health inequalities and mitigate climate change by: improving active travel; improving good quality open and green spaces; improving the quality of food in local areas; and improving the energy efficiency of housing'
- 'Support locally developed and evidence-based community regeneration programmes that remove barriers to community participation and action; and reduce social isolation'.
- The increasing role that local level authorities are expected to play in producing health outcomes is well demonstrated by recent Government legislation. **The Health and Social Care Act 2012** transfers "responsibility for public health from the NHS to local government<sup>24</sup>, giving them a duty to improve the health of the people who live in their areas. This will require a more holistic approach to health across all local government functions.
- **The Sunderland Strategy** has the vision that Sunderland will be a "welcoming, internationally recognised city where people have the opportunity to fulfil their aspirations for a healthy, safe and prosperous future". The strategy includes 'Sunderland: A healthy city' amongst its strategic priorities.

14.2.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:



- Everyone should be supported to make healthy life and lifestyle choices
- Health plays a vital role in the development of strong, vibrant and sustainable communities including the need to provide good access to health facilities, to create healthy and attractive places to live, and to promote health and well-being by making provision for physical activity.
- Ensure that existing and proposed open space promotes health and well being

### 14.3 What's the sustainability 'baseline' at the current time?

- 14.3.1 Sunderland has a three tier approach to health care. The primary tier is focussed on Sunderland Royal Hospital, located on Chester Road. This is supported by smaller second tier Primary Care Centres that are being developed within centres at Bunny Hill, Sandhill View and Washington, with another to be developed at Houghton-le-Spring. These will be further supported by a number of upgraded and existing doctor's surgeries across the city.
- 14.3.2 Sixty of the city's 188 Super Output Areas- containing 30.7% of its population were ranked amongst the 10% most health deprived nationally in the 2010 Indices of Multiple Deprivation. Over 56% of the city's population are ranked as being in the top 20% most deprived nationally<sup>37</sup>.
- 14.3.3 Life expectancy for men in Sunderland is 75.9 years and for women 80.738 (2009). Both of these have risen over the past twenty years indicating that health conditions are continuing to improve in the city. However, they are still less than the average regional (76.8) and national (78.3) life expectancy figures.
- 14.3.4 There are a significantly higher proportion of residents within the city with long term health problem or disability (24.1%) compared to the England & Wales average (18.1%)<sup>39</sup>.
- 14.3.5 In 2011, 75.5% of the population described its health as good or very good whilst 16% described it as fairly good. The remaining 8.6% described their health as bad or very bad.
- 14.3.6 Almost 4.89% of Sunderland residents were claiming Incapacity Benefits in 2011, compared with the regional average of 3.77% and the GB average of 2.7%.<sup>40</sup>
- 14.3.7 In 2003-2007 Sunderland achieved Healthy City designated status from the World Health Organisation. The accolade is not based on current level of health in the local authority area; rather it represents the acknowledgement by city authorities that health is a primary issue and their commitment to addressing issues related to poor health through initiatives such as Healthy Urban Planning and Health Impact Assessment.
- 14.3.8 A total of 1764 greenspace sites have been identified within Sunderland, with a further 9 sites identified adjacent to the city boundary. These sites total 3,856.78 hectares, or 27.6% of the city area. Combined with the open countryside in Sunderland, there are over 8,000 hectares (57%) of 'undeveloped' green land in the city.
- 14.3.9 Provision varies across the 5 Area Regeneration Framework's (ARF's). Washington and the Coalfield have roughly twice the amount of greenspace that exists in North, West or East ARF's. However, both Washington and the Coalfield ARF's include Green Belt and other open countryside areas, and the quantity is bolstered by major single sites, such as golf courses, country parks, woodland and other natural greenspaces.

<sup>37</sup> Index of Multiple Deprivation 2010

<sup>38</sup> Office of National Statistics

<sup>39</sup> 2011 Census Data

<sup>40</sup> Office of National Statistics

Table 11: Total Greenspace provision by ARF

ARF	Sites total	%	Hectares	%
Sunderland North	274	15.53	543.09	14.08
Sunderland West	289	16.38	534.79	13.87
Sunderland East	307	17.40	592.80	15.37
Washington	459	26.02	1020.74	26.47
Coalfield	435	24.66	1165.36	30.22
<b>Total</b>	<b>1764</b>	<b>100.00</b>	<b>3856.78</b>	<b>100.00</b>

- 14.3.10 The key findings of the **Draft Sunderland Greenspace Audit and Report 2012** is that Sunderland is a green city. The amount of greenspace appears to be above the national average, and when combined with the amount of open countryside also in the city, it is accurate to report that 57% of the overall city area is green field (undeveloped). There is no clear distinction regarding the quantity of greenspace provision in urban and suburban areas, or between poorer and wealthier areas. It is clear, however, that deprived areas in Sunderland have the lowest greenspace quality. Overall, the Audit has found that Sunderland is well provided for in terms of greenspace provision, but not all residents have access to a range of greenspaces that would encourage healthy and active lifestyles to be realised, and in some cases there are greenspaces that are poorly used due to design and/or location.

Table 12: Types of Greenspace by Primary Use

Primary use	Number of sites	Hectares	% of overall greenspace
Allotments and community gardens	101	100.54	2.61
Amenity greenspace	1150	754.65	19.57
Cemeteries and church grounds	43	106.53	2.76
Civic spaces	27	14.12	0.37
Formal parks and country parks	40	586.11	15.20
Natural and semi-natural greenspace	228	1,455.50	37.74
Outdoor sports facilities	57	576.52	14.95
School playing fields and grounds	118	262.81	6.81
Outdoor play facilities	[100*]	--	--
<b>Total</b>	<b>1764</b>	<b>3,856.78</b>	<b>100.00</b>

\* - outdoor play facilities are not listed as a primary greenspace use.

#### 14.4 What's the baseline projection?

- 14.4.1 It is reasonable to think that the health of the population of Sunderland will continue to improve alongside national trends. The city's commitment to health related objectives and status as a Healthy City may also see an improvement in health related indicators that could improve its overall performance in regards to health and life expectancy relative to the other parts of England and Wales.
- 14.4.2 The findings of the recent Greenspace Audit will inform the development of a Green Infrastructure Strategy for the city, as well as policies in the Local Plan. To address spatial deficiencies and inequalities, the draft Greenspace Audit proposes the following policy recommendations:

- Set greenspace guidelines and standards that seek to minimise inequalities in terms of greenspace provision, that in turn will ensure that all areas have a range of greenspaces accessible to them;
- The quality of existing greenspaces should be improved in general, and especially in the more deprived parts of the city;
- Alter the use of some types of greenspace, to enable more greenspace variety in key areas;
- Where justified and agreed, re-use low value greenspaces for other forms of development, ensuring that funds are provided and re-used to improve other greenspace within the neighbourhood.

## 15 PROMOTING, ENHANCING AND RESPECTING SUNDERLAND'S CULTURE AND HERITAGE

### 15.1 Introduction

15.1.1 The historic environment of the city is a rich and diverse resource that warrants every effort being made to sustain it. Heritage sites and assets enrich the city's culture and benefit the city's communities. The historic environment encompasses ancient archaeological sites such as the Neolithic round barrow at Seven Sisters, Copt Hill; early Christian relics – most notably St. Peter's Church; some medieval structures and remains including Hylton Castle and Chapel; and a rich legacy of sites, buildings and monuments from the industrial revolution onwards.

15.1.2 The historic environment can also make up an integral part of the city's Green Infrastructure and assist with the Government's Place Making Agenda helping to create locally distinctive neighbourhoods.

### 15.2 What's the sustainability 'context'?

- **NPPF (2012)** The NPPF states that local planning authorities should set out in their local plan a 'positive strategy' for the 'conservation and enjoyment of the historic environment', including those heritage assets that are most at risk. Assets should be recognised as being an 'irreplaceable resource' that should be conserved in a 'manner appropriate to their significance', taking account of 'the wider social, cultural, economic and environmental benefits' that conservation can bring, whilst also recognising the positive contribution new development can make to local character and distinctiveness.
- **The Government's Statement on the Historic Environment for England<sup>41</sup> 2010** This document sets out the Government's vision for the historic environment. It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life.
- **The Ancient Monuments and Archaeological Areas Act 1979** made provision for the investigation, preservation and recording of matters of archaeological or historical interest.
- **The Planning (Listed Buildings and Conservation Areas) Act 1990** relates to special controls in respect of buildings and areas of special architectural or historic interest. The Act requires local authorities to designate areas of "special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance" as Conservation Areas and from time to time to formulate and publish proposals for their preservation and enhancement.
- **The European Landscape Convention** promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues.
- **Natural England's Countryside Character** (Volume 1: North East) identifies landscapes and aims to raise awareness of the diversity of countryside character,

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<sup>41</sup> HM Government (2010) The Government's Statement on the Historic Environment for England [online] available at:

[http://webarchive.nationalarchives.gov.uk/+http://www.culture.gov.uk/reference\\_library/publications/6763.aspx](http://webarchive.nationalarchives.gov.uk/+http://www.culture.gov.uk/reference_library/publications/6763.aspx) (accessed 08/2012)

increase the understanding of what contributes to that character and what may influence it in the future.

- 15.2.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:
- The full potential of the historic environment should be realised and it should be accessible to all.
  - There should be effective protection for all aspects of the historic environment
  - Protect and enhance the features of the city’s urban heritage and landscapes, with restoration and creation where appropriate.

### 15.3 What’s the sustainability ‘baseline’ at the current time?

- 15.3.1 There are no inscribed World Heritage Sites within the city at present, but there is a candidate site in Sunderland. St. Peter’s, a 7th century church, is one half of the Wearmouth - Jarrow monastery, the other half being St. Paul’s Church in Jarrow – one monastery in two places. The twinned monastery was the creation of Benedict Biscop, who founded the monastery in the late 7th century. The theologian and historian, Bede, was a renowned member of the community from 680- 735 AD. The City Council has submitted the site to the Department for Culture, Media and Sport for inscription, with a decision to be made later this year.
- 15.3.2 The city is home to nine Scheduled Ancient Monuments and 692 Listed Buildings<sup>42</sup>. This includes 9 Grade I Listed Buildings and 16 Grade II\* Listed Buildings. The remainder are listed as Grade II.
- 15.3.3 Sunderland has two historic parks on the national Register of Parks and Gardens of Historic Interest, which is compiled by English Heritage. Mowbray Park is in the city centre and includes a number of Grade II listed structures, including fountains, memorials, statues and a footbridge. Roker Park is the focal point of the Roker Park Conservation Area and includes a Grade II listed bandstand and a drinking fountain.
- 15.3.4 There are currently six structures on the national English Heritage “Heritage At Risk Register”, an increase of two structures since 2010. There are also two conservation areas and two scheduled monuments on the At Risk Register- the same as in 2010.
- 15.3.5 Of the city’s 14 conservation areas, 11 currently have character appraisals and management strategies adopted as formal planning guidance.

### 15.4 What’s the baseline projection?

- 15.4.1 It is anticipated that all existing conservation areas will have an adopted character appraisal and management strategy; subsequently the council intends to begin reviewing the earlier documents, embarking upon a 5-year review cycle. It is also likely that the council will begin to consider new areas for designation as conservation areas.
- 15.4.2 The number of structures on the 2009 Heritage at Risk Register has increased since the last register was undertaken in 2008.

<sup>42</sup> State of the Historic Environment Report 2009, 2nd Edition

## 16 DEVELOPING SUSTAINABLE TRANSPORT AND COMMUNICATION

### 16.1 Introduction

16.1.1 Sustainable transport is integral to the wider sustainable development agenda. An efficient transport network is a pre-requisite of a successful, modern economy. A safe and accessible transport network helps fulfil social objectives, while a low-pollution transport network is essential to safeguard the environment and climate.

### 16.2 What's the sustainability 'context'?

- **The NPPF (2012)** – In terms of transport and travel policies, the NPPF notes that these will have an important role in 'contributing to wider sustainability and health objectives'. It calls for the transport system to be balanced 'in favour of sustainable transport', with developments to be located and designed to facilitate these modes of travel. In order to minimise journey lengths for employment, shopping, leisure and other activities, the NPPF calls for planning policies that aim for 'a balance of land uses'. Wherever practical, key facilities should be located within walking distance of most properties.
- **LTP3: The Third Local Transport Plan for Tyne and Wear 3 2011 – 2021 (March 2011)** provides a strategic response to the spatial and transport patterns of the area, reflecting the policy objectives of the five local authorities in Tyne and Wear and the Passenger Transport Authority.
- **LTP3: The Third Local Transport Plan for Tyne and Wear Delivery Plan 2011 – 2014 (March 2011)** sets out priorities and plans over three years (April 2011 to March 2014) that address the priorities and targets set out in the LTP. The Delivery Plan also sets out what the arrangements are for overseeing delivery, managing risks and monitoring outcomes.
- **Accessibility Delivery Plan (2011)** – the plan identifies a series of barriers to accessibility (including affordability, availability, acceptability of facilities and services and public awareness of the different forms of public transport) that currently exist and identifies a number of actions to undertake in order to remove these barriers.
- **The Sunderland Strategy** aims to improve transport links between residential and employment areas whilst minimising traffic congestion.

16.2.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- Provide improved access for all by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport.
- Design and implement efficient and sustainable pattern of movement and communication, which will enable people to have a higher quality of life.
- Improve transport links between residential and employment areas minimising traffic congestion.

**16.3 What’s the sustainability ‘baseline’ at the current time?**

16.3.1 Table 13 below 'Trends in local public transport patronage 2007/08 - 2009/10' shows the number of people using public transport, excluding taxis within the Tyne and Wear area (which comprises North Tyneside, Gateshead, Newcastle-upon-Tyne, South Tyneside and Sunderland). Within the Tyne and Wear area, the number of journeys on Bus, Metro, Rail and Ferry collectively increased by 1.5% to almost 186 million in 2009/10. This represents an additional 2.7 million journeys year on year. Similar to 2008/09 and relative to the market share of public transport journeys in Tyne and Wear, Bus patronage was the significant contributor and responsible for more than 88% of the growth<sup>43</sup>.

Table 13: Trends in Local Public Transport Patronage 2007/08 – 2009/10<sup>44</sup>

Mode	Patronage (thousands)			2009/10 -% of total	Change from 2008/09 to 2009/10
	2007/08	2008/09	2009/10		
Bus	133,691	140,392	142,738	76.8	2%
Metro	39,829	40,581	40,892	22.0	1%
Rail	2,036	1,745	1,757	0.9	1%
Ferry	480	467	476	0.3	2%
<b>Total</b>	<b>176,044</b>	<b>183,185</b>	<b>185,863</b>	<b>100.0</b>	<b>1%</b>

16.3.2 Car ownership levels in Sunderland are increasing at a faster rate than the national average. Road traffic has grown by 11% between 2000 and 2006 and is expected to continue to grow at about 2% per year.<sup>45</sup> This is likely to exacerbate problems of congestion, air pollution and carbon emissions.

16.3.3 Cycle levels within Tyne and Wear have increased significantly, 17% between 2004-2007<sup>46</sup>. The cycle network in Tyne and Wear now has 491km of defined route, with a further 946km of on-road advisory route. Together with the adjacent parts of County Durham and Northumberland which are included in partners' series of six cycle maps, the area has a mapped network of 2,416km of cycle route<sup>47</sup>.

16.3.4 The key issues for the city with regard to transportation are:

- The majority of transport schemes identified in the Unitary Development Plan have not been programmed.
- Rising car ownership figures indicate that congestion especially along key corridors such as the A183 and A690 will increase.
- Rising car use may further impact upon public transport, forcing costs of public transport use up and reducing patronage levels again.
- Rising car use will worsen safety and environmental conditions for walking and cycling (perceived or actual).
- The creation and improvement of walking and cycling networks.

<sup>43</sup> Business Intelligence Annual Report (July 2010) prepared by Nexus.

<sup>44</sup> Tyne and Wear Local Transport Plan 3 – Delivery Plan 2011 – 2014 (2011)

<sup>45</sup> Tyne and Wear Local Transport Plan 2 2006 – 2011 (2006)

<sup>46</sup> Tyne and Wear Local Transport Plan 2 2006 – 2011 (2006)

<sup>47</sup> Tyne and Wear Local Transport Plan 3 2011 – 2021 (March 2011)

**16.4 What's the baseline projection?**

- 16.4.1 Car ownership in the Tyne and Wear area has historically been significantly below the national average (details in the Delivery Plan). The Department for Transport's Temprow programme predicts the proportion of households with access to a car will increase by 3.4% between 2011 and 2021 in Tyne and Wear<sup>48</sup>.
- 16.4.2 Bus usage is likely to increase and this may also be the case for the Metro. However, significant investment in rail may be required in order for the decline in patronage to be reversed. Levels of cycling in the city, and the amount of designated cycle routes, are also likely to increase.

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<sup>48</sup> Tyne and Wear Local Transport Plan 3



## **PART 2: WHAT HAS PLAN-MAKING / SA INVOLVED UP TO THIS POINT?**

## 17 INTRODUCTION (TO PART 2)

The SA Report must include...

- An outline of the reasons for selecting the alternatives dealt with (and hence and explanation of why the alternatives dealt with are 'reasonable'.
- The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting preferred options / a description of how environmental objectives and considerations are reflected in the draft plan

17.1.1 The 'story' of plan-making / SA up to this point is told within this Part of the SA Report. Specifically, this Part of the SA Report describes how, prior to preparing the draft 'Revised Preferred Options' version of the plan, there was an appraisal of alternative approaches to addressing a range of plan issues; and precisely how the Council took account of these 'interim' SA findings.

17.1.2 Consideration of alternative (and rejected) options for the Core Strategy effectively began in 2005 with consultation on the publication of the Core Strategy Issues and Options for the city. This was followed by more specific topic-based exercises such as 'green space' and 'employment', which led to consultation on the first Preferred Options document in 2007/08 and most recently to consultation on Alternative Approaches in September 2009. The current 'Revised' Preferred Options has been prepared taking into account these various stages of the plan process.

### 17.2 Alternatives for what?

17.2.1 The Regulations<sup>49</sup> are not prescriptive, stating only that the SA Report should present an appraisal of the '*plan and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme*'.

17.2.2 In practice, local authorities in England tend to consider reasonable alternatives for... *a reasonable range of the issues addressed through plan-making.*

17.2.3 This Chapter describes how, as an interim plan-making / SA step, reasonable alternatives<sup>50</sup> were considered for the following plan issues:

- Quantum of housing
- Spatial approach to housing and employment growth
- Key Regeneration Sites
- Development Management Policies

### 17.3 Structure of Part 2

17.3.1 Each plan issue is assigned a chapter below. Each chapter answers the following questions:

- Why have alternatives been considered for this issue?
- Where appropriate, there is also a discussion of related issues for which alternatives have *not* been considered
- What are the reasonable alternatives?
- Where appropriate, there is also a discussion of other alternatives that have *not* been considered

<sup>49</sup> Environmental Assessment of Plans and Programmes Regulations 2004

<sup>50</sup> In relation to 'XXX site allocations' a range of options were considered, but it is not the case that the options were alternatives (given that there was no mutually exclusive choice to be made between them). There was, however (prior to developing the draft plan), a 'narrowing-down' of options, informed by the findings of SA.

- Why has the preferred approach been selected?
- As part of the answer to this question an explanation is given as to how the selection of a preferred approach reflects the findings of SA. To further illuminate this explanation **Appendices II, III and IV** of this SA Report present appraisal findings for the assessment of alternatives for housing growth; the spatial approach to housing and employment growth; and development management policies respectively.

## 18 QUANTUM OF HOUSING

### 18.1 Why have alternatives been considered for this issue?

18.1.1 With the imminent revocation of the RSS, Local Planning Authorities are now responsible for establishing the right level of local housing provision for their area, and identifying a long term supply of housing land. The choice of the quantum of housing growth that will be delivered over the plan period is one of the most important decisions made through the Core Strategy Local Plan. Hence, it is important that the Council's preferred approach is justified by a robust evidence-base. In light of this, it was considered important to subject alternative approaches to SA.

### 18.2 What are the reasonable alternatives?

18.2.1 The coalition government have identified a number of options for establishing future housing numbers, including:

- Retain existing housing targets, set out in the (to be) revoked Regional Strategies.
- Base revised housing targets on the original Regional Spatial Strategy examination (Option 1 targets) supplemented by more recent information as appropriate.
- Reviewing housing targets, taking into account more up to date local information, to demonstrate local need.

18.2.2 These options have been considered to determine which is most appropriate for establishing Sunderland's future housing needs to 2012-2032.

18.2.3 The following options have been considered. Of these options, the last four are considered to be reasonable alternatives, that should be subject to an assessment via Sustainability Appraisal. The appraisal of these alternatives is set out in Appendix III.

	Housing Requirement	Per Annum	Explanation	Is this option a reasonable alternative?
<b>SHMA (2008)</b>	8,478 (15 years) 11,300 (20 years)	565	Policy do nothing/policy neutral approach.	No - this figure was based on 2004 ONS Population Projections, which predicted population loss. However 2008 and 2010 Population Projections suggest population growth. The City Council consider this figure to be too low to achieve the visions and aspirations of the City.
<b>Option 1</b>	9,825 (15 years) 13,200 (20 years)	660	The numbers submitted to the original RSS examination in the form of the Submission Draft 2005.	No - There is uncertainty as to how the figures were calculated regionally. It is assumed that the figures were based on information from the City's Urban Capacity Study for assessing the land capacity potential. Urban Capacity Studies have since been superseded by the introduction of the Strategic Housing Land Availability Assessment and the land supply for the city is

	Housing Requirement	Per Annum	Explanation	Is this option a reasonable alternative?
				<p>now more realistic, evidence based and deliverable.</p> <p>With the information used to inform Option 1 now being dated and superseded by more up-to-date ONS information and evidence bases, and without robust calculations the City Council do not consider these to be appropriate targets to take forward in to the Core Strategy. Developing only 9,925/13,200 new homes would not assist in delivering the visions and objectives of the Sunderland Strategy or the Economic Masterplan.</p>
<b>RSS Housing Target</b>	14,390 (15 years) 17,312 (15 years including shortfall) 18,790 (20 years) 21,712 (20 years including shortfall)	959 1154 939 1086	The housing numbers set out in the North East of England RSS 2008.	<p>No - The housing numbers set out in the North East of England RSS 2008 were based around a high growth GVA, which had been very aspirational for the North East. However, the publication of the RSS was followed quickly by the economic downturn. The SHLAA identifies land for only 15,902 dwellings over 15 years. To achieve housing numbers in line with RSS, would require broad locations and incursion into large areas of the open countryside, potentially Green Belt, which is contrary to the wishes expressed through the public consultation. Alternatively developments would have to be of a very high density i.e. flats, to accommodate 17,382 dwellings on the land identified in the SHLAA, contrary to the housing needs/ types required in the city and the current market.</p> <p>Average build rates would have to be in excess of 1150 net dwellings annually to achieve the RSS target.</p>

	Housing Requirement	Per Annum	Explanation	Is this option a reasonable alternative?
				Current average gross rates are only 802 dwellings per year, whilst net build rates are on average 282 dwellings per year. To achieve the RSS target including underperformance build rates would have to increase by over 400%. This is not considered viable or deliverable.
<b>2008 Population Projections</b>	10,000 (15 years) 13,000 (20 years)		No. of dwellings needed to be developed within the city to accommodate proposed population growth and natural change.	<p>Developing 13,000 dwellings over the extended plan period (2012-32) will require an average net build rate of 650 dwellings, in comparison with the 1150 annual net build rate required through the RSS. Developing 650 dwellings per annum is considered more achievable and more in line with previous build rates, 802 gross per annum/ 282 net per annum. With Gentoos' clearance/ renewal programme and demolitions expected to significantly reduce over the next few years it is expected that future build rates will be more in line with the city's gross average rather than the net.</p> <p>However, this figure is based on a do nothing/ policy neutral stance. The City Council consider the development of 13,000 although more achievable than the RSS target, insufficient to assist in delivering the visions and objectives of the Sunderland Strategy or the Economic Masterplan.</p>
<b>2010 Population Projections</b>				Work on this is ongoing and is not currently available.
<p>The following scenarios use the proposed 13,000 dwellings derived from the 2008 population projections but also include a number of 'policy twists' based on the EMP.</p> <p>The EMP sets no target GVA figure, however one of its key targets is to retain the young working population (age group), which current projections suggest Sunderland are continuing to lose.</p>				

	Housing Requirement	Per Annum	Explanation	Is this option a reasonable alternative?
<p>With this in mind the following calculations have been used to identify the future housing need for Sunderland, seeking to retain at least 50% of the projected young working population loss.</p> <p>Previous calculations suggest need for 13,000 dwellings up to 2032</p> <p>Population loss of the young workforce to 2032 (2008 Population Projections) 20-39 = -3,200</p> <p>If Sunderland seek to retain 50% of the working population = 1600</p> <p>In terms of dwelling numbers 1600/20 (number of years in the plan period) 80/ 2.21 (average household size(as discussed previously)) = 36</p> <p>Overall household need will therefore be 13,000+ 36 (per annum) = <b>13,720</b></p> <p>This figure is deemed to be a more realistic, deliverable target.</p> <p>However the EMP is a long term plan, with a fifteen year time frame. Such policy documents usually take some time to establish themselves and be effective, therefore it could be deemed unrealistic to assume that through the EMP, Sunderland Strategy and the Core Straetegy the city will be able to retain 50% of the predicted population 'loss' of the workforce within the first few years.</p> <p>For this reason Sunderland have attempted to phase the success of the EMP over the plan period, seeking to retain 25% of the predicted population 'loss' years 1-5, 35% years 5-10, 50% years 10-15, 60% years 15-20. This is considered to be more realistic.</p>				
<b>EMP Policy Twist (a)</b>	13,720 (20 years)	686	How many dwellings would be required to retain 50% of the population of the 20-39 year olds.	Yes – but may be insufficiently aspirational to assist in delivering the visions and objectives of the Sunderland Strategy or the Economic Masterplan. The average gross per annum delivery over the last 7 years has been 802 per annum.
<b>EMP Policy Twist (b)</b>	14,090 (20 years)	705	How many dwellings would be required to retain 25%, 35%, 50%, 60% population loss of 20-39 years olds 2012-32.	Yes - The emerging SHLAA 2012 identifies land for up to 15,902 over 15 years. The average gross per annum delivery over the last 7 years has been 802 per annum.
<b>EMP Policy Twist (c)</b>	15,480 (20 years)	774	How many dwellings would be required if the City Council sought to retain 50% of the population of the 20-39 year olds and the 40-59 year old workforce to 2032, as this age group sees the greatest loss,	Yes - The emerging SHLAA 2012 identifies land for up to 15,902 over 15 years. The average gross per annum delivery over the last 7 years has been 802 per annum.

	Housing Requirement	Per Annum	Explanation	Is this option a reasonable alternative?
			7,000 people, between 2012-2032.	
<b>EMP Policy Twist (d)</b>	15,021 (20 years)	751	How many dwellings would be required to retain 25%, 35%, 50%, 60% population loss of 20-39 and 40-59 years olds 2012-32.	<p>Yes – preferred approach. This appears to be the middle ground between the RSS target including underperformance and the very low target within the SHMA (2008).</p> <p>This target is deemed to be both realistic/ achievable whilst still being aspirational and will assist in delivering the visions and objectives of the Sunderland Strategy and Economic Masterplan. Sufficient land has been identified in the SHLAA to accommodate the proposed number of dwellings, taking into account the need to develop more family homes and bungalows, which will result in lower densities.</p>

**18.3 Why have these alternatives been considered?**

- 18.3.1 The nine alternative **growth quantum**s (i.e set out in the table above) reflect the housing evidence base in terms of a consideration of national population projections, household formation projections, house building rates (including housing renewal programmes), outputs from the Strategic Housing Market Assessment (2008) and the 2012 Strategic Land Availability Assessment (SHLAA).
- 18.3.2 The expected increase in population through recent projections (2008) relies heavily on international migration, which is volatile. Assumptions of future international migration for ONS population projections are derived from analyses of recent trends in civilian migration to and from the UK. However with the current economic situation evidence is suggesting that net migration levels have fallen since 2008, which could have implications for the future population growth of Sunderland. With this in mind, proposed population levels are considered 'optimistic'.
- 18.3.3 Although the City's population is predicted to increase, Sunderland's household projections will continue to decrease in comparison to household projections set in 2004, 2006, presumably as a result of changes to the methodology used to calculate household projections, and that these are becoming more reliable.
- 18.3.4 Although the 2008 Population Projections suggest the city has had an increase in population since mid-2008, vacancy levels have not reduced significantly, overcrowding levels and homelessness levels have fallen in the city and household formation rates have not increased. This indicates that the increase in population over the last few years has been accommodated within the city at current build rates without having implications for existing housing stocks.



- 18.3.5 House building rates in the city, (including conversions) since 2004/05 have been relatively high with gross build rates averaging 802 dwellings a year. However due to the demolition rates (mainly through the Gentoo Housing Renewal Programme), the actual net gain of dwellings is very low, particularly in years 06/07 and 07/08 and falls significantly short of regional targets. The average net build rate is 282 dwellings per year.
- 18.3.6 Gentoo have been unsuccessful in securing funding through 'Kickstart Phase 2, thus hampering progress with a number of their renewal schemes over the next 2-3 years, which will have implications for delivery rates particularly as Gentoo intend to continue their demolition programme. Gentoo's overall renewal plan includes the demolition of 3,900 properties between 2004- 2016/17, and a building programme of 3,300 new properties. Due to issues such as improving spacing standards and improving housing environments, and long term voids; Gentoo are not replacing like for like in terms of numbers on their sites, which will result in an overall loss of 600 dwellings from their stock.
- 18.3.7 The Strategic Housing Market Assessment (2008) identified an imbalance of house types amongst the city's housing stock, with high levels of semi-detached and terraced properties and low levels of family, detached and 'executive' type dwellings. This lack of choice is a major cause of out-migration to areas with a more appropriate housing mix. The SHMA states that there is a need to provide larger, better quality, more aspirational properties in higher quality environments within Sunderland, in order to help stem out flow to other locations.
- 18.3.8 Developing more large family homes, bungalows and 'executive-type' dwellings will result in lower densities. Thereby more land will be consumed, yet a lower number of houses will be developed. This is a key issue when determining future housing numbers and ensuring there is sufficient land available to meet both housing need and aspirations for quality low density housing developments.
- 18.3.9 The SHMA also found that the number of households in Sunderland is expected to increase over the next few decades, most likely fuelled by an increase in one person and multi-person households (e.g. friends sharing) which reflects national and regional trends. At the same time, the population is expected to age which will change the dynamic of household structure across the City.
- 18.3.10 A flexible housing stock that can satisfy change in household size, ageing population and diverse lifestyle choices is therefore required in the city.
- 18.3.11 The SHLAA 2012 identifies land for up to 15,902 over 15 years. The consequences of a housing policy in excess of 15,900 dwellings would likely result in the release of unsustainable greenfield sites and possibly greenbelt land in order to achieve housing targets. This would have consequences for the take-up of the key regeneration brownfield sites throughout the city. The plan, monitor, manage process seeks to ensure that the most sustainable housing sites come forward early in the plan period, those which are less sustainable are phased for the latter periods, to allow sustainable brownfield opportunities to come forward as a priority.
- 18.3.12 Recent consultation on the Core Strategy Alternative Approaches (2009) resulted in negative feedback from city residents in relation to large scale development of greenfield and Green Belt land. Therefore, setting targets at a higher level than which the SHLAA has identified land for will most likely mean not delivering on regeneration policy as well as not reflecting local community aspirations.
- 18.3.13 All sites in the SHLAA are considered developable and are unlikely to be significantly affected by infrastructure provision. However should the council increase the numbers of dwellings proposed beyond the identified supply in the SHLAA, there could be significant implications for other forms of infrastructure, due to the release of land in the Green Belt/ open countryside where there is currently no infrastructure provision.

#### 18.4 Why has the preferred approach been selected?

- 18.4.1 The Council's preferred approach is to adopt a future housing target based on EMP-Policy Twist 25%/ 35%/ 50%/ 60% 20-59 year olds = 15,021 dwellings 2012-32. This appears to be the middle ground between the RSS target including underperformance and the very low target within the SHMA (2008).
- 18.4.2 This target is deemed to be both realistic/ achievable whilst still being aspirational and will assist in delivering the visions and objectives of the Sunderland Strategy and Economic Masterplan. Sufficient land has been identified in the SHLAA to accommodate the proposed number of dwellings, taking into account the need to develop more family homes and bungalows, which will result in lower densities. With Gentoo's clearance/ renewal programme coming to an end and only 800 dwellings remaining to be demolished, it is expected that future build rates will be more in line with the city's gross average rather than the net. To deliver 15,021 dwellings over the 20 year plan period 751 dwellings (based on the average) would have to be developed per annum, the average gross over the last 7 years has been 802 per annum.
- 18.4.3 This figure is in line with the visions of the Sunderland Strategy, EMP and Core Strategy developed through consultation with the city's residents and articulates how people want to see their city in the future, with a work/ life balance.
- 18.4.4 This approach broadly reflects the SA findings, which are presented in full in **Appendix III**.
- 18.4.5 The appraisal found that Alternative 4 and 3 would be the most sustainable options, at least as measured through a high level assessment such as this (the appraisal was not informed by consideration of the supply of sites). Both these options would provide a sufficiently flexible housing stock that can satisfy change in household size, ageing population and diverse lifestyle choices based on the evidence base in the SHMA 2008, the 2008 population projection and the emerging SHLAA 2012. Alternatives 3 and 4 would also provide the right quantum of new housing to help deliver the visions and objectives of the Sunderland Strategy and the Economic Masterplan.
- 18.4.6 Given the current domestic and wider recessionary pressures, combined with UK government-imposed austerity measures, meeting the aspirations of the Economic Masterplan is highly likely to require a long term horizon. For these reasons the appraisal would slightly favour Alternative 4: EMP Policy Twist (d) as it takes a more cautious view on the ability to retain young/middle age population in years 1 to 10.
- 18.4.7 Alternatives 1 and 3 were considered to have a number of potential adverse impacts, with Alternative 1 in particular, likely to have significant adverse impacts in relation to the baseline for the population and sustainable communities SA objectives. It was considered that Alternative 1 would fail to provide sufficiently flexible new housing stock that can satisfy change in household size, ageing population and diverse lifestyle choices based on the evidence base in the SHMA 2008, the 2008 population projection and the emerging SHLAA 2012. Alternative 1 would also fail to provide sufficient housing to meet identified needs; to deliver sufficient housing choice and tenure and to stem population decline. Alternative 2 was also considered to have adverse impacts in this respect, but these were not judged to be as significant.

**19 BROAD SPATIAL APPROACH TO HOUSING AND EMPLOYMENT GROWTH**

**19.1 Why have alternatives been considered for this issue?**

19.1.1 The choice of a broad approach to housing and employment growth is one of the most important decisions made through the Core Strategy Local Plan. Hence, it is important that the Council’s preferred approach is justified by a robust evidence-base. In light of this, it was considered important to subject alternative approaches to SA. This appraisal was undertaken in 2009 and set out in a report titled Alternative Approaches SA Report (2009).

**19.2 What are the reasonable alternatives?**

19.2.1 The following four broad spatial approaches to housing and employment growth were considered. These options were set out in a consultation document titled Core Strategy Alternative Approaches and were publically consulted on in 2009 (alongside a sustainability appraisal).

- 1 **Approach A- Focusing development upon the conurbation**  
This principally concentrates on development and growth of the city centre / central Sunderland, with further focus on Washington and the main built-up area of Sunderland only. Allow for sustainable growth in Houghton and Hetton.
- 2 **Approach B- Proportional distribution of development**  
Provide a proportional distribution of development (broadly reflecting population and land area) across the four sub-areas, with additional development weighting on the city centre and central Sunderland area.
- 3 **Approach C- Focus development within the current urban area**  
Concentrate development within the existing urban area and on suitable previously developed land (brownfield), retaining open space and countryside.
- 4 **Approach D- Sub-area spatial requirements**  
Local sub-area needs and priorities will be brought together to form a sustainable city-wide approach.

19.2.2 Figures 6 – 9 below demonstrate the four options in map form:

Figure 6 – Core Strategy Approach A

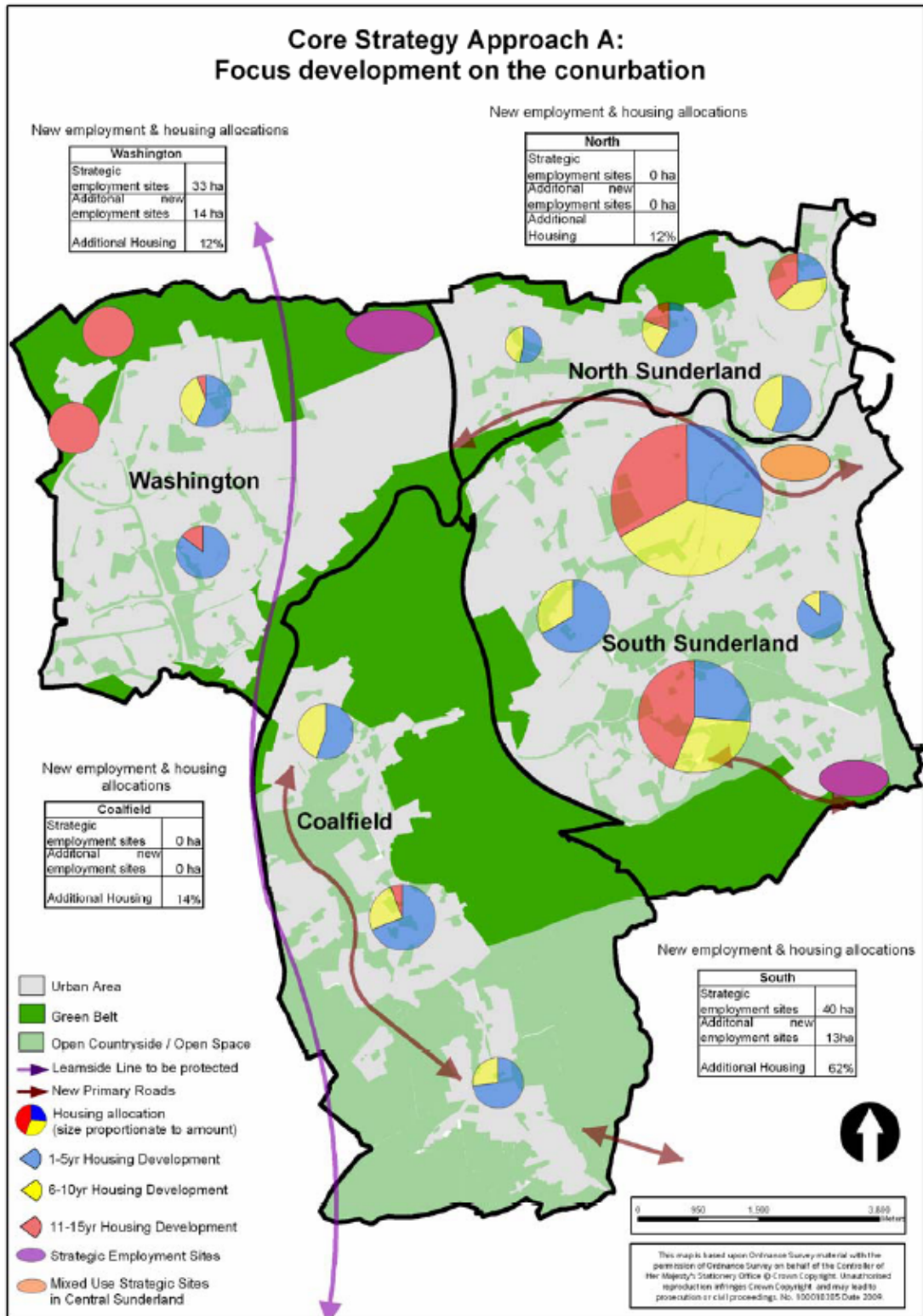


Figure 7 – Core Strategy Approach B

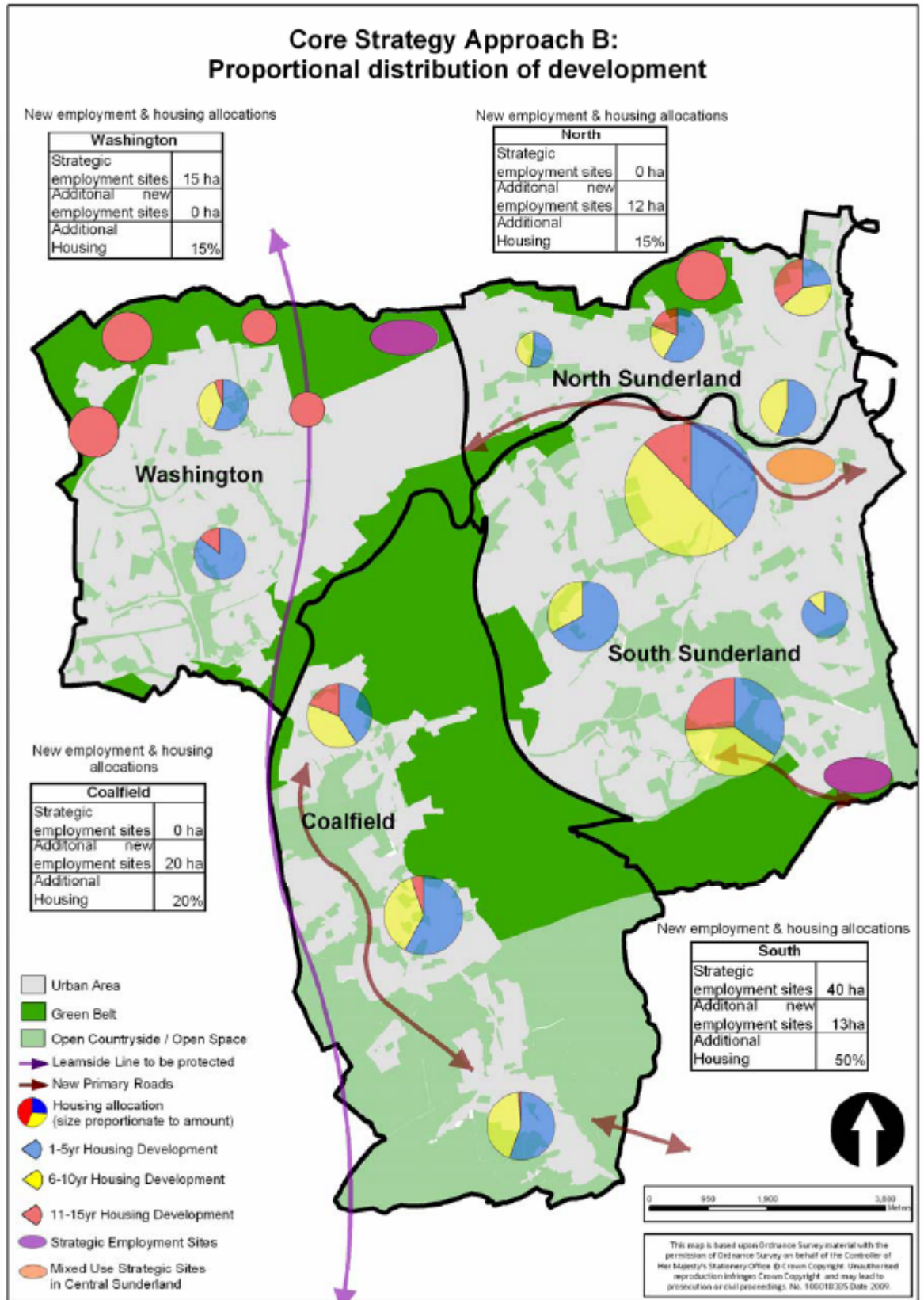


Figure 8 – Core Strategy Approach C

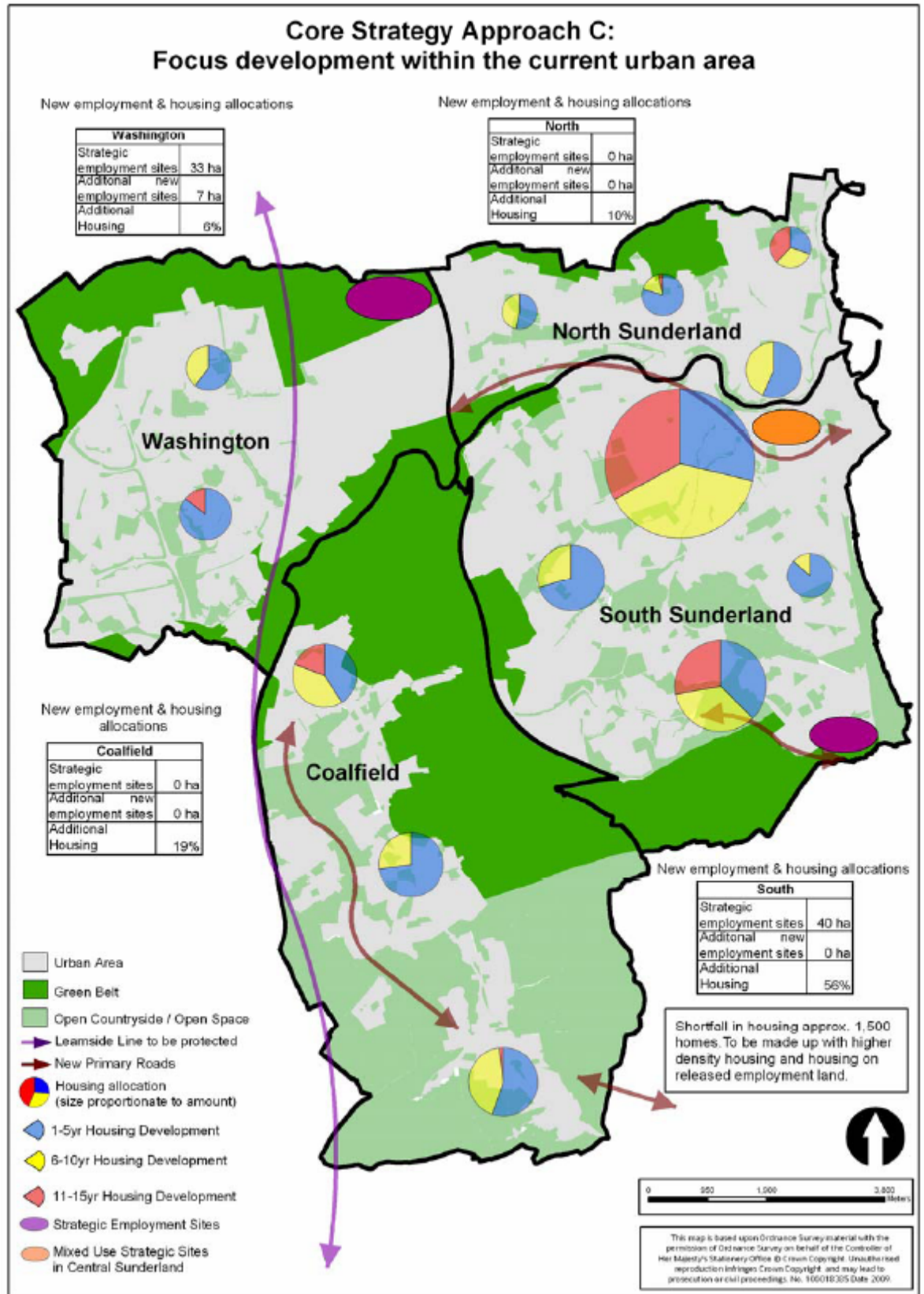
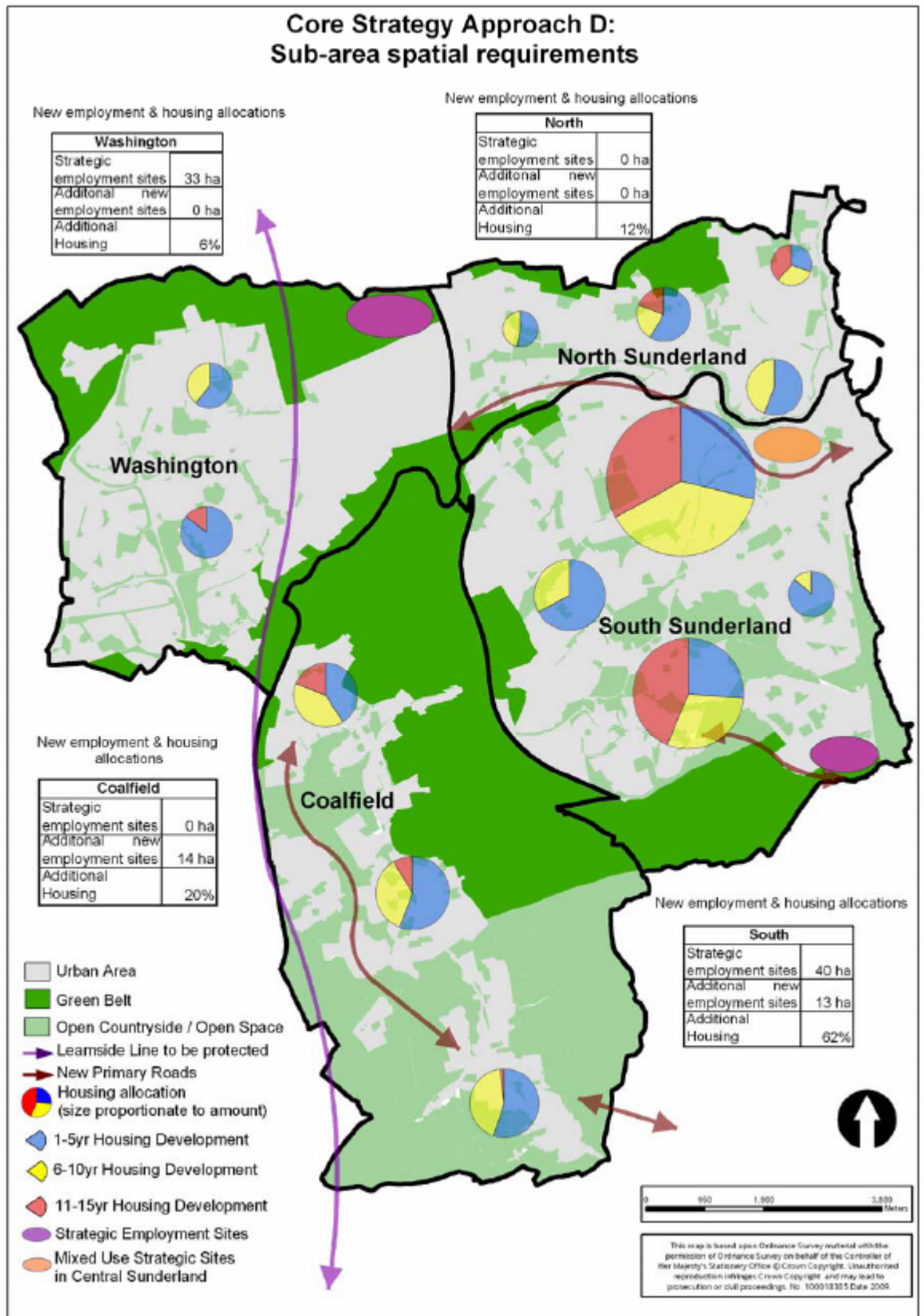


Figure 9 – Core Strategy Approach D



### 19.3 Why have these alternatives been considered?

19.3.1 In terms of the spatial distribution of growth, the following assumptions provided a starting point:

- There must be conformity with national and RSS policy;
- Development should address the priorities set out in The Sunderland Strategy and Local Area Agreement;
- The need to strengthen the city centre and central Sunderland, and recognise the wider strategic role of the city centre in supporting overall city development;
- The need to focus development in accessible locations wherever feasible, in and around centres and alongside key public transport corridors;
- The need to focus development to support the regeneration of deprived communities wherever feasible.

19.3.2 At the time, the Regional Spatial Strategy set the broad development strategy for Sunderland and for the region up to 2021 and established the level of development expected in Sunderland within this time period. Key development requirements were:

- Giving priority to the regeneration of the River Wear Corridor in Central Sunderland (in line with the operational area of Sunderland arc, the city's regeneration company);
- Maintain the broad extent of the Green Belt to prevent the merging of Sunderland with Seaham, Houghton-le-Spring, Washington or Tyneside;
- To provide for some 225 hectares General Employment Land Allocation; and
- Deliver 14,960 net additional dwellings as a minimum for the RSS period 2004-2021

19.3.3 The broad spatial options identified were developed on this basis, and drew from a range of evidence base documents, which included the following:

- Strategic Housing Market Assessment (SHMA)
- Strategic Housing Land Availability Assessment (SHLAA)
- Employment Land Review
- Retail Needs Assessment
- Greenspace Audit
- Infrastructure (Utilities) Topic Paper
- Topic Papers for each of the four sub-areas in the city
- 20 updated themed topic papers.

### 19.4 Why has the preferred approach been selected?

19.4.1 Taking into account representations received during the consultation and the sustainability appraisal, Approach 'D' (which took into account sub-area spatial requirements) including elements of Approach 'C' (focussing development in the current urban area and safeguard the city's green infrastructure) has been carried forward as the Council's 'Revised' Preferred Option. This option is considered to be the "most reasonable alternative" on the basis of the previous appraisal and consultation responses. This approach reflects the findings of the SA Report of the Alternative Approaches (2009) which are represented in **Appendix II**. A summary of the identified effects is set out below.



Table 14: Summary of effects from SA report of the Alternative Approaches

SA Objective	Situation under Approach A	Situation under Approach B	Situation under Approach C	Situation under Approach D
Adapting to and mitigating against climate change	Orange	Orange	Orange	Orange
Living within environmental limits	Orange	Red	Orange	Orange
Safeguarding and enhancing Sunderland's environmental infrastructure	Orange	Red	Yellow	Orange
Strengthening Sunderland's economy and employment market	Light Green	Light Green	Light Green	Light Green
Stemming the declining population of the city by reducing out migration and encouraging in-migration	Light Green	Yellow	Yellow	Dark Green
Establishing a strong learning and skills base for Sunderland	White	White	White	White
Building sustainable communities in Sunderland	Yellow	Yellow	Yellow	Light Green
Improving health and well-being whilst reducing inequalities in health	Light Green	Yellow	Light Green	Light Green
Promoting, enhancing and respecting Sunderland's culture and heritage	Yellow	Red	Yellow	Light Green
Developing sustainable transport and communication.	Yellow	Red	Light Green	Light Green

- 19.4.2 Approach A would strengthen the city's economy and stem the declining population of the city, whilst improving health and redeveloping large amounts of PDL, particularly in the City Centre. However, there would be a negative impact on climate change, air and water quality and the city could see incursions take place in the Green Belt in Sunderland South and Washington.
- 19.4.3 Approach B would see an improvement in the city's economy. However, there would be a negative effect on adapting to and mitigating against climate change and significant negative effects on transport and the city's culture and heritage. Although large amounts of PDL would be developed in South Sunderland, this could be less than the other approaches. There would also be significant negative impacts on air and water quality.
- 19.4.4 As development would be concentrated within the urban area in Approach C, there will be positive effects for transport, resident's health and the city's economy. However, there would be negative effects for climate change and air and water quality.
- 19.4.5 As development would meet the needs of each sub area under Approach D, the culture and heritage of each area will be taken into consideration when development is proposed or is taking place. Resident's health will improve along with public transport and the city's economy. This approach would encourage and give the impression to residents and potential in-migrant of a well built and well planned community leading to sustainable communities and stemming the declining population of the city.

## 20 KEY REGENERATION SITES

### 20.1 Why have alternatives been considered for this issue?

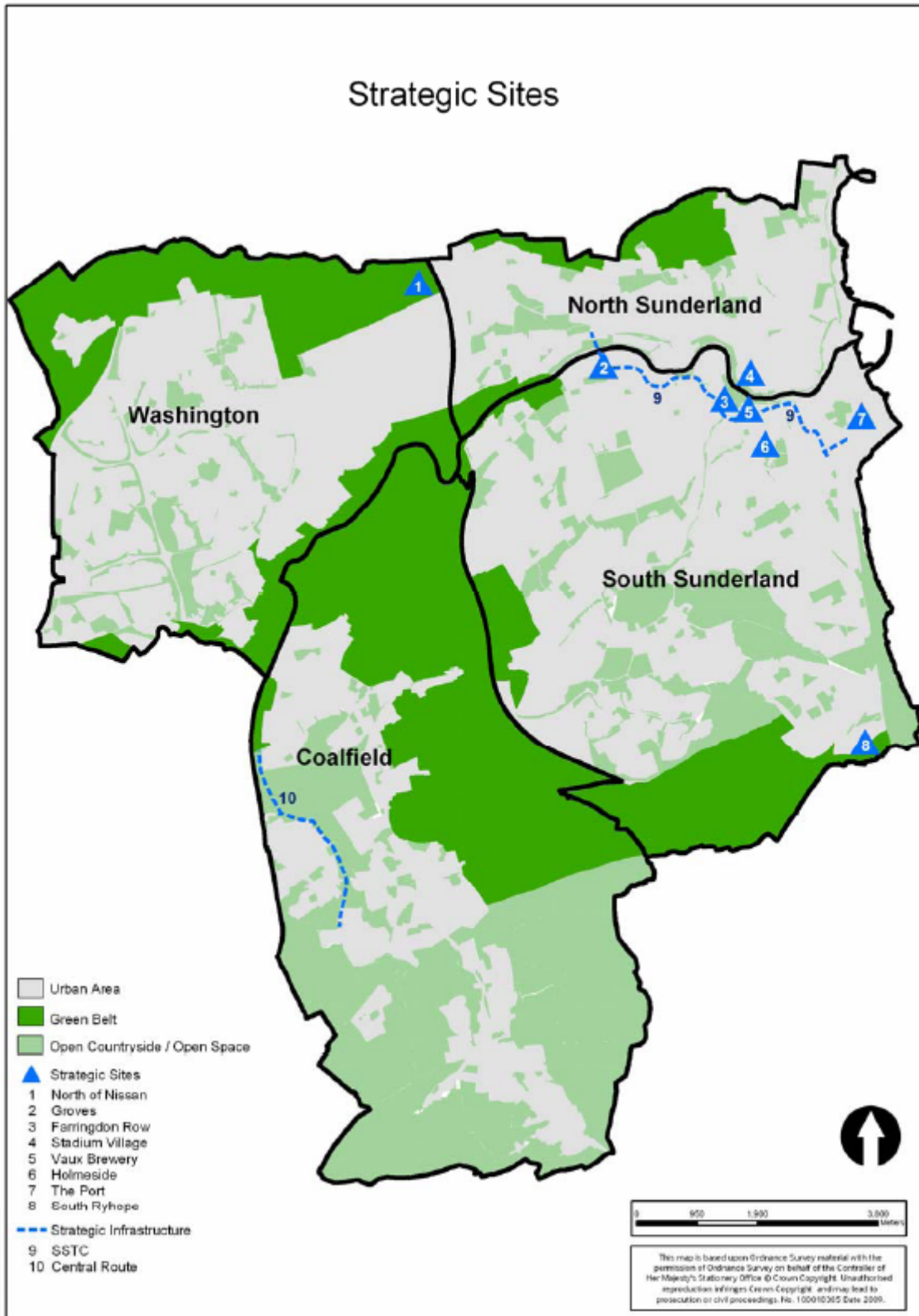
- 20.1.1 In addition to establishing a broad spatial approach to housing and employment growth there is also a need for the Core Strategy Local Plan to consider the allocation of key sites/locations to deliver the identified housing and employment growth. The need to select the best performing sites/locations is the issue under consideration within this Chapter.

### 20.2 What are the reasonable alternatives?

- 20.2.1 Ten “strategic sites” were identified as options for delivery of major regeneration/development in the Alternative Options 2009 consultation paper. These sites were identified on the basis that they were considered critical to the delivery of the Core Strategy and were identified as sites which would require support to bring the site forward for development (due to contamination or ownership issues, for example). The sites were considered strategically significant on the basis of their physical scale and likely impact; and it was considered that each could make a vital contribution to the agreed city-wide priorities of the Council as set out in the Sunderland Strategy. However the sites were also considered to have a “local” dimension in that they provided particular regeneration benefits to specific parts of the city. The following sites were identified:

1. North of Nissan: This site to the north of Nissan and adjacent to the A19 would be able to accommodate a range of large-scale employment uses
2. Groves: The largest housing site in the city (35ha), the redevelopment of the former Groves Cranes land would create a new residential community on the riverside, with a new local centre with community and business uses
3. Farrington Row: This site would complement development at the Vaux site, bringing new office jobs and housing to the city centre
4. Stadium Village: The development of new large-scale leisure uses around the Stadium of Light along with housing and employment will complete the rejuvenation of this area of the riverside
5. Vaux: The main aim is to develop offices to bring new jobs to the city centre, along with new homes
6. Holmeside Triangle: New large-scale shopping facilities are proposed, to include a food supermarket, enhancing the city centre’s retail function and its vitality and viability
7. The Port: The future development of port-related uses and the development of adjoining land will add to the range of employment opportunities in Central Sunderland and complement wider regeneration activities
8. South Ryhope: This large greenfield site in the south of the city, accessed from the new Southern Radial Route, would be developed as a business park for a range of employment uses
9. Sunderland Strategic Transport Corridor (SSTC): This new road will provide a link from the A19, accessing the development sites on the riverside and the city centre, to the Port. It will cross the river on an iconic new road bridge west of the Queen Alexandra Bridge
10. Central Route: This road will greatly improve access to the employment areas at Sedgeleth and Dubmire ensuring that these areas can play a continuing role in the local economy

Figure 10: Strategic Sites located throughout Sunderland



- 20.2.2 These sites were identified as important sites in terms of their potential to deliver regeneration and development objectives. Most, if not all of the sites (with two exceptions) were previously identified for this purpose, either through the Adopted UPD or the UDP Alteration No. 2, (2007). The following commentary is provided in relation to those sites which were not previously identified at the Alternative Approaches Stage (2009).
- 20.2.3 **Crowtree Leisure Centre (retail)** - The Leisure Centre is a large building falling within the City Centre Retail Core. The UDP Alteration No. 2 for Central Sunderland highlights that sites within this area could accommodate the potential requirement for additional retail floorspace within the City Centre. Most of the leisure facilities have been relocated (e.g. the Aquatics Centre) and the redevelopment of the building would allow the provision of new retail floorspace that could accommodate new retail formats that would enhance the vitality and viability of the City Centre.
- 20.2.4 **Sunniside (housing, leisure, business)** - This area in the City Centre was identified in the UDP Alteration No. 2 as a Strategic Location for Change. The Council has pursued the regeneration of this area for some time, acknowledging its potential to create a dynamic and distinctive quarter comprising:-
- a recognised business location for small businesses and creative industries;
  - a niche retail market;
  - a lively and varied restaurant and café quarter with a strong evening economy;
  - a desirable centrally located living area with a comfortable and distinctive urban environment.
- As such it will make a considerable contribution to enhancing the vitality and viability of the City Centre.
- 20.2.5 **Bonnorsfield (housing and education)** - This area stretching from the University's St. Peters Campus to the Wearmouth Bridge was identified in the UDP Alteration No. 2 as a Strategic Location for Change. The area has significant potential to contribute towards the regeneration of the Central Area. It will provide for the continued growth of the University, student accommodation and tourism related uses. A number of proposals for residential development in Bonnorsfield have emerged.
- 20.2.6 **Former Pallion Shipyard (manufacturing/ offshore engineering)** - This area to the west of Queen Alexandra Bridge was identified in UDP Alteration No. 2 as a Strategic Location for Change.
- 20.2.7 More recently, the Council's Employment Land Update (2012) highlighted the potential value of the yard – the only covered repair facility on the river - to the development of the emerging offshore industry. This would accord with the aim of the Economic Masterplan to capture growth in this sector of the economy.
- 20.2.8 **Chapelgarth and Cherry Knowle (housing and supporting infrastructure)** - These areas have been identified for housing development for some time; both feature in the UDP as major housing sites. The Council's 2012 SHLAA indicates that together they are capable of accommodating some 1400 new houses. Development could commence within years 1-5 and continue over the period of the Core Strategy.
- 20.2.9 This area of South Sunderland is popular with house builders and the development of these sites will contribute significantly to meeting the needs of both the South Sunderland area and the City overall; this would accord with the overarching spatial development principles established in Core Strategy Policy CS1.1.

20.2.10 The only "new" sites to come forward through the Core Strategy process were Burdon Lane (a site identified through the SHLAA process as providing an opportunity to deliver significant new housing) and the Philadelphia site (site was the subject of a planning application).

20.2.11 The sites identified for delivery of housing were drawn from a wider list of potential sites identified through the SHLAA.

### 20.3 Why has the preferred approach been selected?

20.3.1 The Council's preferred approach is to allocate just two strategic sites (Former Vaux brewery/ Farringdon Row for offices and housing and Land to the North of Nissan for employment purposes) in the Core Strategy. The extent of these sites will be identified on the Proposals Map. Thirteen other locations (which essentially formed 'reasonable alternatives' to the strategic sites identified – see above) have been identified as 'Locations for Major Development'. These sites are considered not central to the delivery and success of the Core Strategy, but of sufficient importance in terms of their ability to help to regenerate large sites across the city, primarily in Central Sunderland – such that they should be identified in the plan. Planned in a comprehensive fashion, it is expected that development of these sites will have a significant impact upon the pattern of land use within the city. These locations are not specifically allocated as sites in the Core Strategy, but will be further defined in a Site Allocations Development Plan Document.

20.3.2 Preferred and non-preferred sites are shown in Table 15, below.

Table 15: Preferred and non-preferred strategic site options

Strategic Sites	Non- preferred strategic site options (now Locations for Major Development)	Sites no longer taken forward as Strategic Sites or Locations for Major Development
<b>Former Vaux brewery/ Farringdon Row (offices and housing)</b>	Holmeside Triangle (mixed use including retail)	Sunderland Strategic Transport Corridor (SSTC): This new road will provide a link from the A19, accessing the development sites on the riverside and the city centre, to the Port. It will cross the river on an iconic new road bridge west of the Queen Alexandra Bridge – now identified in Policy CS5 – Connecting the City
<b>Land to the North of Nissan (employment)</b>	Crowtree Leisure Centre (retail)	Central Route: This road will greatly improve access to the employment areas at Sedgeleth and Dubmire ensuring that these areas can play a continuing role in the local economy - – now identified in Policy CS5 – Connecting the City
	Sunniside (housing, leisure, business)	
	Stadium Village (leisure, housing and business)	
	Bonnarsfield (housing and education)	

	Former Pallion Shipyard (manufacturing/ offshore engineering)	
	The Port (port-related development)	
	Groves (housing and supporting infrastructure)	
	Chapelgarth (housing and supporting infrastructure)	
	Cherry Knowle (housing and supporting infrastructure)	
	Land North of Burdon Lane (housing and supporting infrastructure)	
	South Ryhope (housing and employment)	
	Philadelphia (housing/ mixed use and supporting infrastructure)	

20.3.3 An appraisal of the strategic sites is set out in Chapter 25, and an appraisal of the Locations for Major Development in Chapter 26. The Council does not consider that there are any further reasonable alternatives to these sites at the present time.

The **Land North of Nissan** site is identified for development as a strategic employment site with an emphasis on development which supports low carbon technologies.

The UDP deposit document (1997) proposed a site to the North of Nissan for employment purposes. However, this was not supported by the Inspector at the Public Local Inquiry and so did not feature in the Adopted Plan. The site was then brought forward in the Regional Planning Guidance for the North East (2002), which proposed a strategic employment site in this broad location, between 40 and 200 hectares, to be identified by Sunderland, South Tyneside and Gateshead Councils working collaboratively.

The Regional Spatial Strategy Submission Draft (June 2005) proposed for the site, (now entitled TyneWear Park), to be identified in the RSS as a strategic employment site. However, the Secretary of States Proposed Changes (May 2007) led to the removal of the site from the RSS. The site now proposed is the City Council's preferred site due to a number of factors. These include its proximity to the Nissan complex; access to the Leamside Line; and the fact that there is no other site of a similar scale available to deliver such development. However the site is located within the Green Belt in the north-east corner of Washington.

The **Vaux/Farrington Row/Galleys Gill site** is allocated for development as an employment-led mixed use development. Farrington Row is allocated for development as offices and Galleys Gill will remain as open space.

The site is the location of the former Vaux Brewery and was allocated in the UDP (1998) to be continued for this purpose. However, after its closure, UDP Alteration Number 2 (2007) allocated the site, along with Farrington Row adjacent, for business led mixed use development, whilst retaining Galleys Gill as open space. A development framework has been published for Farrington Row and Vaux has been granted permission for mixed use development. The brewery closed in 1998 and the built structures have been cleared for several years. The site is owned by Tesco Stores Ltd. Sunderland Arc and its partners are currently in formal negotiations to acquire the land and have also undertaken a comprehensive programme of land assembly and remediation at Farrington Row. Without the plan, the site is likely to come forward; however, it may take considerably longer to be developed.

The site is the location of the former Vaux Brewery and was allocated in the UDP (1998) to be continued for this purpose. However, after its closure, UDP Alteration Number 2 (2007) allocated the site, along with Farrington Row adjacent, for business led mixed use development, whilst retaining Galleys Gill as open space. A development framework has been published for Farrington Row and Vaux has been granted permission for mixed use development. The brewery closed in 1998 and the built structures have been cleared for several years. The site is owned by Tesco Stores Ltd. Sunderland Arc and its partners are currently in formal negotiations to acquire the land and have also undertaken a comprehensive programme of land assembly and remediation at Farrington Row. Without the plan, the site is likely to come forward, however, it may take considerably longer to be developed.

## 20.4 Reflecting the findings of Sustainability Appraisal

20.4.1 The Strategic Site at **Land North of Nissan** has shown several uncertainties in terms of performance against the environmental SA objectives. The following effects were identified:

- Likely significant negative effects in relation to Objective 3 Environmental Infrastructure. Development would be located within in the city’s Green Belt and any development would lead to a reduction in the site’s biodiversity potential.
- Likely negative (but not significant) effects in relation to Objectives 1 and 3 - Climate Change and Environmental Limits. These effects relate to worsening air quality due to the lack of public transport to the site and greater use of private and commercial vehicles cars to access the site.
- Likely negative (but not significant) effects in relation to Objective 10 Transport and Communication. These effects relate to an increase in congestion due to limited public transport links
- Likely significant positive effects in relation to Objective 4 Economic and Employment

20.4.2 The Strategic Site at **Vaux, Farrington Row** demonstrates likely significant positive effects in relation to Objective 4 Economic and Employment and Objective 7 Sustainable Communities

20.4.3 In several areas mitigation is likely to be achievable through development management, however, circumstances of individual developments will require far more scrutiny than can be applied in this appraisal. Areas of mitigation of potential negative effects on the baseline include:

- Waste recycling;
- Flood protection and use of SUDS;
- Sustainable building standards, BREEAM, Code for Sustainable Homes, Building Regulations, Lifetime Homes;
- Greater use of public transport;
- Travel Plans;
- Highway improvements;
- Compensatory provision in relation to habitat; and
- Application of design standards and screening measures.

20.4.4 Mitigation of the likely significant negative effects of development of Green Belt land to the north of Nissan will be more of a challenge and will require 'Very special circumstances' to be demonstrated.

20.4.5 Suggested areas for enhancement include:

- *Land north of Nissan* - The Core Strategy presents a vision of a Technopole and in due course once the Core Strategy is adopted this concept should be developed in more detail in order to maximise skills development and career opportunities for city residents/in-migrants
- *Vaux, Farrington Row* - Development of the site should take account of the heritage and cultural fabric of the previous use which was a longstanding part of Sunderland's industrial legacy.

20.4.6 The effectiveness and deliverability of the Strategic Sites will be subject to future economic performance and market conditions and to detailed deliverability and viability assessments.

20.4.7 Complete appraisal findings in relation to the two strategic site options are presented within Chapter 25 of this Report.

20.4.8 Development proposals for the Strategic Sites must be supported by either a masterplan or development framework, which includes a delivery strategy (Policy DM2.1). Such frameworks should ensure that development will address the constraints flagged by the SA. With respect to the Locations for Major Development, Policy DM2.1 states that LMDs will be defined and allocated through the Allocations DPD. Should an LMD come forward in advance of this document proposals will be considered against policies within the NPPF, the Development Plan and the criteria set out for Strategic Sites (DM2.1). For the housing sites at Chapelgarth; Cherry Knowle; North of Burdon Lane; and South Ryhope, detailed guidance will be provided in the form of a Supplementary Planning Document to ensure these sites are brought forward in a co-ordinated manner, along with associated infrastructure, as the "South Sunderland Growth Area".



## 21 DEVELOPMENT MANAGEMENT POLICIES

21.1.1 Reasonable alternatives have been considered for a number of the development management policies. An appraisal of the reasonable alternatives is set out at **Appendix IV**. The following table provides an explanation as to why reasonable alternatives have not been considered for the following development management policies.

POLICY	AIM	EVIDENCE	ALTERNATIVES
<b>DM1</b>	<b>Sustainable Development</b>		
DM1.1	Presumption in favour of sustainable development	NPPF paragraph 14	Reiterates national policy approach set out in NPPF and is a requirement for Core Strategies. <b>There is no reasonable alternative</b>
DM1.2	Sequential Approach to development	NPPF paragraph 17 and 30	The policy reflects messages within the NPPF in terms of the presumption in favour of sustainable development, promoting the vitality of the main urban area and encouraging effective use of land by reusing land that has been previously developed. <b>There is no reasonable alternative</b>
<b>DM2</b>	<b>Strategic Sites &amp; Locations for Major Development</b>		
DM2.1	Strategic Sites and Locations for Major Development	NPPF paragraph 21 Employment Land Update (2012)	Policy establishes main requirements underpinning development of these sites
<b>DM3</b>	<b>Economic Development</b>		
DM3.1	Primary Employment Areas	NPPF paragraphs 17 and 21 Employment Land Update (2012)	Approach accords with NPPF applied to local level. There is a need to distinguish relative importance of different employment areas and adopt an appropriate approach to development management within these areas. <b>There is no reasonable alternative</b>
DM3.2	Key Employment Areas	NPPF paragraphs 17 and 22 Employment Land Update (2012)	
DM3.3	Marketing	NPPF paragraphs 17 and 22	This is a key requirement in assessing proposals for non-employment uses and addresses the viability of existing property and sites. Whilst different time periods and media could be included in the policy, those featured are considered to be reasonable in the context of current market conditions. <b>There is no reasonable alternative</b>
DM3.4	Other employment sites	NPPF paragraphs 17 and 22	This approach accords with NPPF regarding review of

		Employment Land Update (2012)	employment land allocations and the need for flexibility. The sites have been identified through the ELU. <b>There is no reasonable alternative</b>
DM3.5	New employment space	NPPF paragraphs 17 and 22 Employment Land Update (2012)	This approach accords with the NPPF regarding the need for flexibility of approach in terms of employment land supply and the need to be responsive to market signals. <b>There is no reasonable alternative.</b>
DM3.6	Trade Counters		This policy reflects the need to control the character of employment areas, whilst allowing for business needs. <b>There is no reasonable alternative (Need to stipulate %?)</b>
DM3.7	Non-retail uses	NPPF paragraphs 23 and 70	There is a need to ensure these uses are developed in a manner that is complimentary to other uses and amenity considerations. <b>There is no reasonable alternative</b>
DM3.8	City Centre Evening Economy		Takes forward policy approach set out in Council's adopted SPD. <b>There is no reasonable alternative</b>

## **PART 3: WHAT ARE THE APPRAISAL FINDINGS AND RECOMMENDATIONS AT THIS CURRENT STAGE?**

**22 INTRODUCTION (TO PART 3)**

The report must include...

- The likely significant effects on the environment associated with the draft plan approach
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan approach

- 22.1.1 As such, Chapters 24 – 27 present an appraisal of the draft plan approach, as set out within the ‘Revised’ Preferred Options consultation document.
- 22.1.2 Chapter 28 then discusses overall conclusions at this current stage and summarises outstanding recommendations.

**23 METHODOLOGY**

- 23.1.1 The appraisal identifies and evaluates ‘likely significant effects’ on the baseline / likely future baseline associated with the draft plan approach, drawing on the sustainability topics and issues identified through scoping (see Part 1) as a methodological framework.
- 23.1.2 Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the policy measures under consideration. The ability to predict effects accurately is also limited by understanding of the baseline and (in particular) the future baseline.
- 23.1.3 In light of this, where likely significant effects are predicted this is done with an accompanying explanation of the assumptions made.<sup>51</sup> In many instances it is not possible to predict likely significant effects, but it is possible to comment on the merits of the draft plan approach in more general terms.
- 23.1.4 It is important to note that effects are predicted taking into account the criteria presented within Regulations.<sup>52</sup> So, for example, account is taken of the duration, frequency and reversibility of effects as far as possible. The potential for ‘cumulative’ effects is also considered.<sup>53</sup> These effect ‘characteristics’ are described within the appraisal as appropriate.
- 23.1.5 The following key has been used to indicate the likely significant effects of the policies.

<b>Likely Significant positive impact</b>
<b>Likely Positive impact (but not significant)</b>
<b>Unclear impact, or insufficient data available to predict effect</b>
<b>Likely Negative effect (but not significant)</b>
<b>Likely Significant negative effect</b>

<sup>51</sup> As stated by Government Guidance (The Plan Making Manual, see <http://www.pas.gov.uk/pas/core/page.do?pagelid=156210>): "Ultimately, the significance of an effect is a matter of judgment and should require no more than a clear and reasonable justification."  
<sup>52</sup> Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004  
<sup>53</sup> In particular, there is a need to take into account the effects of the Local Plan acting in combination with the equivalent plans prepared for neighbouring authorities. Furthermore, there is a need to consider the effects of the Local Plan in combination with the ‘saved’ policies from the [Old Local Plan].

**24 APPRAISAL FINDINGS - CORE STRATEGIC POLICIES**

24.1.1 The appraisal of the draft plan Core Strategy policies is set out within a series of separate schedules, with an appraisal schedule provided for each core policy. Each schedule discusses the likely broad implications of implementing the policy (preferred option), including identifying any short, medium and long term implications, secondary or cumulative impacts and whether the implications are likely to be permanent or temporary. Where appropriate evidence exists, the likely significant effects of implementing the policies have also been identified.

24.1.2 The following key has been used to indicate the likely significant effects of the core policies.

<b>Likely Significant positive impact</b>
<b>Likely Positive impact (but not significant)</b>
<b>Unclear impact, or insufficient data available to predict effect</b>
<b>Likely Negative effect (but not significant)</b>
<b>Likely Significant negative effect</b>

24.2 CS1 Spatial development, growth and regeneration in Sunderland

<b>SA Objective</b>	<b>Comment</b>
<p><b>Objective 1- Climate Change</b></p>	<p>By focussing development for large scale town centre uses towards the Central Area (which includes the City Centre), the policy is encouraging development which attracts large numbers of people in the most sustainable locations, which are accessible by public transport and may also encourage linked trips. This should assist to reduce greenhouse gas emissions associated with travel.</p> <p>The policy states that the majority of new housing will be located in South Sunderland, which has good public transport links including several Metro stations. Washington will be a key provider of employment land. Its location next to the strategic road network will assist to reduce congestion in the city associated with freight and HGV movements - therefore producing less emissions. Housing led regeneration in the Coalfield area however could mean that there could be an increase in emissions from new residents and an increase in car use, especially if new residents have to use private vehicles to access jobs. In order to mitigate this, consideration should be given to strengthening Policy DM5 Transport, access and parking, by specifically providing for enhanced public transport e.g. rapid direct buses from large new developments in the Coalfield to employment locations and the city centre.</p> <p>It is felt that the appraisal cannot conclude that the Policy is likely to have significant positive impacts, largely due to the difficulties in measuring the impacts on climate change as a result of the strategic nature of the policy.</p>
<p><b>Objective 2- Environmental Limits</b></p>	<p>The Core Strategy advocates a brownfield first approach and by promoting the Central Area (the most sustainable location in the city) as the primary location for offices, retail and main town centre uses, and by ensuring that the majority of new housing will be located in South Sunderland, the re-use of previously developed land in the city will be maximised. It is recognised, however, that some use of greenfield and Green Belt land is likely to be required to achieve Plan aims, particularly at the strategic employment site north of Nissan. It should be recognised that just because the Central Area is in the most sustainable location that this alone will not ensure that developing here will not lead to a deterioration of air quality. Effective delivery of Policy CS5 Connecting the City including a well patronised public transport system will be essential to ensure that the baseline for this objective is not negatively impacted in this regard.</p>
<p><b>Objective 3- Environmental Infrastructure</b></p>	<p>By prioritising Central and South Sunderland for development, the plan aims to maximise the use of previously developed land in the city. This will help to ensure that Green Belt and green infrastructure is protected and maintained across Sunderland (with the exception of the strategic site north of Nissan).</p>
<p><b>Objective 4- Economy and Employment</b></p>	<p>Office development will be prioritised in the Central Area. Such developments are likely to be of a high job density. This should help strengthen the city's economy, increase the number of people who are economically active and enhance the role and influence of the city centre. By continuing to focus provision of employment land in Washington, it will continue to strengthen the city's economic performance, recognising the significance role that this area already plays in this respect.</p> <p>However, regeneration of the Coalfield is likely to be housing led, and due to the built up nature and lack of land available for new</p>

	development in North Sunderland, employment land will only be developed when opportunities arise. This area is less likely to deliver viable opportunities for local employment.
<b>Objective 5- Population and Migration</b>	The perception of the City and its centre will be enhanced as the Central Area (within which the City Centre falls) will be the primary location for offices, retail and main town centre uses. As the primary location for these key uses, the Central Area will, subject to economic and market forces, become more competitive and provide more employment opportunities that are accessible, diverse, plentiful and attractive. This in turn will serve to retain and attract existing and new residents.
<b>Objective 6- Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 7- Sustainable Communities</b>	The policy aims to ensure that development is built in sustainable locations as it prioritises Central and then South Sunderland for development. These areas, which include the city centre, are the most sustainable in the city and are well served by the Metro and bus infrastructure. These two sub-areas contain nearly half of the city's designated centres, which allows for the provision of services and facilities in close proximity to housing, further promoting these areas as sustainable locations, and supporting walking and cycling in these areas. The provision of new employment land in appropriate locations will, subject to economic and market forces, provide employment opportunities which will be important in achieving a significant positive effect against the baseline for this objective.
<b>Objective 8- Health and Well-Being</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 9- Culture and Heritage</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 10- Transport and Communication</b>	By focusing main town centre uses in the Central Area and the majority of housing in South Sunderland, the ability to make use of sustainable transport is promoted. These areas of focus are more likely to improve the baseline in relation to this objective as development here will concentrate on and intensify development in more accessible built-up areas. Effectively improving the baseline in relation to this objective will, however, depend on the effective delivery of Policy CS5 Connecting the City.
<b>Short/ Medium term impact (0-10 years)</b>	<p>Policy CS1 sets out a high level spatial development framework. It aligns with the identified housing and regeneration needs in the city. In addition it sets out spatial priorities which seek to locate employment development in the most attractive locations where private sectors are most inclined to invest. This is a positive and pro-active approach and the Economic Masterplan sets out a forward looking spatial approach to making the best use of the city's assets, including the University, Waterfront and private sector investment from companies such as Nissan.</p> <p>However, given the current domestic and wider recessionary pressures, combined with UK government-imposed austerity measures, the extent of positive impacts on the baseline in the short term and potentially for the early part of the medium term on employment levels, measures of deprivation, regeneration projects/programmes and population stabilisation is far from clear.</p> <p>In other words despite the well-considered spatial approach, the unpredictability of economies both in the UK and abroad may cause</p>

<p><b>Long term impact (11-20 years)</b></p>	<p>positive impacts to be less pronounced than the Core Strategy Vision would wish.</p> <p>The impacts of Policy CS1 become even more uncertain in the longer term. However the policy sets out an appropriate and sustainable spatial approach which has the potential to provide significant beneficial impacts on baseline conditions in the city. Ensuring economic, housing and educational benefits and opportunities which do occur filter through to areas where deprivation is most felt is a key aim and it is felt that at a strategic level this policy will help to achieve this. Naturally it will also be supported by implementation of other policies in the plan.</p>
<p><b>Permanent vs. Temporary effects</b></p>	<p>Development undertaken in accordance with this Policy will be permanent.</p>
<p><b>Secondary Effects</b></p>	<p>Subject to comments made above concerning the short/medium/long term impacts, there are likely to be a range of beneficial secondary impacts including improved measures of deprivation, population stabilisation, competitiveness within the region and increased GVA and economic performance.</p>
<p><b>Areas likely to be significantly affected</b></p>	<p>The policy outlines how each sub-area will grow, therefore it will affect the entire city. Areas where greater levels of development are proposed such as the Centre, South Sunderland, Washington, strategic sites, Locations for Major Development and regeneration areas will be more affected.</p>
<p><b>Proposed Mitigation/Enhancement</b></p>	<p>In very broad terms the Policy sets out a strategic spatial framework which in broad terms, responds appropriately to the evidence base. As later policies develop more detail around this policy, no mitigation/enhancement proposals are considered necessary.</p>



**24.3 CS2: Key Regeneration Sites**

- 24.3.1 The appraisal of the individual sites which make up Policy CS2 is addressed in Chapter 25 and 26 of the Report below. A consideration of the in-combination and cumulative impacts of the allocation of these sites is addressed in Chapter 28.

**24.4 CS3 Developing the City's Economic Prosperity**

<b>SA Objective</b>	<b>Comment</b>
<b>Objective 1- Climate Change</b>	The policy encourages the development of new employment sectors to diversify and support long term growth of the economy. The policy also provides more guidance on acceptable employment uses for the two strategic sites and also sets out protective policies in respect of existing employment areas. Delivery of the policy itself is likely to lead to greater production of carbon dioxide through the construction and occupation of new employment floorspace, however, there will be beneficial indirect impacts brought about through some of the low carbon initiatives envisaged, including the A19 Ultra Low Carbon vehicle development in Washington and the North East offshore renewable engineering sector.
<b>Objective 2- Environmental Limits</b>	Development of the Vaux, Farringdon Row site will assist in maximising the use of previously developed land, especially in Sunderland South where the site is located. The development of the strategic site north of Nissan will have an adverse impact in this respect however, as it is located on a Greenfield site. Other sites allocated by this policy will be predominantly brownfield, so will have a positive impact on the baseline in this respect. The overall impact is likely to be positive.
<b>Objective 3- Environmental Infrastructure</b>	There will be an adverse effect on the baseline in relation to this objective from the loss of green belt land at the Strategic site North of Nissan. Other than this site, no further release of green belt land is currently proposed. There may be some adverse impact on the Durham Heritage Coast associated with development at the Port.
<b>Objective 4- Economy and Employment</b>	<p>The provision and protection of new and existing employment land across the city is likely to increase the number of economically active people in the city and help strengthen the city's economy. The investment corridor to be created between Washington and the City Centre along the route of the A1231/ SSTC will also help to strengthen the city's economic performance in comparison to the wider region and the country whilst creating jobs and increasing the number of economically active people in the city.</p> <p>The development of offices and retail in the City Centre is likely to enhance its economic role. New retail floorspace in the city will help to diversify the economy and increase the number of economically active people in the city, therefore tackling some of the causes of deprivation.</p> <p>The policy promotes the diversification of the economy and supports the growth of new businesses and business sectors including low carbon technologies (electric vehicles and offshore renewables) as part of the North East Low Carbon Enterprise Zone. The policy prioritises the city centre for office development, encourages investment in education and training to residents and in migrants and this will also serve to tackle economic deprivation.</p>

<p><b>Objective 5- Population and Migration</b></p>	<p>The impact on the baseline is considered to be significantly positive. The development of offices and retail in the City Centre is likely to enhance its image to both residents and non-residents and ensure it becomes a more viable and vibrant destination as it would become a focus for these uses. The provision of land for economic development, along with the promotion of the development of new employment sectors, the development of existing sectors and provision of retail floorspace is likely to lead to the creation of employment opportunities that are accessible, diverse, plentiful and attractive to both residents and potential in-migrants, as employment land would be distributed across the five sub-areas. The impact on the baseline is considered to be significantly positive.</p>
<p><b>Objective 6- Learning and Skills</b></p>	<p>By encouraging investment in education and training, to develop qualifications and skills, the policy has the potential to improve skills and learning for residents.</p>
<p><b>Objective 7- Sustainable Communities</b></p>	<p>The prioritisation of the city centre for offices and retail will ensure that the most intensive employment opportunities are developed in the most sustainable location in the city. The policy promotes retailing, tourism, leisure and heritage and culture in the city, including the City Centre evening economy. This will serve to create a more attractive offer for existing residents, attract new residents and provide new direct and indirect employment. Overall the policy will help to address multiple deprivation and could have a potentially significant beneficial impact on several aspects of the evidence base - leading to more sustainable communities.</p>
<p><b>Objective 8- Health and Well-Being</b></p>	<p>No identified/predicted impact on the baseline for this objective/sustainability issue.</p>
<p><b>Objective 9- Culture and Heritage</b></p>	<p>The development of offices and retail in the City Centre is likely to improve the image of the City Centre. The policy also promotes the development of tourism, leisure, heritage and culture sectors.</p>
<p><b>Objective 10- Transport and Communication</b></p>	<p>The development of the City Centre could lead to increased traffic congestion in the city but it will also significantly promote the use of sustainable transport as the City Centre is well served by public transport by bus, metro and rail facilities. The mix of uses could also lead to more cycling and walking.</p>
<p><b>Short/ Medium term impact (0-10 years)</b></p>	<p>The policy sets out a positive economic strategy to focus on the development opportunities at the two strategic sites, in knowledge intensive industries and the low carbon economy e.g. electric vehicles, renewables. The policy rightly recognises the need to develop appropriate learning and skills to meet private sector needs. The policy also rightly recognises that maximising the potential of the city's assets including the University, Waterfront and the city centre are an appropriate focus for driving economic growth and prosperity.</p> <p>However, given the current domestic and wider recessionary pressures, combined with UK government-imposed austerity measures, the extent of positive impacts on the baseline in the short term and potentially for the early part of the medium term - on employment levels, measures of deprivation, regeneration projects/programmes and population stabilisation is far from clear.</p>
<p><b>Long term impact (11-20 years)</b></p>	<p>The potential positive impacts of Policy CS3 become even more uncertain in the longer term. However the policy sets out appropriate economic policies which have the potential to provide significant beneficial impacts on baseline conditions in the</p>

	<p>city. Ensuring economic and educational benefits and opportunities which do occur filter through to areas where deprivation is most felt is a key aim.</p> <p>Economic growth is temporary but may have permanent effects including the development of infrastructure. The creation of new employment and the raising of educational attainment and skills levels are permanent effects, however, future downturns in the economy may result in temporary or permanent reversal of effects on baseline economic measures, depending on the severity of recession.</p> <p>Economic growth can lead to negative effects on the environment e.g. more production of carbon dioxide but is likely to improve human health as a result of greater disposable income. Economic growth may also decrease levels of crime.</p> <p>Areas where greater levels of development are proposed such as the Centre (the city centre in particular), South Sunderland, Washington, Strategic Sites, Locations for Major Development and regeneration areas will be more affected.</p> <p>The policy should ensure that air quality is not negatively affected due to the increase in traffic congestion in the city centre. Mitigating the effects of development on air quality should be achieved through the development management policies.</p> <p>Through reference to the need for effective promotion and making more residents aware of lifelong learning opportunities, skills and qualifications of the working age population could be improved further.</p>
<b>Permanent vs. Temporary effects</b>	
<b>Secondary Effects</b>	
<b>Areas likely to be significantly affected</b>	
<b>Proposed Mitigation/Enhancement</b>	

24.5 CS4 Sustainable Communities

<b>SA Objective</b>	<b>Comment</b>
<b>Objective 1- Climate Change</b>	The policy supports the co-locating of community facilities, and supports the continued role of city, town, district and local centres, which are the natural location for the provision of such facilities – although the policy does not specifically say this. This should help to reduce carbon emissions over and beyond the plan period through a sustainable pattern of land use, which encourages multi-purpose trips, rather than several one-use journeys.
<b>Objective 2- Environmental Limits</b>	The policy sets out the need to bring empty properties back into use and to pursue the renewal and replacement of the city's housing stock. This should contribute towards ensuring the use of previously developed land is maximised over the plan period.
<b>Objective 3- Environmental Infrastructure</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 4- Economy and Employment</b>	The support for area-based regeneration initiatives and support for new retail (Houghton town centre), tourism and leisure development (Roker and Seaburn Seafront) in the identified Regeneration Areas should assist to increase the percentage of economically active people in the city, support the growth of new businesses and assist to tackle the causes of deprivation in the city.
<b>Objective 5- Population and Migration</b>	By bringing empty properties back into use and supporting programmes of improvement, renewal and replacement to regenerate the city's housing stock, the city's residential environment should be improved. The policy aims to ensure that a choice of housing is provided across the city, including affordable, executive and sites for gypsy and traveller use. This should help to meet the needs of current and future residents through providing a choice of housing stock across the city and should have a significant positive effect on the baseline in relation to this objective.
<b>Objective 6- Learning and Skills</b>	Through ensuring the provision of appropriately located educational facilities and supporting the development of student accommodation, in appropriate locations where there is an identified need; the policy should provide some assistance in improving access to local educational provision within Sunderland. In turn, this would provide opportunities to improve levels of educational attainment across the city.
<b>Objective 7- Sustainable Communities</b>	The policy promotes the delivery of a choice of housing and high quality health, leisure, cultural and education facilities in appropriate locations across Sunderland. This should ensure that sustainable communities are developed that incorporate a range of housing types, sizes and tenures and sufficient community services and should have a significant positive effect on the baseline in relation to this objective, subject to current fiscal constraints.

<p><b>Objective 8- Health and Well-Being</b></p>	<p>Through ensuring the provision of appropriately located high quality health facilities, the policy should increase access to local healthcare provision, thus reducing health inequalities over time. The delivery of leisure facilities should also provide opportunities for people to partake in sports/recreational pursuits, which in turn would boost health and well-being of the population. In-direct effects of improved housing and local environments in areas in need of regeneration should also have an indirect positive effect on health and well-being. Taken together, the various elements of this policy if successfully implemented, should have a significant positive impact on the baseline in relation to this objective.</p>
<p><b>Objective 9- Culture and Heritage</b></p>	<p>The policy seeks to ensure the provision of appropriately located high quality cultural and leisure facilities in conjunction with council initiatives and the co-locating of facilities; and identifies the Roker and Seaburn Seafront as a focus for tourism and leisure-led regeneration. This should assist to improve the image of the city, and promote sustainable tourism in the city.</p>
<p><b>Objective 10- Transport and Communication</b></p>	<p>The policy supports the co-location of community facilities; the continued role of town and other centres; housing as part of mixed-use schemes; and student accommodation in appropriate locations. These measures should help to reduce traffic congestion across the city by encouraging a sustainable pattern of land use which reduces the need to travel, as well as encouraging multi-use rather than single purpose journeys. The policy could be strengthened in relation to town and other centres – acknowledging the role they play in reducing reliance on the car through local accessibility and the distribution of land uses, – see suggested text below. Similarly, the importance of placing student accommodation in areas where it is accessible by walking, cycling or public transport could be further highlighted – see suggested text below.</p>
<p><b>Short/ Medium term impact (0-10 years)</b></p>	<p>In the short/medium term, the implementation of this policy should help to ensure that a sufficient choice of housing (in terms of types, sizes and tenures) and key services are delivered across the city. It should also help to ensure that the existing housing stock is utilised so that empty properties are brought back into use across the city.</p>
<p><b>Long term impact (11-20 years)</b></p>	<p>By increasing the choice of accommodation for older households, the city's ageing population will have the right type of accommodation to suit their needs in the long term.</p>
<p><b>Permanent vs. Temporary effects</b></p>	<p>Developing housing and community facilities and regenerating existing housing stock is likely to be permanent.</p>
<p><b>Secondary Effects</b></p>	<p>Ensuring an appropriate mix of good quality housing of all types, sizes and tenure (including affordable and executive housing) and providing a good mix of cultural, leisure, health and sports facilities should help attract more people into the city, assisting to reverse population decline. Secondary effects in the form of improved health and well-being and reduction in deprivation can be expected over time.</p>
<p><b>Areas likely to be significantly affected</b></p>	<p>Identified regeneration areas, including those areas in which Gentoo is undertaking renewal activity are likely to be significantly affected. These include Pennywell, Southwick and Central Hetton. Houghton town centre and the Roker and</p>

	<p>Seaburn Seafront should be positively affected.</p>
<p><b>Proposed Mitigation/ Enhancement</b></p>	<p>The following minor wording amendments are suggested to strengthen the sustainability of the policy in relation to promoting sustainable patterns of land use:</p> <p>CS4.1</p> <p>a) Supporting the roles of the city centre, town centres, district centres and local centres, as <i>sustainable locations for the provision of community services and facilities</i>, to ensure they remain as viable and vibrant destinations, consistent with their scale and function;</p> <p>c) Ensuring the provision of appropriately located high quality health, leisure, cultural and education facilities, including <i>through partnership with council initiatives and by the co-location of facilities</i>;</p> <p>CS4.3</p> <p>d) Support the development of student accommodation, in appropriate <i>and accessible</i> locations where there is an identified need;</p> <p>CS4.4 The following locations are identified as Regeneration Areas. <i>In these areas the following types of development will be particularly supported</i> :-</p> <ul style="list-style-type: none"> <li><b>i)</b> Houghton town centre: new retail opportunities and environmental improvements;</li> <li><b>ii)</b> Roker and Seaburn Seafront: tourism and leisure development along with new housing and environmental improvements</li> </ul>

24.6 CS5 – Connecting the City

	<p style="text-align: center;"><b>Comment</b></p>
<p><b>SA Objective</b> <b>Objective 1- Climate Change</b></p>	<p>The policy aims to promote sustainable travel across Sunderland through improving the transport infrastructure throughout the City. In particular, the policy highlights that the need to secure improvements to the public transport service and infrastructure and improve the district walking and cycling routes. The delivery of these improvements are likely to facilitate and encourage people living in Sunderland to utilise public transport, or travel by foot or cycle, which would subsequently reduce private vehicle usage. In turn, this would help to reduce carbon emissions resulting from transport use within Sunderland, which would have a positive impact in terms of reducing contributions to climate change in the medium to long term.</p> <p>However the policy also identifies a series of highway improvements on existing roads within Sunderland (although this is more of a re-alignment of existing road networks). These improvements could potentially encourage increased use of the private vehicle if delivered in isolation of improvements to public transport connectivity, which would have an adverse effect in terms of tackling the impacts of climate change (through an increase in carbon emissions). Alternatively, if part of a co-ordinated and comprehensive set of measures (such as those set out in the policy) they could relieve congestion, which could assist to reduce transport related carbon emissions.</p> <p>However it is difficult to predict at this stage what the balance of effects will be.</p>
<p><b>Objective 2- Environmental Limits</b></p>	<p>The delivery of highway improvements on existing roads within Sunderland (as identified in the policy) could lead to increased use of the private vehicle if delivered in isolation of improvements to public transport connectivity. This would have an adverse effect in terms of maintaining/improving air quality. Alternatively, if part of a co-ordinated and comprehensive set of measures (such as those set out in the policy) they could relieve congestion, which could assist to improve air quality.</p> <p>The policy recognises this by seeking to focus development in accessible locations and promoting the development of public transport initiatives and walking and cycling routes. This should assist to off-set increases in emissions associated with private vehicle use, which can contribute to poor air quality.</p> <p>However it is difficult to predict at this stage what the balance of effects will be.</p>
<p><b>Objective 3- Environmental Infrastructure</b></p>	<p>No significant/identified impact in relation to this objective/sustainability objective at the strategic level. Transport infrastructure proposals that come forward over the plan period will need to conform with Policy CS6 (Caring for the City’s Environment) and DM6 (Caring for the City’s Environment).</p>



<p><b>Objective 4- Economy and Employment</b></p>	<p>The policy aims to secure local economic regeneration within Sunderland through enhancing connectivity (via public transport, walking and cycling) between key employment sites and neighbourhoods. In particular, the delivery of the remaining phases of the Sunderland Strategic Transport Corridor (STCC) would assist in the delivery of improvements in the city, and along its route, through securing the regeneration of key sites in this area.</p> <p>The delivery of transport improvements should increase the number of people economically active across the City (and in neighbouring authorities) by improving connectivity to key employment sites and through enabling previously inaccessible regeneration sites to be re-used for employment purposes.</p> <p>The wording of the policy could be strengthened in relation to local/town/district centres, recognising the role they play in terms of providing local employment opportunities – see recommended text below.</p>
<p><b>Objective 5- Population and Migration</b></p>	<p>The delivery of improvements to the transport network within Sunderland (as set out within this policy) should contribute towards enhancing the perception of the city through providing increased transport choices, and providing the necessary infrastructure to support efficient economic activity – increasing the attractiveness of the city as a place to invest. In particular, the delivery of the remaining phases of the SSTC should help to improve the image of Central Sunderland and the City Centre by facilitating the development of key sites within the city. Development of the new route should also help to attract investment and businesses into the city and enable the development of appropriate employment opportunities in the city.</p>
<p><b>Objective 6- Learning and Skills</b></p>	<p>No identified/predicted impact on the baseline for this objective/sustainability issue.</p>
<p><b>Objective 7- Sustainable Communities</b></p>	<p>The policy aims to secure enhance the City’s transport network in order to improve connectivity of neighbourhoods in the city. The delivery of transport improvements should help to ensure that key services and employment opportunities are accessible to Sunderland’s residents via a range of transport methods.</p>
<p><b>Objective 8- Health and Well-Being</b></p>	<p>The policy aims to enhance the City’s transport network in order to improve connectivity of neighbourhoods in the city. The delivery of transport improvements should help to ensure that key services (health care) and open spaces for recreation are accessible to Sunderland’s residents via a range of transport methods.</p> <p>In-directly, the delivery of improved public transport provision (as identified in this policy) should encourage people to use more sustainable transport methods, which would help to improve levels of physical activity, and maintain or improve air quality. In turn, this would help to maintain or improve the overall health and well-being of residents within the city.</p>
<p><b>Objective 9- Culture and</b></p>	<p>No identified/predicted impact on the baseline for this objective/sustainability issue. Transport infrastructure proposals that</p>

<p><b>Heritage</b></p>	<p>come forward over the plan period will need to conform with Policy CS6 (Caring for the City's Environment) and DM6 (Caring for the City's Environment).</p>
<p><b>Objective 10- Transport and Communication</b></p>	<p>Overall, the delivery of enhanced public transport provision across the city is likely to contribute towards a significant positive impact on the baseline relating to the development of a sustainable transport network within Sunderland. The public transport improvements (in particular the reinvigoration of the Metro) would contribute towards encouraging people to utilise public transport over the plan period.</p> <p>By supporting an integrated approach to transport and land use planning and focussing and intensifying development in accessible, built up areas the plan aims to reduce reliance on the car through increasing local accessibility and distribution of land uses. Furthermore, by improving arterial routes into the city centre, the policy promotes the development of better public transport, and public transport routes, that connect well with housing, employment and town centre uses.</p> <p>The protection of the rail corridor between South Hylton and the Leamside Line and the safeguarding of the Leamside Line will help promote sustainable forms of transport within the city and to other parts of the region in the longer term, and promote routes that connect well with employment, housing and other uses.</p> <p>The delivery of highway improvements within Sunderland (including the additional phases of the SSTC) will reduce congestion on existing routes and also help to promote sustainable modes of transport and provide long term transport benefits to the city.</p> <p>Walking and cycling will be encouraged by the creation of a strategic network of walking, cycling and equestrian routes.</p>
<p><b>Short/ Medium term impact (0-10 years)</b></p>	<p>In the short/medium term, the implementation of this policy is likely to have a positive impact. The delivery of increased public transport provision, walking and cycling routes and improvements to the highway network should help to enhance the connectivity of employment locations and neighbourhoods within Sunderland. In particular, the improvements to public transport provision should lead to an increase in the patronage of public transport in the City.</p>
<p><b>Long term impact (11-20 years)</b></p>	<p>In the long term, specific improvements proposed as part of this policy should have been delivered and there are likely to be new demands from development (possibly in different locations) emerging that will result in demands for additional transport provision.</p>
<p><b>Permanent vs. Temporary effects</b></p>	<p>The effects of construction of transport infrastructure, for example provision of cycle routes and bus lanes, are likely to be permanent. The level of patronage of sustainable methods of transport may be temporary as it is dependent on a number of factors.</p>
<p><b>Secondary Effects</b></p>	<p>Implementation of road schemes may lead to an increase in greenhouse gas emissions and air quality deterioration in the</p>

	<p>local vicinity. The promotion/improvement of public transport facilities and walking/cycling/equestrian routes could indirectly improve air quality by encouraging people to patronise these modes, rather than travelling by private vehicle. This would also indirectly improve overall health and wellbeing, both through improved air quality and more active lifestyles.</p>
<p><b>Areas likely to be significantly affected</b></p>	<p>Areas in the vicinity of proposed road schemes are likely to be adversely affected by increased traffic, noise and pollution.</p>
<p><b>Proposed Mitigation/Enhancement</b></p>	<p>To recognise the role that town/district/local centres play in terms of providing local employment opportunities and reducing travel movements, the following amendment to the policy is suggested:</p> <p>CS5.1</p> <ul style="list-style-type: none"> <li>b) Encouraging a reduction in trip distances <i>through the location of compatible land uses</i> and supporting trips by public transport, walking and cycling;</li> <li>c) Enhancing the City's transport network to improve connectivity to key employment sites, <i>to town, district and local centres and to neighbourhoods;</i></li> </ul> <p>CS5.5 – An introductory clause is needed to say who will action this.</p>

24.7 CS6 Caring for the City’s Environment

	<p style="text-align: center;"><b>Comment</b></p>
<p><b>SA Objective</b> <b>Objective 1- Climate Change</b></p>	<p>The policy addresses relevant issues including resource and energy efficiency, use of renewable/low-carbon energy, vulnerability to climate change and flooding in relation to new development.</p>
<p><b>Objective 2- Environmental Limits</b></p>	<p>The policy addresses relevant issues including resource efficiency, recycling of waste, protecting local environmental quality. It does not directly address issues such as improving groundwater quality, maximising use of previously developed land or ensuring contaminated and unstable land is in a harmless and safe condition. However these issues are addressed through DM policies, including the Policy on Local Environmental Quality – Water, Ground Conditions and DM1 – The Sequential Approach to Development. Relevant references should be made in the supporting text to these supporting policies.</p> <p>The policy could be clarified/strengthened by the insertion of the word “reduction” so it reads at CS6.4 (b) “Waste <i>reduction</i> and recycling...”</p> <p>To more fully reflect the sub-objective identified in the SA Framework, it might be helpful if the policy made reference to the importance of maintaining the water quality of the city’s bathing beaches at Seaburn and Roker.</p>
<p><b>Objective 3- Environmental Infrastructure</b></p>	<p>The policy sets out the need to protect, conserve and enhance designated ecological and geological sites of international, national and local importance. The policy also highlights the need to protect existing locally distinctive priority habitats and species. The inclusion of these measures helps to meet the aims of this objective and should have a significant positive effect on the baseline for this objective.</p> <p>The policy seeks to maintain, protect and enhance the green infrastructure network and to protect the openness of the countryside around existing built up areas of the City by maintaining the broad extent of the Tyne and Weir Green Belt, through avoiding inappropriate development in this area. The exception to this is the de-allocation of land to the north of Nissan, which will be de-allocated from the Green Belt to accommodate the proposed strategic site. Working to a methodology developed in partnership with South Tyneside, Metropolitan Council, a strategic Green Belt Review is being prepared which will identify the impacts of loss of Green Belt land in this location. At the date of this assessment this evidence was not available. It is likely however that this will have a negative effect on this part of the Green Belt and thus on the baseline in relation to this objective.</p> <p>The policy could be enhanced in relation to this objective by specifically addressing the need to protect, conserve and</p>

	enhance sensitive coastal features, including the Durham Heritage Coast, the Northumbria Coast SPA/Ramsar/SSSI and the Durham Coast SAC/SSSI.
<b>Objective 4- Economy and Employment</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 5- Population and Migration</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 6- Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 7- Sustainable Communities</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 8- Health and Well-Being</b>	The policy sets out the need to maintain, protect and enhance the Green Infrastructure network, including accessibility to green space and green infrastructure, as well as maintaining the extent of the Tyne and Weir Green Belt. This will assist to provide access to safe, green and open spaces for activity and provide opportunities for sport, exercise and active recreation for residents in the city. This would lead to a positive impact on this the baseline associated with this SA objective through improving health and well-being amongst residents in the city (due to improved access to open space and physical activity).
<b>Objective 9- Culture and Heritage</b>	<p>The policy emphasises the importance of protecting the city's local heritage and historic environment (including listed buildings and conservation areas). By capitalising on the historic environment in a sensitive and appropriate manner and focussing on their regeneration and tourism potential, the image of the city can be improved.</p> <p>The policy could be strengthened by reference to designated heritage assets "<i>and their settings</i>".</p> <p>The policy also aims to ensure that development does not have a detrimental impact on the city's landscape by protecting, conserving and enhancing the varied landscape character of the city through the retention of important open-breaks and wedges within and between settlements.</p>
<b>Objective 10- Transport and Communication</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Short/ Medium term impact (0-10 years)</b>	<p>In the short to medium term, natural features located within Sunderland (including areas of biodiversity, landscape character value and the Tyne and Weir Green Belt) would be protected conserved and enhanced. The existing Green infrastructure network would be protected and where possible enhanced.</p> <p>Furthermore, the historic environment would be protected and where possible enhanced in the short/medium term as part of the implementation of this policy.</p>

<p><b>Long term impact (11-20 years)</b></p>	<p>In the long term, areas located within the Tyne and Weir Green Belt and existing areas of landscape character and open space value could be placed under significant pressure from new development as land becomes scarcer throughout the City. It is therefore important that the Green Belt Review establishes enduring boundaries.</p>
<p><b>Permanent vs. Temporary effects</b></p>	<p>The effects of establishing green infrastructure corridors across the city may only last for the length of the plan period. It may not be protected under the next plan. The designated nature conservation and heritage assets should be protected permanently as these are also protected under national policy.</p>
<p><b>Secondary Effects</b></p>	<p>Improvements to the Green Infrastructure network would enhance access to green and open space for residents in the city. This would help promote access to open spaces for activity purposes. In turn, this would lead to the secondary effect of improving health and well-being amongst residents in the city.</p>
<p><b>Areas likely to be significantly affected</b></p>	<p>The policy effects will be felt city-wide on areas designated as Green Belt, green infrastructure and designated biodiversity heritage assets. The Green Belt for Sunderland also extends northwards towards South Tyneside.</p>
<p><b>Proposed Mitigation/Enhancement</b></p>	<p>The policy could be strengthened by:</p> <ul style="list-style-type: none"> <li>- Clarifying/strengthening CS6.4 (b) so that the policy refers to waste <i>reduction</i>;</li> <li>- Specifically addressing the need to protect, conserve and enhance sensitive coastal assets such as the Durham Heritage Coast, the Northumbria Coast SPA/Ramsar/SSSI and the Durham Coast SAC/SSSI;</li> <li>- Making reference to the importance of maintaining the water quality of the city's bathing beaches at Seaburn and Roker;</li> <li>- Extending protection of designated heritage assets to include their settings.</li> </ul>

**24.8 CS7- Renewable Energies**

<b>SA Objective</b>	<b>Comment</b>
<b>Objective 1- Climate Change</b>	The policy highlights that the development of decentralised, renewable and low carbon energy sources will be supported within Sunderland over the plan period, subject to satisfactory resolution of site specific constraints. The term “subject to satisfactory resolution of site specific constraints” is open to interpretation – the supporting text should ensure that appropriate cross reference is made to DM Policy 7 Renewable Energy Development. Implementation of the policy should contribute towards reducing carbon emissions within Sunderland over and beyond the plan period and increasing the amount of energy produced by renewable energy sources. However it is considered that the policy could be more aspirational and seek to secure an element of such provision in major developments. This is an action which is envisaged in the Climate Change Action Plan 2008, which is due to be updated/refreshed this year. It is appreciated that research is on-going in relation to the potential of both large and micro-energy schemes and that this evidence base will inform future iterations of this policy.
<b>Objective 2- Environmental Limits</b>	The policy may provide some assistance in minimising the use of global and local natural resources and in preventing deterioration of air quality but is not expected to have a significant impact on the baseline in this respect.
<b>Objective 3- Environmental Infrastructure</b>	The policy emphasises the importance of locating and designing renewable energy development to avoid significant adverse impacts on landscape, wildlife and amenity. This should assist to safeguard Sunderland’s environmental infrastructure although it is unlikely to have a significant positive impact on the baseline in this respect.
<b>Objective 4- Economy and Employment</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.  The policy as currently worded is not particularly aspirational, especially in the context of some of the large scale developments that are expected to come forward, which could provide an opportunity to meet a percentage of energy needs through decentralised/low-carbon/renewable energy networks. This appears to be a missed opportunity to support the stated economic aspirations in the Economic Masterplan to become a “national hub for a low carbon economy”, opportunities identified in the Climate Change Action Plan 2008 and to support the diversification of the economy into new growth sectors.
<b>Objective 5- Population and Migration</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 6- Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 7- Sustainable Communities</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 8- Health and Well-Being</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.

<p><b>Objective 9- Culture and Heritage</b></p>	<p>The policy emphasises the importance of locating and designing renewable energy development to avoid significant adverse impacts on heritage assets and landscape. This should assist in ensuring development does not have a detrimental impact on listed buildings, conservation areas and the city’s landscape, but is not considered significant in relation to the baseline.</p>
<p><b>Objective 10- Transport and Communication</b></p>	<p>No identified/predicted impact on the baseline for this objective/sustainability issue.</p>
<p><b>Short/ Medium term impact (0-10 years)</b></p>	<p>In the short/medium term, the implementation of this policy provides some support for decentralised, renewable and low carbon energy sources to be delivered in Sunderland, although it is considered that the policy could be strengthened.</p>
<p><b>Long term impact (11-20 years)</b></p>	<p>Over the long term, national legislation and guidance may emerge, which would strengthen the targets for carbon emissions reduction. This is likely to increase the impetus for renewable energy developments, which would increase the amount of energy generated from renewable/low-carbon/decentralised sources within the City and make some contribution to reducing emissions from carbon dioxide.</p>
<p><b>Permanent vs. Temporary effects</b></p>	<p>Effects of development of such infrastructure are expected to be permanent – at least for the lifetime of the technology.</p>
<p><b>Secondary Effects</b></p>	<p>Positive secondary/indirect effects in relation to air quality may be achieved as a result of a reduction in greenhouse gas emissions.</p>
<p><b>Areas likely to be significantly affected</b></p>	<p>It is unclear which specific areas of Sunderland would be significantly affected. Research is currently being undertaken to identify likely areas of search/potential locations for renewable/low carbon/decentralised energy related developments.</p>
<p><b>Proposed Mitigation/ Enhancement</b></p>	<p>The economic impacts of the policy could be improved by seeking a more aspirational approach to the delivery of low carbon/renewable/decentralised energy developments. This would be more consistent with Sunderland’s Economic Masterplan aspirations and designation of the city as a low carbon hub and with aspirations set out in the Climate Change Action Plan 2008. It is acknowledged that the Climate Change Action Plan 2008 is due to be updated/refreshed this year. It is appreciated that research is on-going in relation to the potential of both large and micro-energy schemes and that this evidence base will inform future iterations of this policy.</p> <p>To ensure consistency of application, it is suggested that the words “decentralised or low-carbon” is inserted so that the policy states:  <i>“Decentralised, renewable and low-carbon energy development should be located and designed to avoid significant adverse impacts on...          We recommend that the term “significant” and “adverse” should be added to the policy as follows -          Appropriate steps should be taken to mitigate any significant adverse impacts, such as noise nuisance, flood risk, shadow flicker and interference with telecommunications, through careful consideration of location, scale, design and other measures. Consideration will be given to the any adverse cumulative impacts of proposals within and outside the City.</i></p>



	Ensure the supporting text makes reference to DM Policy 7.
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24.9 CS8- Waste Management

<b>SA Objective</b>	<b>Comment</b>
<b>Objective 1- Climate Change</b>	The sequential management of waste through the waste hierarchy should ensure that waste management solutions are adopted which seek to minimise greenhouse gas emissions.
<b>Objective 2- Environmental Limits</b>	The policy aims to reduce waste production and increase recycling through applying the waste hierarchy (reduce, re-use, recycle, recover energy from waste and ultimately disposal). The policy highlights that waste should only be disposed of in landfill if there are no other waste management solutions. The policy should have a significant positive effect on the baseline in relation to reducing waste production and increasing recycling and minimising use of global and local natural resources.
<b>Objective 3- Environmental Infrastructure</b>	The policy does not acknowledge the need to safeguard and enhance Sunderland’s environmental infrastructure as part of allocating land for waste management facilities. The policy would be enhanced by reference to the need to ensure any adverse impacts on the natural and historic environment, are mitigated. These issues do not appear to be sufficiently addressed by Policy DM 8 (Waste) either.
<b>Objective 4- Economy and Employment</b>	Effective waste management is an important component of a successful, functioning economy. It is noted that work is ongoing in relation to assessing commercial and industrial waste arisings and capacity gaps.
<b>Objective 5- Population and Migration</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 6- Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 7- Sustainable Communities</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 8- Health and Well-Being</b>	Waste management facilities have the capacity to adversely impact on health and well-being of nearby communities unless appropriately managed. These issues are addressed by DM Policy 8 (Waste) but should also be flagged in this strategic policy by reference to the need to address adverse social impacts associated with waste management development.
<b>Objective 9- Culture and Heritage</b>	It is suggested that reference to the need to address any adverse impacts on the historic environment are flagged in this strategic policy, as they are not addressed in this policy or in DM8.
<b>Objective 10- Transport and Communication</b>	Policy DM8 (Waste) addresses this issue to some extent, by reference to the need for acceptable access. Policy DM8 could be improved by specific mention of the need to address adverse impacts from traffic congestion arising from transportation operations associated with waste management developments.

<p><b>Short/ Medium term impact (0-10 years)</b></p>	<p>In the short to medium term, the implementation of this policy would positively contribute towards managing waste through the waste hierarchy, helping to reduce waste production, increase recycling and reduce the amount of waste disposed of in landfill.</p>
<p><b>Long term impact (11-20 years)</b></p>	<p>In the long term, it is likely that the trend of managing waste sequentially through the waste hierarchy will continue.</p>
<p><b>Permanent vs. Temporary effects</b></p>	<p>The effects of people disposing of less waste and recycling more is likely to be permanent, as people are educated and get into a pattern of recycling.</p>
<p><b>Secondary Effects</b></p>	<p>Localised impacts on amenity in the vicinity of small scale local waste management facilities.</p>
<p><b>Areas likely to be significantly affected</b></p>	<p>Those areas which will see the development of small scale local waste management facilities will be most affected.</p>
<p><b>Proposed Mitigation/ Enhancement</b></p>	<p>Provide high level recognition in the Policy of the need to address adverse social and environmental impacts arising from waste management developments. Cross reference to Policy DM8 in the supporting text. Address issues of traffic congestion, adverse impacts on the natural and historic environment in Policy DM8.</p>

24.10 CS9- Minerals

<b>SA Objective</b>	<b>Comment</b>
<b>Objective 1- Climate Change</b>	No significant impact on the baseline for this objective/sustainability issue.
<b>Objective 2- Environmental Limits</b>	The continued extraction of minerals is a finite use of local resources. However the allocation of Mineral Safeguarding Areas (MSA) provides a mitigating mechanism to ensure that no development is permitted, which could cause unnecessary sterilisation of such finite resources by other forms of development.
<b>Objective 3- Environmental Infrastructure</b>	The continued extraction of minerals from the city's quarries will continue to have a visual impact on these areas – however these local impacts will be addressed through conditions of the existing permitting regime. New proposals will be required to address adverse environmental impacts. While not likely to improve the baseline, negative impacts should be able to be mitigated through the planning and environmental permitting process. DM Policy 9 Minerals provides further detail as to how such impacts will be addressed through the land use planning process. It is noted that no new sites for aggregate extraction have been identified.
<b>Objective 4- Economy and Employment</b>	The extraction and processing of sand, gravel and crushed rock provide local employment and outputs are an important contribution to the local and sub-regional economy.
<b>Objective 5- Population and Migration</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 6- Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 7- Sustainable Communities</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 8- Health and Well-Being</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 9- Culture and Heritage</b>	New development proposals for the extraction of minerals could potentially have a detrimental impact on areas of heritage value. The policy would be improved by inclusion of the words "...quality of the <i>natural and historic</i> environment..." in clause 1.
<b>Objective 10- Transport and Communication</b>	New development proposals for the extraction of minerals could potentially have a localised detrimental impact on traffic congestion. This issue is however partly addressed through DM Policy 9 Minerals – with reference to sustainable transport methods and sensitive working practices. Policy DM 9 could be improved by specific mention of the need to mitigate or avoid traffic congestion on haulage routes.

<p><b>Short/ Medium term impact (0-10 years)</b></p>	<p>In the short/medium term, the extraction of minerals would have a range of positive impacts by contributing to economic growth (through provision of building materials) and local employment in the mineral sector. The policy seeks to address any adverse social, economic or environmental impacts which may be a by-product of this industry.</p>
<p><b>Long term impact (11-20 years)</b></p>	<p>In the long term, the demand for minerals is likely to increase as development pressures rise and recycled materials become scarcer. This is likely to place more pressure on the mineral resources located within Sunderland. Restoration schemes of previously used sites should mature and have a positive impact on landscape/green infrastructure and biodiversity.</p>
<p><b>Permanent vs. Temporary effects</b></p>	<p>The extraction of minerals would have a permanent effect as once extracted, minerals cannot be replaced. However, the effects of extraction on the landscape and local communities can be temporary, as once extraction is complete, the site can be reclaimed and restored.</p>
<p><b>Secondary Effects</b></p>	<p>The extraction of minerals provides local employment opportunities which can assist to increase the number of economically active people in the city and help diversify the city's economy.</p>
<p><b>Areas likely to be significantly affected</b></p>	<p>The immediate area surrounding the city's quarries (which are located at Hetton Moor House Farm and Eppleton) are likely to be the most adversely affected.</p>
<p><b>Proposed Mitigation/ Enhancement</b></p>	<p>The policy would be improved by inclusion of the words "...quality of the <i>natural and historic</i> environment..." in clause 1 to address potential impacts on heritage. Policy DM9 should be amended to address the need to avoid or mitigate traffic congestion on haulage routes. Reference to Policy DM9 should be included in the supporting text.</p>

24.11 CS10: Plan, Monitor and Manage

<b>SA Objective</b>	<b>Comment</b>
<b>Objective 1- Climate Change</b>	No identified/predicted impact on the baseline for this objective/sustainability issue. It would be useful to refer in the supporting text to high level constraints such as flood risk which will pose a constraint on those sites which are identified through this policy.
<b>Objective 2- Environmental Limits</b>	Bringing forward additional windfall PDL opportunities identified through the Local Brownfield Strategy when they arise, as well as the de-allocation of surplus brownfield employment sites will have a positive impact in terms of maximising the use of previously developed land. Conversely, bringing forward suitably identified greenfield sites (where they can help subsidise bringing forward the delivery of PDL) could have an adverse impact on the baseline in this respect, depending on the balance which is achieved between brown and Greenfield sites. It is difficult to predict other impacts with any level of accuracy without prior knowledge of sites which might be brought forward through this process.
<b>Objective 3- Environmental Infrastructure</b>	Release of surplus/ undervalued open space through the Greenspace Strategy and release of Greenfield sites could potentially have an adverse impact on green infrastructure/Green Belt, unless appropriately mitigated by investment in open space elsewhere in the vicinity. It would be useful to refer in the supporting text to high level constraints such as Green Belt and designated nature conservation sites which will pose a constraint on those sites which are identified through this policy. It is difficult to predict other impacts without prior knowledge of sites which might be brought forward through this process.
<b>Objective 4- Economy and Employment</b>	The policy provides a mechanism to strengthen and improve economic performance and support the growth of new businesses and business sectors, by ensuring sufficient land is available to meet employment land targets set out in the Core Strategy. However there is a potential for an adverse impact on the baseline in this respect, depending on the balance which is struck between the sometimes competing needs of meeting housing targets versus employment land targets. The emphasis in this policy appears to be predominantly on meeting housing targets.
<b>Objective 5- Population and Migration</b>	The policy provides a mechanism to ensure a sufficient supply of land to meet housing targets, including targets relating to the type of housing that is delivered. This should assist to provide a choice of housing across the city to meet the needs of current and future residents and is positive in this respect in relation to the baseline. The policy should also assist to meet employment land requirements, thus providing appropriate employment opportunities that are accessible, diverse, plentiful and attractive. However it remains to be seen what the balance will be between these two, sometimes competing land uses – the emphasis of the policy appears to be predominantly on meeting housing targets.
<b>Objective 6- Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Objective 7- Sustainable Communities</b>	It is difficult to predict with any accuracy what the impacts of implementation of this policy will be without prior knowledge of sites which might be brought forward through this policy. However, given that the most sustainable sites are likely to already be allocated, sites which come forward through this process are less likely to be suitable for building sustainable communities. Therefore, appropriate mitigation will have to be provided as part of the allocation process, for example to address issues such as accessibility to employment opportunities, access to services and public transport and to address

	<p>amenity and other health issues that might arise through development of sites which are currently subject to contamination or surrounded by less compatible land uses.</p> <p>It is difficult to predict with any accuracy what the impacts of implementation of this policy will be without prior knowledge of sites which might be brought forward through this policy. However, given that the most sustainable sites are likely to already be allocated, sites which come forward through this process are less likely to be suitable for building healthy communities. Therefore, appropriate mitigation will have to be provided as part of the allocation process, for example to address issues such as access to health services and open space, through the provision of walking and cycling routes; and to address amenity and other health issues that might arise through development of sites which are currently subject to contamination or surrounded by less compatible land uses.</p>
<b>Objective 8- Health and Well-Being</b>	<p>It is difficult to predict with any accuracy what the impacts of implementation of this policy will be without prior knowledge of sites which might be brought forward through this policy. Loss of greenfield and open space sites through the mechanisms identified in this policy is likely to have an adverse impact on the city's landscape, depending on the sensitivity of the sites and areas in which they are located. It would be useful to refer in the supporting text to high level constraints such as protected heritage features which will pose a constraint on those sites which are identified through this policy.</p>
<b>Objective 9- Culture and Heritage</b>	<p>It is difficult to predict with any accuracy what the impacts of implementation of this policy will be without prior knowledge of sites which might be brought forward through this policy. However, given that the most sustainable sites are likely to already be allocated, sites which come forward through this process are less likely to be sustainably located in relation to the existing transport network. Therefore, appropriate mitigation will have to be provided as part of the allocation process, for example to address issues such as access to public transport and through the provision of walking and cycling routes to link the new sites to existing development.</p>
<b>Objective 10- Transport and Communication</b>	<p>It is difficult to predict with any accuracy what the impacts of implementation of this policy will be without prior knowledge of sites which might be brought forward through this policy. However, given that the most sustainable sites are likely to already be allocated, sites which come forward through this process are less likely to be sustainably located in relation to the existing transport network. Therefore, appropriate mitigation will have to be provided as part of the allocation process, for example to address issues such as access to public transport and through the provision of walking and cycling routes to link the new sites to existing development.</p>
<b>Short/ Medium term impact (0-10 years)</b>	<p>Impacts of this policy are less likely to be felt in the short term, as a five year supply will be identified at the adoption of the Core Strategy. Impacts are more likely to be felt in the medium term, depending on market and economic factors which will influence the rate at which housing and employment is delivered and a viable five year supply maintained.</p>
<b>Long term impact (11-20 years)</b>	<p>Impacts of this policy are more likely to be felt in the long term, as the more viable and developable sites in the city are brought forward early in the plan period, leaving more constrained sites which are difficult to deliver.</p>
<b>Permanent vs. Temporary effects</b>	<p>Effects of development on greenfield and open space sites are expected to be permanent.</p>
<b>Secondary Effects</b>	<p>A range of secondary effects could be triggered as a result of the implementation of this policy – at this stage it is difficult to predict with any accuracy what these might be.</p>
<b>Areas likely to be significantly affected</b>	<p>Areas likely to be significantly affected include those types of sites identified through the policy – i.e. Greenfield sites on the edge of urban areas, areas of surplus/ undervalued open space, older industrial estates which are no longer fit for purpose.</p>
<b>Proposed Mitigation/ Enhancement</b>	<p>The supporting text to this policy should clearly identify that there will be some high level constraints on the allocation of sites through this policy, i.e. that will ensure key assets such as the Green Belt, designated nature conservation and heritage sites, and areas at significant risk of flooding are not released for housing (or employment) development. The</p>

	<p>supporting text should also state that sites brought forward through this process will be required to provide appropriate mitigation to address those constraints which prevented their earlier allocation through the Core Strategy, and to ensure that any development on those sites achieves a sustainable pattern of land use and development.</p>
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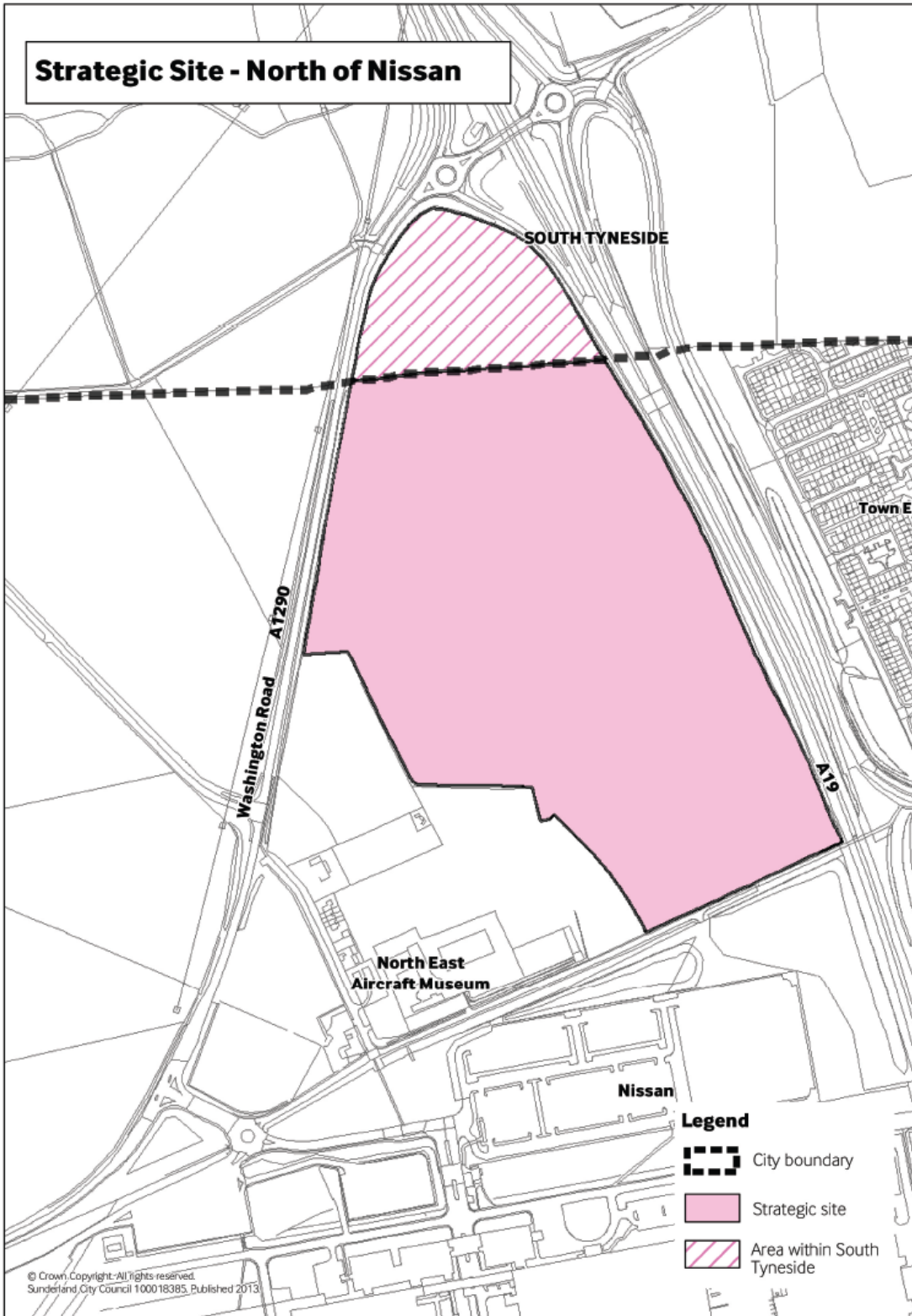


**25 APPRAISAL FINDINGS - KEY REGENERATION SITES (POLICY CS2) - STRATEGIC SITES**

- 25.1.1 The following schedules provide an appraisal of the two sites identified in Policy CS2 as Strategic Sites. The following key has been used to indicate the likely significant effects of the allocation of these strategic sites.

<b>Likely Significant positive impact</b>
<b>Likely Positive impact (but not significant)</b>
<b>Unclear impact, or insufficient data available to predict effect</b>
<b>Likely Negative effect (but not significant)</b>
<b>Likely Significant negative effect</b>

25.2 North of Nissan

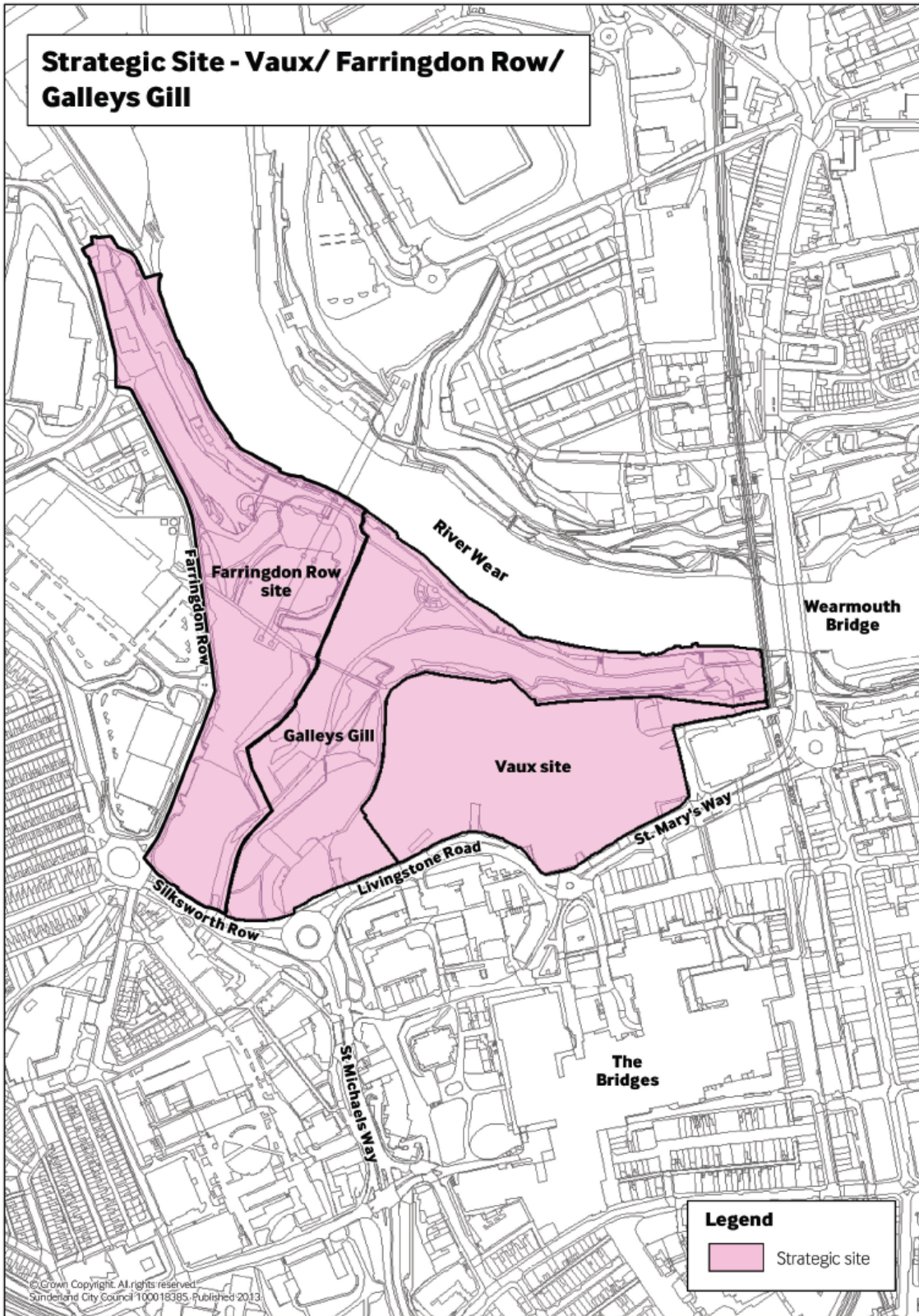


<b>North of Nissan</b>	
<b>Proposed Use:</b>	Strategic economic development use – Use Classes B1b (research and development), B1c (light industry), B2 (general industrial) and B8 (storage and distribution). Emphasis will be given to particular developments which support low carbon technologies.
<b>Planning History:</b>	<p>The UDP deposit document (1997) proposed a site to the North of Nissan for employment purposes. However, this was not supported by the Inspector at the Public Local Inquiry and so did not feature in the Adopted Plan. The site was then brought forward in the Regional Planning Guidance for the North East (2002), which proposed a strategic employment site in this broad location, between 40 and 200 hectares, to be identified by Sunderland, South Tyneside and Gateshead Councils working collaboratively.</p> <p>The Regional Spatial Strategy Submission Draft (June 2005) proposed for the site, now entitled TyneWear Park, to be identified. However, the Secretary of States Proposed Changes (May 2007) led to the removal of the site from RSS. The 20ha site now proposed is the City Council's preferred site due to a number of factors including its proximity to the Nissan; access to the Leamside Line; and that there is no other site of a similar scale available.</p> <p>The site currently lies within the Green Belt in the north-east corner of Washington.</p>
<b>Site Ownership/Current Use:</b>	
<b>Climate Change</b>	Presently there is limited public transport infrastructure serving the site. Therefore its development could lead to an increase in greenhouse gas emissions as private and commercial vehicles access the area.
<b>Environmental Limits</b>	Manufacturing of goods on the site could lead to an increase in waste which will need to be appropriately managed. Due to the lack of public transport to the site, the majority of users would be using their cars to access the site and this would lead to worsening air quality.
<b>Environmental Infrastructure</b>	The site is currently located within the city's Green Belt – leading to a loss of Green Belt. Any development would lead to a reduction in the site's biodiversity potential. Working to a methodology developed in partnership with South Tyneside, Metropolitan Council, a strategic Green Belt Review is being prepared which will identify the impacts of loss of Green Belt land in this location.
<b>Economy and Employment Market</b>	<p>The site would be developed as a strategic employment site for the city, accommodating major employers. This would lead to an increase in economically active residents, assist to address employment related deprivation, and strengthen the city's economic performance. As emphasis would be given to new developments supporting low carbon technology, the city's economy would become increasingly diversified. Businesses would be encouraged to link in with office development in the city centre, thereby enhancing its role and influence.</p> <p>As a key site in the production of the electric vehicles, the site would also be developed in light of the city's recent designation as a Low Carbon Economic Area, further strengthening the city's economy.</p>

	<p>The policy is likely to assist to improve several deprivation measures including income and employment.</p> <p>The newly approved City Deal plans to use fiscal benefits arising from development at North of Nissan to support city centre regeneration initiatives such as the development of the Vaux brewery site and the development of a city centre office market.</p>
<b>Population</b>	Development of the site is likely to lead to the development of employment opportunities which would be diverse, plentiful and attractive to local residents and potential in-migrants. This would result in a likely improvement of several deprivation measures including income, employment and health, subject to matching new jobs with those suffering from deprivation. However, as the site has poor public transport links, it may not be accessible to all.
<b>Learning and Skills</b>	The development of the site with an emphasis on low carbon technologies may present opportunities for the learning of new skills by residents and employees in the city.
<b>Sustainable Communities</b>	The site is currently limited in terms of public transport provision and is a greenfield, Green Belt site. Policy CS3 states that the site should be of a high standard of design and should incorporate a high standard of landscaping due to its prominent location.
<b>Health and Well-Being</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Culture and Heritage</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Transport and Communication/</b>	<b>The development of the site would lead to an increase in congestion due to limited public transport links and increased business traffic using the site.</b>
<b>Mitigation/ Enhancement Measures</b>	<p>Future businesses at the site could ensure that a shuttle bus is arranged for workers from major public transport hubs or encourage workers to car share by having a proportion of car share only parking bays. This would help reduce emissions, ensure that air quality does not deteriorate significantly, increase accessibility to the site and reduce congestion. As a major site, a travel plan must also be developed. If development is to have an emphasis on low carbon industry, there may be potential to have electric car charging points or cars. Access to the Leamside Line will also help reduce emissions.</p> <p>To mitigate the likely adverse impacts from energy use within new buildings, a higher level of building control, planning and sustainability standards could be applied. Developers could be required to provide a proportion of their energy needs through renewable energy sources. In a similar vein increased waste flows could be tackled through sorting and recycling. These measures are detailed considerations and are to some extent addressed by Policy DM6 Caring for the City's Environment, which for example, requires developers to provide Sustainability Statements.</p> <p>There could be opportunities to develop linkages with Nissan and occupiers at the site and FE/University in advanced manufacturing, business, logistics et cetera, for both social and economic benefits. The Core Strategy presents a Vision of a Technopole - this concept should be developed in more detail in order to maximise skills development and career opportunities for city residents/in-migrants.</p>



25.3 Vaux, Farrington Row and Galleys Gill (offices and housing)



<b>Vaux, Farrington Row and Galleys Gill</b>	
<b>Proposed Use:</b>	Residential and employment-led mixed-use development - Development on the Vaux site will comprise a mixture of business (B1) and residential (C3) uses with emphasis on the development of high-density B1a office floorspace. Farrington Row will be developed for B1a office floorspace and residential (C3) use. Other main town centre uses of an ancillary nature and scale will be acceptable as part of the redevelopment of these sites. Galleys Gill will be retained and enhanced as public open space.
<b>Planning History:</b>	The site is the location of the former Vaux Brewery and was allocated in the UDP (1998) to be continued for this purpose. However, after its closure, UDP Alteration Number 2 (2007) allocated the site, along with Farrington Row adjacent, for business led mixed use development, whilst retaining Galleys Gill as open space. A development framework has been published for Farrington Row and Vaux has been granted permission for mixed use development.
<b>Site Ownership/Current Use:</b>	The brewery closed in 1998 and the built structures have been cleared for several years. The site is owned by Tesco Stores Ltd. Sunderland Arc and its partners are currently in formal negotiations to acquire the land and have also undertaken a comprehensive programme of land assembly and remediation at Farrington Row.
<b>Climate Change</b>	The site is located within the city centre, and is highly accessible by public transport. Although, some users would continue to use their private vehicles, there would be a high number of users accessing the site through sustainable transport modes, including the metro and bus. As housing is also proposed on the site, workers may also be residents. Any housing development would need to move towards zero carbon energy supply. A small part of the site may be vulnerable to surface water flooding.
<b>Environmental Limits</b>	Residential and office development on the site would lead to an increase in waste which will need to be appropriately managed. However, recycling facilities would be provided to households by the City Council to ensure recycling levels increase. Development of the site would mean that use of previously developed land in Sunderland South is also maximised.
<b>Environmental Infrastructure</b>	Development of the site could potentially have a detrimental impact on the water quality of the River Wear due to the proximity of the site to the river, a possible increase in surface water run off and more waste.
<b>Economy and Employment Market</b>	The plan would ensure that Galleys Gill is maintained as open space which would ensure that its biodiversity potential is maintained or enhanced. The site's location on the River Wear could have an adverse impact on biodiversity due to its location adjacent to a Local Wildlife Site in Galleys Gill. The River Wear is also home to a range of species and habitats which could be adversely affected without appropriate mitigation.
<b>Population</b>	The development of high density office development, and the major expansion of the office market in the city centre, would lead to an increase in its role and influence. Development would also strengthen the city's economic performance through the creation of more jobs. Office development would represent the diversification of the city's economy and the growth of new business sectors.
<b>Population</b>	The development of the site, in a key location in the city centre, would enhance the perception of the city centre, lead to direct and indirect private sector investment and enhance the city centre's competitiveness.

	<p>The proposed offices would lead to accessible, plentiful jobs which are attractive to current and potential residents.</p> <p>Housing development would incorporate an element of affordable and executive and affordable housing, widening the city's relatively limited choice.</p> <p>On several counts therefore development at the site is likely to contribute to a stabilisation in population.</p>
<b>Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Sustainable Communities</b>	The location is one of the most sustainable locations in the city as it is based within the city centre and is highly accessible by public transport. Housing, including an affordable element, would also be provided on site. Development would link well with public transport and shops and is in close proximity to the city's hospitals and schools.
<b>Health and Well-Being</b>	The maintenance of Galleys Gill as open space would mean that development of the site would ensure there is provision of green and open space for physical activity.
<b>Culture and Heritage</b>	Development of this prominent site would improve the image of not only the city centre but also the city as a whole. Any development is likely to improve local environmental quality.
<b>Transport and Communication</b>	Although a proportion of users would access the car by private vehicle, development of the site, due to its accessibility, would promote the use of sustainable transport and transport routes that connect well with housing and employment uses. The mixed use nature of the site would reduce reliance on the car and encourage walking.
<b>Mitigation/Enhancement Measures</b>	<p>Development of the site should take account of the heritage and cultural fabric of the previous use which was a longstanding part of Sunderland's industrial legacy.</p> <p>The development framework already ensures that development does not have an adverse effect on water quality in the River Wear. The framework ensures that designated sites are protected throughout the city, which will help mitigate any impacts on the adjacent Local Wildlife Sites.</p> <p>Green infrastructure and sustainable drainage systems in the plan policies will help to mitigate against flooding. As a major development a travel plan will be required. Combined heat and power could also be used on site and such provision should be actively encouraged.</p>



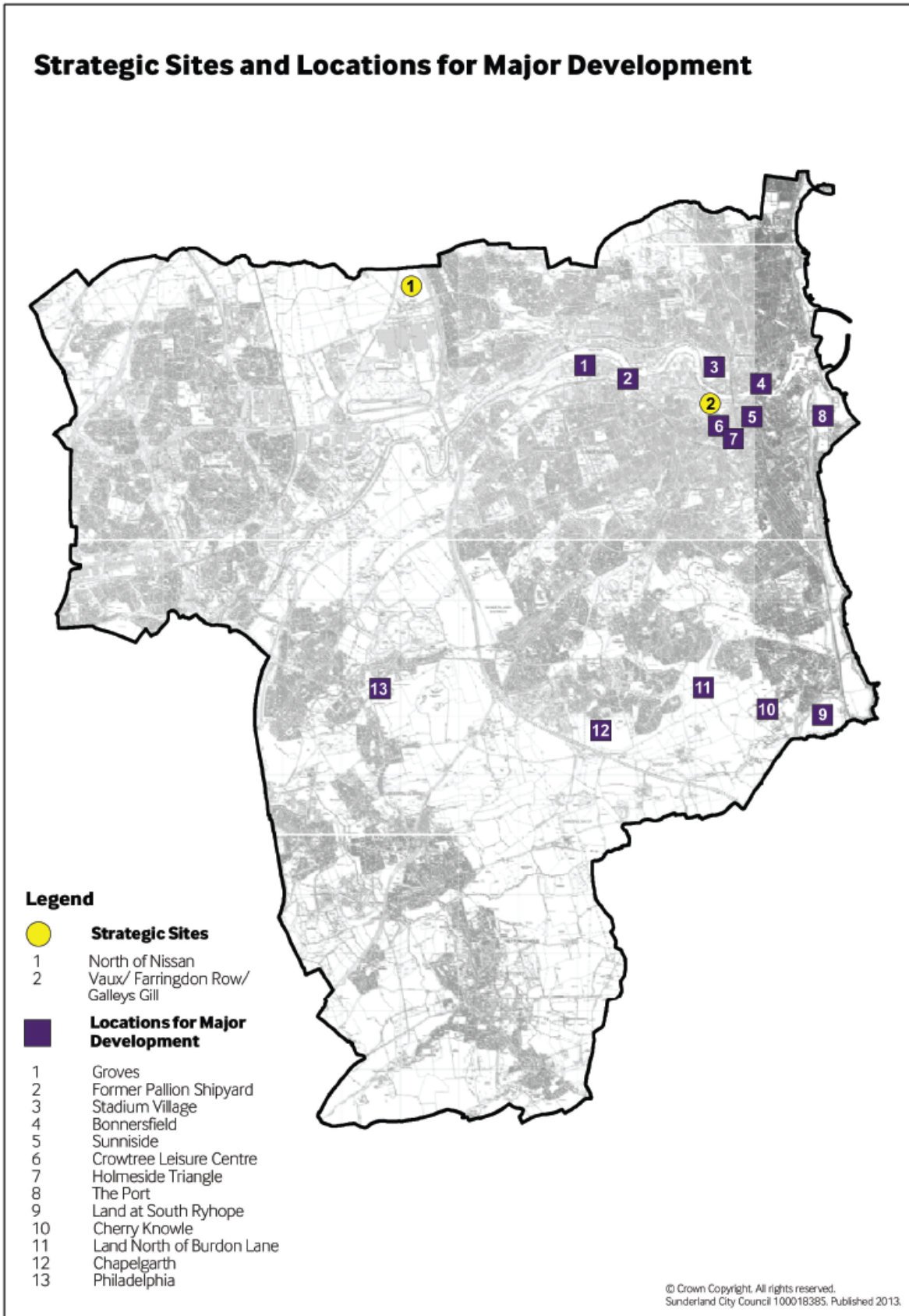
**26 KEY REGENERATION SITES (POLICY CS2) LOCATIONS FOR MAJOR DEVELOPMENT**

26.1.1 This chapter provides the appraisal of the thirteen Core Strategy Locations for Major Development (LMD) identified in Policy CS2. The following key has been used to indicate the likely significant effects of the allocation of these strategic sites.

<b>Likely Significant positive impact</b>
<b>Likely Positive impact (but not significant)</b>
<b>Unclear impact, or insufficient data available to predict effect</b>
<b>Likely Negative effect (but not significant)</b>
<b>Likely Significant negative effect</b>

26.1.2 The location of the locations for major development are shown in figure 11 below:

Figure 11: Strategic Sites and Location for Major Development



26.2 Holmeside Triangle (mixed use including retail)

<b>Holmeside Triangle</b>	
<b>Proposed Use:</b>	Mixed uses including retailing.
<b>Planning History:</b>	The site was identified in the UDP (1998) under two separate allocations for mixed use development with an emphasis on shopping, offices, services, food and drink and leisure. However, UDP Alteration Number 2 (2007) allocated it for retail, housing and leisure. The site is the subject of a development framework.
<b>Site Ownership/Current Use:</b>	The site is in multiple ownership (75% in Public ownership) and some parts are currently vacant.
<b>Climate Change</b>	Developing the Holmeside Triangle for mixed uses including retailing, would attract users to the area. As the city centre is the most accessible and sustainable location in the city, some residents may use public transport or walk or cycle to access the site. This would mean that fewer cars are travelling to large shopping facilities out of the city or in less sustainable locations across the city. These outcomes could lead to a reduction in carbon dioxide emissions from transport.
<b>Environmental Limits</b>	Some of the site may be vulnerable to surface water flooding. Development of the site would mean that use of previously developed land in Sunderland South is maximised.
<b>Environmental Infrastructure</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Economy and Employment Market</b>	The Holmeside Triangle is a key site within the city centre and its development would enhance the centre's role and influence. As the site is a location for new retailing in the city, new jobs would be created, which would strengthen Sunderland's economic performance. Development would help reduce deprivation for those gaining new or better paid employment in the development.
<b>Population</b>	The perception of the city centre would be enhanced as the Holmeside Triangle is in a key location/ gateway. Employment opportunities would also be created in the city which may be attractive to local residents. However these jobs may fail to attract significant new in-migrants into the city as the majority of the jobs are likely to be lower paid retail jobs which people are unwilling to relocate for.
<b>Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Sustainable Communities</b>	The location is one of the most sustainable locations in the city centre for such a development, as it is based within the city centre and is highly accessible by public transport (adjacent to Park Lane bus and metro interchange).
<b>Health and Well-</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.

<b>Being Culture and Heritage</b>	Development of this prominent site would improve the image of not only the city centre but also the city as a whole.
<b>Transport and Communication</b>	The site's development is likely to promote the use of sustainable transport as it is in a highly accessible, sustainable location adjacent to Park Lane bus interchange and Metro station.
<b>Mitigation/Enhancement Measures</b>	The requirement for sustainable drainage systems set out in the DM policies will help to mitigate against flooding.

**26.3 Crowtree Leisure Centre (retail)**

<b>Crowtree Leisure Centre</b>	
<b>Proposed Use:</b>	Comparison and convenience retailing
<b>Planning History:</b>	UDP Alteration Number 2 (2007) placed the site in the City Centre Retail Core.
<b>Site Ownership/Current Use:</b>	The site is currently used as a leisure centre. It is envisaged that leisure facilities will be relocated to Stadium Village.
<b>Climate Change</b>	By developing the Crowtree Leisure Centre for retailing, the city centre would house large shopping facilities which would attract users into the area. As the city centre is the most accessible and sustainable location in the city, some residents may use public transport or walk or cycle to access the site. This would mean that fewer cars are travelling to large shopping facilities out of the city or in less sustainable locations across the city. This outcome could lead to a reduction in carbon dioxide emissions.
<b>Environmental Limits</b>	The site is currently used as a leisure centre. This is a major attractor of people into the city centre. It is envisaged that all large scale leisure facilities in the city would be re-allocated to Stadium Village.
<b>Environmental Infrastructure</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Economy and Employment Market</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Population</b>	The Crowtree Leisure Centre is a key site within the city centre and its development would enhance the centres role and influence. As the site is a location for new retailing in the city, new jobs would be created. Development would help reduce deprivation for those gaining new or better paid employment in the development.
<b>Learning and Skills</b>	The perception of the city centre would be enhanced as the Crowtree Leisure Centre is in a key location. Employment opportunities would also be created in the city which may be attractive to local residents. However these jobs may fail to attract significant new in-migrants into the city as the majority of the jobs are likely to be lower paid retail jobs which people are unwilling to relocate for.
<b>Sustainable Communities</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
	The location is one of the most sustainable locations in the city centre. It is based within the city centre and is highly accessible by public transport as it is close to both Park Lane bus and metro interchange and the Central Railway

	Station.
<b>Health and Well-Being</b>	Although replacement facilities could come forward at Stadium Village (alongside the Aquatic Centre), the closure of the current leisure centre may adversely impact on health and well-being as for a period of time there will be reduced leisure provision.
<b>Culture and Heritage</b>	Development of this prominent site would improve the image of the city centre.
<b>Transport and Communication</b>	The site's development is likely to promote the use of sustainable transport as it is in a highly accessible, sustainable location adjacent to Park Lane bus interchange and Metro station and Central Station.
<b>Mitigation/Enhancement Measures</b>	None identified

**26.4 Sunnyside (housing, leisure, business)**

<b>Sunnyside</b>	
<b>Proposed Use:</b>	Housing, leisure and business use
<b>Planning History:</b>	Sunnyside was allocated in the UDP for business class uses. Alteration Number 2 allocated the site for a range of uses to promote the area as a mixed use urban quarter. The site is the subject of a development framework.
<b>Site Ownership/Current Use:</b>	The area is starting to develop as a mixed use quarter, with a focus on economic and historic regeneration. Without the plan, the area would be maintained for office uses.
<b>Climate Change</b>	As a mixed use urban quarter, with people working, living and shopping in the area, it is likely that users would not be dependent on private vehicles, leading to a reduction in emissions. Any housing would have to move towards zero carbon in energy supply.
<b>Environmental Limits</b>	Residential and office development on the site would lead to an increase in waste which will need to be appropriately managed. However, recycling facilities would be provided to households by the City Council to ensure recycling levels increase.
<b>Environmental Infrastructure</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Economy and Employment Market</b>	Office development would lead to job creation, leading to the city's economy being strengthened. Regeneration of the area would boost the local economy and enhance the economic role and influence of the city centre.
<b>Population</b>	The perception of the city centre would be enhanced due to the regeneration of the area. Business and residential development would lead to employment opportunities and an element of affordable and executive housing.
<b>Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Sustainable Communities</b>	The location is one of the most sustainable locations in the city as it is based within the city centre and is highly accessible by public transport. Housing, including affordable housing, would also be provided on site. Development would link well with public transport and shops and is in close proximity to the city's hospitals and schools.
<b>Health and Well-Being</b>	As a mixed use urban quarter, with facilities in close proximity, the design of the area would promote opportunities for leisure and active recreation in everyday life through walking and cycling.
<b>Culture and Heritage</b>	The image of the city, and in particularly the city centre, would be greatly improved with the regeneration of the area, which would also promote sustainable tourism. The regeneration of the area would take into account its status as a conservation area and development would respect local heritage.
<b>Transport and</b>	Development of the site would promote the use of sustainable transport due to its location in the city centre and

<b>Communication</b>	proximity to bus and Metro facilities. The development of a mixed use urban quarter may help to increase levels of walking and cycling. Due to its accessibility, development would also promote the use of sustainable transport and transport routes that connect well with new housing and employment uses.
<b>Mitigation/ Enhancement Measures</b>	None identified



**26.5 Stadium Village (leisure, housing and business)**

<b>Stadium Village</b>	
<b>Proposed Use:</b>	Leisure uses with an element of housing and business
<b>Planning History:</b>	Stadium Village comprises two sites, Sheepfolds and Stadium Park, and was allocated under two different policies in the UDP. The first allocated Sheepfolds for business use classes, whilst Stadium Park, then Wearmouth Colliery, was allocated primarily for leisure. Under Alteration Number 2 the allocated sites continued to be made up of the two sites. Stadium Park was allocated for leisure use whilst Sheepfolds was allocated for housing and business. The site is the subject of a development framework.
<b>Site Ownership/Current Use:</b>	The Stadium of Light and the Aquatic Centre are currently on site.
<b>Climate Change</b>	Limited parking on site means fewer people using private vehicles to access facilities. The site is also accessible by the Metro and bus. Both these would ensure that sustainable modes of transport are patronised, leading to a reduction in emissions. Any housing would be moving towards zero carbon energy supply.  The site is susceptible to surface water flooding.
<b>Environmental Limits</b>	Development of the site would mean that use of previously developed land is maximised.  Development of the site could potentially have a detrimental impact on the water quality of the River Wear due to the proximity of the site to the river, a possible increase in surface water run off and generation of more waste.  The site's location on the River Wear could have an adverse impact on biodiversity.
<b>Environmental Infrastructure</b>	
<b>Economy and Employment Market</b>	Leisure related uses, and any office development, would lead to jobs being created, reducing economic deprivation for those securing employment in the new development. New employment would increase the number of economically active people in Sunderland.
<b>Population</b>	Development of the site would provide new leisure uses which would enhance the attractiveness of the city centre, particularly as the site is adjacent to a key gateway into the centre from Sunderland North.  It would create accessible and diverse jobs which would probably be more attractive to local residents rather than attracting new population.  New housing development would incorporate an element of affordable and executive housing.

<b>Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Sustainable Communities</b>	As the site is accessible by various means and close to the city centre, it is in a sustainable location for public transport. The scheme is mixed use providing new housing and assembly and leisure uses. This mix of uses would help to create a sense of place and lead to a more sustainable location.
<b>Health and Well-Being</b>	Leisure related uses would improve the health of residents of Sunderland and the north east and will help to tackle health inequality within deprived communities. As home to the only Olympic size swimming pool in the north east, Stadium Village attracts many people from across the region. Its location means it is highly accessible which assists to reduce health inequalities. The site promotes sustainable tourism as it is accessible by various means of transport including bus and Metro.
<b>Culture and Heritage</b>	The development of the site would lead to the image of the city and city centre being enhanced, as it is in a key location and adjacent to a key gateway into the city centre from Sunderland North. Visitors to the Stadium of Light would also see an improved local environment.
<b>Transport and Communication/ Mitigation/ Enhancement Measures</b>	Limited car parking on site promotes the use of sustainable transport. The site's location means that new housing, employment opportunities and the city centre are easily accessible, including by public transport.
	Application of other policies in the plan which relate to green infrastructure and sustainable drainage systems and in relation to water quality will help to mitigate against flooding and loss of water and ecological quality in the River Wear.

**26.6 Bonnersfield (housing and education)**

<b>Bonnersfield</b>	
<b>Proposed Use:</b>	Housing (A large part of the site has already been developed for educational uses)
<b>Planning History:</b>	Bonnersfield was allocated in the UDP for B class uses. UDP Alteration Number 2 allocated the land for housing and education and training use.
<b>Site Ownership/Current Use:</b>	The site currently consists of St Peters campus and housing.
<b>Climate Change</b>	The site's location and accessibility would mean that users are likely to use public transport. There is limited parking on site, and as the majority of sites users are likely to be students and may not have access to a private vehicle, there is likely to be no significant adverse impacts in terms of carbon emissions generated by the development.
<b>Environmental Limits</b>	Some of the site is at potential risk of surface water flooding. Development of the site would mean that the amount of previously developed land in the city is maximised, meeting brownfield policy aims.
<b>Environmental Infrastructure</b>	Development of the site could potentially have a detrimental impact on the water quality of the River Wear due to the proximity of the site to the river, a possible increase in surface water run off and the generation of more waste. The site's location on the River Wear could have an adverse impact on biodiversity.
<b>Economy and Employment Market</b>	Development of the site for educational use would lead to job creation and strengthen the city's economy. The development of the university would lead to diversification of the economy and wholly aligns with the Economic Masterplan. The St Peters campus would also have linkages with the city's Chester Road campus, enhancing the economic role of the city centre.
<b>Population</b>	Development of the site would enhance the perception of the city centre, and improve the educational and University offer. Development would lead to new employment for local residents and potential in-migrants. New housing development would be able to accommodate existing and new residents. The development of this site would help to reverse population decline in the city.
<b>Learning and Skills</b>	Development of the site for the University and educational related uses would help to improve educational attainment qualifications and skills. This is likely to lead to a positive impact on educational deprivation.
<b>Sustainable</b>	As the site is accessible by various means and close to the city centre, it is in a sustainable location. Some housing on

<b>Communities</b>	site would be expected to be affordable and due to its location, in proximity to the city centre, would be accessible to a wide range of services.
<b>Health and Well-Being</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Culture and Heritage</b>	The site is adjacent to the candidate World Heritage Site and any inappropriate development at Bonnersfield may affect views of it, and its setting.
<b>Transport and Communication</b>	The site's location and accessibility would ensure that sustainable forms of transport are promoted. The University of Sunderland also plays a key role in the digital connectivity of the city and initiatives like Software City.
<b>Mitigation/Enhancement Measures</b>	Application of other policies in the plan will ensure that development should not have a detrimental effect on the candidate World Heritage Site and its buffer zone.  Application of other policies in the plan which relate to green infrastructure and sustainable drainage systems will help to mitigate against flooding and adverse impacts on biodiversity.

**26.7 Former Pallion Shipyard (manufacturing/ offshore engineering)**

<b>Pallion Yard</b>	
<b>Proposed Use:</b>	Primarily business (B1, B2 and B8), with some housing and assembly and leisure, in particularly a marina (D2).
<b>Planning History:</b>	The site was allocated as employment land in the Adopted UDP. UPD Alteration Number 2 allocated the land for business use classes with a range of other uses. The site is also a key location adjacent to the proposed Sunderland Strategic Transport Corridor (SSTC).
<b>Site Ownership/Current use:</b>	The site has not been developed.
<b>Climate Change</b>	Development may lead to an increase in carbon emissions as the site attracts more users. However, the site has good public transport links and this may encourage potential users to use more sustainable forms of transport.  Any housing would be moving towards zero carbon energy supply.  A small area of the site is located within Flood Zone 3a and some of the site may also be susceptible to flooding.
<b>Environmental Limits</b>	Development of the site would mean that previously developed land is maximised.  Development could potentially have a detrimental impact on the water quality of the River Wear due to a possible increase in surface water run off and the generation of more waste. Development may lead to an increase in carbon emissions as the site attracts more users.
<b>Environmental Infrastructure</b>	The site's location on the River Wear could have an adverse impact on biodiversity.
<b>Economy and Employment Market</b>	As the site is to be developed primarily for business use classes, regeneration of the site is likely to strengthen the city's economy and increase the number of economically active people in the city. This would help to tackle economic and employment deprivation levels in the city.  Due to its proximity and potential transport and business linkages to the City Centre, development would enhance the economic role and influence of the centre.
<b>Population</b>	As the site will be adjacent to the proposed new River Wear crossing, which will be a key gateway to the City Centre, development of the site will help to enhance the perception of the centre. Employment uses and a marina will provide

	employment opportunities which would be attractive to local residents and potential in-migrants. This would help to stem population decline.
<b>Learning and Skills</b>	No significant/identified impact on the baseline for this objective/sustainability issue.
<b>Sustainable Communities</b>	The site is accessible by various modes of transport and is in a sustainable location. Some housing on site would be expected to be affordable and due to its location, in proximity to the city centre, this would be accessible to a wide range of services. Well-designed development on vacant land would help to decrease levels of and the fear of crime.
<b>Health and Well-Being</b>	No significant/identified impact on the baseline for this objective/sustainability issue.
<b>Culture and Heritage</b>	No significant/identified impact on the baseline for this objective/sustainability issue.
<b>Transport and Communication</b>	Development may lead to an increase in carbon emissions as the site attracts more users. However, the site has good public transport links and this may encourage potential users to use more sustainable forms of transport.
<b>Mitigation/Enhancement Measures</b>	Application of other policies in the plan which relate to green infrastructure and sustainable drainage systems will help to mitigate against flooding and adverse impacts on biodiversity.  Any development will also have to be subject to a travel plan to help with the projected increase in traffic. This would also assist to address issues relating to climate change, air quality and congestion.

**26.8 The Port (port-related development)**

	<b>The Port</b>
<b>Proposed Use:</b>	Employment uses
<b>Planning History:</b>	The UDP protected the Port for port-related developments and activities. UDP Alteration Number 2 supported the redevelopment of land surplus to Port requirements within the wider area of the Port for employment generating uses. The Economic Masterplan highlights the potential role of the Port in renewable energy industries.
<b>Site Ownership/Current Use:</b>	The site is currently used for port related economic development
<b>Climate Change</b>	Development of the Port for renewable energy, including manufacturing and location of renewable technologies, could lead to a reduction in carbon emissions.  There is a high risk of tidal flooding along the Port. Large areas of the Port are also susceptible to surface water flooding.  As access to the site is mainly through private vehicles there may be an increase in greenhouse gas emissions. However, the site is also accessible by rail which may help to reduce congestion and therefore emissions.
<b>Environmental Limits</b>	Development of the site would mean that use of previously developed land in Sunderland South is maximised. However, more traffic generated by activity at the Port could lead to worsening air quality and development could detrimentally affect water quality in the River Wear.
<b>Environmental Infrastructure</b>	The site's location on the River Wear, and in close proximity to the city's Natura 2000 sites, could mean that development could have an adverse impact on biodiversity.
<b>Economy and Employment Market</b>	The Coast, including the Heritage Coast, is also a key part of the city's green infrastructure and any development could negatively impact on both. The development of the Port for related economic development purposes and renewable energy manufacturing is an important element of the Economic Masterplan. Such uses will provide new employment in knowledge intensive industries and will help to provide a more diversified economy, better paid jobs and will help to improve levels of economic and employment deprivation.
<b>Population</b>	Development of the site would lead to new employment opportunities which are likely to be attractive to current residents and potential in-migrants. This would help to stem population decline.

<b>Learning and Skills</b>	New employment in knowledge intensive industries may present opportunities for the learning of new skills for residents in the city.
<b>Sustainable Communities</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Health and Well-Being</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Culture and Heritage</b>	Development of the site may have a negative impact on the landscape of the Durham Heritage Coast.
<b>Transport and Communication</b>	Access to the Port is mainly by private vehicles. The development of the port for related economic development purposes and renewable energy manufacturing would lead to an increase in vehicle movements and in particular, freight vehicles using the site, although there is rail access to the site. Development of the SSTC and the Port Access Road would also lead to an increase in vehicle movements.
<b>Mitigation/Enhancement Measures</b>	<p>Application of other policies in the plan which relate to green infrastructure and sustainable drainage systems will help to mitigate against impacts on the Coast as a key green corridor and against surface water flooding.</p> <p>Application of other policies in the plan will ensure that development does not have an adverse effect on water quality in the River Wear.</p> <p>Development should seek to mitigate any adverse impacts on the Durham Heritage Coast.</p> <p>Development should seek to address and mitigate adverse traffic impacts.</p> <p>The Port should not be considered for housing where alternative sites are available.</p> <p>Development should link in with the future flood risk management strategy for the coastal defences.</p>



26.9 Groves (housing and supporting infrastructure)

<b>Groves</b>	
<b>Proposed Use:</b>	Housing and supporting infrastructure
<b>Planning History:</b>	The site was allocated as employment land in the Adopted UDP. UDP Alteration Number 2 allocated the land for a sustainable mixed use residential community comprising mainly of housing, with some business use and a local centre. The site is also a key location adjacent to the proposed Sunderland Strategic Transport Corridor (SSTC).
<b>Site Ownership/Current use:</b>	The site has not been developed.
<b>Climate Change</b>	Development may lead to an increase in carbon emissions as development of the site attracts more vehicles. However, the site has good public transport links and this may encourage potential users to use more sustainable forms of transport.  Any housing would be moving towards zero carbon energy supply.  Some of the site could also be susceptible to surface water flooding.
<b>Environmental Limits</b>	Residential and office development on the site would lead to an increase in the production of waste. However, recycling facilities would be provided to households to ensure recycling levels increase. Development of the site would mean that use of previously developed land is also maximised.  Development may lead to an increase in carbon emissions and a subsequent reduction in air quality as the site attracts more users.
<b>Environmental Infrastructure</b>	Development of the site could potentially have a detrimental impact on the water quality of the River Wear due to the proximity of the site to the river, a possible increase in surface water run off and the generation of more waste.
<b>Economy and Employment Market</b>	The site's location on the River Wear could have an adverse impact on biodiversity.  No identified/predicted impact on the baseline for this objective/sustainability issue.

<b>Population</b>	The development will provide new housing including affordable and higher value housing. This will help to stem population decline.
<b>Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Sustainable Communities</b>	As the site would be developed as a mixed use residential community, and is accessible by public transport, including the Metro, the site is a sustainable location. A mix of housing, including affordable, would be provided which is accessible by public transport to schools, hospitals, shops and other facilities.
<b>Health and Well-Being</b>	The promotion of the site as a mixed use community would provide opportunities for exercise and physical activity in everyday life as the use of walking and cycling would be promoted.
<b>Culture and Heritage</b>	The site is significant in size (33 hectares) and new development would improve the image of the city, especially as it will be a key gateway into Central Sunderland due to the location of the SSTC.
<b>Transport and Communication</b>	The site's location next to a Metro station, and a potential new station, make the site highly accessible and ensure the site links well with other uses and the city centre. The development of a mixed use community would reduce reliance on the car due to the distribution of land uses and would help to increase walking and cycling.
<b>Mitigation/Enhancement Measures</b>	Application of other policies in the plan will ensure that development should not have an adverse effect on water and ecological quality in the River Wear.  Application of other policies in the plan which relate to green infrastructure and sustainable drainage systems will help to mitigate against flooding

**26.10 Chapelgarth (housing and supporting infrastructure)**

<b>Chapelgarth</b>	
<b>Proposed Use:</b>	Housing and supporting infrastructure
<b>Planning History:</b>	The site is allocated for housing in the Adopted UDP.
<b>Site Ownership/Current Use:</b>	The site has not been developed.
<b>Climate Change</b>	Development would lead to an increase in carbon emissions due to an influx of residents and increasing car use, however it is anticipated that this would be mitigated to some extent as the homes developed would move towards zero carbon standards.
<b>Environmental Limits</b>	Due to an increase in car use, there is likely to be a limited adverse impact on air quality in the area. Residential development on the site would lead to an increase in the production of waste. However, recycling facilities would be provided to households to ensure recycling levels increase.
<b>Environmental Infrastructure</b>	The site is greenfield and development would therefore potentially adversely impact on the city's green infrastructure resulting in inappropriate development. The site is also part of an identified wildlife corridor. Development could have a detrimental impact on biodiversity.
<b>Economy and Employment Market</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Population</b>	The development will provide new housing including affordable and higher value housing. This will help to stem population decline.
<b>Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Sustainable Communities</b>	The site is currently in an unsustainable location. However, the development could lead to a safe and inclusive, well planned and well-designed community. An element of affordable housing is likely to be provided on site as are the creation of some key services (e.g. education, health, leisure).
<b>Health and Well-Being</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Culture and Heritage</b>	Development of this site is likely to have a detrimental impact on the city's landscape. Development will need to be carefully designed in order to mitigate this impact.
<b>Transport and</b>	Development could lead to an increase in congestion due to an increase in car usage. Development will be required to

<p><b>Communication/ Mitigation/ Enhancement Measures</b></p>	<p>mitigate adverse traffic impacts. As a major development, a Travel Plan would also have to be submitted.</p> <p>Development of the site would need to mitigate against the potential adverse impacts on green infrastructure and biodiversity. This could take the form of provision of green space or potentially a small informal nature reserve.</p> <p>Development should ensure that the site is served by good public transport (primarily a bus route but also cycle routes). This would help to reduce reliance on the car, minimising carbon emissions.</p> <p>Other mitigation measures could include providing key community facilities on site to make it more sustainable, including open space for physical activity.</p>
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**26.11 Cherry Knowle (housing and supporting infrastructure)**

	<b>Cherry Knowle</b>
<b>Proposed Use:</b>	Housing and supporting infrastructure
<b>Planning History:</b>	Cherry Knowle is a hospital in Ryhope in Sunderland South. The site was allocated in the UDP for housing and a hospital.
<b>Site Ownership/Current Use:</b>	The site is currently a hospital. The site is the subject of a development framework.
<b>Climate Change</b>	Development would lead to an increase in carbon emissions due to an influx of residents and increasing car use, however it is anticipated that this would be mitigated to some extent as the homes developed would move towards zero carbon standards.  The site is located in Flood Zone 1 and the latest data indicates that a very small percentage is at risk of surface water flooding.
<b>Environmental Limits</b>	Residential development on the site would lead to an increase in the production of waste. However, recycling facilities would be provided to households to ensure recycling levels increase. Due to an increase in car use, there is likely to be a limited adverse impact on air quality in the area.
<b>Environmental Infrastructure</b>	Development would reduce the amount of vacant brownfield land in the city which would be positive. No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Economy and Employment Market</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Population</b>	The development will provide new housing including affordable and higher value housing. This will help to stem population decline
<b>Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Sustainable Communities</b>	Ryhope has relatively good public transport access. Development would lead to the provision of high quality housing, including an element of affordable housing, accessible to a range of services.
<b>Health and Well-</b>	Health facilities are proposed on site, increasing access to local healthcare facilities and reducing health inequality.

<p><b>Being Culture and Heritage</b></p>	<p>No identified/predicted impact on the baseline for this objective/sustainability issue.</p>
<p><b>Transport and Communication</b></p>	<p>The site connects well with existing community facilities and services, however, development could lead to an increase in congestion due to an increase in private vehicle usage. Development will be required to mitigate adverse traffic impacts. As a major development, a Travel Plan would also have to be submitted.</p>
<p><b>Mitigation/Enhancement Measures</b></p>	<p>The sustainability of the development of the site could be improved in relation to opportunities to increase levels of walking and cycling, by for example, having a small local centre with shops and key facilities (e.g. education, health, leisure) on site.</p>

**26.12 Land North of Burdon Lane (housing and supporting infrastructure)**

<b>Burdon Lane</b>	
<b>Proposed Use:</b>	Housing and supporting infrastructure
<b>Planning History:</b>	The site is not allocated in the UDP. It was identified as a potential site for housing in the SHLAA.
<b>Site Ownership/Current Use:</b>	The site comprises an area of open land providing separation between parts of the built up area. The site remains undeveloped.
<b>Climate Change</b>	Development would lead to an increase in carbon emissions due to an influx of residents and increasing car use, however it is anticipated that this would be mitigated to some extent as the homes developed would move towards zero carbon standards.
<b>Environmental Limits</b>	Due to an increase in car use, there is likely to be a limited adverse impact on air quality in the area. Residential development on the site would lead to an increase in the production of waste. However, recycling facilities would be provided to households to ensure recycling levels increase.
<b>Environmental Infrastructure</b>	The site is greenfield and development would therefore potentially adversely impact on the city's green infrastructure resulting in inappropriate development. The site is also part of an identified wildlife corridor. Development could have a detrimental impact on biodiversity.
<b>Economy and Employment Market</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Population</b>	The development will provide new housing including affordable and higher value housing. This will help to stem population decline.
<b>Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Sustainable Communities</b>	The site is currently in an unsustainable location. However, the development could lead to a safe and inclusive, well planned and well-designed community. An element of affordable housing is likely to be provided on site as are the creation of some key services (e.g. education, health, leisure).
<b>Health and Well-Being</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.

<p><b>Culture and Heritage</b></p>	<p>Development of this site is likely to have a detrimental impact on the city's landscape. Development will need to be carefully designed in order to mitigate this impact.</p>
<p><b>Transport and Communication</b></p>	<p>Development could lead to an increase in congestion due to an increase in car usage. Development will be required to mitigate adverse traffic impacts. As a major development, a Travel Plan would also have to be submitted.</p>
<p><b>Mitigation/Enhancement Measures</b></p>	<p>Development of the site would need to mitigate against the potential adverse impacts on biodiversity. This could take the form of provision of green space or potentially a small informal nature reserve.</p> <p>Development should ensure that the site is served by good public transport (primarily a bus route but also by cycle routes). This would help to reduce reliance on the car, minimising carbon emissions.</p> <p>Other mitigation measures could include providing key community facilities on site to make it more sustainable, including open space for physical activity.</p>



26.13 South Ryhope (housing and employment)

<b>South Ryhope</b>	
<b>Proposed Use:</b>	Housing and employment
<b>Planning History:</b>	This site was allocated in the UDP as a 20 hectare employment site.
<b>Site Ownership/Current Use:</b>	Although allocated for some time, the site has not been developed. The 2012 Employment Land Update recommends that it be released from its employment allocation.
<b>Climate Change</b>	Development would lead to an increase in carbon emissions due to an influx of residents and increasing car use, however it is anticipated that this would be mitigated to some extent as the homes developed would move towards zero carbon standards.  The site is located in Flood Zone 1 and the latest data indicates that a very small percentage is at risk of surface water flooding.  Due to an increase in car use, there is likely to be a limited adverse impact on air quality in the area.  Residential development on the site would lead to an increase in the production of waste. However, recycling facilities would be provided to households to ensure recycling levels increase.  The site is greenfield and is located adjacent to an inter-district green infrastructure corridor. Development would therefore potentially adversely impact on the city's green infrastructure resulting in inappropriate development. Development could have a detrimental impact on the biodiversity potential of the site.
<b>Environmental Limits</b>	Development is likely to strengthen the city's economy and increase the number of economically active people in the city. This would help to tackle economic and employment deprivation levels in the city.
<b>Environmental Infrastructure</b>	The development will provide new housing including affordable and higher value housing. This will help to stem population decline.
<b>Economy and Employment Market</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Population</b>	Whilst the site is greenfield it is within the urban area in the conurbation and has good public transport links. Its development will mean that high quality, housing, including affordable is developed with accessible transport and
<b>Learning and Skills</b>	
<b>Sustainable Communities</b>	

	services.
<b>Health and Well-Being</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Culture and Heritage</b>	Development of this large Greenfield site will need to be carefully designed so as not to have a detrimental impact on the city's landscape.
<b>Transport and Communication</b>	The site connects well with existing community facilities and services, however, development could lead to an increase in congestion due to an increase in car usage. Development will be required to mitigate adverse traffic impacts. As a major development, a Travel Plan would also have to be submitted.
<b>Mitigation/Enhancement Measures</b>	Any development of the site should ensure that it incorporates green space on site to contribute to and link into the city's existing green infrastructure.

**26.14 Philadelphia (housing/ mixed use and supporting infrastructure)**

<b>Philadelphia</b>	
<b>Proposed Use:</b>	Housing/mixed use and supporting infrastructure
<b>Planning History:</b>	The site is allocated for employment purposes in the Adopted UDP. However, the Employment Land Review (2009) recommended the partial release of the site from this allocation. This was confirmed in the 2012 Update of this document. The site is currently significantly underused as an industrial estate.
<b>Site Ownership/Current Use:</b>	
<b>Climate Change</b>	Development would lead to an increase in carbon emissions due to an influx of residents and increasing car use, however it is anticipated that this would be mitigated to some extent as the homes developed would move towards zero carbon standards
<b>Environmental Limits</b>	Residential development on the site would lead to an increase in the production of waste. However, recycling facilities would be provided to households to ensure recycling levels increase. Due to an increase in car use, there is likely to be a limited adverse impact on air quality in the area. Development would reduce the amount of vacant brownfield land in the city which is positive.
<b>Environmental Infrastructure</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Economy and Employment Market</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Population</b>	The development will provide new housing including affordable and higher value housing. This will help to stem population decline
<b>Learning and Skills</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.
<b>Sustainable Communities</b>	The site is in a sustainable location as it is already served by public transport and has access to local services and facilities. An element of affordable housing is likely to be provided on site.
<b>Health and Well-Being</b>	No identified/predicted impact on the baseline for this objective/sustainability issue.

<p><b>Culture and Heritage</b></p>	<p>Development management policy could seek retention and enhancement of the Listed Buildings on the site.</p>
<p><b>Transport and Communication</b></p>	<p>The site connects well with existing community facilities and services, however, development could lead to an increase in congestion due to an increase in car usage. Development will be required to mitigate adverse traffic impacts. As a major development, a Travel Plan would also have to be submitted.</p>
<p><b>Mitigation/ Enhancement Measures</b></p>	<p>Development should provide good public transport (primarily a bus route but also cycle routes). This would help to reduce reliance on the car and minimise carbon emissions.</p> <p>The development of the site should provide opportunities to increase levels of walking and cycling.</p>

**DEVELOPMENT MANAGEMENT POLICIES**

This chapter provides the appraisal of the draft development management policies. For each proposed chapter of the Development Management Policies, as set out in the 'Revised Preferred Options Draft', the policies within the chapter have been appraised against the sustainability issues/objectives. A slightly abridged approach has been used to record the appraisal of the DM policies, reflecting the more limited remit and breadth of influence of many of these policies. The following key has again been used to indicate the likely significant effects of the policies. Reasonable Alternatives to the Preferred Approach (i.e. the draft policy) are appraised in Appendix IV.

<b>Likely Significant positive impact</b>
<b>Likely Positive impact (but not significant)</b>
<b>Unclear impact, or insufficient data available to predict effect</b>
<b>Likely Negative effect (but not significant)</b>
<b>Likely Significant negative effect</b>

**27.1 DM1: Presumption in Favour of Sustainable Development**

DM1	Presumption in Favour of Sustainable Development	DM1.2 – The Sequential Approach to Development
Objective 1- Climate Change		
Objective 2- Environmental Limits		
Objective 3- Environmental Infrastructure		
Objective 4- Economy and Employment		
Objective 5- Population and Migration		
Objective 6- Learning and Skills		
Objective 7- Sustainable Communities		
Objective 8- Health and Well-Being		
Objective 9- Culture and Heritage		
Objective 10- Transport and Communication		

**Summary**

**Objective 1- Climate Change**

No identified/predicted impact on the baseline for this objective/sustainability issue.

**Objective 2- Environmental Limits**

It is not possible to predict what the impact of Policy DM1.1 will be, given the generic nature of the policy, and the lack of certainty as to when the policy might be triggered – especially in relation to the wide range of variables in the baseline for this objective. Policy DM1.2 seeks to maximise the use of previously developed land and as such, should have a positive impact on the baseline in relation to this part of the objective.

### **Objective 3- Environmental Infrastructure**

These policies provide high level protection for designated nature conservation assets and the Green Belt, insofar as the NPPF contains protectionary policies for such features. In practice, they provide support for other policies in the plan that provide explicit protection for these assets. Taken alone, it is difficult to predict whether they would have a significant impact on the baseline in relation to the objective, but they do lend support to other policies in the plan.

### **Objective 4- Economy and Employment**

Given the level of emphasis in the NPPF on the presumption in favour of sustainable development, particularly economic development, it is considered that Policy DM1.1 is likely to have a positive impact on the baseline in relation to this objective, although it is difficult to confirm whether this policy alone would have a significant impact. It will certainly support a positive effect in relation to the implementation of other policies in the plan which relate to economic growth and prosperity. It is not possible to predict what the impact of Policy DM1.2 will be, any impact is likely to be in-direct and in combination with the operation of more specific policies elsewhere in the Plan.

### **Objective 5- Population and Migration**

No identified/predicted impact on the baseline for this objective/sustainability issue.

### **Objective 6- Learning and Skills**

No identified/predicted impact on the baseline for this objective/sustainability issue.

### **Objective 7- Sustainable Communities**

It is not possible to predict what the impact of Policy DM1.1 will be, given the generic nature of the policy, and the lack of certainty as to when the policy might be triggered – especially in relation to the baseline for this objective. Policy DM1.2 requires all sites to be in locations that are sustainable, or will be, and be well related to homes, jobs and services by all modes of transport, particularly public transport, walking and cycling. This should help to improve the baseline in relation to this objective, although again, it is difficult to confirm whether this policy alone would have a significant impact. It will certainly support a positive effect in relation to the implementation of other policies in the plan which relate to accessible and well planned communities.

### **Objective 8- Health and Well-Being**

It is not possible to predict what the impact of Policy DM1.1 will be, given the generic nature of the policy, and the lack of certainty as to when the policy might be triggered – especially in relation to the baseline for this objective. Policy DM1.2 requires all sites to be in locations that are sustainable, or will be, and be well related to homes, jobs and services by all modes of transport, particularly public transport, walking and cycling. This should help to improve the baseline in relation to this objective, through increasing opportunities for physical activity, although again, it is difficult to confirm whether the policy would have a significant impact. Any negative impact associated with the loss of land identified for recreational purposes (in relation to health and well-being benefits) is considered to be mitigated by the provisions in Policy DM6.23.

### **Objective 9- Culture and Heritage**

These policies provide high level protection for designated heritage assets, insofar as the NPPF contains protectionary policies for such heritage assets. In practice, they provide support for other policies in the plan that provide explicit protection for heritage assets. Taken alone, it is difficult to predict whether they would have a significant impact on the baseline in relation to the objective, but they do lend support to other policies in the plan.

### **Objective 10- Transport and Communication**

It is not possible to predict what the impact of Policy DM1.1 will be, given the generic nature of the policy, and the lack of certainty as to when the policy might be triggered. Policy DM1.2 requires all sites to be in locations that are sustainable, or will be, and be well related to homes, jobs and services by all modes of transport, particularly public transport, walking and cycling. It also directs development to the most accessible locations by public transport. This should have a significant impact in relation to the baseline for this objective.

### **Proposed Mitigation/ Enhancement**

No mitigation/enhancement proposed.



**27.2 DM 2 Strategic Sites & Locations for Major Development**

	DM12.1 - Strategic Sites	DM2.2 - Major Locations for Development
Objective 1- Climate Change		
Objective 2- Environmental Limits		
Objective 3- Environmental Infrastructure		
Objective 4- Economy and Employment		
Objective 5- Population and Migration		
Objective 6- Learning and Skills		
Objective 7- Sustainable Communities		
Objective 8- Health and Well-Being		
Objective 9- Culture and Heritage		
Objective 10- Transport and Communication		

**Summary**

**Objective 1- Climate Change**

No identified/predicted significant impact on the baseline for this objective/sustainability issue in relation to policies DM2.1 and DM2.2.

**Objective 2- Environmental Limits**

No identified/predicted significant impact on the baseline for this objective/sustainability issue in relation to policies DM2.1 and DM2.2.

**Objective 3- Environmental Infrastructure**

In relation to Policy DM2.1 and the site north of Nissan, likely significant negative effects are anticipated in relation to the baseline Objective 3 - Environmental Infrastructure as development would be within the city's Green Belt and any development could also lead to a reduction in the site's biodiversity potential. Policy DM2.1 makes no reference to the fact that the site north of Nissan is in the Green Belt and there is no wording which helps to determine relevant, specific Green Belt issues, their likely importance and potential mitigation measures; or what criteria or issues will need to be considered in determining the presence of very special circumstances.

Appraisal of Policy CS2 Key Regeneration Areas found that several of the LMDs areas are greenfield, not well served by public transport, development could lead to greater congestion and is likely to have adverse impacts on the city's green infrastructure and landscape. Appraisal of Policy DM2.2 predicts a likely negative (but not significant) effect in relation to Objective 3 Environmental Infrastructure. It is felt that Policy DM2.2 could provide clearer guidance as to expectations or requirements in respect of issues where mitigation may be required, for example:

- Waste recycling;
- Flood protection and use of SUDS;
- Sustainable building standards, BREEAM, Code for Sustainable Homes, Building Regulations, Lifetime Homes;
- Greater use of public transport;
- Travel Plans;
- Highway improvements;
- Compensatory provision in relation to habitat; and
- Application of design standards and screening measures.

#### **Objective 4- Economy and Employment**

In relation to Policy DM2.1 and both strategic sites, likely significant positive effects in relation to the baseline for Objective 4 - Economic and Employment are anticipated. The land north of Nissan site would be developed as a strategic employment site for the city, accommodating major employers, leading to an increase in economically active residents, help to tackle deprivation, and strengthen the city's economic performance. In relation to Vaux/Farrington Row the development of high density office development, and the major expansion of the office market in the city centre, would lead to an increase in its role and influence.

Policy DM2.1 states that development proposals for Strategic Sites must be supported by either a Masterplan or Development Framework including a Delivery Strategy. The clarity and effectiveness of Policy DM2.1 could be improved by providing more definition of what the Delivery Strategy should comprise. It would help potential developers to understand what is required.

Policy DM2.2 states that LMDs will be defined and allocated through the Allocations DPD and that should an LMD come forward in advance of this document proposals will be considered against policies within the NPPF, the Development Plan and the criteria set out for Strategic Sites. As the criteria

includes the requirement for a Delivery Strategy, the clarity and effectiveness of Policy DM1 could be improved by providing more definition of what the Delivery Strategy should comprise.

**Objective 5- Population and Migration**

No identified/predicted significant impact on the baseline for this objective/sustainability issue in relation to policies DM2.1 and DM2.2.

**Objective 6- Learning and Skills**

No identified/predicted significant impact on the baseline for this objective/sustainability issue in relation to policies DM2.1 and DM2.2.

**Objective 7- Sustainable Communities**

The appraisal found likely significant positive effects in relation to Policy DM2.1 and the Vaux/Farringdon Row Strategic Site. The site is in one of the most sustainable locations in the city as it is based within the city centre and is highly accessible by public transport. Housing, including an affordable element, would be provided on site. Development would link well with public transport and shops and is in close proximity to the city's hospitals and schools.

**Objective 8- Health and Well-Being**

No identified/predicted significant impact on the baseline for this objective/sustainability issue in relation to policies DM2.1 and DM2.2.

**Objective 9- Culture and Heritage**

No identified/predicted significant impact on the baseline for this objective/sustainability issue in relation to policies DM2.1 and DM2.2.

**Objective 10- Transport and Communication**

No identified/predicted significant impact on the baseline for this objective/sustainability issue in relation to policies DM2.1 and DM2.2.

**Proposed Mitigation/ Enhancement**

Objective 3 - Environmental Infrastructure – provide some further guidance on the Green Belt issues, potential mitigation requirements and what constitutes very special circumstances in relation to Policy DM2.1 and the site north of Nissan. It is felt that Policy DM2.2 could provide clearer guidance as to expectations or requirements in respect of issues where mitigation may be required.

For Policy DM2.2 - provide clearer guidance as to expectations or requirements in respect of issues where mitigation may be required at LMDs.

For Policies DM1 and DM2 - the clarity and effectiveness of could be improved by providing more definition of what the Delivery Strategy should comprise for both Strategic Sites and LMDs.

**27.3 DM3 Economic Development**

Policy DM3 Economic Development	DM 3.1 - Primary Employment Areas	DM 3.2 – Key Employment Areas	DM 3.3 Marketing	DM 3.4 – Other Employment Sites	DM 3.5 – New Employment Uses outside identified Employment Areas	DM 3.6 – Trader Counters	DM 3.7 - Retailing	DM 3.8 – Evening Economy										
Objective 1- Climate Change																		
Objective 2- Environmental Limits																		
Objective 3- Environmental Infrastructure																		
Objective 4- Economy and Employment																		
Objective 5- Population and Migration																		
Objective 6- Learning and Skills																		

Policy DM3 Economic Development	DM 3.1 - Primary Employment Areas	DM 3.2 – Key Employment Areas	DM 3.3 Marketing	DM 3.4 – Other Employment Sites	DM 3.5 – New Employment Uses outside identified Employment Areas	DM 3.6 – Trader Counters	DM 3.7 - Retailing	DM 3.8 – Evening Economy
Objective 7- Sustainable Communities								
Objective 8- Health and Well-Being								
Objective 9- Culture and Heritage								
Objective 10- Transport and Communication								

**Summary**

**Objective 1- Climate Change**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is expected in relation to any of these policies.

**Objective 2- Environmental Limits**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is expected in relation to any of these policies.

**Objective 3- Environmental Infrastructure**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is expected in relation to any of these policies.

#### **Objective 4- Economy and Employment**

The appraisal found likely significant positive effects on the baseline for this Objective in relation to Policies DM3.1 to 3.8. Taken together these policies provide a clear statement of intent and thorough, detailed, effective tests to protect existing primary and key employment areas from change of use.

Policies DM3.1 to 3.8 will serve to strengthen Sunderland's economy and employment market by ensuring that employment uses and floor space are retained in established employment locations. This will assist in maintaining and increasing the number of economically active people in the city, in promoting the diversification of the city's economy and in supporting the growth of new businesses and business sectors. Policy CS3.1 allows for ancillary uses where these can be shown to genuinely support, maintain or enhance the business and employment function of an area. Indirectly the protection and enhancement of existing employment areas will help to reduce employment and income deprivation by maintaining the supply of land and premises from which businesses can operate.

#### **Objective 5- Population and Migration**

Policies within DM3 will also support Objective 5 – Population and Migration by continuing to provide employment land and premises which are accessible, diverse, plentiful and attractive to local residents and potential in-migrants, thereby also helping to stem population decline.

#### **Objective 6- Learning and Skills**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is expected in relation to any of these policies.

#### **Objective 7- Sustainable Communities**

Policies within DM3 will also support Objective 7 - Sustainable Communities by continuing to provide employment land and premises which play a part in creating places where people want to live and work (current and future residents), thereby also helping to build sustainable communities.

#### **Objective 8- Health and Well-Being**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is expected in relation to any of these policies.

#### **Objective 9- Culture and Heritage**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is expected in relation to any of these policies.

**Objective 10- Transport and Communication**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is expected in relation to any of these policies.

**Proposed Mitigation/ Enhancement**

Policy CS3.3 Marketing requires a statement of the efforts that have been made to market (Statement of Efforts and Proof of Marketing) for any premises or site currently or last used for employment development where an applicant proposes non-employment use. A period of 9 months is suggested as a minimum marketing period before consideration would be given for an alternative use. DM3.3 continues to state that “The above timescales are appropriate for the current market situation and may need to be extended in times of flat or falling markets”. This gives the impression that the current market is not flat and this appears to potentially be an invalid assumption given the current low level of economic growth. A re-wording of this element may therefore be appropriate

Policy CS3.4 Other Employment Sites states that proposals for the change of use or redevelopment of land and buildings which are presently in employment uses above will be considered favourably where it can be demonstrated they can secure other significant regeneration benefits. Policy CS3.4 would benefit in terms of clarity by including a definition in the supporting text as to what ‘significant regeneration benefits’ are considered to be.





<p style="text-align: center;">Policy DM4 Existing Housing Future Housing Sunderlands Community, Social and Cultural Facilities</p>	DM4.1 Protection of Existing House Stock	DM4.2 Loss of housing stock	DM4.3 Houses in multiple occupation	DM4.4 Article 4 direction	DM4.5 Housing mix/type	DM4.6 Housing density	DM4.7 Backland Development	DM4.8 Affordable Housing	DM4.9 Student Accommodation	DM4.10 Supported living accommodation	DM4.11 Gypsies, Travellers and Travelling Showpeople	DM4.12 Safeguarding existing travelling showpeople sites	DM4.13 Demand for new social and cultural facilities	DM4.14 New community and social facilities	DM4.15 Loss of social infrastructure
	Objective 10- Transport and Communication														

## Summary

### Objective 1- Climate Change

No identified/predicted impact on the baseline for this objective/sustainability issue in relation to the majority of these policies. The exception is Policy DM4.11 which sets out the need for gypsy and traveller and travelling showpeople sites to be located away from any known high flood risk areas. This should assist to avoid adverse impacts of flooding on gypsy and traveller and travelling showpeople sites, which are considered vulnerable uses in this respect. Although positive, this is not considered a significant impact in relation to the baseline for this objective.

### Objective 2- Environmental Limits

No identified/predicted impact on the baseline for this objective/sustainability issue in relation to the majority of these policies. Policies DM 4.1 and 4.2 set out that proposals to bring empty properties back into use will be supported by the Council. This should contribute positively towards ensuring the use of previously developed land is maximised over the plan period. Policies DM4.3 and DM4.9 require a management plan that sets out how such dwellings will be managed. It is recommended that a reference to facilities for recycling of waste is also included in Policy DM4.3 to improve the sustainability of this policy in relation to this objective – see proposed mitigation recommendations below.

### Objective 3- Environmental Infrastructure

No identified/predicted impact on the baseline for this objective/sustainability issue in relation to the majority of these policies. Policy DM4.11 sets out the need for gypsy and traveller and travelling showpeople sites to be located so as to avoid sensitive natural areas, recognising the intrusive nature of such

development. This should assist to mitigate adverse impacts on sensitive nature conservation sites associated with such development and is positive in regard to this element of the baseline for this objective.

#### **Objective 4- Economy and Employment**

No identified/predicted impact on the baseline for this objective/sustainability issue is expected from many of these policies, when considered on their individual merits. However the housing policies, when taken together, will assist indirectly to tackle the causes of deprivation in the city, by providing housing that is fit for purpose to meet the needs of the population – including for example, in relation to ‘executive’ and ‘family’ housing, encouraging economically active people to reside in the city tackling the causes of deprivation in the city, and strengthening the economic performance of the city. Policy DM4.11 states that new pitches or plots for gypsy and traveller and travelling showpeople communities should be located on sites that are appropriate for a live/ work lifestyle – this will assist to provide the conditions for these communities to be economically active.

#### **Objective 5- Population and Migration**

DM Policies 4.1 and 4.2 identify that the Council will support the re-use and protection of existing housing stock across the city. The housing policies also provide for an appropriate choice of housing across the city, including affordable housing, student accommodation, accommodation for those requiring ‘supported living’ and sites for gypsy and traveller use. These policies should assist to meet the needs of current and future residents through providing a choice of housing stock across the city, including meeting needs for affordable and higher value homes. This should assist to reduce out migration and encourage in-migration. Policies on housing density and renewal will help over time, to improve the city’s residential environment. Taken together, these policies are likely to have a significant positive impact on the baseline in relation to this objective. A number of individual policies are also expected to have a significant positive impact (DM4.1 – DM4.12, with the exception of DM4.4 and DM4.5).

#### **Objective 6- Learning and Skills**

No identified/predicted impact on the baseline for this objective/sustainability issue for the majority of these policies. Policy DM4.9 will assist indirectly to improve the skills and qualifications of the working age population by providing the necessary accommodation for students.

#### **Objective 7- Sustainable Communities**

It is considered that all of the policies in this chapter will assist to encourage a safe, inclusive, well planned, well designed, well built and run community, with development that is located in sustainable locations, and which provides high quality, affordable housing with accessible services such as public transport, schools, hospitals and shops. Taken together, these policies are likely to have a significant positive impact on the baseline in relation to this objective. A number of individual policies are also expected to have a significant positive impact (DM4.3, 4.6, 4.9, 4.11 and 4.14). A minor enhancement is suggested to Policy DM4.15 – see below.

### **Objective 8- Health and Well-Being**

A number of the housing policies (DM4.3, DM4.8, DM4.10, DM4.11) will have a positive impact on the baseline for this objective, in terms of promoting inclusiveness and reducing health inequality, and decreasing the causes of ill health, associated with poor living environments. Policy DM4.13 – DM4.15 will assist more directly to increase access to local healthcare provision. A minor recommendation is made below in relation to DM4.6 in relation to access to green and open space.

### **Objective 9- Culture and Heritage**

There is no identified/predicted impact on the baseline for this objective/sustainability issue in relation to any of the policies in this chapter. A number of minor recommendations are made in relation to Policy DM4.3 and DM4.9 in relation to improving the sustainability of these policies in relation to the sub-objective - improving local environmental quality.

### **Objective 10- Transport and Communication**

Policies DM4.13 – DM4.15 set out the Council's policies on community and social facilities. The policies seek to locate new infrastructure in locations where it will reduce the need to travel, (i.e. through co-location), or which are accessible by a variety of means of transport, including public transport, walking and cycling. Policy DM4.6 encourages higher density residential development at sites with good public transport accessibility and which are located close to local centres. This will have a positive effect in terms of reducing reliance on the car, promoting patronage of sustainable transport and reducing traffic congestion associated with private vehicle use. Policy DM 4.11 requires gypsy and traveller and travelling showpeople sites to be located according to the sequential approach in Policy DM1.2, which directs development to public transport nodes and corridors and locations which are accessible by public transport, walking and cycling. The sustainability of two of the policies could be improved in relation to this objective (Policy DM4.10 and DM4.14) – see the recommended mitigation/enhancement measures set out below.

### **Proposed Mitigation/ Enhancement**

The following recommendations are made to improve the sustainability performance of the policies:

Policy DM4.3 – Houses of Multiple Occupations - the policy as currently worded states “ the proposal would not result in houses of multiple occupation/ self contained flats/ student accommodation being the *dominant use* of the neighbourhood”. How will this be measured? What is the threshold by which such dwellings become the dominant use? An explanation should be provided in the supporting text.

It is recommended that the word “and recycling” is inserted to the following clause to improve the performance of the policy in relation to reducing waste production and increasing recycling:

- d) "adequate provision for parking, servicing, refuse *and recycling* arrangements and maintenance of the property can be demonstrated through the submission of a management plan".
- Policy DM4.5 - Housing Mix and Type – The policy states that "Proposals for new housing development should be informed with the most up to date Strategic Housing Market Assessment". Further detail should be provided to provide some certainty for developers as to what will be required. A cross reference should be made to the policy setting out requirements for Affordable Housing.
- Policy DM4.6 - Residential Density – refers to the need to consider the amount, quality and type of open space within the local area to influence on site open space requirements. Are these local open space requirements to be set out elsewhere in the Plan, i.e. through the supporting text of DM6.23 Green Space? If so, and this is recommended, appropriate reference should be made in the supporting text to this policy.
- Policy DM4.9 - Student Accommodation – as currently drafted the wording of this policy appears awkwardly worded. The term "an over concentration of such uses" should be defined in the supporting text. How will this definition be applied and how does it differ from the term used in Policy DM4.3 – "dominant use of the neighbourhood"? It is recommended that further consideration be given as to how these two policies will operate together. Elements of Policy DM4.9 appear unnecessary given the content of Policy DM4.3 – Houses of Multiple Occupations – covering the same issue but using slightly different wording, which is likely to cause confusion. For example, Policy DM4.3 requires a management plan, Policy DM4.9 requires a management strategy. Amenity to neighbouring properties also covered in both policies, but using slightly different wording. Suggest these elements of the policy are removed as addressed sufficiently by DM4.3
- Policy DM4.10 Supported Living Accommodation – accessibility by public transport, walking and cycling should also be a consideration, given the residents of such establishments may be less likely to drive? An appropriate clause should be inserted in the policy text to reflect this.
- Policy DM4.13-DM4.15 – A definition or description of the types of development which constitute "social infrastructure" should be provided in the supporting text.
- Policy DM 4.14 - New community and social facilities - it is suggested that inclusion of word "accessible" is made in the following clause:  
"New social infrastructure uses must be:  
d) Provided in buildings which are flexible, *accessible* and sited to maximise the shared use of premises",
- Policy DM4.15 - The Loss of Social Infrastructure – the following insertion is recommended:  
"The Council will resist the loss of social infrastructure facilities unless the following conditions can be demonstrated:  
a) No shortfall in provision (*in terms of either quality or quantity*) will be created by the loss";

**27.5 DM5 Transport, Access and Parking**

Policy DM9 Minerals	DM5.1 Proposals for new development	DM5.2 Transport Statement	DM5.3 Findings of transport statement	DM5.4 Electric vehicle charging points (residential areas)	DM5.5 Electric vehicle charging points (other areas)	DM5.6 Public transport
Objective 1- Climate Change						
Objective 2- Environmental Limits						
Objective 3- Environmental Infrastructure						
Objective 4- Economy and Employment						
Objective 5- Population and Migration						
Objective 6- Learning and Skills						
Objective 7- Sustainable Communities						
Objective 8- Health and Well-Being						
Objective 9- Culture and Heritage						
Objective 10- Transport and Communication						

## Summary

### Objective 1- Climate Change

Policy DM5.1 supports proposals for new development that would provide access for pedestrians, cyclists and users of public transport. Policies DM5.4 and DM 5.5 aim to ensure that electrical vehicle charging points are provided as part of new residential, communal and non-residential development across the city. The implementation of these policies would help to reduce carbon emissions resulting from new development over and beyond the plan period through encouraging people to utilise modes of transport which are less carbon intensive. This will have an indirect positive effect on reducing greenhouse gas emissions.

### Objective 2- Environmental Limits

The implementation of these policies would contribute towards ensuring new development does not lead to a deterioration of air quality in the city, by encouraging people to utilise more sustainable methods of transport (cycling, walking and public transport) that result in fewer greenhouse gas emissions and reduce congestion.

### Objective 3- Environmental Infrastructure

No identified/predicted impact on the baseline for this objective/sustainability issue is expected in relation to these policies.

### Objective 4- Economy and Employment

Indirectly, the implementation of Policies DM5.1 and 5.6, and to a lesser extent the other policies, will assist to increase the percentage of economically active people in the city, by improving the accessibility of employment opportunities for those who do not have access to a private vehicle, thus tackling one of the causes of deprivation in the city.

### Objective 5- Population and Migration

No identified/predicted impact on the baseline for this objective/sustainability issue is expected in relation to these policies.

### Objective 6- Learning and Skills

Indirectly, the implementation of Policies DM5.1 and 5.6, and to a lesser extent the other policies, will assist to create opportunities to improve levels of education attainment, skills and qualifications, by providing opportunities for people who do not have access to a private vehicle, to access educational facilities.

**Objective 7- Sustainable Communities**

Indirectly, the implementation of Policies DM5.1 and 5.6, and to a lesser extent the other policies, will assist to ensure that new development is well serviced by public transport, improving the accessibility and sustainability of communities. A minor change is recommended to Policy DM5.1 in relation to addressing the sub-objective on crime and fear of crime, to improve sustainability of this policy in this respect. A further minor recommendation is made in relation to Policy DM5.6 of a similar manner – see below.

**Objective 8- Health and Well-Being**

Taken together, all of the policies will indirectly assist to improve health and well-being, by increasing access to key facilities, including open space – reducing health inequalities, and encouraging physical activity in every day life (through walking and cycling). Furthermore, the implementation of these policies should assist to reduce transport emissions which would have a secondary positive impact on maintaining/improving health and well-being where this is related to air quality.

**Objective 9- Culture and Heritage**

No identified/predicted impact on the baseline for this objective/sustainability issue is expected for any of these policies.

**Objective 10- Transport and Communication**

All of these policies, both individually and collectively, will assist to improve the baseline in relation to this objective – reducing congestion, promoting sustainable transport, reducing reliance on private vehicles, increasing cycling and walking. Policies DM5.1 and 5.6 in particular, are expected to have a significant positive impact on the baseline.

Two minor changes are recommended to Policy DM5.1 in relation to addressing the sub-objective on increasing cycling and encouraging walking to improve sustainability of this policy in this respect. A further minor recommendation is made in relation to Policy DM5.6 to improve the sustainability of this policy in relation to patronage of public transport.

**Proposed Mitigation/ Enhancement**

The following recommendations are made to improve the sustainability performance of the policies:

DM5.1. – Recommend inclusion of the word “safe” in relation to decreasing levels of and fear of crime (Objective 7) and to increase levels of cycling/walking (Objective 10)  
“Proposals for new development should:



a) provide access for pedestrians, cyclists and users of public transport through the creation of direct, safe and attractive links between new and existing development and pedestrian, cyclist and public transport networks, in addition to private car access”;

Recommend inclusion of the following text to increase levels of cycling (Objective 10):

- d) Include a level of parking appropriate to the development, *including safe and secure parking for cyclists* and be designed to sensitively integrate parking and servicing requirements; avoiding vehicles dominating developments

DM5.6 Public Transport – Recommend inclusion of the following text to promote increased patronage of public transport (Objective 10) by addressing levels of and fear of crime (Objective 7):

“b) ensure that stops and stopping areas are well designed, appropriately located, safe and accessible”.

**27.6 DM6 Caring for the City's Environment**

Policy DM6 Caring for the City's Environment	DM 6.1 - Design	DM 6.2 - Resource Efficiency	DM 6.3 - Advertisements/shop fronts	DM 6.4 - Telecommunications	DM 6.5 - Historic Environment	DM 6.6 - Candidate World	DM 6.7 - Scheduled Ancient	DM 6.8 - Listed Buildings	DM 6.9 - Registered Historic	DM 6.10 - Conservation Areas	DM 6.11 - Locally Listed Assets	DM 6.12 - Archaeology	DM 6.13 - Heritage at Risk	DM 6.14 - Access and Enjoyment of the Historic Environment	DM 6.15 - Green Belt	DM 6.16 - Settlement Breaks	DM 6.17 - Agricultural Land	DM 6.18 - New Development in the Countryside	DM 6.19 - Landscape Character	DM 6.20 - Woodland/	DM 6.21 - Biodiversity	DM 6.22 - New Green Infrastructure/	DM 2.23 - Loss of Green Space	DM 2.24 - Local Environmental Quality	DM 6.25 - Amenitiv	DM 6.26 - Water	DM 6.27 - Ground Conditions	DM 6.28 - Health and Safety Executive Areas	DM29 - Hazardous Substances
Objective 1- Climate Change																													
Objective 2- Environmental Limits																													
Objective 3- Environmental Infrastructure																													
Objective 4- Economy and Employment																													





### **SA Objective 2 – Environmental Limits**

Policy DM6.1 Design states that new development should be designed to maximise durability and adaptability throughout the lifetime of the development and maximise opportunities for sustainable, mixed-use developments – this will have a positive impact in terms of minimising use of global and local resources and reducing waste production. Policy DM6.2 Resource Efficiency and High Environmental Standards requires new development to incorporate sustainable resource management and high environmental standards. In achieving this, developments must be supported by a sustainability statement that sets out how the development is designed to reuse and recycles materials and other resources from all stages of development, maximise energy efficiency and protect existing water and sewage infrastructure. Where suitable and viable, extensions, conversions and retrofitting of existing buildings will be required to meet or exceed the relevant Code for Sustainable Homes and BREEAM targets; and where appropriate, simple and cost effective energy efficiency measures should be incorporated into the existing buildings. The implementation of this policy is expected to have a significant positive impact on the baseline for this objective. Policy DM15 Greenbelt, DM16 Settlement Breaks and DM17 Agricultural land and DM18 New Development in the Countryside will all assist to maximise the use of previously developed land, by restricting development of the Green belt and green field land. Policy DM6.21 Biodiversity, 6.22 Green Infrastructure will assist to maintain the ecological quality of the River Wear and improve groundwater quality. Policy 6.24 Local Environmental Quality - General will have a positive impact by ensuring that new development does not lead to a deterioration of air quality. DM6.26 Water and DM6.27 Ground conditions will have a significant positive effect in relation to the protection, maintenance and improvement of ground, surface and coastal waters and in relation to contaminated/unstable land.

### **SA Objective 3 – Environmental Infrastructure**

The policy incorporates a range of measures that are likely to contribute towards safeguarding and enhancing Sunderland's environmental infrastructure as part of new development. These include measures to protect, conserve and enhance:

- Green Belt land (DM6.15);
- High quality Agricultural land (DM6.17);
- Landscape character (DM6.19);
- Woodlands/Hedgerows and Trees (DM 6.20);
- Biodiversity assets (DM 6.21);
- Green Infrastructure (DM 6.22);
- Green space (DM6.23); and
- Water (DM6.26)

Policy DM6.1 Design, DM6.4 Telecommunications, DM6.16 Settlement Breaks, DM6.18 New Development in the Countryside and 6.24 Local Environmental Quality - General will also provide indirect assistance in this respect.

The inclusion of these measures helps to ensure that the biodiversity potential of the city is enhanced, Sunderland's designated sites, habitats and species of natural value are protected and enhanced and the city's Green Belt is protected and maintained. Overall, the implementation of the policies in this chapter would have a positive impact on safeguarding and enhancing Sunderland's environmental infrastructure during and beyond the plan period.

#### **Objective 4- Economy and Employment**

No identified/predicted impact on the baseline for this objective/sustainability issue. The exception is Policy DM6.18 New Development in the Countryside, which will have a positive impact in terms of increasing the percentage of economically active people in the city and promoting the diversification of the city's economy, supporting new businesses and new business sectors.

#### **Objective 5- Population and Migration**

DM6.1 Design will have a positive impact in relation to improving the city's residential environment. Policy DM6.18 New Development in the Countryside will have a positive impact in terms of helping to provide appropriate employment opportunities that are accessible, diverse and attractive to local residents and potential in-migrants. Policies DM6.22 Green Infrastructure, DM6.23 Green Space, DM6.24 and 6.25 – Local Environmental Quality will all have a positive impact in terms of improving the city's residential environment and enhancing the perception of the city centre and the city as a whole. No identified/predicted impact on the baseline for this objective/sustainability issue is expected for the remainder of these policies.

#### **Objective 6- Learning and Skills**

No identified/predicted impact on the baseline for this objective/sustainability issue is predicted for any of these policies.

#### **Objective 7- Sustainable Communities**

Policies DM6.1 Design, DM6.3 Advertisements/Shopfronts and DM6.4 Telecommunications, DM6.22 Green Infrastructure, DM6.23 Greenspace, DM6.24 and DM6.25 – Local Environmental Quality, DM6.26 Water, DM6.27 Ground Conditions, DM6.28 Health and Safety Executive Areas, DM6.29 Hazardous Substances will all assist to ensure that development is built in sustainable locations, and is developed so as to be safe, inclusive, well planned, well designed, well built and run, contributing to sustainable functioning community. Taken together, all of the policies in this chapter are expected to make a positive contribution to sustainable communities.

#### **SA Objective 8 – Health and Well-Being**

Policies DM6.1 Design and DM6.2 Resource Efficiency and High Environmental Standards will help to address the causes of ill health and reduce health inequalities associated with poor living environments. Policies DM6.22 Green Infrastructure and DM6.23 Green Space will ensure access is provided to safe, green and open spaces for activity, and promote sport, exercise and active recreation. Policies DM6.24 and DM6.25 – Local Environmental Quality will ensure local amenity is maintained, reducing health inequalities associated with poor living and working environments and disturbance of amenity.

These policies are expected to have a positive impact on the baseline for this objective. No identified/predicted impact on the baseline for this objective/sustainability issue is expected for the remainder of these policies.

### **SA Objective 9 – Culture and Heritage**

A number of the policies set out the need to protect, enhance and respect Sunderland's culture and heritage through development proposals. In particular, Policies DM6.5 – DM6.14 highlight the importance of caring for the historic environment through protecting and enhancing scheduled ancient monuments, listed buildings, historic parks and gardens, conservation areas and archaeological remains, as well as features which are currently undesignated. These measures will help to ensure that new development does not have a detrimental impact on Sunderland's culture and heritage over and beyond the plan period. Policies DM6.1, DM6.3 and 6.4, DM6.15, DM6.16, DM6.18, DM6.19 and DM6.20, DM6.21, DM6.22, DM6.23 and DM6.24 will also all make a contribution in this respect, as well as contributing to protection of the city's landscape and local environmental quality.

The implementation of Policy DM6.6 (Candidate World Heritage Site) would have a significant positive impact on the baseline associated with this SA objective as it promotes the facilitation of development that will serve to preserve and enhance the Wearmouth-Jarrow candidate World Heritage Site (WHS) and its setting. The proposed allocation of the site as a WHS would enhance the local heritage of the City and improve the image of the city.

Taken together, most of the policies in this chapter are expected to make a positive contribution to the baseline in relation to this objective.

### **Objective 10- Transport and Communication**

Policy DM6.4 Telecommunications is expected to have a positive impact by supporting improved digital connectivity. Policies DM6.22 Green Infrastructure and DM6.23 Green Space are expected to have an in-direct positive impact in terms of increasing and encouraging walking and cycling by providing attractive routes and spaces which encourage such activity. No identified/predicted impact on the baseline for this objective/sustainability issue is expected for the remainder of these policies.

### **Proposed Mitigation/ Enhancement**

No mitigation/enhancement is proposed.

**27.7 DM7- Renewable Energy Development**

	<b>DM7- Renewable Energy Development</b>
<b>Objective 1- Climate Change</b>	
<b>Objective 2- Environmental Limits</b>	
<b>Objective 3- Environmental Infrastructure</b>	
<b>Objective 4- Economy and Employment</b>	
<b>Objective 5- Population and Migration</b>	
<b>Objective 6- Learning and Skills</b>	
<b>Objective 7- Sustainable Communities</b>	
<b>Objective 8- Health and Well-Being</b>	
<b>Objective 9- Culture and Heritage</b>	
<b>Objective 10- Transport and Communication</b>	

**Summary**

**Objective 1- Climate Change**

The policy seeks to mitigate the adverse impacts of renewable energy development. However it does not seek to increase the amount of energy produced by renewable energy. The policy could be more facilitative in this respect, in recognition of the target that has been set (20% by 2020).

**Objective 2- Environmental Limits**

The policy emphasises the need to consider the potential impact of proposals for renewable energy developments on the amenity of local residents through air emissions, dust, noise and odour. This would indirectly contribute towards ensuring new development does not lead to a deterioration of air quality.

**Objective 3- Environmental Infrastructure**



The policy highlights the need to consider the potential adverse impacts on the natural landscape and habitats and species of national and local importance when assessing proposals for renewable energy developments in Sunderland. The policy also emphasises the protection given to Green Belt from inappropriate renewable energy developments through the NPPF. This is considered positive in relation to this objective.

**Objective 4- Economy and Employment**

No identified/predicted impact on the baseline for this objective/sustainability issue.

**Objective 5- Population and Migration**

No identified/predicted impact on the baseline for this objective/sustainability issue.

**Objective 6- Learning and Skills**

No identified/predicted impact on the baseline for this objective/sustainability issue.

**Objective 7- Sustainable Communities**

No identified/predicted impact on the baseline for this objective/sustainability issue.

**Objective 8- Health and Well-Being**

The implementation of this policy is likely to have an indirect positive impact on this SA objective. The policy sets out the need to consider the amenity of local residents (including air quality, dust, noise odour, recreation and access). The consideration of the need to protect the amenity of local residents as part of new renewable energy development would contribute towards maintaining health and well-being of the local population.

**Objective 9- Culture and Heritage**

The policy emphasises the need to consider the potential impact of proposals for renewable energy developments on the cultural landscape and townscape. The inclusion of this measure should help to ensure new renewable energy development promotes, enhances and respects Sunderland's culture and heritage.

**Objective 10- Transport and Communication**

No identified/predicted impact on the baseline for this objective/sustainability issue.

**Proposed Mitigation/ Enhancement**

No mitigation/enhancement is proposed. However it is noted that the policy fails to encourage or increase the amount of energy produced by renewable sources. This is also a criticism of the CS policy relating to renewable energy.

**27.8 DM8- Waste**

Policy DM8- Waste	DM8.1 - New waste facilities	DM9.2 - Existing Waste Transfer Sites
Objective 1- Climate Change		
Objective 2- Environmental Limits		
Objective 3- Environmental Infrastructure		
Objective 4- Economy and Employment		
Objective 5- Population and Migration		
Objective 6- Learning and Skills		
Objective 7- Sustainable Communities		
Objective 8- Health and Well-Being		
Objective 9- Culture and Heritage		
Objective 10- Transport and Communication		

**Summary**

**Objective 1- Climate Change**

No identified/predicted impact on the baseline for this objective/sustainability issue in relation to these policies.

**Objective 2- Environmental Limits**

The implementation of these policies would help to ensure that new waste management facilities are delivered in appropriate locations across Sunderland and existing waste transfer and management sites are safeguarded over the plan period – assisting to reduce waste and increase recycling. Policy DM8.1 will assist to maximise the use of previously developed land by directing such developments to previously developed employment land.

Policy DM8.1 identifies the need to consider proposals for new waste facilities alongside a series of criteria, including the need to avoid nuisances to adjacent premises or highway users by virtue of dust, odour, vibration, smoke or noise. The inclusion of this measure would help to ensure that air quality is maintained.

### **Objective 3- Environmental Infrastructure**

Policy DM8.1 does not currently incorporate a specific reference to the need to safeguard and enhancement Sunderland's environmental infrastructure. This could either be addressed by suitable cross reference to those policies in the plan which provide this protection, or by providing suitable text within Policy DM8.1

### **Objective 4- Economy and Employment**

No identified/predicted impact on the baseline for this objective/sustainability issue.

### **Objective 5- Population and Migration**

No identified/predicted impact on the baseline for this objective/sustainability issue.

### **Objective 6- Learning and Skills**

No identified/predicted impact on the baseline for this objective/sustainability issue.

### **Objective 7- Sustainable Communities**

DM Policy 8.1 sets out the need to avoid the development of new waste management facilities in locations that would create unacceptable adverse visual, air or noise impacts on residents, neighbours and occupiers located in close proximity. This would help to ensure that new waste facilities are developed in sustainable locations where they would not have an adverse effect in terms of building sustainable communities in Sunderland.

### **Objective 8- Health and Well-Being**

Policy DM8.1 sets out the need to avoid the development of new waste management facilities in locations that would create unacceptable adverse visual, air or noise impacts on residents, neighbours and occupiers located in close proximity. This would help to ensure that the health and well-being of the local population would be protected from any adverse effects resulting from new waste facilities (resulting from harmful emissions).

#### **Objective 9- Culture and Heritage**

Policy DM8.1 does not currently incorporate a specific reference to the need to safeguard and enhance Sunderland's culture and heritage. This could either be addressed by suitable cross reference to those policies in the plan which provide this protection, or by providing suitable text within Policy DM8.1

#### **Objective 10- Transport and Communication**

Policy DM8.1 sets out the need to consider the potential impact a proposed new waste facility may have in relation to accessing local road network. This would contribute towards minimising localised traffic congestion in areas where new waste facilities are planned. However it is considered that the sustainability of this policy could be improved, by addressing issues such safety for other highway users, such as cyclists, and addressing wider traffic congestion implications, such as a result of HGV haulage routes.

#### **Proposed Mitigation/Enhancement**

The following recommendations are made to improve the sustainability performance of the policies:

The policies do not currently incorporate a specific reference to the need to safeguard and enhancement Sunderland's environmental infrastructure, culture and heritage. This could either be addressed by suitable cross reference to those policies in the plan which provide this protection, or by providing suitable text within Policy DM8.1

Policy DM8.1 should incorporate additional text to address safety for other highway users, such as cyclists, as well as local traffic congestion, through appropriate haulage routes.

Policy DM8.2 as currently worded refers to "the site is required to facilitate the strategic objectives of the City". This wording is considered vague and open to interpretation – strategic objectives in relation to what?

**27.9 DM9 Minerals**

Policy DM9 Minerals	DM9.1 - Proposals for Mineral extraction	DM9.2 - Open cast coal extraction	DM9.3 - Minerals Safeguarding Areas	DM9.4 - Feasibility of coal extraction	DM9.5 - Land Instability (?)
Objective 1- Climate Change					
Objective 2- Environmental Limits					
Objective 3- Environmental Infrastructure					
Objective 4- Economy and Employment					
Objective 5- Population and Migration					
Objective 6- Learning and Skills					
Objective 7- Sustainable Communities					
Objective 8- Health and Well-Being					
Objective 9- Culture and Heritage					
Objective 10- Transport and Communication					

## Summary

### **SA Objective 1 – Climate Change**

Policy DM 9.1 identifies the need for proposals for mineral extraction to demonstrate that there will be no increase in the potential of flood risk or surface water flooding. The inclusion of this measure contributes towards ensuring that mineral extraction would not increase the risk of flooding and is positive in this regard. No identified/predicted impact on the baseline for this objective/sustainability issue is expected for the remainder of the policies.

### **SA Objective 2 – Environmental Limits**

Policy DM9.3 highlights the need to afford Mineral Safeguarding Areas a high level of protection from inappropriate development. This will help ensure that these global and local natural resources are available for the future and ensure that no development is permitted, which could cause unnecessary sterilisation and is positive in this regard. Policy DM9.5 will assist to ensure unstable land is in a harmless and safe condition before development proceeds on such land, and is positive in this regard in relation to the baseline. No identified/predicted impact on the baseline for this objective/sustainability issue is expected for the remainder of the policies.

### **SA Objective 3 – Environmental Infrastructure**

Policy DM 9.1 states that proposals for mineral extraction must ensure that the natural environment is conserved, managed and enhanced. This should help to ensure that Sunderland's environmental infrastructure (including its designated sites) are protected from inappropriate proposals for mineral extraction over the plan period and is positive in this regard. No identified/predicted impact on the baseline for this objective/sustainability issue is expected for the remainder of the policies.

### **SA Objective 8 – Health and Well-Being**

Policy DM 9.1 sets out the need for proposals for mineral extraction to avoid unmitigated nuisances to adjacent premises or highway uses resulting from dust, odour, vibration, smoke, noise, mud or slurry. The inclusion of this measure should ensure that the amenity of neighbouring uses and the health and well-being of nearby residents is not adversely affected by inappropriate mineral extraction and is positive in this regard. No identified/predicted impact on the baseline for this objective/sustainability issue is expected for the remainder of the policies.

### **SA Objective 9 – Culture and Heritage**

Policy DM 9.1 states that proposals for mineral extraction must ensure that the historic environment is conserved, managed and enhanced. This should help to ensure that areas of heritage/cultural value are protected from inappropriate proposals for mineral extraction over the plan period and is positive in this regard. No identified/predicted impact on the baseline for this objective/sustainability issue is expected for the remainder of the policies.

Policy DM 9.1 sets out the need for proposals for mineral extraction to avoid unmitigated nuisances to adjacent premises or highway uses resulting from dust, odour, vibration, smoke, noise, mud or slurry. The inclusion of this measure should ensure that the amenity of neighbouring uses and the health and well-being of nearby residents is not adversely affected by inappropriate mineral extraction.

#### **SA Objective 10 – Transport and Communication**

Policy DM9.1 sets out the need for proposals for mineral extraction to utilise sustainable transport methods for transportation of minerals where possible. This is applaudable in terms of its potential contribution to reducing traffic congestion associated with the transportation of minerals. However it is considered that the sustainability of this policy could be improved, by addressing issues such safety for other highway users, such as cyclists, and addressing wider traffic congestion implications, such as a result of HGV haulage routes.

#### **Proposed Mitigation/ Enhancement**

The following recommendations are made to improve the sustainability performance of the policies:

Policy DM9.1 should incorporate additional text to address safety for other highway users, such as cyclists, as well as local traffic congestion, through appropriate haulage routes.

It is noted that the reference to Policy DM6.3 in Policy DM9.2 appears to be incorrect.



**27.10 DM10- Infrastructure/Developer Contributions**

	Policy DM10- Infrastructure/Developer Contributions
Objective 1- Climate Change	
Objective 2- Environmental Limits	
Objective 3- Environmental Infrastructure	
Objective 4- Economy and Employment	
Objective 5- Population and Migration	
Objective 6- Learning and Skills	
Objective 7- Sustainable Communities	
Objective 8- Health and Well-Being	
Objective 9- Culture and Heritage	
Objective 10- Transport and Communication	

**Summary**

**Objective 1- Climate Change**

No identified/predicted impact on the baseline for this objective/sustainability issue.

**Objective 2- Environmental Limits**

The Infrastructure Delivery Plan (IDP) identifies what infrastructure is needed within Sunderland over the plan period. It highlights that waste management facilities are planned, to serve Sunderland, South Tyneside and Gateshead. The implementation of this policy would help to ensure that developer contributions can be sought in order to secure money to deliver new waste management infrastructure.

The policy would be improved by identifying in the supporting text, a list of the essential infrastructure which is likely to be required to facilitate delivery of the Core Strategy, consistent with the requirements set out in the IDP.

**Objective 3- Environmental Infrastructure**

The IDP identifies that green infrastructure (including public greenspace, green corridors, children's playspace and nature conservation) is needed within Sunderland over the plan period. The implementation of this policy would help to ensure that developer contributions can be sought in order to secure money to deliver new green infrastructure.

The policy would be improved by identifying in the supporting text, a list of the essential infrastructure (including any green infrastructure) which is likely to be required to facilitate delivery of the Core Strategy, consistent with the requirements set out in the IDP.

**Objective 4- Economy and Employment**

No identified/predicted impact on the baseline for this objective/sustainability issue.

**Objective 5- Population and Migration**

The delivery of the appropriate infrastructure (as identified in the IDP) over the plan period would help to enhance the city's residential environment and enhance the perception of the City Centre. This would go some way to assist in stemming the declining population of the City by reducing out migration and encouraging in-migration.

**Objective 6- Learning and Skills**

The IDP highlights that educational infrastructure is needed within Sunderland over the plan period. The implementation of this policy would help to ensure that developer contributions can be sought in order to secure money to deliver new educational infrastructure that may be required as part of new development over the plan period.

The policy would be improved by identifying in the supporting text, a list of the essential infrastructure (including any educational infrastructure) which is likely to be required to facilitate delivery of the Core Strategy, consistent with the requirements set out in the IDP.

**Objective 7- Sustainable Communities**

The IDP highlights that social infrastructure (including schools, libraries, ambulance and police stations) and green infrastructure (including public greenspace, green corridors, children's playspace and nature conservation) are needed within Sunderland over the plan period. The implementation of this policy would help to ensure that developer contributions can be sought in order to secure money to deliver new infrastructure that may be required as part of new development over the plan period. The delivery of social and green infrastructure would help to ensure the delivery of sustainable communities within Sunderland where key services are accessible to the local community.

The policy would be improved by identifying in the supporting text, a list of the essential infrastructure (including social and green infrastructure) which is likely to be required to facilitate delivery of the Core Strategy, consistent with the requirements set out in the IDP.

#### **Objective 8- Health and Well-Being**

The IDP details the type of health and green infrastructure needed within Sunderland over the plan period. The implementation of this policy would help to ensure that developer contributions can be sought in order to secure money to deliver new infrastructure. The delivery of green infrastructure would have an indirect positive impact on improving health and well-being through enhancing the amount and accessibility of open space available for people to partake in physical activity.

The policy would be improved by identifying in the supporting text, a list of the essential infrastructure (including health and green infrastructure) which is likely to be required to facilitate delivery of the Core Strategy, consistent with the requirements set out in the IDP.

#### **Objective 9- Culture and Heritage**

No identified/predicted impact on the baseline for this objective/sustainability issue.

#### **Objective 10- Transport and Communication**

The IDP identifies the transport infrastructure (including highways, walking and cycling, bus and rail/metro) needed within Sunderland over the plan period. The implementation of this policy would help to ensure that developer contributions can be sought in order to secure money to deliver new transport infrastructure improvements as part of new development.

The policy would be improved by identifying in the supporting text, a list of the essential infrastructure (including transport infrastructure) which is likely to be required to facilitate delivery of the Core Strategy, consistent with the requirements set out in the IDP.

#### **Proposed Mitigation/ Enhancement**

The policy would be improved by identifying in the supporting text, a list of the essential infrastructure which is likely to be required to facilitate delivery of the Core Strategy, consistent with the requirements set out in the IDP.

**28 CONCLUSIONS AND RECOMMENDATIONS AT THIS CURRENT STAGE**

28.1.1 The following chapter provides a summary of the conclusions reached through the appraisal of the draft policies and site allocations. This includes a discussion identifying the likely cumulative and synergistic effects and conclusions reached in relation to the Core Strategic Policies, allocation of Strategic Sites and identification of Locations for Major Development, as well as broad conclusions in relation to the Development Management policies.

**28.2 Likely Cumulative and Synergistic Effects**

28.2.1 The following likely cumulative and synergistic effects have been identified:

SA Objective	Cumulative and Synergistic Effects
<p><b>Adapting to and mitigating against climate change</b></p>	<p>The plan would have a positive impact on climate change by focussing development towards urban areas particularly the Centre and by supporting an integrated approach to transport and land use planning. Promoting sustainable modes of transport and renewable energy, including working towards zero carbon housing would also have a positive effect.</p> <p>This would be enhanced by the development of the Strategic Site at Vaux in the Central Area, and the development of the LMD at Holmeside Triangle.</p> <p>However, the road schemes set out in the plan (including the remaining phases of the SSTC and the delivery of the Ryhope to Doxford Link Road)), and the strategic site North of Nissan, are likely to have a negative effect on climate change through leading to an increase in carbon emissions.</p> <p>Flooding is not a major problem in the city. However, the Port and the Seaburn and Roker seafront are the areas which are at greatest risk of flooding.</p> <p>A number of the DM policies (including DM5.1-5.6, DM6.1, 6.2, 6.22 and 6.26 and DM9) are also judged to have a positive effect on climate change.</p>
<p><b>Living within environmental limits</b></p>	<p>The plan aims to reduce waste production and increase recycling through applying the waste hierarchy. It also aims to ensure that development applies the sequential approach to development.</p> <p>The sustainable transport schemes mentioned in Policy CS4 will help to prevent the deterioration of air pollution and help to prevent the designation of Air Quality Management Areas. The plan also ensures that the adverse effects of pollution are minimised, in particular on the River Wear, the coast and the magnesian limestone aquifer.</p> <p>Again, the Vaux site would have a positive impact against this objective, along with the development of the LMD at Holmeside Triangle.</p> <p>Development of the two road schemes outlined would lead to a decrease in air quality across the city, whilst the continued extraction of minerals, while recognised as necessary, would not assist to minimise the use of global and local natural resources.</p> <p>Development at North of Nissan, would have a negative effect on</p>

	environmental limits.
<p><b>Safeguarding and enhancing Sunderland's environmental infrastructure</b></p>	<p>The establishment of green infrastructure would ensure that biodiversity in the city is enhanced and designated sites are protected, along with those priority habitats and species outlined in the Durham Biodiversity Action Plan. Overall, the plan aims to ensure that development does not have an adverse impact on biodiversity.</p> <p>The plan also aims to maintain the broad extent of the Green Belt. However, the delivery of new development on land to the North of Nissan would lead to the loss of Green Belt land and a negative impact in this respect.</p> <p>As the Durham Heritage Coast is a key piece of green infrastructure, it would also be protected and enhanced. However, one of the key aims of green infrastructure is to increase accessibility, along with a coastal footpath. This could have a detrimental impact on the Heritage Coast and effective management would serve to mitigate such impact.</p> <p>The proposed development of three of the LMDs were judged to potentially have a negative impact on the biodiversity potential of Sunderland, It is unclear if the remaining LMDs would have any impact.</p>
<p><b>Strengthening Sunderland's economy and employment market</b></p>	<p>The plan aims to protect and develop land for employment uses in the city, including through the development of a city centre office market, the creation of a "University City" and by focussing employment land in Washington. The plan also aims to accommodate over 78,900 sq. m. of retail floorspace.</p> <p>This will aid the diversification of the economy and would ensure that the plan has a significant positive impact on the economy and employment market. This would be facilitated by the development of the SSTC which would improve accessibility to key employment locations.</p> <p>The delivery of development within the Strategic Sites and the Local Regeneration Areas would have a positive or significant positive impact on the economic performance and quality and levels of employment in the city.</p> <p>The majority of LMDs would also have positive, or significant positive impact on the economy. The exception being those LMDs which will primarily be used for housing where there will be no significant impact.</p>
<p><b>Stemming the declining population of the city by reducing out migration and encouraging in-migration</b></p>	<p>The plan would improve the city's residential offer of choice of housing across the city, by ensuring a mix of housing types, including affordable and executive housing, attractive densities, affordable supply, and by supporting the renewal programmes of Gentoo and other Registered Providers of socialhousing..</p> <p>The perception of the city centre would be enhanced as the plan outlines that the Central Area, including the city centre, would be a priority for regeneration.</p> <p>The plan could also help to develop appropriate employment opportunities that are accessible as new and existing employment land will be distributed across the five sub-areas, albeit with a concentration in Washington.</p>

	<p>The Vaux strategic site, the housing led LMDs and Regeneration Area policies will have a positive effect on improving the city's residential offer and environment.</p>
<p><b>Establishing a strong learning and skills base for Sunderland</b></p>	<p>The plan supports the development of the city's learning infrastructure, although it is not particularly strong in relation to improving educational attainment, skills and qualifications.</p> <p>Development at Bonnersfield as part of the University of Sunderland for education purposes would create further opportunities for improving levels of educational attainment across the city..</p> <p>Development at the Port for renewable technologies and at the land North of Nissan for low carbon technologies may also present opportunities for the learning of new skills.</p> <p>Generally it is considered that there is not much in the plan that will significantly influence SA Objective 6 (Establishing a strong learning and skills base for Sunderland). This can be considered a weakness of the plan, but is also a reflection that it is difficult to influence the baseline in this respect through land use policies.</p>
<p><b>Building sustainable communities in Sunderland</b></p>	<p>Through high quality design, the plan aims to provide safe, attractive places to live. The plan sets out the need to ensure that new developments achieve the highest quality of design. This should help ensure the city is well planned and designed over the plan period.</p> <p>Site selection in accordance with the sequential approach will help ensure that development is built in the most sustainable locations.</p>
<p><b>Improving health and well-being whilst reducing inequalities in health</b></p>	<p>The enhancement of green infrastructure (as identified in the plan) would increase access to green and open space in the city which would help promote sport and exercise.</p> <p>By ensuring development is in accessible built up areas, and by promoting walking and cycling, including through the creation of cycle networks, the plan would promote opportunities for recreation in everyday life.</p> <p>By ensuring the provision of appropriately located high quality health and leisure facilities, the plan would also increase access to local healthcare provision and present residents with opportunities for exercise.</p> <p>The only locational policies that would have a negative impact on health in the city would be the redevelopment of the existing Crowtree Leisure Centre.</p>
<p><b>Promoting, enhancing and respecting Sunderland's culture and heritage</b></p>	<p>The plan (in particular policies CS6 and DM6) respects the city's local heritage and historic environment (including listed buildings and conservation areas) by preserving and enhancing those parts of the built environment that make a positive contribution to local character, valued buildings and areas of historic or townscape significance. Through the development of the Seaburn and Roker coast and the candidate World Heritage Site, sustainable tourism throughout the city would be promoted.</p> <p>The plan also aims to protect the unique historic environment of the city.</p>

	<p>As a Location for Major Development however, development at Bonnersfield could have a negative effect on the candidate World Heritage Site whilst development at the Port could have a negative impact on the Durham Heritage Coast.</p> <p>However, the plan already proposes mitigation measures in this respect, as it aims to ensure that development in close proximity to the candidate World Heritage Site is sympathetically designed and does not detract from its setting. It also aims to protect green infrastructure across the city (including the coast – although providing access here could also have a negative impact unless appropriately managed).</p> <p>The development of LMDs at Chapelgarth and Burdon Lane are likely to have negative impacts on the landscape. The majority of the other LMDs were judged to have no effect on the baseline associated with Sunderland’s culture and heritage.</p>
<p><b>Developing sustainable transport and communication</b></p>	<p>The plan supports an integrated approach to transport and land use planning and by focussing and intensifying development in accessible, built up areas the plan aims to reduce reliance on the car through increasing local accessibility and distributing land uses.</p> <p>The plan’s various transport schemes, in particular the reinvigoration of the Metro, the congestion reduction initiatives and the safeguarding of the Leamside Line, promotes sustainable modes of transport. The road schemes proposed, amongst other things aim to reduce congestion on other roads in their locality. By improving arterial routes and cycling and walking, the plan promotes the development of better public transport and more sustainable travel modes.</p> <p>The Strategic Site North of Nissan could lead to increased congestion due to poor public transport links and an increase in business traffic.</p> <p>Development at Pallion Yard could lead to an increase in private vehicles in the area, whilst development at the Port could also lead to an increase in freight and congestion. There could also be a negative impact at the LMDs at Chapelgarth, and Burdon Lane as they are not well served by public transport.</p>

**28.3 Summary of Core Strategic Policies Findings**

28.3.1 The following broad conclusions have been identified in relation to the core strategic policies:

<p><b>CS1: Spatial development, growth and regeneration in Sunderland</b></p> <p>Policy CS1 sets out a high level spatial development framework. The policy aims to direct development to the most sustainable and easily accessible areas- Central Area and Sunderland South. These areas, which include the city centre, are the most sustainable in the city and are well served by the Metro and bus infrastructure. These two sub-areas contain nearly half of the city’s designated centres, which allows for the provision of services and facilities in close proximity to housing, further promoting these areas as sustainable locations, and supporting walking and cycling in these areas.</p> <p>The provision of new employment land in appropriate locations will, subject to economic and market forces, provide employment opportunities which will be important in achieving a</p>
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<p>significant positive effect against the baseline for this objective (Objective 4). As a key provider for employment land, Washington will help grow the city’s economy.</p> <p>Regeneration of the Coalfield is likely to be housing led, and due to the built up nature and lack of land available for new development in North Sunderland, employment land will only be developed when opportunities arise. This area is less likely to deliver viable opportunities for local employment.</p> <p>The Core Strategy advocates a brownfield first approach and by promoting the Central Area (the most sustainable location in the city) as the primary location for offices, retail and main town centre uses, and by ensuring that the majority of new housing will be located in South Sunderland, the re-use of previously developed land in the city will be maximised. It is recognised, however, that some use of greenfield and Green Belt land is likely to be required to achieve the Plan aims, particularly at the strategic employment site north of Nissan. It should be recognised that just because the Central Area is in the most sustainable location that this alone will not ensure that developing here will not lead to a deterioration of air quality. Effective delivery of Policy CS5 Connecting the City including a well patronised public transport system will be essential to ensure that the baseline for this objective is not negatively impacted in this regard.</p> <p>Policy CS1 aligns with the identified housing and regeneration needs in the city. In addition it sets out spatial priorities which seek to locate employment development in the most attractive locations where private sectors are most inclined to invest. This is a positive and pro-active approach and the Economic Masterplan sets out a forward looking spatial approach to making the best use of the city’s assets, including the University, Waterfront and private sector investment from companies such as Nissan.</p> <p>However, given the current domestic and wider recessionary pressures, combined with UK government-imposed austerity measures, the extent of positive impacts on the baseline in the short term and potentially for the early part of the medium term on employment levels, measures of deprivation, regeneration projects/programmes and population stabilisation is far from clear.</p> <p>In other words despite the well-considered spatial approach, the unpredictability of economies both in the UK and abroad may cause positive impacts to be less pronounced than the Core Strategy Vision would wish.</p> <p>In very broad terms the Policy sets out a strategic spatial framework which responds appropriately to the evidence base. As later policies develop more detail around this policy, no mitigation/enhancement proposals are considered necessary.</p>
<p><b>CS2: Key Regeneration Sites</b></p> <p>Dealt with separately below</p>
<p><b>CS3: Developing the City’s Economic Prosperity</b></p> <p>The policy sets out a positive economic strategy to focus on the development opportunities at the two strategic sites, in knowledge intensive industries and the low carbon economy e.g. electric vehicles, renewables. The policy rightly recognises the need to develop appropriate learning and skills to meet private sector needs. The policy encourages the development of new employment sectors to diversify and support long term growth of the economy.</p> <p>The policy provides more guidance on acceptable employment uses for the two strategic sites and also sets out protective policies in respect of existing employment areas. The policy also rightly recognises that maximising the potential of the city’s assets including the University, Waterfront and the city centre are an appropriate focus for driving economic growth and prosperity.</p> <p>The policy promotes retailing, tourism, leisure and heritage and culture in the city, including the City Centre evening economy. This will serve to create a more attractive offer for existing</p>



residents, attract new residents and provide new direct and indirect employment. Overall the policy will help to address multiple deprivation and could have a potentially significant beneficial impact on several aspects of the evidence base -leading to more sustainable communities (Objective 5 and 7).

However, given the current domestic and wider recessionary pressures, combined with UK government-imposed austerity measures, the extent of positive impacts on the baseline in the short term and potentially for the early part of the medium term - on employment levels, measures of deprivation, regeneration projects/programmes and population stabilisation is far from clear.

Delivery of the policy itself is likely to lead to greater production of carbon dioxide through the construction and occupation of new employment floorspace, which will have an adverse impact on the climate change objective (SA Objective 1). However, there will be beneficial indirect impacts brought about through some of the low carbon initiatives envisaged, including the A19 Ultra Low Carbon vehicle development in Washington and the North East offshore renewable engineering sector.

There will be an adverse effect on the baseline in relation to the loss of green belt land at the Strategic site North of Nissan. Other than this site, no further release of green belt land is currently proposed. There may be some adverse impact on the Durham Heritage Coast associated with development at the Port.

The development of the City Centre could lead to increased traffic congestion in the city but it will also significantly promote the use of sustainable transport as the City Centre is well served by public transport by bus, metro and rail facilities. Mitigating the effects of development on air quality should be achieved through the development management policies.

Through reference to the need for effective promotion and making more residents aware of lifelong learning opportunities, skills and qualifications of the working age population could be improved further.

**CS4: Sustainable Communities**

By bringing empty properties back into use and supporting programmes of improvement, renewal and replacement to regenerate the city's housing stock, the city's residential environment should be improved. The policy aims to ensure that a choice of housing is provided across the city, (including affordable, executive and sites for gypsy and traveller use). This should help to meet the needs of current and future residents through providing a choice of housing stock across the city and should have a significant positive effect on the baseline (Objective 5), assisting to stem the declining population.

The policy promotes the delivery of a choice of housing and high quality health, leisure, cultural and education facilities in appropriate locations across Sunderland. This should ensure that sustainable communities are developed and should have a significant positive effect on the baseline in relation to Objective 7 – Building sustainable communities, subject to current fiscal constraints.

Through ensuring the provision of appropriately located high quality health facilities, the policy should increase access to local healthcare provision, thus reducing health inequalities over time. The delivery of leisure facilities should also provide opportunities for people to partake in sports/recreational pursuits, which in turn would boost health and well-being of the population. In-direct effects of improved housing and local environments in areas in need of regeneration should also have an indirect positive effect on health and well-being. Taken together, the various elements of this policy if successfully implemented, should have a significant positive impact on the baseline in relation to Objective 8 – Health and Wellbeing.

A number of minor wording amendments are suggested to strengthen the sustainability of the

<p>policy in relation to promoting sustainable patterns of land use.</p>
<p><b>CS5: Connecting the City</b></p> <p>In relation to Objectives 1 – Adapting to and mitigating against climate change and Objective 2 – Living within environmental limits it is difficult to predict at this stage what the balance of effects will be.</p> <p>The delivery of transport improvements and enhancing connectivity (via public transport, walking and cycling) should increase the number of people economically active across the City (and in neighbouring authorities) by improving connectivity to key employment sites and through enabling previously inaccessible regeneration sites to be re-used for employment purposes. In particular, the delivery of the remaining phases of the Sunderland Strategic Transport Corridor (STCC) would assist in the delivery of improvements in the city, and along its route, through securing the regeneration of key sites in this area. This will have a significant positive impact on SA Objective 4 – strengthening Sunderland’s economy and employment market.</p> <p>Overall, the delivery of enhanced public transport provision across the city in particular the reinvigoration of the Metro) is likely to contribute towards a significant positive impact on the baseline relating to the development of a sustainable transport network within Sunderland (Objective 10).</p> <p>By supporting an integrated approach to transport and land use planning and focussing and intensifying development in accessible, built up areas the plan aims to reduce reliance on the car through increasing local accessibility and distribution of land uses. Furthermore, by improving arterial routes into the city centre, the policy promotes the development of better public transport, and public transport routes, that connect well with housing, employment and town centre uses.</p> <p>The protection of the rail corridor between South Hylton and the Leamside Line and the safeguarding of the Leamside Line will help promote sustainable forms of transport within the city and to other parts of the region in the longer term, and promote routes that connect well with employment, housing and other uses.</p> <p>The delivery of highway improvements within Sunderland (including the additional phases of the SSTC) will reduce congestion on existing routes and also help to promote sustainable modes of transport and provide long term transport benefits to the city.</p> <p>Walking and cycling will be encouraged by the creation of a strategic network of walking, cycling and equestrian routes.</p> <p>The wording of the policy could be strengthened in relation to local/town/district centres, recognising the role they play in terms of providing local employment opportunities and reducing travel movements – and a recommendation is made in this respect.</p>
<p><b>CS6: Caring for the City’s Environment</b></p> <p>The policy sets out the need to protect, conserve and enhance designated ecological and geological sites of international, national and local importance. The policy also highlights the need to protect existing locally distinctive priority habitats and species. The inclusion of these measures helps to meet the aims of Objective 3 (Environmental Infrastructure) and should have a significant positive effect on the baseline for this objective. It will also positively support Objective 1 – Climate Change and Objective 2 – Environmental Limits.</p> <p>The policy seeks to maintain, protect and enhance the green infrastructure network and to protect the openness of the countryside around existing built up areas of the City by maintaining the broad extent of the Tyne and Wear Green Belt, through avoiding</p>

inappropriate development in this area. The exception to this is the de-allocation of land to the north of Nissan, which will be de-allocated from the Green Belt to accommodate the proposed strategic site. A strategic Green Belt Assessment is being prepared jointly with neighbouring South Tyneside Council which will identify the impacts of loss of Green Belt land in this location. At the date of this assessment this evidence was not available. It is likely however that this will have a negative effect on this part of the Green Belt and thus on the baseline in relation to this objective (Objective 3).

As identified above, the policy sets out the need to maintain, protect and enhance the Green Infrastructure network, including accessibility to green space and green infrastructure, as well as maintaining the extent of the Tyne and Weir Green Belt. This will assist to provide access to safe, green and open spaces for activity and provide opportunities for sport, exercise and active recreation for residents in the city. This would lead to a significant positive impact on the baseline associated with this SA objective (8) through improving health and well-being amongst residents in the city (due to improved access to open space and opportunities for active recreation/physical activity).

The policy emphasises the importance of protecting the city’s local heritage and historic environment (including listed buildings and conservation areas). By capitalising on the historic environment in a sensitive and appropriate manner and focussing on their regeneration and tourism potential, the image of the city can be improved.

The policy also aims to ensure that development does not have a detrimental impact on the city’s landscape by protecting, conserving and enhancing the varied landscape character of the city through the retention of important open-breaks and wedges within and between settlements. The policy is considered to have a significant positive impact in relation to the baseline for Objective 9 – Culture and Heritage.

The policy could be strengthened by specifically addressing the need to protect, conserve and enhance sensitive coastal assets such as the Durham Heritage Coast, the Northumbria Coast SPA/Ramsar/SSSI and the Durham Coast SAC/SSSI; making reference to the importance of maintaining the water quality of the city’s bathing beaches at Seaburn and Roker; and extending protection of designated heritage assets to include their settings.

**CS7: Renewable Energy**

The policy highlights that the development of decentralised, renewable and low carbon energy sources will be supported within Sunderland over the plan period, subject to satisfactory resolution of site specific constraints.

Implementation of the policy should contribute towards reducing carbon emissions within Sunderland over and beyond the plan period and increasing the amount of energy produced by renewable energy sources. However it is considered that the policy could be more aspirational and seek to secure an element of such provision in major developments. This is an action which is envisaged in the Climate Change Action Plan 2008, which is due to be updated/refreshed this year. This would also be more consistent with Sunderland’s Economic Masterplan aspirations and designation of the city as a low carbon hub. It is appreciated that research is on-going in relation to the potential of both large and micro-energy schemes and that this evidence base will inform future iterations of this policy.

A number of minor wording amendments are suggested to strengthen the sustainability of the policy.

**CS8: Waste Management**

The policy aims to reduce waste production and increase recycling through applying the waste hierarchy. The policy should have a significant positive effect on the baseline in relation to reducing waste production and increasing recycling and minimising use of global and local natural resources (SA Objective 2 – Environmental Limits).

A number of potential adverse effects are however identified in relation to this policy as currently drafted.

The policy does not acknowledge the need to safeguard and enhance Sunderland’s environmental infrastructure (SA Objective 3) as part of allocating land for waste management facilities. The policy would be enhanced by reference to the need to ensure any adverse impacts on the natural and historic environment, are mitigated. These issues do not appear to be sufficiently addressed by the supporting Policy DM 8 (Waste) either.

Waste management facilities have the capacity to adversely impact on health and well-being (SA Objective 8) of nearby communities unless appropriately managed. These issues are addressed by DM Policy 8 (Waste) but should also be flagged in this strategic policy by reference to the need to address adverse social impacts associated with waste management development.

Supporting Policy DM8 (Waste) addresses traffic congestion issues to some extent (SA Objective 10), by reference to the need for acceptable access. However Policy DM8 could be improved by specific mention of the need to address adverse impacts from traffic congestion arising from transportation operations associated with waste management developments.

In summary, there is a need to provide high level recognition in the policy of the need to address adverse social and environmental impacts arising from waste management developments. Issues of traffic congestion and adverse impacts on the natural and historic environment should be addressed in Policy DM8.

It is noted that work is ongoing in relation to assessing commercial and industrial waste arisings and capacity gaps.

**CS9: Minerals**

The extraction of minerals would have a range of positive (although unlikely to be significant) impacts by contributing to economic growth (through provision of building materials) and local employment in the mineral sector. The policy seeks to address any adverse social, economic or environmental impacts which may be a by-product of this industry. However a number of potential adverse effects are identified in relation to this policy as currently drafted.

New development proposals for the extraction of minerals could potentially have a detrimental impact on areas of heritage value (Objective 9). The policy would be improved by inclusion of the words “...quality of the *natural and historic* environment...” in clause 1.

New development proposals for the extraction of minerals could potentially have a localised detrimental impact on traffic congestion (Objective 10). This issue is partly addressed through supporting Policy DM 9 Minerals – with reference to sustainable transport methods and sensitive working practices. However Policy DM 9 could be improved by specific mention of the need to mitigate or avoid traffic congestion on haulage routes.

**CS10: Plan, Monitor, Manage**

It is difficult to predict many of the impacts which might be associated with this policy with any level of accuracy without prior knowledge of sites which might be brought forward through this process.

The policy provides a mechanism to ensure a sufficient supply of land to meet housing targets, including targets relating to the type of housing that is delivered. Likewise, the policy provides a mechanism to strengthen and improve economic performance and support the growth of new businesses and business sectors, by ensuring sufficient land is available to meet employment land targets set out in the Core Strategy.

However there is a potential for an adverse impact on the economic baseline in this respect, depending on the balance which is struck between the sometimes competing needs of meeting housing targets versus employment land targets. The emphasis in this policy appears to be predominantly on meeting housing targets and it remains to be seen what the balance will be between these two.

Release of surplus/ undervalued open space through the Greenspace Strategy and release of Greenfield sites could potentially have an adverse impact on green infrastructure/Green Belt and landscape, unless appropriately mitigated by investment in open space elsewhere in the vicinity. Bringing forward additional the de-allocation of surplus brownfield employment sites will have a positive impact in terms of maximising the use of previously developed land. Conversely, bringing forward suitably identified greenfield sites (where they can help subsidise bringing forward the delivery of PDL) could have an adverse impact on the baseline in this respect, depending on the balance which is achieved between brown and Greenfield sites.

Given that the most sustainable sites are likely to already be allocated, sites which come forward through this process are less likely to be suitable for building sustainable, healthy or well-connected communities. Therefore, appropriate mitigation will have to be provided as part of the allocation process, for example to address issues such as accessibility to employment opportunities, access to services, open space and public transport and to address amenity and other health issues that might arise through development of sites which are currently subject to contamination or surrounded by less compatible land uses.

It would be useful to refer in the supporting text to high level constraints such as Green Belt and designated nature conservation sites and flood risk which will pose a constraint on those sites which are identified through this policy.

**28.4 Policy CS2: Key Regeneration Sites**

28.4.1 The following table provides a summary of identified effects in relation to the two allocated strategic sites and the identified Locations for Major Development.

SA Objective	1: Climate Change	2: Environmental Limits	3: Environmental Infrastructure	4: Economy and Employment Market	5: Population	6: Learning and Skills	7: Sustainable Communities	8: Health and Well-Being	9: Culture and Heritage	10: Transport and Communication
<b>STRATEGIC SITES</b>										
Land to the North of Nissan	Orange	Orange	Red	Dark Green	Light Green	Light Green	Light Green	White	White	Orange
Former Vaux brewery/ Farrington Row	Light Green	White	White	Dark Green	Light Green	White	Dark Green	Light Green	White	Light Green
<b>LOCATIONS FOR MAJOR DEVELOPMENT</b>										
Stadium Village	White	White	White	Light Green	White	White	Light Green	Light Green	Light Green	Light Green
Bonnorsfield	White	White	White	Light Green	Light Green	Light Green	Light Green	White	Orange	Light Green
Sunniside	White	White	White	Light Green	White	White	Light Green	Light Green	Light Green	Light Green
The Port	White	White	White	Light Green	White	Light Green	White	White	Orange	Orange
Pallion Yard	White	White	White	Light Green	Light Green	White	Light Green	White	White	White
Holmeside Triangle	Light Green	White	White	Light Green	Light Green	White	Light Green	White	Light Green	Light Green
Crowtree Leisure Centre	White	White	White	Light Green	White	White	Light Green	Orange	Light Green	Light Green

SA Objective	1: Climate Change	2: Environmental Limits	3: Environmental Infrastructure	4: Economy and Employment Market	5: Population	6: Learning and Skills	7: Sustainable Communities	8: Health and Well-Being	9: Culture and Heritage	10: Transport and Communication
Groves										
Cherry Knowle										
South Ryhope										
North of Burdon Lane										
Chapelgarth										
Philadelphia										

- 28.4.2 Most of planned development is directed towards the Centre and to South Sunderland. It is in these areas that the vast majority of new housing, employment, retail and leisure development will take place. The exceptions are the strategic employment site at Washington, north of Nissan and in the Coalfield at Philadelphia, where employment land is to be released for new housing. In taking this approach Policy CS2 aligns well with Policy CS1.
- 28.4.3 Whilst development is clearly concentrated in the Centre and South, development proposed will to a large extent benefit the majority of city residents, by offering opportunities and choice in relation to new housing and employment.
- 28.4.4 This proposed pattern of development responds to the evidence base by seeking to regenerate the city by:
- Provide new housing in identified areas of need; and
  - Maximising the potential from new knowledge intensive industries, key economic and educational assets and opportunities including the low carbon economy and associated supply chain (electric vehicles and renewables), the Port, Nissan, the City Centre and the University.
- 28.4.5 It is felt that the key regeneration sites identified are the most appropriate in order to best address and improve baseline conditions and indicators including;
- competitiveness as a place to set up or conduct enterprise;
  - attractiveness as a city to visit, live and study in;
  - stemming of population decline;
  - reduction in amount of previously developed land;
  - economic, employment and educational measures of deprivation including; and
  - Gross Value Added.
- 28.4.6 The policy seeks to mostly locate development in sustainable locations in or adjacent to urban areas, well served by the strategic road and rail network and by public transport. The summary table shows that the vast majority of site appraisals find that the impacts on the baseline for the Sustainability Objectives are either a likely positive impact (but not significant) or unclear impact, or insufficient data is available to predict effect. The notable exceptions are:
- Land to the North of Nissan –*
- Likely significant negative effects in relation to Objective 3 - Environmental Infrastructure. Development would be located within in the city's Green Belt and any development would lead to a reduction in the site's biodiversity potential.
  - Likely negative (but not significant) effects in relation to Objectives 1 and 3 - Climate Change and Environmental Limits. These effects relate to worsening air quality due to the lack of public transport to the site and greater use of private and commercial vehicles cars to access the site.
  - Likely negative (but not significant) effects in relation to Objective 10 - Transport and Communication. These effects relate to an increase in congestion due to limited public transport links.
  - Likely significant positive effects in relation to Objective 4- Economic and Employment.
- Vaux, Farrington Row*
- Likely significant positive effects in relation to Objective 4 - Economic and Employment and Objective 7 - Sustainable Communities.



*Land north of Burdon Lane, South Ryhope and Chapelgarth*

- Likely negative (but not significant) effects in relation to Objectives 3 - Environmental Infrastructure, Objective 9 - Culture and Heritage and Objective 10- Transport and Communication. These sites are green field sites in areas not well served by public transport and development could lead to greater congestion. Development is likely to have adverse impacts on the city's green infrastructure and landscape.

*South Ryhope*

- Likely negative (but not significant) effects in relation to Objectives 3 - Environmental Infrastructure and Objective 9 - Culture and Heritage. The site is greenfield and is located adjacent to an inter-district green infrastructure corridor. Development of this site is likely to have a detrimental impact on the city's landscape and biodiversity value.

*Crowtree Leisure Centre*

- Likely negative (but not significant) effects in relation to Objective 8 - Health and Well-being. The closure of the current leisure centre may adversely impact on health inequality as for a period of time there will be reduced leisure provision.

*The Port*

- Likely negative (but not significant) effects in relation to Objective 9 - Culture and Heritage and Objective 10 - Transport and Communication. Development of the site may have a negative impact on the landscape of the Durham Heritage Coast and could lead to adverse traffic impacts, particularly, HGV's.

*Bonnersfield*

- Likely negative (but not significant) effects in relation to Objective 9 - Culture and Heritage. The site is adjacent to the candidate World Heritage Site and development at may adversely affect views of it, and its setting.

**Mitigation and enhancement**

28.4.7 In several areas mitigation is likely to be achievable through development management, however, circumstances of individual developments will require far more scrutiny than can be applied in this appraisal. Areas of mitigation of potential negative effects on the baseline include:

- Waste recycling;
- Flood protection and use of SUDS;
- Sustainable building standards, BREEAM, Code for Sustainable Homes, Building Regulations, Lifetime Homes;
- Greater use of public transport;
- Travel Plans;
- Highway improvements;
- Compensatory provision in relation to habitat; and
- Application of design standards and screening measures.

28.4.8 Mitigation of the likely significant negative effects of development of Green Belt land to the north of Nissan will be more of a challenge and will require 'Very special circumstances' to be demonstrated.

28.4.9 Suggested areas where the Policy could be enhanced include:

- *Land north of Nissan* - The Core Strategy presents a vision of a Technopole and in due course once the Core Strategy is adopted this concept should be developed in more detail, in order to maximise skills development and career opportunities for city residents/in-migrants.
- *Vaux, Farrington Row* - Development of the site should take account of the heritage and cultural fabric of the previous use which was a longstanding part of Sunderland's industrial legacy.

28.4.10 Finally, the effectiveness and deliverability of the Policy will be subject to future economic performance and market conditions and to detailed deliverability and viability assessments.

## 28.5 Development Management Policies

28.5.1 The following broad conclusions have been identified in relation to the draft Development Management Policies.

28.5.2 The majority of the Development Management policies will make a positive contribution to the baseline in relation to the sustainability issues/objectives set out in the SA Framework. In particular, there are expected to be significant positive impacts from the implementation of these policies in relation to the environmental objectives – namely Adapting to and mitigating against climate change (SA Objective 1), Living within environmental limits (SA Objective 2), Safeguarding and enhancing Sunderland's environmental infrastructure (SA Objective 3) and Promoting, enhancing and respecting Sunderland's culture and heritage (SA Objective 9).

28.5.3 Generally the majority of the Development Management Policies (with some exceptions such as DM2 and DM3) are not expected to have a significant impact (either positive or negative) in terms of the economic objectives - strengthening Sunderland's economy and employment market (SA Objective 4), or establishing a strong learning and skills base for Sunderland (SA Objective 6).

28.5.4 There is some support for SA Objective 10 – Developing sustainable transport and communication from the policies in DM5, but the majority of the other development management policies are not expected to have a significant impact (either positive or negative).

28.5.5 In terms of the social objectives, such as SA Objective 5 – Stemming the declining population of the city by reducing out migration and encouraging in-migration, Objective 7 – Building sustainable communities in Sunderland and Objective 8 – Improving health and well-being whilst reducing inequalities in health – many of the policies are expected to have a significant positive impact on the baseline in relation to these objectives.

28.5.6 Potential adverse impacts are very restricted and are a notable exception, and no significant adverse impacts have been identified, with the exception of Policy DM2.1 where a significant adverse impact is expected in relation to the Green Belt. Potential adverse impacts may be felt as a result of the implementation of the following policies, as currently worded:

- DM2.1 - In relation to Policy DM2.1 and the site north of Nissan, likely significant negative effects are anticipated in relation to the baseline Objective 3 - Environmental Infrastructure as development would be within the city's Green Belt and any development could also lead to a reduction in the site's biodiversity potential.
- DM4.3 HMOs – potential adverse effects could arise in relation to Objective 2 – Environmental Limits – in relation to the management of waste and in particular recycling - appropriate mitigation is proposed to address this;
- DM7 – Renewable Energy – it is considered that the policy could be more facilitative in relation to increasing the amount of renewable/low carbon energy produced;

- DM8 – Waste – potential adverse effects could arise in relation to Objective 3 – Environmental Infrastructure, Objective 9 – Culture and Heritage and Objective 10 – Sustainable Transport – appropriate mitigation is proposed to address this;
- DM9 – Minerals – potential adverse effects could arise in relation to Objective 10 – Sustainable Transport – appropriate mitigation is proposed to address this.

28.5.7 Mitigation has been proposed to address all of the potential adverse effects that have been identified. In addition, a number of recommendations have been made to enhance the positive impacts of policies, or to improve their sustainability by increasing the clarity of the wording. These are too detailed to summarise, but are set out in the relevant section of the appraisal tables in Chapter 27.

## 28.6 Recommendations and data gaps to be addressed

- 28.6.1 The following is a summary of a number of recommendations which relate either to specific policies, or to the evidence base and this appraisal more generally. These recommendations should be taken into account when finalising the plan (alongside the detailed appraisal findings and consultation responses received as part of the current consultation).
- 28.6.2 In very broad terms, the plan sets out a strategic spatial framework which responds appropriately to the evidence base. Policy CS1 aligns with the identified housing and regeneration needs in the city and sets out spatial priorities which seek to locate employment development in the most attractive locations where private sectors are most inclined to invest. This is a positive and pro-active approach, reflecting the Economic Masterplan's forward looking spatial approach in terms of making the best use of the city's assets, including the University, Waterfront and private sector investment from companies such as Nissan.
- 28.6.3 However, given the current domestic and wider recessionary pressures, combined with UK government-imposed austerity measures, the extent of positive impacts on the baseline in the short term and potentially for the early part of the medium term on employment levels, measures of deprivation, regeneration projects/programmes and population stabilisation is far from clear.
- 28.6.4 In other words despite the well-considered spatial approach, the unpredictability of economies both in the UK and abroad may cause positive impacts to be less pronounced than the Core Strategy Vision would wish.
- 28.6.5 It is difficult to predict many of the impacts which might be associated with the 'Plan B – Plan, Monitor, Manage policy (CS10) with any level of accuracy, without prior knowledge of sites which might be brought forward through this process. The policy provides a mechanism to ensure a sufficient supply of land to meet housing targets, including targets relating to the type of housing that is delivered. Likewise, the policy provides a mechanism to strengthen and improve economic performance and support the growth of new businesses and business sectors, by ensuring sufficient land is available to meet employment land targets set out in the Core Strategy.
- 28.6.6 However there is a potential for an adverse impact on the economic baseline in this respect, depending on the balance which is struck between the sometimes competing needs of meeting housing targets versus employment land targets. The emphasis in this policy appears to be predominantly on meeting housing targets and it remains to be seen what the balance will be between these two.

- 28.6.7 Given that the most sustainable sites are likely to already be allocated, sites which come forward through this process are less likely to be suitable for building sustainable, healthy or well-connected communities. Therefore, appropriate mitigation will have to be provided as part of the allocation process, for example to address issues such as accessibility to employment opportunities, access to services, open space and public transport and to address amenity and other health issues that might arise through development of sites which are currently subject to contamination or surrounded by less compatible land uses.
- 28.6.8 It would be useful to refer in the supporting text to this policy, to the high level constraints such as Green Belt and designated nature conservation sites and flood risk which will pose a constraint on those sites (due to both restrictive policy and sustainable development principles) which are identified through this 'Plan B' policy.
- 28.6.9 Generally it is considered that there is not much in the plan that will significantly influence SA Objective 6 (Establishing a strong learning and skills base for Sunderland). This can be considered a weakness of the plan, but is also a reflection that it is difficult to influence the baseline in this respect through land use policies. Consideration should be given as to how this might be strengthened, in particular the mechanisms by which city residents who are suffering from income/employment deprivation can acquire new relevant skills and training in the target sectors, including low carbon industries (matching need with opportunity)
- 28.6.10 The development of the Strategic Site at land north of Nissan is an important component of the plan and this is reflected in Policy CS2 Key Regeneration Areas. The DM Policy which refers to the Strategic Sites (DM2.1) does not discuss the Green Belt issue or deal with likely mitigation requirements and this is left open to interpretation. For both plan making and development management purposes, this lack of clarity as to how a future planning application will be dealt with should be addressed in a further iteration of this policy.
- 28.6.11 A number of key elements of the evidence base have not been available to inform this appraisal, or are currently being refreshed. The appraisal has been undertaken on the basis of the evidence that was available at the time of preparation. As this new or refreshed evidence base becomes available, the findings of this report should be reviewed to ensure that they remain both up-to-date, and accurate in the light of new evidence.
- 28.6.12 For example, it is understood that some of the evidence base supporting the Economic Masterplan 2010 is becoming out of date; and it is worth reviewing this and undertaking a refresh of any dataset that requires updating. The latest position in relation to the balance between the supply and demand for employment land; and a review of the latest household projections and the implications for the overall housing target; were also not available to inform this analysis.
- 28.6.13 Likewise, it is understood that a Strategic Review is being undertaken of Green Belt – this will be important in informing the identification of impacts in relation to release of Green Belt land for the north of Nissan strategic site. Without any evidence as to the likely impacts on the Green Belt as a result of the release of this site, this report has had to make the assumption that any impacts would be adverse.
- 28.6.14 In relation to the waste management policies, it is noted that work is ongoing in relation to assessing commercial and industrial waste arisings and capacity gaps.
- 28.6.15 In relation to Policy CS7 – Renewable Energy, and its supporting DM policy, the appraisal is currently critical of the fact that the policy is not particularly aspirational in seeking to bring forward such development, which seems at odds with the Council's stated aspirations in relation to climate change and the low carbon economy. It is understood that further evidence is being sought in relation to renewable and low carbon energy development potential within the City. This should be used to inform a more evidential consideration of this issue in future iterations of the plan.

- 28.6.16 Finally, it is noted that this appraisal has been undertaken without sight of any of the supporting text/justification for the policies that have been appraised. Therefore, some of the recommendations may already be addressed, particularly where they relate to cross-referencing to other policies; or the requirement to provide further explanation as to terminology used in the policies and how this should be interpreted.

## **PART 4: WHAT ARE THE NEXT STEPS (INCLUDING MONITORING)?**

## 29 INTRODUCTION (TO PART 4)

The SA Report must include...

- A description of the measures envisaged concerning monitoring

29.1.1 This Part of the SA Report explains the next steps that will be taken as part of the plan-making / SA process, including in relation to monitoring.

## 30 PLAN FINALISATION, ADOPTION AND MONITORING

### 30.1 Plan finalisation and adoption

30.1.1 Following consultation on the Revised Preferred Options consultation document, the Council will prepare a 'Proposed Submission' version of the document. In October 2013, this will then be 'Published' in-line with Regulation 19 of the Town and Country Planning (Local Planning) Regulations 2012 so that final representations can be made. Following Publication, it is the intention that the Plan will be 'Submitted' for Examination in Public (EiP) in February 2014. The Council will also submit a summary of issues raised (if any) through representations at the Publication stage so that these can be considered by the Government appointed Planning Inspector who will oversee the EiP (scheduled for May 2014). At the end of the EiP, the Inspector will judge whether or not the Plan is 'sound'.

30.1.2 Assuming that the Inspector does not request that further work be undertaken in order to achieve soundness, it is expected that the Plan will be formally adopted by the Council in in November 2014. At the time of adoption an SA 'Statement' must published that sets out (amongst other things):

- How this SA findings and the views of consultees are reflected in the adopted Plan,
  - i.e. bringing the story of 'plan-making / SA up to this point' up to date; and
- Measures decided concerning **monitoring**.

### 30.2 Monitoring

30.2.1 At the current stage (i.e. within the SA Report), there is only a need to present measures *envisaged* concerning monitoring. As such, Table 16 suggests measures that might be taken to monitor the effects (in particular the negative effects) highlighted by the appraisal of the draft plan (see Part 3 of this SA Report).

Table 16: Measures envisaged concerning monitoring.

Sustainability topic/objective	Sustainability issues	
<b>Objective 1- Adapting to and mitigating against climate change</b>	<ul style="list-style-type: none"> <li>• Reduce emissions of carbon dioxide in the city by 80% by 2050 and other greenhouse gases</li> <li>• Reduce the causes and impacts of flooding</li> <li>• Increase the amount of energy produced by renewable energy sources by 20% by 2020</li> <li>• Ensure that any change in temperature</li> </ul>	<ul style="list-style-type: none"> <li>• Per capita reduction in CO2 emissions in the LA area</li> <li>• Length of new no car, bus only or cycle lanes</li> <li>• Congestion- average journey time per mile during the morning peak</li> <li>• Renewable energy generation</li> <li>• Permitted and completed stand alone renewable energy schemes</li> </ul>

	<p>does not have a detrimental impact on residents, in particular vulnerable populations.</p> <ul style="list-style-type: none"> <li>• Move towards 100% zero carbon energy supply in housing developments by 2016</li> </ul>	<ul style="list-style-type: none"> <li>• Number of and potential capacity (MW) of renewable energy schemes permitted and refused</li> <li>• Number of planning permissions granted contrary to EA advice on flooding grounds</li> <li>• Percentage housing development that are built to Code for Sustainable Homes Level 4 or higher</li> </ul>
<p><b>Objective 2- Living within environmental limits</b></p>	<ul style="list-style-type: none"> <li>• Reduce waste production and increase recycling</li> <li>• Maximise the use of previously developed land especially in Sunderland South where approximately 65% of the city's previously developed land is located</li> <li>• Ensure development does not lead to a deterioration of air quality and the designation of any Air Quality Management Areas in the city.</li> <li>• Minimise the use of global and local natural resources</li> <li>• Maintain to a high standard the ecological quality of the River Wear and ensure it meets the conditions of the Water Framework Directive by 2015</li> <li>• Maintain the quality of the city's bathing beaches water quality at Seaburn and Roker</li> <li>• Improve groundwater quality in the city</li> <li>• Ensure contaminated and unstable land is in a harmless and safe condition</li> </ul>	<ul style="list-style-type: none"> <li>• Number of days where air pollution is moderate or high or above Air Quality Strategy Objectives</li> <li>• Number of AQMAs</li> <li>• Congestion levels in identified nitrogen dioxide hotspots</li> <li>• % reduction in NOx and primary PM10 emissions through local authority estate and operations</li> <li>• Number of planning permissions granted contrary to EA advice on water quality grounds</li> <li>• Ecological status of River Wear Estuarine</li> <li>• Biological status of River Wear Estuarine</li> <li>• Bathing Water Quality</li> <li>• Number of bathing waters achieving blue flag status</li> <li>• Number of planning permissions granted contrary to EA advice on water quality grounds</li> <li>• New and converted dwellings on previously developed land</li> </ul>
<p><b>Objective 3- Safeguarding and enhancing Sunderland's environmental infrastructure</b></p>	<ul style="list-style-type: none"> <li>• Enhance the biodiversity potential of the city</li> <li>• Protect and enhance Sunderland's designated sites, Priority Habitats and the species which reside within them</li> <li>• Reverse the unfavourable and declining condition of some SSSI's and ensure that they are all in 100%, or recovering towards, favourable condition</li> <li>• Protect and maintain the city's Green Belt and green infrastructure from inappropriate development</li> <li>• Protect and enhance the Durham Heritage Coast</li> </ul>	<ul style="list-style-type: none"> <li>• Change in areas of biodiversity importance</li> <li>• Changes in areas of biodiversity importance</li> <li>• % of SSSIs in favourable or recovering condition</li> <li>• Changes to the area of designated Green Belt</li> <li>• Inappropriate development approved within the designated Green Belt</li> <li>• Number of applications refused within Green Belt</li> <li>• Proportion of eligible open space managed to Green Flag status</li> <li>• Amount of valued open space (ha) lost to</li> </ul>



		development
<b>Objective 4- Strengthening Sunderland's economy and employment market</b>	<ul style="list-style-type: none"> <li>• Increase the percentage of economically active people in the city</li> <li>• Enhance the economic role and influence of the City Centre</li> <li>• Strengthen and improve Sunderland's economic performance in comparison to the wider region and the country</li> <li>• Tackle the causes of deprivation in the city</li> <li>• Promote the diversification of the city's economy and support the growth of new businesses and business sectors</li> </ul>	<ul style="list-style-type: none"> <li>• Total amount of additional employment floorspace (gross &amp; net) by type</li> <li>• Amount of employment land available by type</li> <li>• Amount of floorspace developed for employment by type</li> <li>• Total amount of floorspace for town centre uses</li> <li>• All town centre related proposals determined in accordance with adopted policy</li> <li>• Level of retail vacancy in town centres</li> <li>• Office Developments on PDL</li> </ul>
<b>Objective 5- Stemming the declining population of the city by reducing out migration and encouraging in-migration</b>	<ul style="list-style-type: none"> <li>• Improve the city's residential environment</li> <li>• Enhance the perception of the City Centre</li> <li>• Develop appropriate employment opportunities that are accessible, diverse, plentiful and attractive to local residents and potential in-migrants</li> <li>• Provide a choice of housing across the city to meet the needs of current and future residents including affordable housing and higher value homes (700 by 2025)</li> </ul>	<ul style="list-style-type: none"> <li>• All town centre related proposals determined in accordance with adopted policy</li> <li>• Level of retail vacancy in town centres</li> <li>• Office Developments on PDL</li> <li>• Affordable housing completions</li> </ul>
<b>Objective 6- Establishing a strong learning and skills base for Sunderland</b>	<ul style="list-style-type: none"> <li>• Create opportunities to improve levels of educational attainment across the city</li> <li>• Create opportunities to improve the skills and qualifications of the working age population</li> </ul>	<ul style="list-style-type: none"> <li>• Amount of completed new university/ college development</li> <li>• Land allocated for future education facilities</li> <li>• Qualifications (available from NOMIS website)</li> </ul>
<b>Objective 7- Building sustainable communities in Sunderland</b>	<ul style="list-style-type: none"> <li>• Decrease levels of and the fear of crime</li> <li>• Ensure that development is built in sustainable locations</li> <li>• Encourage a safe and inclusive, well planned, well designed, well built and run community</li> <li>• Provide high quality, affordable housing with accessible services such as public transport, schools, hospitals and shops in places where people want to live and work (current and future residents)</li> </ul>	<ul style="list-style-type: none"> <li>• Affordable housing completions</li> <li>• Plan period and housing targets</li> <li>• Housing trajectory</li> <li>• Net additional pitches (gypsy and traveller)</li> <li>• Crime levels (Available from Northumbria Police)</li> </ul>

<p><b>Objective 8- Improving health and well-being whilst reducing inequalities in health</b></p>	<ul style="list-style-type: none"> <li>• Promote inclusiveness and reduce health inequality</li> <li>• Decrease the causes of ill health (especially long term)</li> <li>• Increase access to local healthcare provision</li> <li>• Provide access to safe, green and open spaces for activity</li> <li>• Promote sport, exercise, active recreation and opportunities for physical activity in everyday life</li> </ul>	<ul style="list-style-type: none"> <li>• Adult participation in sport and active recreation</li> </ul>
<p><b>Objective 9- Promoting, enhancing and respecting Sunderland’s culture and heritage</b></p>	<ul style="list-style-type: none"> <li>• Improve the image of the city and in particular the City Centre</li> <li>• Promote sustainable tourism in the city with particular regard to the main cultural features</li> <li>• Respect the city’s diversity, local heritage and cultural fabric for all and improve local environmental quality</li> <li>• Ensure development does not have a detrimental impact on listed buildings, conservation areas and the city’s landscape</li> </ul>	<ul style="list-style-type: none"> <li>• Applications for new development which are contrary to adopted policies for conservation areas, listed buildings, and schedule ancient monuments.</li> <li>• Proportion of Grade I and II* Listed Buildings ‘at risk’</li> </ul>
<p><b>Objective 10- Developing sustainable transport and communication</b></p>	<ul style="list-style-type: none"> <li>• Reduce traffic congestion in the city and promote sustainable transport</li> <li>• Promote the development of better public transport and public transport routes that connect well with housing, employment and town centres.</li> <li>• Reduce reliance on the car through increasing local accessibility, public transport initiatives and the distribution of land uses</li> <li>• Further increase the levels of cycling in the city and encourage walking</li> <li>• Promote the connectivity of Sunderland with the sub-region and the country</li> <li>• Support the Sunderland ‘Digital Challenge’ and ‘Software City’ initiative and capitalise on Sunderland’s digital connectivity</li> </ul>	<ul style="list-style-type: none"> <li>• Number of cycle routes developed in the city</li> <li>• Access to services and facilities by public transport, walking and cycling</li> <li>• Local bus and light rail passenger journeys originating in the authority area</li> <li>• Percentage of households within 400m of a bus stop</li> </ul>

## APPENDIX I: REGULATORY REQUIREMENTS

The Introduction to this SA Report explains that, in order to demonstrate compliance with the requirements of the Environmental Assessment Regulations 2004, SA Reports must answer four questions. Table 1 of the Introduction then 'makes the links' between requirements of the Regs and these four questions. Table 1 is reproduced below (as Table 1.1). The right-hand column of Table 1 does not quote directly from the Regs, but rather reflects a degree of interpretation. As such, Table 2 explains this interpretation. The following points supplement Table 1.2.

- References to 'plan or programme' have been shortened to 'plan'.
- Reference to '*the environmental protection objectives, established at international, Community or Member State level...*' is shortened to '*the environmental protection objectives, established at international or national level...*'
- The requirement to provide 1) '*an outline of the ... relationship [of the plan] with other relevant plans and programmes*' and 2) '*the environmental protection objectives...*' is taken to mean that a review of the relevant context should be provided.
- The requirement to provide an explanation of '*the way [environmental protection] objectives and any environmental considerations have been taken into account during [plan] preparation*' is taken as indicating that the SA Report must explain how SA has influenced development of the draft plan.
- The reference to issues that might be a focus of SEA is not given prominence. This reflects the fact that these issues are merely suggested; and that a foremost consideration when undertaking SEA should be the fact that the Regulations are of a procedural nature, i.e. do not seek to prescribe substantive issues that should be a focus. These issues are a material consideration nonetheless.
- The need to provide '*an outline of the reasons for selecting the alternatives dealt with*' is taken to have a dual meaning:
  - 1) There is a need to justify the range of alternatives considered (and indeed, the range of issues for which alternatives were considered)
  - 2) There is a need to explain the reasons for selecting preferred alternatives / the preferred approach to addressing each of the key issues in question. This requirement tallies with the requirement to explain '*the way [environmental protection] objectives and any environmental considerations have been taken into account during [plan] preparation*'
- The requirement to explain '*the likely significant effects...*' is assumed to relate to both the draft plan and alternatives.
- The reference to providing '*a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information*' is not given prominence. This is purely for reasons of brevity. Methodology is explained where relevant in the report.
- Reference to 'in accordance with Article 10' is removed for brevity.
- Finally, it will be noted that references to 'the environment' have been retained, despite the fact that SA is best described as being focused on 'the environment and any other sustainability related issues'.

Table 1.1: Questions that must be answered within the SA Report

SA REPORT QUESTION	SUB-QUESTION	CORRESPONDING REQUIREMENT (THE REPORT MUST INCLUDE...)
	What's the Plan seeking to achieve?	<ul style="list-style-type: none"> <li>An outline of the contents and main objectives of the plan</li> </ul>
	What's the sustainability 'context'?	<ul style="list-style-type: none"> <li>The relationship of the plan with other relevant plans and programmes</li> <li>The relevant environmental protection objectives, established at international or national level</li> </ul>
<b>What's the scope of the SA?</b>	What's the sustainability 'baseline' at the current time?	<ul style="list-style-type: none"> <li>The relevant aspects of the current state of the environment</li> <li>The environmental characteristics of areas likely to be significantly affected</li> </ul>
	What's the baseline projection?	<ul style="list-style-type: none"> <li>The likely evolution of the current state of the environment without implementation of the plan</li> </ul>
	What are the key issues that should be a focus of SA?	<ul style="list-style-type: none"> <li>Any existing environmental problems / issues which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance</li> </ul>
<b>What has Plan-making / SA involved up to this point?</b>		<ul style="list-style-type: none"> <li>An outline of the reasons for selecting the <b>alternatives</b> dealt with (and thus an explanation of why the alternatives dealt with are 'reasonable')</li> <li>The likely significant effects on the environment associated with <b>alternatives</b> / an outline of the reasons for selecting preferred options / a description of how environmental objectives and considerations are reflected in the draft plan.</li> </ul>
<b>What are the appraisal findings at this current stage?</b>		<ul style="list-style-type: none"> <li>The likely significant effects on the environment associated with <b>the draft plan</b></li> <li>The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing <b>the draft plan</b></li> </ul>
<b>What happens next (including monitoring)?</b>		<ul style="list-style-type: none"> <li>A description of the measures envisaged concerning monitoring</li> </ul>

Table 1.2: Interpreting regulatory requirements

Interpretation of the requirements (as presented in Table 1.1, above)

Requirements of Schedule 2 of the Regs (the report must include...)

An outline of the contents, main objectives of the plan  
 The relationship of the plan with other relevant plans and programmes  
 The environmental protection objectives, established at international or national level, relevant to the plan  
 The relevant aspects of the current state of the environment  
 The environmental characteristics of areas likely to be significantly affected  
 The likely evolution [of the baseline] without implementation of the plan  
 Any existing environmental problems / issues which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance  
 An outline of the reasons for selecting the **alternatives** dealt with  
 The likely significant effects on the environment' associated with **alternatives** / An outline of the reasons for selecting preferred options / a description of how environmental objectives and considerations are reflected in the draft plan.  
 The likely significant effects on the environment associated with **the draft plan**  
 The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing **the draft plan**  
 A description of the measures envisaged concerning monitoring

- (a) an outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes;
- (b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan
- (c) the environmental characteristics of areas likely to be significantly affected;
- (d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;
- (e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;
- (f) the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;
- (g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;
- (h) an outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information
- (i) a description of the measures envisaged concerning monitoring.

## APPENDIX II: ASSESSMENT OF QUANTUM OF HOUSING (ALTERNATIVES)

Quantum of Housing	Alternative 1: EMP Policy Twist (a) 13,720 (20 years)	Alternative 2: EMP Policy Twist (b) 14,090 (20 years)	Alternative 3: EMP Policy Twist (c) 15,480 (20 years)	Alternative 4: EMP Policy Twist (d) 15,021 (20 years) (current preferred option)
Objective 1- Climate Change				
Objective 2- Environmental Limits				
Objective 3- Environmental Infrastructure				
Objective 4- Economy and Employment				
Objective 5- Population and Migration				
Objective 6- Learning and Skills				
Objective 7- Sustainable Communities				
Objective 8- Health and Well-Being				
Objective 9- Culture and Heritage				
Objective 10- Transport and Communication				
<b>Summary</b>				
<b>Objective 1- Climate Change</b>				
No identified/predicted significant impact on the baseline for this objective/sustainability issue is likely for any of the alternative growth quantum.				
<b>Objective 2- Environmental Limits</b>				
No identified/predicted significant impact on the baseline for this objective/sustainability issue is likely for any of the alternative growth quantum.				

**Objective 3- Environmental Infrastructure**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is likely for any of the alternative growth quantums.

**Objective 4- Economy and Employment**

The appraisal identified a likely positive (but not significant impact) for this Objective in relation to Alternative 3: EMP Policy Twist (c) and Alternative 4: EMP Policy Twist (d). There is no direct positive impact on economy and employment, however, the provision of a sufficiently flexible housing stock that can satisfy change in household size, ageing population and diverse lifestyle choices will help retain existing workers and attract new workers in Sunderland. This will in turn assist in strengthening and improving Sunderland's economic performance in comparison to the wider region.

**Objective 5 - Population and Migration**

The appraisal identified a likely significant positive impact for this Objective in relation to Alternative 3: EMP Policy Twist (c) and Alternative 4: EMP Policy Twist (d). Both these options would provide a sufficiently flexible housing stock that can satisfy change in household size, ageing population and diverse lifestyle choices based on the evidence base in the SHMA 2008, the 2008 population projection and the emerging SHLAA 2012. Alternatives 3 and 4 would also provide the right quantum of new housing to help deliver the visions and objectives of the Sunderland Strategy and Economic Masterplan.

Proposed CS Policies CS1 and CS2 identify the strategic spatial and site/area specific approaches to delivering new development. The Sustainability Appraisal of these CS Policies found that they aligned well with the identified housing and regeneration needs in the city. In addition it was concluded that the unpredictability of economies both in the UK and abroad may cause positive impacts on the baseline (e.g. employment levels, measures of deprivation, regeneration projects/programmes and population stabilisation) to be less pronounced than the Core Strategy Vision would wish. Given the current domestic and wider recessionary pressures, combined with UK government-imposed austerity measures, meeting the aspirations of the Economic Masterplan is highly likely to require a long term horizon. For these reasons the appraisal would slightly favour Alternative 4: EMP Policy Twist (d) as it takes a more cautious view on the ability to retain young/middle age population in years 1 to 10.

The appraisal identified a likely significant negative impact for this Objective in relation to Alternative 1: EMP Policy Twist (a). This Option would fail to provide sufficiently flexible new housing stock that can satisfy change in household size, ageing population and diverse lifestyle choices based on the evidence base in the SHMA 2008, the 2008 population projection and the emerging SHLAA 2012.

**Objective 6- Learning and Skills**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is likely for any of the alternative growth quantums.

**Objective 7- Sustainable Communities**

The appraisal identified a likely significant positive impact for this Objective in relation to Alternative 3: EMP Policy Twist (c) and Alternative 4: EMP Policy Twist (d). These Options would provide sufficient housing to meet identified needs and this would provide housing choice and tenure, meeting affordable needs largely in sustainable locations as proposed in Policies CS1 and CS2 – therefore making a strong contribution to building sustainable communities in Sunderland.

The appraisal identified a likely significant negative impact for this Objective in relation to Alternative 1: EMP Policy Twist (a). This Option would fail to provide sufficient housing to meet identified needs and fail to deliver sufficient housing choice and tenure and stem population decline.

**Objective 8- Health and Well-Being**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is likely for any of the alternative growth quantums.

**Objective 9- Culture and Heritage**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is likely for any of the alternative growth quantums.

**Objective 10- Transport and Communication**

No identified/predicted significant impact on the baseline for this objective/sustainability issue is likely for any of the alternative growth quantums



## APPENDIX III: ALTERNATIVE SPATIAL APPROACHES APPRAISAL (BROAD SPATIAL APPROACH TO GROWTH)

### Introduction

As described within Part 2 of the main SA Report document, an interim stage of plan-making / SA involved appraising the following four alternative broad spatial approaches to housing and employment growth:

#### **Approach A- Focusing development upon the conurbation**

This principally concentrates on development and growth of the city centre / central Sunderland, with further focus on Washington and the main built-up area of Sunderland only. Allow for sustainable growth in Houghton and Hetton.

#### **Approach B- Proportional distribution of development**

Provide a proportional distribution of development (broadly reflecting population and land area) across the four sub-areas, with additional development weighting on the city centre and central Sunderland area.

#### **Approach C- Focus development within the current urban area**

Concentrate development within the existing urban area and on suitable previously developed land (brownfield), retaining open space and countryside.

#### **Approach D- Sub-area spatial requirements**

Local sub-area needs and priorities will be brought together to form a sustainable city-wide approach.

The interim appraisal findings are presented in full in the SA Report of Alternative Approaches (2009). The conclusions from this report are reproduced below. The summaries tables should be read alongside the corresponding section of Part 2, where an explanation can be found of the degree to which the Council took on-board SA findings when determining the preferred approach as set out in the Revised Preferred Options consultation document.

Quantum of Housing	Approach A- Focusing development upon the conurbation	Approach B- Proportional distribution of development	Approach C- Focus development within the current urban area	Approach D- Sub-area spatial requirements
<p><b>Objective 1- Climate Change</b></p>	<p>More development, in particular office based, in the City Centre may lead to an increased number of visitors. This may lead to an increased use of public transport as the City Centre is well served by bus, metro and rail. Development in the City Centre may also lead to improved transport links to other parts of the city and region which may also mean less reliance on the car. Both of these may lead to reduced carbon emissions.</p> <p>However, there may also be a proportion of visitors who will use motor vehicles leading to increased traffic and congestion on key arterial routes in to the city centres.</p> <p>As more development is focussed in Washington, there may be increased reliance on the strategic road network, (the A1 and the A19) leading to increased emissions. As less development takes place in the Coalfield, there may be increasing reliance on the private car so that residents can travel around the region for work and shopping. Whilst at the same time, a declining population may make some bus services unviable.</p> <p>Development in Washington may support the case for the re-opening</p>	<p>The City Centre would be a focus for development, although not to the same extent as Approach A. This may lead to the same reduction in greenhouse gas emissions through increased use of public transport and improved transport links to other parts of the city and region. However, the City Centre could also see traffic congestion on key arterial routes leading to it.</p> <p>There may be an increase in greenhouse gas emissions as some development may take place in peripheral locations, in Washington and Sunderland North, that are poorly served by public transport and are more reliant on the motor vehicle. Through higher development levels, these sub-areas may also see an increase in congestion.</p> <p>There may also be support for Washington to build upon its accessibility to the A1 in terms of employment growth.</p> <p>There may be increased</p>	<p>The City Centre would be more of a focus for development as it currently has large amounts of previously developed land. Although there may be reduced emissions from greenhouse gases due to improved public transport, due to higher densities particularly in the Sunderland Arc area, it may see higher levels of congestion and more traffic on key arterial routes into the City Centre.</p> <p>This approach may also enable levels of development in the Coalfield which would support new transport infrastructure and maintain existing services meaning that residents may have better access to jobs and local facilities so there may be less reliance on the car, and increases in walking and cycling. However, there may also be more support for the development of the Central Route.</p>	<p>Similarly like the other approaches, this approach advocates a strong city centre focus which will mean that there will be significant development in the city's most sustainable location, which is well served by public transport. However, like the other approaches, congestion on key arterial routes into the City Centre may increase.</p> <p>By supporting employment growth in Washington and the area's accessibility to the strategic road network may lead to an increase in motor vehicle use and therefore emissions. However, there may be greater justification for the re-opening of the Leamside Line.</p> <p>In the Coalfield there may also be greater support for the development of the Central Route and the re-opening of the Leamside Line.</p> <p>This approach may also help</p>

Quantum of Housing	Approach A- Focusing development upon the conurbation	Approach B- Proportional distribution of development	Approach C- Focus development within the current urban area	Approach D- Sub-area spatial requirements
	<p>of the Leamside Line whilst there may be less support for the Line's re-opening in the Coalfield. Development pressure on the Green Belt in Washington may lead to increased surface water flooding in the area.</p>	<p>justification for the development of the Central Route in the Coalfield and the Leamside Line in both the Coalfield and Washington.</p> <p>By distributing development across all four sub-areas, there may be extra support for public transport and services across the city and more walking and cycling. There will be potential for improved transport links from the Coalfield into Sunderland and increased support for the Central Route.</p> <p>Development pressure on the Green Belt may lead to increased surface water flooding in the area.</p>	<p>By supporting employment growth in Washington and the area's accessibility to the strategic road network may lead to an increase in motor vehicle use and therefore emissions. However, there may be greater justification for the re-opening of the Leamside Line in Washington and the Coalfield.</p> <p>There are also pockets of PDL on the urban fringe in poorly accessible and peripheral locations which could result in higher car dependency and increased congestion.</p> <p>This option also proposes incursions into the countryside and Green Belt for two strategic employment sites. Development on any sites in the countryside could lead to increases in surface water flooding in the city.</p> <p>Overall this approach involves the least development on Greenfield land.</p>	<p>support local shops and public transport in Sunderland South which may mean that residents can shop locally and use sustainable methods of transport to access these facilities.</p> <p>Limited development on Washington and Sunderland South could affect public transport services and local facilities.</p> <p>Development pressure on the Green Belt may lead to increased surface water flooding in the area.</p>

Quantum of Housing	Approach A- Focusing development upon the conurbation	Approach B- Proportional distribution of development	Approach C- Focus development within the current urban area	Approach D- Sub-area spatial requirements
<p><b>Objective 2- Environmental Limits</b></p> <p>As development is focussed towards the City Centre, priority will be given to the re-use of large amounts of PDL located there. However, there are limited opportunities for development of PDL in Washington and Sunderland North. This may lead to increased pressure to develop on Green Belt and open space sites and compromise green infrastructure in these areas.</p> <p>In the Coalfield, there may be less development pressure on open space, Green Belt and the open countryside as less development takes place in this sub-area.</p> <p>As more development takes place across the city, air quality may deteriorate especially in Washington and Sunderland South, in particular the City Centre, due to increased traffic and congestion.</p> <p>Worsening air quality could lead to Air Quality Management Areas being designated.</p> <p>Some parts of Sunderland North and the Coalfield could see declining levels of facilities leading to increased vehicle use, while concentrated development elsewhere would have a detrimental Effect.</p>	<p>Although there would still be large amount of development taking place in the City Centre, there would be proportionately less development taking place there compared to the other three approaches. Therefore the high levels of PDL in the South sub-area may not all be developed. However, distributing development throughout the city would also mean that PDL in other sub areas would also be developed. A proportional distribution to development may mean that not all the PDL in Sunderland South is developed which may mean more development may take place on greenfield land across the city.</p> <p>With development taking place across the city in peripheral locations poorly served by public transport, there may be a reliance on motor vehicles which may lead to a deterioration in air quality across the city, especially in parts of Sunderland South. The reduced concentration of development in Central Sunderland will involve less</p>	<p>As development is focussed towards the City Centre, Sunderland South's large amounts of PDL would be used for development as would PDL in the other sub-areas across the city. However, there would still be greenfield and Green Belt incursions necessary.</p> <p>Air quality may worsen across the city as more concentrated development takes place in urban areas leading to increased congestion. In the Coalfield, there may be justification for the development of the Central Route and there may be support for employment growth in Washington to build upon its accessibility to the A1 leading to worsening air quality. There may be support for local shops and facilities which may encourage people to walk and cycle. However, some parts of Sunderland North and Washington could see declining levels of facilities leading to increased vehicle use.</p> <p>Water quality in the River Wear may deteriorate to a greater extent as not only will large amounts of development take place on the river corridor but there may also be increased intensification and housing density here. However, the</p>	<p>As development is focussed towards the City Centre, large amounts of previously developed land will be used. PDL may also be developed in the other sub-areas across the city too. There would still be Green Belt and greenfield incursion though.</p> <p>Air quality may worsen across Central Sunderland as development is concentrated there. In the Coalfield, there may be justification for the development of the Central Route and there may be support for employment growth in Washington to build upon its accessibility to the A1 leading to worsening air quality. There may be support for local shops and facilities which may encourage people to walk and cycle. However, some parts of Sunderland North and Washington could see declining levels of facilities leading to increased vehicle use.</p> <p>Water quality in the River</p>	

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	<p>Water quality in the River Wear may deteriorate as large amounts of development take place on the river corridor. However, the city's bathing beaches at Seaburn and Roker may be unaffected.</p>	<p>concentrations of air pollution when compared to the other approaches.</p> <p>Water quality in the River Wear may deteriorate as large amounts of development take place on the river corridor, although not to the same extent as other approaches. As more development takes place in Sunderland North, the quality of its bathing beaches at Seaburn and Roker may also deteriorate.</p>	<p>city's bathing beaches at Seaburn and Roker may be unaffected.</p> <p>Concentrated urban development will help to support local facilities and public transport across the city.</p>	<p>Wear may deteriorate as large amounts of development take place on the river corridor. However, the city's bathing beaches at Seaburn and Roker may be unaffected.</p>
<p><b>Objective 3- Environmental Infrastructure</b></p>	<p>There may be negative implications for the SPA and SAC with a development focus on central Sunderland. PDL sites, which are concentrated in the City Centre and Sunderland South, are often homes to various forms of biodiversity. Developing these may have negative effects on the biodiversity that reside and use these areas</p> <p>By concentrating development in the conurbation of Sunderland and Washington there may be detrimental impacts on the Green Belt here and potentially on the Durham Heritage Coast. In the Coalfield and Sunderland North, the Green Belt and open countryside may be protected with potential for further green infrastructure</p>	<p>There may be negative implications for the SPA and SAC with a development focus on central Sunderland although this would be less than the other approaches. PDL sites, which are concentrated in the City Centre and Sunderland South, are often homes to various forms of biodiversity. Developing these may have negative effects on the biodiversity that reside and use these areas</p> <p>The focus for development on central Sunderland would mean that development in South Sunderland would be</p>	<p>There may be negative implications for the SPA and SAC with a development focus on central Sunderland. PDL sites, which are concentrated in the City Centre and Sunderland South, are often homes to various forms of biodiversity. Developing these may have negative effects on the biodiversity that reside and use these areas.</p> <p>PDL sites, which are concentrated in the City Centre and Sunderland South, are often homes to various forms of biodiversity. Developing these may have negative effects on the biodiversity that reside and use these areas.</p>	<p>There may be negative implications for the SPA and SAC with a development focus on central Sunderland. PDL sites, which are concentrated in the City Centre and Sunderland South, are often homes to various forms of biodiversity. Developing these may have negative effects on the biodiversity that reside and use these areas</p> <p>This approach may lead to incursions into Green Belt in Washington for economic development.</p>

Quantum of Housing	Approach A- Focusing development upon the conurbation	Approach B- Proportional distribution of development	Approach C- Focus development within the current urban area	Approach D- Sub-areas spatial requirements			
<p>connectivity.</p> <p>Landscapes in Washington and Sunderland South may come under development pressure although designated sites should be protected.</p>	<p>less intensive, enabling some form of Green Belt and open countryside protection and potential for further green space connectivity in this sub area.</p> <p>However, this may lead to development incursions into Green Belt in other sub-areas. This approach may also see significant housing development taking place on Green Belt land.</p> <p>Landscapes across the city, including the Durham Heritage Coast, may come under development pressure although designated sites should be protected.</p>	<p>By focussing development within the urban area there would be protection for nature conservation sites across the city, as well as the broad extent of Green Belt and open countryside. However, to achieve the employment proposals for the city, this approach would necessitate Green Belt incursions.</p> <p>The city's landscapes and the Durham Heritage Coast will be protected along with greenspace in the city.</p>	<p>A limited number of incursions into the urban fringe would be required under this approach, as well as greenfield economic development, which may have a detrimental impact on biodiversity.</p>	<p><b>Objective 4- Economy and Employment</b></p> <p>The number of people economically active across the city may rise with the exception of the Coalfield as limited development there may lead to a lack of investment leading to the economically active residents to leave the area in search of work and a better quality of life. Residents may also have to drive to access other town centres with more/ better facilities.</p> <p>The opposite would be true of Washington and Sunderland South, especially the City Centre, as more employment opportunities may be</p>	<p>By regenerating and revitalising the city centre there may be significant employment opportunities generated in the city centre. There may also be significant development of the Sunderland Arc area with the area being regenerated and potentially creating more economic role and influence of the City Centre may also be enhanced.</p>	<p>By regenerating and revitalising the city centre there may be significant employment opportunities generated in the city centre. There may also be significant development of the Sunderland Arc area with the area being regenerated and potentially creating more economic role and influence of the City Centre may also be enhanced.</p>	<p>By supporting employment</p>

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	<p>generated in these locations. The economic role and influence of the City Centre may also be enhanced. There may also be significant development of the Sunderland Arc area with the area being regenerated and potentially creating more jobs.</p> <p>More jobs may also mean Sunderland's economic performance in comparison to the wider region and country may improve and the local economy may become increasingly diversified with the city supporting new business and business sectors. As new development is focussed towards the City Centre, its economic role and influence may be enhanced.</p> <p>Deprivation in Washington and Sunderland South may also fall but may worsen in the Coalfield due to the lack of a development focus. A lack of development here may also mean that the area acts as a drag on the rest of the city bringing the city's economic average performance down.</p>	<p>improved opportunities for residents in deprived areas of Washington and the Coalfield, and there may also support the justification for the re-opening of the Leamside Line and for building the Central Route in the Coalfield area. This may lead to economic activity rates in these sub-areas to rise and may help in tackling the causes of deprivation in these areas.</p> <p>There may be an improvement in Sunderland economic performance in comparison to the region and national economy and may help lead to the diversification of the city's economy.</p> <p>However, as development in Sunderland South will be concentrated heavily on the city centre, areas of deprivation in this sub area may worsen due to a lack of a development focus. The emphasis on the city centre may also lead to a lack of investment and expansion of Ryhope and Doxford in terms of employment.</p>	<p>By supporting employment growth in Washington and building upon the area's accessibility to the A1, more jobs may also be created here. The Coalfield may also see jobs generated as the area becomes more accessible through the development of the Central Route. The re-opening of the Leamside Line may also benefit both Washington and the Coalfield. All this may lead to an increase in the number of economically active people in the city, and may strengthen and improve the city's economic performance in comparison to the region and country.</p> <p>However, as there may only be limited land available for development, the city may not reach its potential in terms of economic development and in the longer term could see its regional and national competitiveness fall. Intensification of employment sites may mean that the full site portfolio might not be recognised and</p>	<p>growth in Washington and building upon the area's accessibility to the A1, improving accessibility in the Coalfield due to additional support for the development of the Central Route and re-opening the Leamside Line in both these sub-areas more jobs may be created.</p> <p>All this may lead to an increase in the number of economically active people in the city, and may strengthen and improve the city's economic performance in comparison to the region and country.</p> <p>Limited development in Sunderland North though may not see as many jobs being created here and this may lead to its deprived areas worsening.</p>

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<p><b>Objective 5- Population and Migration</b></p>	<p>By focussing development in the City Centre, and increasing its economic role and influence, the perception of the city centre may be enhanced and its environment may become more attractive to residents and visitors to the city.</p> <p>The residential environment of the main built up area of Sunderland and Washington may also increase as these areas may generate more jobs and become wealthier and are able to maintain local facilities and services. This approach may also mean that there are accessible and plentiful jobs available which are attractive to residents and potential in-migrants but again only in the main built up part of the city and Washington.</p> <p>However, as it is likely some development may have to take place on green and open space, this may also decrease as residents and potential in-migrants perception of the city in terms of available greenspace falls. There</p>	<p>By focussing development in the city centre there may be an improvements in the City Centre, although this would be less than for the other options and therefore the regeneration benefits may not be as great.</p> <p>With development across all sub areas there may be employment opportunities but these may not be particularly accessible by public transport. As economic development may be spread throughout the city, the expansion of Ryhope and Doxford may not take place. The same may also be true for housing in the area leading to fewer jobs and homes being created in the city. This may lead to deprivation worsening in Sunderland South.</p> <p>Through an increase in development on greenspace or protected countryside,</p>	<p>jobs may be lost to other areas.</p> <p>Sunderland North may see less development and deprivation may worsen here as fewer jobs are created, though access to Central Sunderland may improve.</p> <p>As development would be focussed along the River Wear corridor and the central area, there may be an enhanced perception of the city centre.</p> <p>Intensification of employment may result in site portfolio not being realised and less and acting as less of a pull into the city.</p> <p>However, there may be a target shortfall in the amount of housing development taking place. This may need to be met by other means including building at higher densities leading to a detrimental effect on the city's residential environment, perceived and actual. This higher density should help to maintain and improve local services and public transport.</p>	<p>This approach may see an enhancement of the City Centre and Sunderland South by current and potential future residents and visitors. This approach may also prevent over development of any particular sub-area and avoid excessive high density in housing development increasing the attractiveness of the city to potential-in migrants.</p> <p>There may see significant incursions into the open countryside for two strategic employment sites. This may impact on the city's residential environment but the benefits of these incursions in terms of employment may significantly outweigh the disadvantages in attracting people into the city in terms</p>



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	<p>may also be more homes built within the city, although the type (in terms of higher value or more affordable) cannot be determined at this stage.</p> <p>The Coalfield may suffer in terms of its residential environment as it becomes less wealthy and residents move out of the area to look for jobs leaving only the most deprived and immobile behind. Local facilities in areas like Houghton and Hetton town centres could decline further as the population falls. There may be fewer jobs created in the Coalfield and those that are may not be as accessible as jobs created in Sunderland and Washington as there may be less public transport available in the area.</p>	<p>particularly in Washington and North Sunderland, there may be a decrease in residential environment in these sub areas. Housing may be needed to be built at higher densities in these areas which may also contribute to deteriorating residential environments.</p> <p>The levels of development which would take place may help regeneration in the Coalfield and may help to support and retain local services and support transport infrastructure. The open countryside and green infrastructure in the Coalfield may be safeguarded and this may help lead to an improvement in the residential environment here.</p> <p>Through developing the whole city there may be a distribution of housing although the type (in terms of higher value or more affordable) cannot be determined at this stage.</p>	<p>However, building at higher densities may affect the ability of the city to provide a choice of housing to meet the need of current and future residents, especially executive style homes. It may exacerbate existing issues with the large amounts of housing within council tax bands A and B may also mean that people can not move up the property ladder or move back into the city. These effects may all have negative impacts on the ability of the city not only to attract new residents but to retain existing residents.</p> <p>This approach may see significant incursions into the open countryside for two strategic employment sites. This may impact on the city's residential environment but the benefits of these incursions may significantly outweigh the disadvantages in attracting people into the city in terms of diverse and plentiful jobs.</p>	<p>of diverse and plentiful jobs.</p> <p>There would be development on the city's greenspace but only those sites scrutinised to have little local value.</p> <p>By developing housing to meet the needs of each sub area this should also attract current residents to stay and act as a driver for potential in migrants.</p>
<b>Objective 6- Learning</b>	It is difficult to appraise the four different approaches in terms of this SA Objective.			

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<p><b>and Skills</b></p>	<p>Under all approaches the University of Sunderland and Sunderland College would see their role grow and improve as their pivotal role in the transition to higher productivity and a more knowledge-based economy would be increasingly recognised as would their links with local businesses, particularly in terms of workforce development and research and development.</p> <p>For schools, the key issue would be around population levels and whether this would be sufficient to keep pupil numbers up ensuring a school's viability.</p> <p>There may also be links to the state of the economy.</p>			
<p><b>Objective 7- Sustainable Communities</b></p>	<p>By developing and participating in the economic revival of the city centre and Washington crime and the fear of crime may fall in Sunderland South and Washington sub area. Any fall in crime though would be linked to the wider national and global economy and if there was a recession then crime, and the fear of crime, may increase. As less development takes places, and less jobs are created there, crime may rise in other areas as the residents in these areas are less wealthy compared to their counterparts in other parts of the city.</p> <p>Development would be taking place in many sustainable locations in Sunderland and especially in the city centre. However, it may also mean building on sustainable greenfield sites which may give the perception that the city as a whole is not particularly well planned, well designed or well built. The same may be true of Washington. This</p>	<p>By developing all parts of the city, including areas of deprivation, crime and the fear of crime may fall especially in Coalfield and Washington. As parts of Sunderland South do not see the levels of investment and expansion as other sub areas, crime may worsen here.</p> <p>By focussing large amount of development in the city centre, it would ensure that much development is built in the most sustainable location in the city. However, in Washington and Sunderland North, where development would lead to building on greenspace or protected countryside, some of this may not be in sustainable locations and on the periphery of these areas which are poorly served</p>	<p>This approach would see a lot of development take place in accessible, sustainable locations. However, there may also be some development in peripheral, less accessible locations.</p> <p>There may also be a little opportunity to develop low value greenspace that could provide more suitable uses to neighbourhoods.</p> <p>Combined with building at higher densities, this may lead to an impression that the city is not a well planned or well designed city. However, building at higher densities may also lead to vibrant areas that retain services and public</p>	<p>By creating new employment opportunities across the city, levels of crime may fall in Sunderland South and the Coalfield. However, some pockets of deprivation may worsen due to a lack of housing investment, and may see a rise in crime and the fear of crime particularly in Sunderland North and Washington.</p> <p>Development may be concentrated on previously developed land in sustainable locations where available, protecting the Green Belt and the open countryside in general, with the exception of two significant strategic incursions for employment.</p> <p>Greenfield growth may also</p>

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	<p>approach would provide housing (although type and affordability cannot be determined at this stage) in both Sunderland and Washington with good public transport links and good facilities.</p> <p>The Coalfield may see levels of crime and the fear of crime rise as less development takes place there and fewer jobs are created in the short, medium and long term. As public transport may worsen due to the declining population, development may not be in as sustainable locations although what development took place may be seen as well planned and well designed. 9.6.4 Fewer homes may be built and due to the declining population there may be limited facilities as these would not be financially feasible.</p>	<p>by public transport.</p> <p>However, not all greenspace in the city is in unsustainable and non-accessible locations and this may be prioritised over other greenspace in the city for development.</p> <p>There would also be provision of housing across the city (although type cannot be determined at this stage) which may have access to, and support, local facilities and this may attract current and future residents. However, development in peripheral location may mean that some new housing may not be served particularly well by public transport or local facilities.</p>	<p>transport. Developing at high densities may also mean that a wide range of house types are not built.3</p> <p>There would be a provision of accessible services across the city, including public transport, schools, hospital and shops.</p> <p>However, due to the reasons above, current and future residents may find the city an unattractive place to live.</p>	<p>be supported in limited form if the present land uses are shown to have limited local value and their re-use could also provide an alternative to excessive high density development. All this may encourage, and give the impression to residents and potential in-migrants, of a well planned and well built community.</p> <p>By meeting the requirements of all four sub-areas there may be accessible services in place where people want to live and work.</p>
<p><b>Objective 8- Health and Well-Being</b></p>	<p>In Sunderland and Washington some development may take place in greenfield sites, which would mean that there would be less provision of open space in these areas for activity. However, as there will be a concentration of development in these areas there may be more healthcare provision. The causes of ill health may reduce as residents are living in sustainable locations which promotes</p>	<p>This approach may lead to higher density development and/or an increase in development on greenspace or protected countryside, particularly in Washington and Sunderland North. Development on greenspace may mean there is less space for recreation.</p>	<p>There may be protection for greenspace and nature conservation sites across the city, as well as the broad extent of the Green Belt. There may also be potential for further enhancement and connectivity of green infrastructure across the city. This may ensure access to greenspace for activity. Low</p>	<p>Developing all four sub areas to meet their individual requirements and needs now and in the future may promote inclusiveness and reduce health inequality. The causes of long term health may fall as the city becomes more friendly in terms of walking and cycling as there may be more local facilities</p>

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	<p>walking for example to local shops and facilities.</p> <p>Although there is a new Primary Care Centre proposed in Houghton, in the future there may be less provision of healthcare in the Coalfield but there may be more opportunities for sport and recreation as greenspace may not be lost to development. However, the causes of ill health could rise as there is less healthcare provision and fewer local facilities which may mean residents are encouraged to use their car instead of walking and cycling.</p>	<p>The Green Belt and open countryside may be protected in South Sunderland and the Coalfield and there may be further potential for green infrastructure connectivity in these areas.</p> <p>With a balanced approach to development, there may be more healthcare facilities safeguarded across the city.</p>	<p>value greenspace in parts of the city may not be developed. This may mean that some people are discouraged to use such spaces but there may still be a few people who still use these spaces for recreation.</p> <p>The development of PDL on less peripheral sites could result in higher car dependency and may discourage walking and cycling as it is likely there will be few facilities in close proximity.</p> <p>Concentrated development may encourage the retention of facilities in urban areas, with healthcare facilities safeguarded.</p>	<p>and shops. Some development may take place on greenfield land though only where it is deemed to have little local value.</p>
<p><b>Objective 9- Culture and Heritage</b></p>	<p>The image of the city centre may be improved and better public transport links to parts of the city may promote sustainable tourism. However, as more development takes place, the city's local heritage and cultural fabric may be lost especially as development takes place in areas rich in history for example the river corridor with its shipbuilding tradition. There may also be a detrimental impact on the city's</p>	<p>With the development of the city centre, its image may be greatly improved and this may help with improving the city's image. However, as more development takes place the city's local heritage and cultural fabric may be lost especially as development takes place in areas rich in history for example the river corridor with</p>	<p>The image of the city centre may be improved and better public transport links to parts of the city may promote sustainable tourism. However, as more development takes place the city's local heritage and cultural fabric may be lost especially as development takes place in areas rich in</p>	<p>The image of the city centre may be improved and better public transport links to parts of the city may promote sustainable tourism. However, as more and more development takes place the city's local heritage and cultural fabric may be lost especially as development takes place in areas rich in</p>

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	<p>landscape, and potentially conservation areas or listed buildings or their surrounding environment as development is concentrated in Washington and Sunderland.</p> <p>The Coalfield may retain its local heritage as relatively little development would take place and its landscape, conservation areas and listed buildings may not be affected with the same development pressures as other parts of the city.</p> <p>Tourism in the city may become more sustainable as public transport improvements may allow visitors to access the city's main cultural features more easily.</p>	<p>its shipbuilding tradition.</p> <p>In the longer term there may be a detrimental impact on the city's landscape, and potentially conservation areas and listed buildings or their surrounding environment as development is distributed across the city and development takes place in the countryside in the areas of Washington and Sunderland North.</p> <p>Tourism in the city may become more sustainable as public transport improvements may allow visitors to access the city's main cultural features more easily.</p>	<p>history for example the river corridor with its shipbuilding tradition, especially as there may be intensive development taken place under this approach.</p> <p>There may be little impact on the city's landscape as most development may take place within the urban area. However, this may have a detrimental effect on those listed buildings in the urban area and conservation areas.</p> <p>Tourism in the city may become more sustainable as public transport improvements may allow visitors to access the city's main cultural features more easily.</p>	<p>history for example the river corridor with its shipbuilding tradition.</p> <p>Tourism in the city may become more sustainable as public transport improvements may allow visitors to access the city's main cultural features more easily.</p> <p>There may be some loss of countryside but, in general, the city's conservation areas and listed buildings would be protected, as development would be tailored to each sub area. This development may also retain each individual sub-area's culture and heritage as it may take into account local history.</p>
<p><b>Objective 10- Transport and Communication</b></p>	<p>This approach may promote sustainable transport in Washington but also in Sunderland as development may take place in sustainable locations like the city centre, which are already served by good public transport. However, focussed development may increase congestion on key arterial routes. As transport links are put in place patronage may increase but there will</p>	<p>This approach would still see benefits as a result of City Centre development and development in Sunderland North and Washington would further help to support connectivity across Tyne and Wear.</p> <p>There may see more</p>	<p>The development focus on the City Centre may enable further public transport improvements to the rest of the city and northeast. There should also be additional support for transport in general by keeping development in the urban area. Concentrated</p>	<p>The city centre, as the most sustainable location in the city, would be developed and would build upon its good transport links, which may also increase as more development took place. There may also be better public transport links to the wider sub region and country</p>

Quantum of Housing	Approach A- Focusing development upon the conurbation	Approach B- Proportional distribution of development	Approach C- Focus development within the current urban area	Approach D- Sub-area spatial requirements
	<p>always be people who will take use private motor vehicles for work, or to get to work and therefore congestion in Sunderland and Washington may worsen.</p> <p>In the Sunderland and Washington sub areas there may be greater public transport links to connect housing, employment and town centres. There may be less reliance on the car as neighbourhoods in these areas support local facilities and may encourage walking and cycling to these facilities. Sunderland's connectivity to the rest of the region may increase and their may be a case for the re-opening of the Leamside Line in Washington and support further connectivity to between Washington and Sunderland.</p> <p>In the Coalfield, and Sunderland North, there may be more congestion as people leave the area on a daily basis to get to work. However, in the longer term congestion may fall as people move out of the area to be closer to jobs. This may affect public transport and services may be cut. This may lead to housing, employment and town centres being poorly connected in the area which may mean increasing reliance on the car. The lack of facilities may not encourage walking and cycling in the area for short distances.</p>	<p>congestion in most sub areas of the city as development is distributed to all parts of the city, including peripheral locations and other areas which are poorly served by public transport which may increase the reliance on motor vehicles across the city.</p> <p>This may mean that areas of housing and employment would be poorly connected by public transport which would suffer and see falling patronage as a result. However, walking and cycling levels across the city may rise as people may walk or cycle to local shops and other facilities.</p>	<p>development will keep facilities local and thereby reduce the distance needed to travel.</p> <p>There may also be further justification for the re-opening of the Leamside Line in Washington and the Coalfield and for potential further connectivity into the city.</p> <p>However, there may also be increased justification for the development of the Central Route and development in Washington building upon the area's accessibility to the A1. There may also be increased congestion on key arterial routes into the city centre and the increased intensification of the Sunderland Arc area, compared to other approaches, may mean that there is more traffic being generated here than there would be normally.</p> <p>Development of PDL sites in less accessible locations may also result in higher car dependency and increased</p>	<p>through the development of the city centre. However, there may also be increased congestion on key arterial routes into the city centre.</p> <p>This approach may see an increase in support for the re-opening of the Leamside Line in Washington and the Coalfield and the Central Route in the Coalfield.</p> <p>This approach may promote the development of better public transport and public transport routes that connect well with housing, employment and town centres and this may lead to reduced reliance on the car as each sub area will have its own individual requirements met. Levels of walking and cycling may improve as this area may see local shops and facilities supported. This approach also includes development in the open countryside where public transport may be poor and which may encourage more car trips.</p>

Quantum of Housing	Approach A- Focusing development upon the conurbation	Approach B- Proportional distribution of development	Approach C- Focus development within the current urban area	Approach D- Sub-area spatial requirements
			traffic congestion. However, the protection of green infrastructure may help promote walking and cycling.	

**Summary**

**Objective 1- Climate Change**

The appraisal shows that all options will have a negative effect on climate change.

*How can the effects be mitigated/ enhanced?*

By making public transport more attractive to users, through for example pricing, bus only lanes to reduce journey times, or more services per hour between different areas, this may lead to less people using their cars.

**Objective 2- Environmental Limits**

The appraisal shows that approaches A, C and D will have a negative effect with regards to this SA objective. Approach B is the most unsustainable approach and will have a significant negative effect.

*How can the effects be mitigated/ enhanced?*

The City Council could promote walking and cycling more and could encourage use of public transport by introducing more designated bus lanes or encourage car sharing by introducing designated lanes for vehicles used by two people or more.

The Core Strategy could benefit from incorporating measures to manage water run off into the River Wear to stop water quality deteriorating. The Core Strategy could states that during the development of buildings and the actual building itself should adopt sustainable water treatments if possible and ensure that no waste water is discharged directly into the river.

**Objective 3- Environmental Infrastructure**

Approach C is the most sustainable option as it negative effects will be balanced out by its positive effects.

*How can the effects be mitigated/ enhanced?*

When PDL sites are developed, particularly in the City Centre, some form of greenspace could be incorporated to ensure that existing and new wildlife can use these sites.

#### **Objective 4- Economy and Employment**

All approaches are as sustainable as each other as the appraisal shows that all will have a positive effect on strengthening the city's economy and employment market.

*How can the effects be mitigated/ enhanced?*

The approaches should ensure that all areas contribute to the local economy and that no areas are become more deprived.

#### **Objective 5- Population and Migration**

Approach D is the most sustainable approach as it will have a significant positive effect whilst approach A will have a positive and approach B will a neutral effect. Approach C is the most unsustainable option as it will have a negative effect on stemming population decline in the city.

*How can the effects be mitigated/ enhanced?*

The effects of developing on greenspace which has been scrutinised to have little local value could be mitigated to some extent if development on these sites is concentrated in those areas where there is comparatively more greenspace.

#### **Objective 6- Learning and Skills**

No identified/predicted impact on the baseline for this objective/sustainability issue is likely for any of the alternative growth quantum.

#### **Objective 7- Sustainable Communities**

Approach D is the most sustainable option as it will have a positive impact on building sustainable communities in the city. The other three approaches will have a neutral effect.

*How can the effects be mitigated/ enhanced?*

Washington and Sunderland North may see deprivation worsen and crime and the fear of crime rise in particularly due to a lack of investment. This could be mitigated by ensuring that sufficient training opportunities are made available to residents here and that they can access a wide range of employment opportunities.



**Objective 8- Health and Well-Being**

Approaches A, C and D will all have a positive effect whilst approach B will have a negative effect on health.

*How can the effects be mitigated/ enhanced?*

The Council could enhance effects by specifically designating cycle lanes and promote cycling as an alternative to the car and at the same time incorporating measures for safe and secure cycle parking in major developments and trip generators.

**Objective 9- Culture and Heritage**

Approach D will have a positive effect, whilst approach A and C will have a neutral effect. Approach B will have a significant negative effect.

*How can the effects be mitigated/ enhanced?*

The effects of approach D could be mitigated by creating information centres or erecting monuments outlining and dedicated to Sunderland industrial heritage.


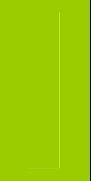

**Objective 10- Transport and Communication**

Approaches C and D will have a positive effect on sustainable transport and communication in the city, whilst approach A will have a neutral effect. Approach B will have a significant negative effect.

*How can the effects be mitigated/ enhanced?*

If the Leamside Line were re-opened, businesses in Washington and the Coalfield should be encouraged to use this as a more sustainable form of transport rather than the A1 or the Central Route if this was developed.

**Assessment Key:**

Alignment	Description	Symbol
Major Positive Impact	The option contributes significantly to the achievement of the objective	
Minor Positive Impact	The option contributes to the achievement of the objective but not significantly	
Neutral	The option does not have any effect on the achievement of the objective	

Minor Negative Impact	The option detracts from the achievement of the objective but not significantly	
Major Negative Impact	The option detracts significantly from the achievement of the objective	
Uncertain	Uncertain or insufficient information on which to determine	

## APPENDIX IV: APPRAISAL OF DRAFT DM POLICIES (ALTERNATIVES)

### Appraisal findings – Policy DM4.6 Housing Densities

Table presenting an appraisal of the following alternative approaches:

- (1) The Council will adopt a flexible approach to housing density which recognises housing need and the varying characteristics of existing settlements across the area
- (2) An alternative would be to set densities.

Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference	
		Alt 1	Alt 2
Objective 1- Climate Change	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 2- Environmental Limits	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 3- Environmental Infrastructure	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 4- Economy and Employment	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 5- Population and Migration	Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.  The implementation of alternative approach 1 is likely to ensure that housing densities at a level appropriate to the scale of the surrounding area are delivered across Sunderland. Alternative approach 2 would provide stringent density levels throughout Sunderland, which may not be reflective or compatible with the existing density levels on a particular site/area.	1	2

Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference	
		Alt 1	Alt 2
Objective 6- Learning and Skills	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 7- Sustainable Communities	Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.  The implementation of alternative approach 1 is likely to ensure that housing densities at a level appropriate to the receiving community are delivered across Sunderland. Alternative approach 2 would provide stringent density levels throughout Sunderland, which may not be reflective or compatible with the existing community.	1	2
Objective 8- Health and Well-Being	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 9- Culture and Heritage	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 10- Transport and Communication	Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective. Higher densities are more likely to support public transport but are not always appropriate.	-	-
<p><b>Summary</b></p> <p>Alternative approach 1 accords with the NPPF requirement for authorities to set out their own approach to housing density to reflect local circumstances. The implementation of alternative approach 1 is likely to ensure that housing densities at a level appropriate to the scale of the surrounding area are delivered. Alternative approach 2 would provide stringent density levels, which may not be reflective or compatible with the existing density levels on a particular site/area. This approach is considered to be too restrictive.</p>			

### Appraisal findings – Policy 4.8 Affordable Housing

Table presenting an appraisal of the following alternative approaches:

- (1) Residential Schemes of 15 or more dwellings and/or on development sites of 0.5ha or more will be required to provide 10% affordable housing, with the tenure mix to be 75% social rented and 25% intermediate tenure
- (2) More flexible affordable housing target
- (3) More rigid affordable housing target

Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	<u>Rank of preference</u>		
		Alt 1	Alt 2	Alt 3
Objective 1- Climate Change	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 2- Environmental Limits	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 3- Environmental Infrastructure	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 4- Economy and Employment	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 5- Population and Migration	<p>Although none of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Alternative approach 1 is considered to be the preferred approach as the affordable housing target proposed is consistent with the requirements set out within the Strategic Housing Market Assessment (SHMA) and has been tested to ensure it is viable. The implementation of alternative approach 1 would help to ensure that sufficient levels of affordable housing are delivered across Sunderland, compatible with the ability of the market to deliver non-market housing.</p> <p>The flexible approach set out in alternative approach 2 could potentially lead to the delivery of in-sufficient affordable housing to meet identified needs. If high targets for affordable housing are set as part of a rigid approach (alternative option 3), then schemes may be made unviable.</p>	1	2	2

Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference		
		Alt 1	Alt 2	Alt 3
Objective 6- Learning and Skills	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 7- Sustainable Communities	<p>Although none of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Alternative approach 1 is considered to be the preferred approach as the affordable housing target proposed is consistent with the requirements set out within the Strategic Housing Market Assessment (SHMA) and has been tested to ensure it is viable. The implementation of alternative approach 1 would help to ensure that sufficient levels of affordable housing are delivered across Sunderland compatible with the ability of the market to deliver non-market housing.</p> <p>The flexible approach set out in alternative approach 2 could potentially lead to the delivery of in-sufficient affordable housing to meet identified needs. If high targets for affordable housing are adopted as part of a rigid approach (alternative option 3), then schemes may be made unviable.</p>	1	2	2
Objective 8- Health and Well-Being	<p>Although none of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Alternative 1 is more likely to assist to decrease the causes of ill health where these are associated with inadequate housing by providing housing in line with identified needs and the ability of the market to deliver such housing.</p>	1	-	-
Objective 9- Culture and Heritage	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 10- Transport and Communication	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
<b>Summary</b>				
<p>Alternative approach 1 reflects the NPPF requirement to undertake a SHMA to assess, understand and meet affordable housing need. The implementation of alternative approach 1 would help to ensure that sufficient levels of affordable housing are delivered across Sunderland, compatible with the ability of the market to deliver non-market housing. The flexible approach set out in alternative approach 2 could potentially lead to the delivery of insufficient affordable housing to meet identified needs. If high targets for affordable housing are adopted as part of a rigid approach (alternative option 3), then schemes may be</p>				

made unviable and thus undeliverable, again failing to meet identified needs.

### Appraisal findings – Policy DM4.9 Student Accommodation

Table presenting an appraisal of the following alternative approaches:

- (1) Proposals for purpose built student accommodation must demonstrate that: there is a need for student accommodation; no suitable/viable site is available; and out of centre locations will only be considered where it can be proven that no sequentially preferable sites are available.
- (2) Remove the priority locations for student accommodation.

Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference	
		Alt 1	Alt 2
Objective 1- Climate Change	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 2- Environmental Limits	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 3- Environmental Infrastructure	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 4- Economy and Employment	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 5- Population and Migration	Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.  The delivery of the alternative approach 1 would contribute towards improving the city’s residential environment through ensuring that student accommodation is built in appropriate locations located in close proximity to existing university buildings. Alternative approach 2 could potentially lead to the delivery of student accommodation in inappropriate locations that are not conducive to the delivery of sustainable communities.	1	2

Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference	
		Alt 1	Alt 2
Objective 6- Learning and Skills	Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below. Alternative approach 1 is more likely to indirectly assist to provide opportunities to improve the skills and qualifications of the working age population, by providing accommodation which reduces the need to travel, thus reducing barriers to accessing such education.	1	2
Objective 7- Sustainable Communities	Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.  The alternative approach 1 reflects the NPPF in supporting the viability and vitality of town centres and creating sustainable, inclusive and mixed communities. The implementation of this approach would ensure that student accommodation is delivered in the most appropriate locations. Alternative approach 2 could potentially lead to the delivery of student accommodation in inappropriate locations that are not conducive to the delivery of sustainable communities.	1	2
Objective 8- Health and Well-Being	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 9- Culture and Heritage	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 10- Transport and Communication	Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below. Alternative approach 1 is more likely to assist to reduce traffic congestion in the city, by providing student accommodation in accessible locations, which reduces the reliance of students on private vehicles and improves patronage and viability of public transport. Alternative approach 2 could lead to unsustainable levels of commuting by private vehicle, which would have an adverse effect on the baseline.	1	2
<p><b>Summary</b></p> <p>The policy reflects the NPPF in supporting the viability and vitality of Town Centres and creating sustainable, inclusive and mixed communities. Alternative approach 2 could potentially lead to the delivery of student accommodation in inappropriate and inaccessible locations that are not conducive to the delivery of sustainable communities or sustainable transport objectives.</p>			



**Appraisal findings – Policy DM 5.4 Electric vehicle charging points (residential areas)**

Table presenting an appraisal of the following alternative approaches: (1) All new residential developments which provide garages and car parking spaces should provide access to an electrical facility suitable for charging electric vehicles (2) Set a size limit on residential developments in terms of the requirements for the provision of an electricity facility suitable for charging electric vehicles.			
Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference	
		Alt 1	Alt 2
Objective 1- Climate Change	<p>Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Both alternative approaches would lead to the delivery of electricity facilities suitable for charging electric vehicles. However alternative approach 1 is the preferred approach as it sets out the need for all new residential developments that provide parking to provide vehicle charging electricity facilities, which would help to reduce carbon emissions as a result of increased electric vehicle usage.</p>	1	2
Objective 2- Environmental Limits	<p>Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Both alternative approaches would lead to the delivery of electricity facilities suitable for charging electric vehicles. However alternative approach 1 is the preferred approach as it sets out the need for all new residential developments that provide parking to provide vehicle charging electricity facilities, which would help to reduce carbon emissions as a result of increased electric vehicle usage. In turn, this would help to maintain air quality over the plan period.</p>	1	2
Objective 3- Environmental Infrastructure	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 4- Economy and Employment	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-

Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference	
		Alt 1	Alt 2
Objective 5- Population and Migration	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 6- Learning and Skills	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 7- Sustainable Communities	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 8- Health and Well-Being	<p>Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Both alternative approaches would lead to the delivery of electricity facilities suitable for charging electric vehicles. However alternative approach 1 is the preferred approach as it sets out the need for all new residential developments that provide parking to provide vehicle charging electricity facilities, which would help to reduce carbon emissions as a result of increased electric vehicle usage. In turn, this would help to maintain health and well-being of the population, where this is directly affected by air quality.</p>	1	2
Objective 9- Culture and Heritage	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 10- Transport and Communication	<p>Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Both alternative approaches would lead to the delivery of electricity facilities suitable for charging electric vehicles. However alternative approach 1 would ensure that all new developments that provide parking provide vehicle charging electricity facilities, which would encourage people to utilise electric vehicles (a more sustainable mode of transport than petrol/diesel vehicles).</p>	1	2
<p><b>Summary</b></p> <p>Both alternative approaches would lead to the delivery of electricity facilities suitable for charging electric vehicles. However alternative approach 1 would ensure that all new developments that provide parking provide vehicle charging electricity facilities, which would have a more positive impact in terms of</p>			

reducing carbon emissions, improving air quality and promoting the use of sustainable transport methods.

### Appraisal findings –Policy DM 5.5 Electric vehicle charging points (other areas)

Table presenting an appraisal of the following alternative approaches:

- (1) For communal and non-residential developments, 5% of parking spaces must be marked out for Electric Vehicle use and adequate charging infrastructure should be provided.
- (2) Increase the target percentage
- (3) Decrease the target percentage

Sustainability topic/objective	Discussion of significant effects (and discussion of <u>relative merits</u> in more general terms)	Rank of preference		
		Alt 1	Alt 2	Alt 3
Objective 1- Climate Change	<p>Although none of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Alternative approach 2 would help to ensure that the highest amount of parking spaces marked for electric vehicle usage are provided as part of non-residential/communal developments. This would help to ensure that electric vehicle usage is promoted, which would contribute towards reducing carbon emissions. However, it is considered that alternative approach 1 sets out a reasonable target for the delivery of parking spaces for electric vehicle usage. Alternative approach 3 would provide the lowest amount of space for electric vehicles.</p>	1	2	3
Objective 2- Environmental Limits	<p>Although none of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Alternative approach 2 would help to ensure that the highest amount of parking spaces marked for electric vehicle usage are provided as part of non-residential/communal developments. This would help to ensure that electric vehicle usage is promoted, which would contribute towards reducing carbon emissions. In turn, this would have a positive effect on maintaining air quality.</p>	1	2	3

Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	<u>Rank of preference</u>		
		Alt 1	Alt 2	Alt 3
	However, it is considered that alternative approach 1 sets out a reasonable target for the delivery of parking spaces for electric vehicle usage. Alternative approach 3 would provide the lowest amount of space for electric vehicles.			
Objective 3- Environmental Infrastructure	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 4- Economy and Employment	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 5- Population and Migration	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 6- Learning and Skills	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 7- Sustainable Communities	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 8- Health and Well-Being	<p>Although none of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Alternative approach 2 would help to ensure that the highest amount of parking spaces marked for electric vehicle usage are provided as part of non-residential/communal developments. This would help to ensure that electric vehicle usage is promoted, which would contribute towards reducing carbon emissions. In turn, this would have a positive effect on maintaining health and well-being amongst people living in and around Sunderland, where this is directly impacted by air quality.</p> <p>However, it is considered that alternative approach 1 sets out a reasonable target for the delivery of parking spaces for electric vehicle usage. Alternative approach 3 would provide the lowest amount of space for electric vehicles.</p>	1	2	3

Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	<u>Rank of preference</u>		
		Alt 1	Alt 2	Alt 3
Objective 9- Culture and Heritage	None of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective.	-	-	-
Objective 10- Transport and Communication	<p>Although none of the alternative approaches are likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Alternative approach 2 would help to ensure that the highest amount of parking spaces marked for electric vehicle usage are provided as part of non-residential/communal developments. This would help to ensure that electric vehicle usage is promoted, which is considered to be a more sustainable mode of transport than petrol/diesel vehicles.</p> <p>However, it is considered that alternative approach 1 sets out a reasonable target for the delivery of parking spaces for electric vehicle usage. Alternative approach 3 would provide the lowest amount of space for electric vehicles.</p>	1	2	3
<p><b>Summary</b></p> <p>Alternative approach 2 would help to ensure that the highest amount of parking spaces marked for electric vehicle usage are provided as part of non-residential/communal developments. This would help to ensure that electric vehicle usage is promoted, which is considered to be a more sustainable mode of transport than petrol/diesel vehicles. It would also help to reduce carbon emissions and maintain air quality and health and well-being.</p> <p>However, it is considered that alternative approach 1 sets out a reasonable target for the delivery of parking spaces for electric vehicle usage. Alternative approach 3 would provide the lowest amount of space for electric vehicles.</p>				

### Appraisal findings – Policy DM 6.2 Resource Efficiency

Table presenting an appraisal of the following alternative approaches:

- (1) New development will be required to incorporate sustainable resource management and high environmental standards. Where suitable and viable, extensions, conversions and retrofitting of existing buildings will be required to meet or exceed the relevant Code for Sustainable Homes and BREEAM targets.
- (2) Request higher Code for Sustainable Homes/BREEAM targets

Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference	
		Alt 1	Alt 2
Objective 1- Climate Change	<p>Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Although the delivery of new development that meets a higher code for sustainable homes/BREEAM targets would have a more positive effect in terms of reducing carbon emissions (alternative option 2), it is considered that this could have an adverse effect on the viability of a proposed scheme.</p>	2	1
Objective 2- Environmental Limits	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 3- Environmental Infrastructure	<p>Although neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective, a discussion of the relative merits in more general terms is provided below.</p> <p>Alternative approach 1 (see Policy DM6.2 of the Core Strategy) highlights the need for development to maximise energy efficiency through landscaping. This would contribute towards providing new habitats and green infrastructure as part of new development over the plan period. Alternative approach 2 does not incorporate this measure.</p>	1	2
Objective 4- Economy and Employment	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 5- Population and Migration	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 6- Learning	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-

Sustainability topic/objective	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference	
		Alt 1	Alt 2
and Skills			
Objective 7- Sustainable Communities	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 8- Health and Well-Being	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 9- Culture and Heritage	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
Objective 10- Transport and Communication	Neither alternative approach is likely to have a significant effect on the baseline associated with this SA objective	-	-
<b>Summary</b>			
Alternative approach 1 accords with the NPPF to support energy efficiency and reduce greenhouse gas emissions. It is acknowledged that alternative approach 2 would have a positive impact in terms of setting out more stringent code for sustainable homes and BREEM targets. However, this approach could threaten the viability of schemes.			