

Land at Hetton Downs, Sunderland

Draft Planning and Development Brief

Appendix 2



April 2016

Introduction

Sunderland City Council is seeking to dispose of its freehold interest in surplus land at Hetton Downs, Hetton-le-Hole, Houghton-le-Spring, Sunderland.

The land includes five sites of varying size, all within close proximity to each other. The sites extend to approximately 3.7 hectares of mixed brownfield/greenfield land.

The sites offer an opportunity to provide new residential development of high quality family accommodation within this established residential area.

Strategically placed between Durham and Sunderland, the sites are located approximately 1 mile from Hetton Town Centre, which is located 1.5 miles south of Houghton Town Centre and equidistance to Sunderland City Centre and Durham City Centre. The area is close to new business and industrial development at Rainton Business Park and benefits from a major public transport route (A182).

This planning and urban design brief has been prepared to support the disposal of the Council's land interest and to ensure development achieves the highest possible planning and urban design standards. The brief identifies the key planning and design issues most relevant to this site and indicates the planning and urban design considerations that will be used among other things to assess submitted proposals.

Candidates should therefore consider the advice offered as part of this brief and clearly demonstrate through their submissions how their proposals meet these requirements.

Requirements for the comprehensive development of the site are set out in section 1 of this document.

The disposal will be conducted through a two stage process, set out below.

Stage one:

Developers are now invited to submit planning and design proposals for consideration in accordance with the requirements set out in this brief.

Stage two:

Those developers whose submissions in the opinion of the Council are satisfactory, and in the case of redevelopment proposals comply with the requirements of the brief, will be invited to submit a financial offer.

The deadline XX XXXX 2016

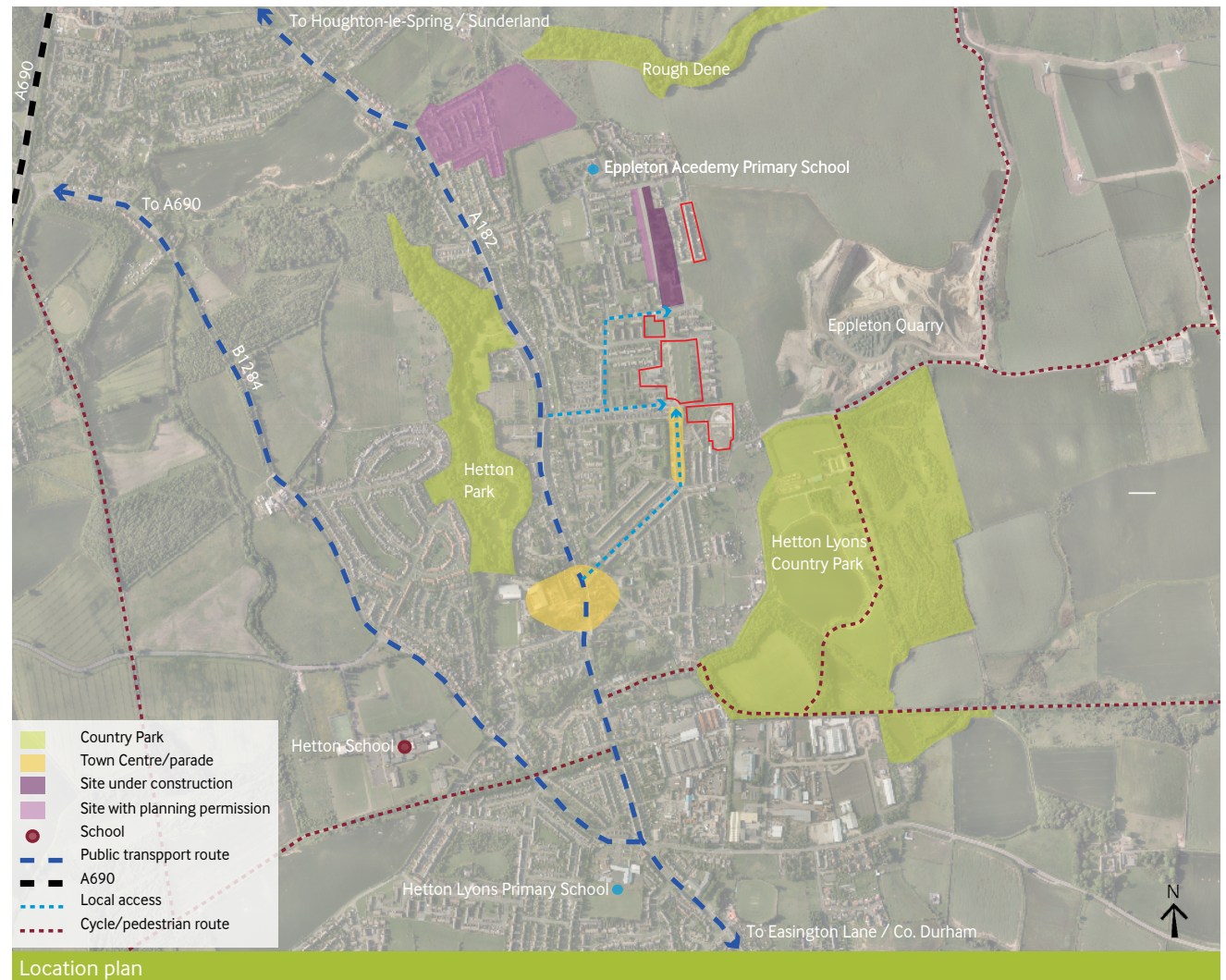
Location and description

The five sites are located within Hetton Downs, in the Coalfield area of the city. The sites form part of a housing renewal area and are located within a predominately residential area.

The area has good access to local shopping and community facilities including Market Street, Hetton Town Centre and Houghton Town Centre. Hetton and Houghton Town Centres accommodate all local amenities including shopping and leisure facilities, health centres and local transport hubs. Sunderland City Centre and Durham City Centre are approximately 8 miles away.

Hetton Downs enjoys a semi-rural setting with large areas of public open space and a village feel. Rough Dene is located to the north, the edge of Hetton Town Centre to the south, Hetton Park to the west and Hetton Lyons Country Park and Eppleton Quarry to the east. Hetton Lyons Country Park and Hetton Park are regional, community and natural assets. Hetton Lyons is a 55ha Country Park that contains large water bodies, mature woodland, cycle and bridle paths, football pitches and general open grassland and is a real asset for the area.

The natural topography in the area generally consists of a gradual slope, north to south with the exception being Site A- Maudlin Street which sits at an elevated position allowing spectacular views of the surrounding countryside.



Site context

The five sites consist of:

Site A: Maudlin Street, a terraced street of 28 dwellings of which 4 are still inhabited. The street will be demolished by the LA and the site will be top soiled and seeded, subject to planning approval. The Council is currently in negotiation with the owners of the properties and is willing to utilise its compulsory purchase powers if the properties cannot be acquired by agreement.

Site B: Greenfield site, currently operating as amenity greenspace.

Site C: Cleared site, previously occupied by residential development.

Site D: Remains to be cleared and currently accommodates a community centre and industrial buildings within council ownership.

Site E: Cleared site, which in part previously operated as a council depot.



Connections

The site is well connected to the national and regional roads networks, benefiting from close links to the A690, which provides links to the A19 and the A1. Access to the A1 is approximately 5 miles from the site and the A19 is located 4 miles away.

The site is currently accessed from the A182 Houghton Road via Regent Street and Caroline Street, providing both vehicular and pedestrian access. The A182 provides easy access to Washington, A194 and Easington Lane.

With regard to public transport the Hetton Downs area is well serviced by buses 168 and 35 which provide access to Hetton Town Centre, Easington Lane, Low Moorsley and East Boldon via Sunderland. A more extensive bus services runs along the A182 providing regular and direct links to Sunderland, Hartlepool and Newcastle served by the X1 and X35.

A cycle route runs to the south of Site E along Downs Pit Lane toward Hetton Lyons Country Park. The route forms part of the National Cycle Network and the Regional Cycle Network providing connections onto Durham City Centre and Sunderland City Centre.



Surrounding built form

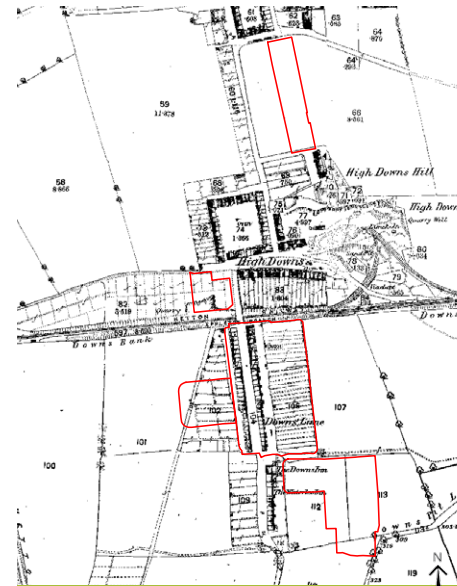
The area grew rapidly from the early 1800's from an agricultural village to a small town built upon the success of the two local coal mines during the 20th century. Consequently, the area consists of an original mix of typical working class terraces, Sunderland cottages and larger terraces. Housing clearance has previously taken place to the north, east and west of sites C and D during the inter-war period to provide council owned properties in the place of traditional terraces. Hetton continued to expand further during inter-war period up until the 1960's with significant levels of council housing.

Residential properties to the north, east and west of the site consist of ex council housing, primarily two storey semi-detached family homes. The properties have front and rear gardens which vary in size and boundary treatment. The area also includes several areas of incidental amenity open space.

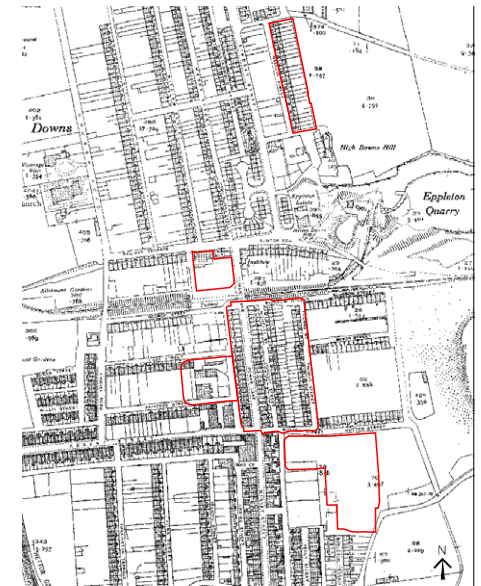
Private developer, Gleeson are actively developing in the area to the immediate west of Maudlin Street as part of the first phase of the Hetton Downs Area Action Plan/ Renewal Area. The development consists of a mix of 2 and 3 bed detached and semi-detached properties.

Housing to the south of the area is predominantly high density small terraced housing.

Immediately south west of Site E is the Elizabeth Fleming Nursing Home, a single storey, sprawling building of traditional construction and further south Market Street Local Centre.



1856 plan



1939 plan



2003 Aerial plan



2015 figure ground

Planning Policy Context

National Planning Policy Framework

In March 2012 the Coalition Government published the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG) replacing all former Planning Policy Statements and Planning Policy Guidance. At the heart of the NPPF is the presumption in favour of sustainable development, however, the NPPF also establishes the following principles relevant to this site and to which development proposals must adhere:

- Seek positive improvements in the quality of the built environment as well as in people's quality of life.
- Encourage the effective use of land by reusing land that has been previously developed.
- Deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation.
- Address the connections between people and places and the integration of new development into the natural, built and historic environment.
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.
- Create safe and accessible environments where suitable access can be achieved by all.
- Seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- Create visually attractive places as a result of good architecture and appropriate landscaping.
- Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- Support the transition to a low carbon future.
- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- The desirability of new development making a positive contribution to local

character and distinctiveness.

- Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.
- Minimise impacts on and provide net gains in biodiversity where possible.
- Encourage opportunities to incorporate biodiversity in and around developments.

Local Adopted Planning Policy & Guidance

Unitary Development Plan

The council's saved Unitary Development Plan (UDP) contains the most up-to-date and relevant development policies for the city and will be a major influencing factor in the redevelopment of this site. Ranging from site specific planning policies relevant to this site, or more general city wide policies relevant to all developments within the city.

- H4: New housing
- H16: Affordable housing
- H21: Open space in residential areas
- L7: Provision of open space
- B2: Scale, massing, layout and setting
- B3: Development on open space
- CN17: Retention of trees
- CN18: Nature conservation
- T14: Highways
- T22: Parking
- M5 Eastern Limit of Shallow Coalfield Area

Emerging Core Strategy and Development Management Policies (2013)

The emerging Core Strategy provides the overarching policy framework to guide the development of the city over the next 20 years and once adopted will replace the current UDP. The emerging Core Strategy is currently at the preferred options stage and is not formally adopted; however, it is now considered a material consideration in determining planning applications.

Proposals should therefore take into consideration the policies within the document in particular those outlined below

- CS 4.1 Providing the right homes for city
- CS 4.3 a) Affordable Housing
- CS11 Infrastructure/Developer Contributions
- DM 4.6 Housing Mix and Type
- DM 4.7 Housing Density
- DM 4.9 Affordable Housing
- DM 6.1 Transport, Access and Parking
- DM 7.1 Design
- DM 7.23 Greenspace
- DM 7.25 Amenity
- DM 11 Infrastructure/ Developer Contributions

Hetton Downs Area Action Plan

The Draft Preferred Option Hetton Downs Area Action Plan (HDAAP) was published in 2007, to provide an area based framework to promote neighbourhood stability and strength the local Hetton community, underpinning its viability and future surroundings. The Preferred Option HDAAP was in response to an identified need for a programme of housing renewal in the area following the findings of a citywide Private Housing Stock Condition Survey that identified the area as containing some of the poorest housing in the city.

The preferred option HDAAP was developed to guide the future regeneration of the area, through both investment and renewal to ensure that the housing stock meets needs and aspirations.

A vision was produced for the area:

Strategic Policy HD1: Vision for Hetton Downs

"a family friendly area within the district offering a distinctive, inclusive and sustainable community"

This is to be delivered through proposals which:

1. Contain developments whose layout and design consider safety, sustainability, the environment and quality from the outset
2. Improves the mix, type and quality of housing on offer in the area
3. Recognise and build upon the local heritage of the area
4. Encourage diversity and distinctiveness within neighbourhoods
5. Reduce conflict between cars and pedestrians/cyclists and improve connectivity and safety across the area; and
6. Improve the range, type and quality of public open space.

The Preferred Option HDAAP identified that the regeneration of Hetton Downs should be primarily housing led with the overall strategy:

- To deliver change across the area so the benefits are felt by all
- To link housing development to open space, public realm, transport and accessibility improvements via planning conditions and S.106 agreements; and
- To deliver regeneration in partnership with developers, key stakeholders and the community.

Future residential development in the area should provide a mix of house types and densities to create a better balanced community. The Preferred Option HDDAP aims to reduce the supply of unpopular, obsolete housing which no longer meets demand and aspirations, with housing renewal improving the choice and quality of housing on offer, thus creating a mixed housing market which has a long term sustainable future.

Development proposals will be considered alongside the NPPF, the UDP and the council's emerging Core Strategy in informing the redevelopment of this site.

Supplementary Planning Documents

To supplement the above policies, a number of Supplementary Planning Documents have been produced to provide greater clarity on the expectations and aspirations of the council, and should be used to help inform the development process. The documents considered most relevant to this site are:

Residential Design Guide SPD

The council's adopted Residential Design Guide aims to deliver high quality sustainable development. The document identifies the principles upon which good urban design is based and identifies key criteria against which proposals will be assessed. These criteria include the degree to which a development:

- Responds to the context of a site.
- Successfully connects to existing routes and facilities
- Addresses the needs of a community
- Establishes a well-structured layout
- Creates a safe and attractive public realm
- Considers the detailed elements and materials necessary for good design
- Harnesses the potential for energy efficient layout and construction

Design and Access Statements SPD

The city council and central government are committed to achieving the highest possible standard of design in new developments. This document outlines key principles that will inform the design process and suggests a structure for supporting information to be included in a Design and Access Statement.

Other Guidance

National

To complement the above policies, the council also endorses the use of a number of national guidance documents to help deliver the highest standards in urban design. It is recommended that these are also given due regard when proposals for a scheme are being developed. The documents considered most relevant to this site include:

- Building for Life 12
- Secure by Design
- Manual for Streets

Local

Sunderland Strategic Housing Market Assessment (SHMA)

The Sunderland Strategic Housing Market Assessment provides an assessment of housing need across Sunderland including types of housing, locality of housing and affordable housing need. The SHMA identifies a clear demand within Hetton for the provision of 2-3 bedroom semi-detached, detached and bungalows.



Constraints

The site is subject to a number of constraints which must be fully taken into account in the preparation of development proposals:

Topography:

- Site A is subject to a topographical change of over 10m from south to north.
- Site C gradually slopes from north to south and the build form will need to take this into consideration.
- Site E has two distinct levels separated by a bund with the eastern section of the site consisting of a higher plateau. Regrading of the site will be required to ensure an integrated development.
- Retaining Wall on the northern boundary of Site E is in a state of disrepair and will hinder the development of a well designed scheme. Regrading of the site will remove the necessity for the structure.

Residential amenity: All of the sites are within close proximity to existing residential properties. Development proposals must demonstrate that appropriate consideration has been given to preserving their residential amenity through the use of spacing standards set out within the Residential Design Guide SPD (section 10 C).

Neighbouring uses:

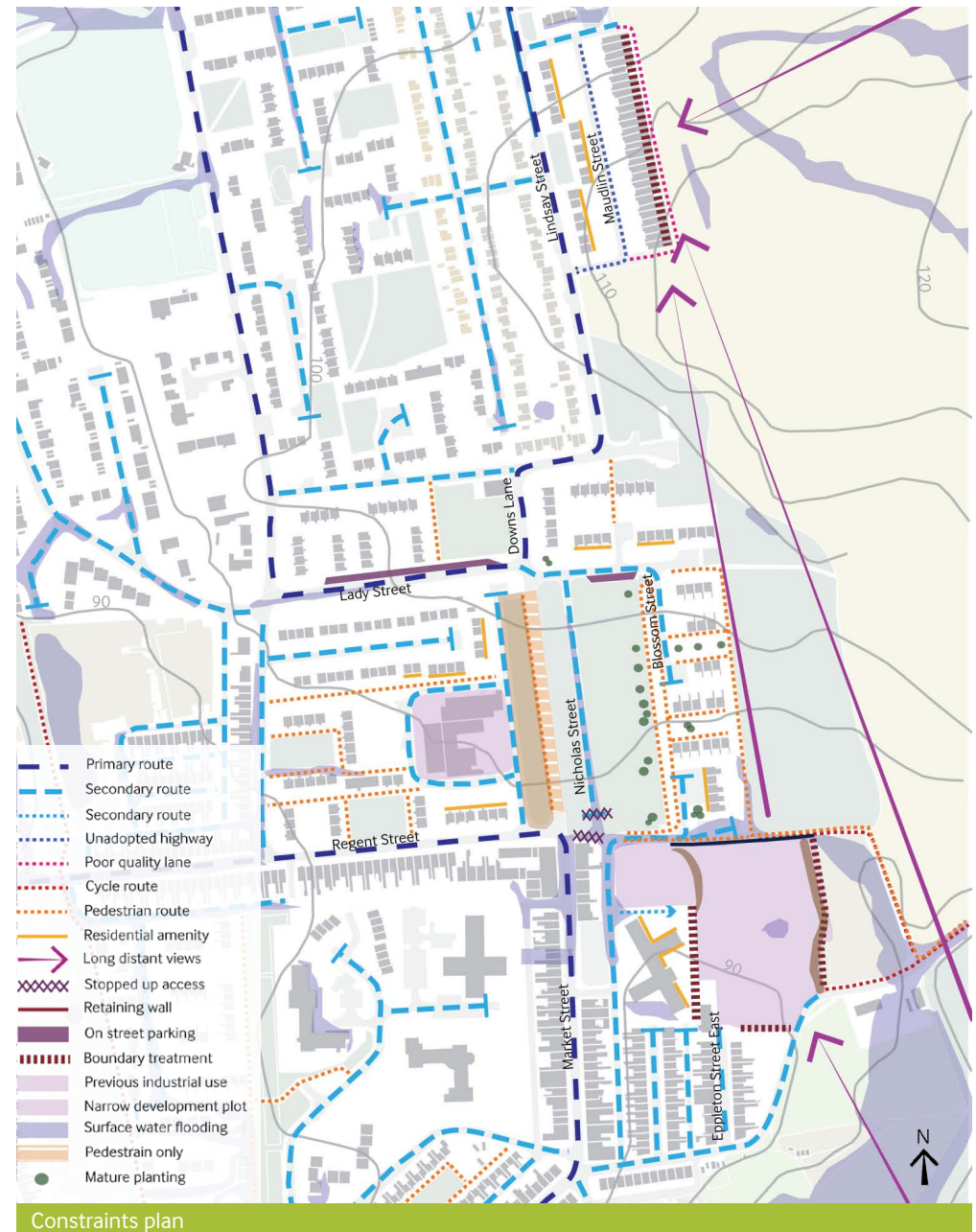
- Site E directly borders allotments to the east. New development will need to provide strong continuous boundary treatment along the eastern boundary
- A commercial property is located adjoining Site B and will be retained throughout the development. Proposals will need to ensure the properties enclosure is maintained.



Proximity of existing development



Neighbouring allotments



Vehicle movement:

- Regent Street is severed after the junction with Market Street, preventing direct vehicular access toward Site E.
- The access to site A consists of a narrow unadopted highway in a poor state of repair. Proposals will be required to bring the highway up to adoptable standards.
- A pinch point on Eppleton Terrace East prevents two way traffic movement into site E.
- The pedestrian only area north of Market Street (former Downs Lane) runs from north to south through Site C.
- Nicholas Street (within Site C) has previously been stopped up to restrict through traffic on its southern end, preventing direct vehicle access from Blossom Street to Market Street.

Mature tree planting: Through the centre of Site C a row of mature trees are present. Any proposals to remove the trees must be supported by an arboricultural report and include mitigation in the form of planting of at least an equivalent number of native semi-mature species elsewhere within the scheme.

Parking:

- On street non-allocated public parking bays are present on Lady Street, the development of Site B will require the partial removal of the parking area. Proposals for development will need to ensure that appropriate provision is

maintained for the existing residents.

- Properties on Lindsay Street have rear vehicle access via Maudlin Street resulting in high levels of on-street parking. Proposals will need to ensure that this is taken into consideration and alleviated through the development of Site A.
- Access and parking provision to Blossom Street will be retained and taken into consideration through the development of Site C

Long distant views: Site A is located on the eastern boundary of the urban area and will be subject to long distant views from the surrounding open space and Eppleton Quarry.

Previous Industrial Use: Present on site E, surveys and ground investigations may be required.



Mature trees



Maudlin Street condition

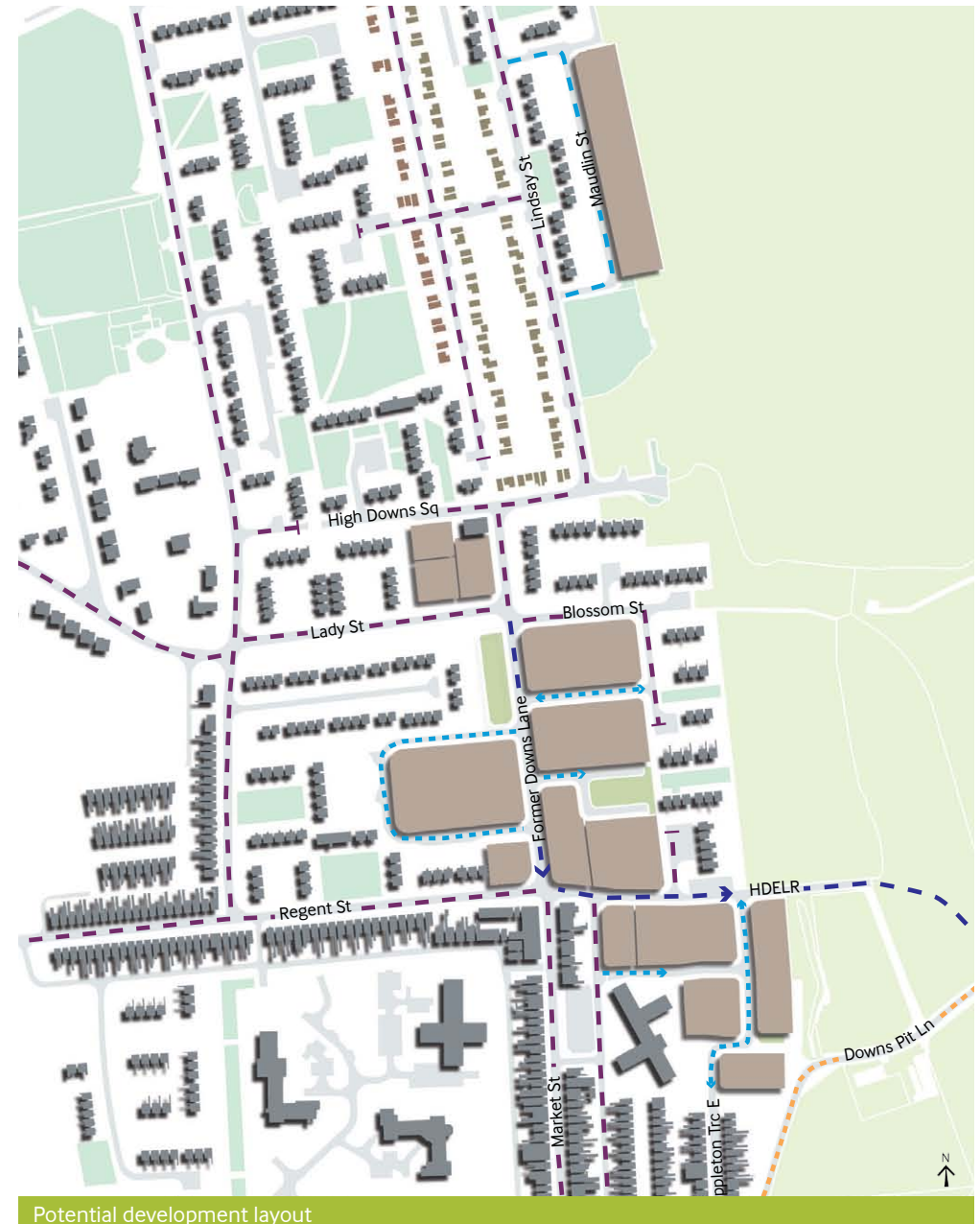
Land Use and Quantum of Development

In line with planning policy and the findings of the SHMA, the council has an aspiration to redevelop this for family dwellings. Taking into consideration the surrounding context of the site, the council is of the opinion that a mixed tenure family housing development would best suit the site and be able to fully harness the sites assets and natural attributes.

The site has been identified as being capable of accommodating up to 130 residential dwellings, based on 35-45 dwph. However, it is acknowledged that the various constraints present on and around the site may reduce this number, as will the type and range of housing proposed.

Layout

The layout of the development is not being prescribed within the brief however there are constraints to development which will need to be addressed in an appropriate response, therefore, proposals will be expected to implement the below design responses.



Site A: Maudlin Street



- Due to the restrictive nature of the development plot it is anticipated that proposals will present a linear development replicating that of Lindsay Street.
- The backs of Lindsay Street present onto the site however they provide low level / semi-permeable boundary treatment. It is expected for development to front onto Maudlin Street to create a sense of ownership over the street scene. The rear of the new development will then be presenting onto the neighbouring open space and subject to long distant views. The interface between the development and the open space will need to be sensitively designed with appropriate boundary treatment.
- Maudlin Street and its approaches will require widening and upgrading to adoptable standards.
- As previously stated the owners of properties on Lindsay Street currently park on Maudlin Street and have rear access from the properties onto the lane. Development proposals will need to take this into consideration and incorporate

responses which alleviate parking constraints to the site.

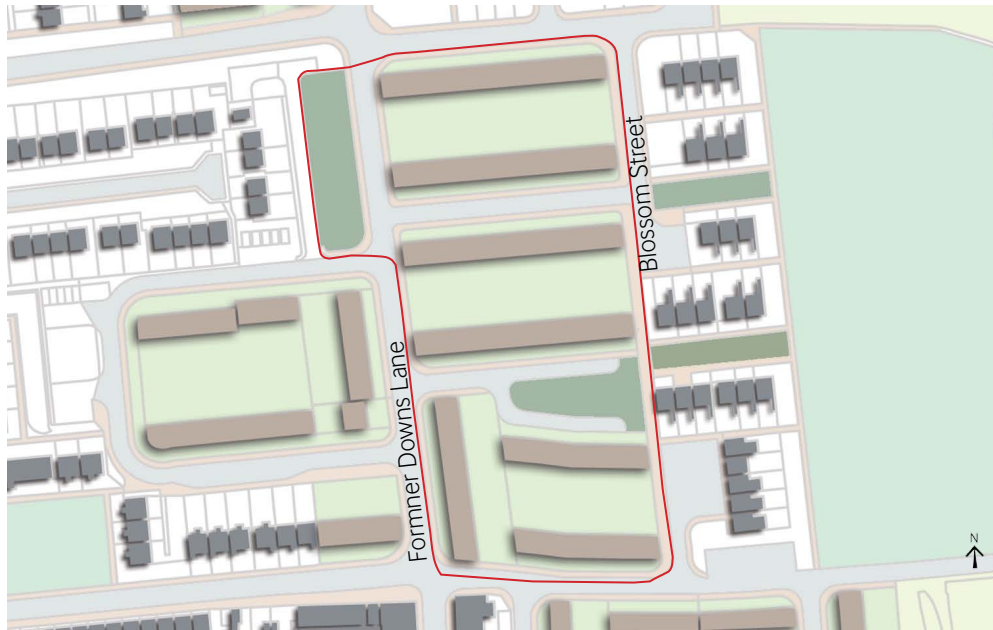
- In plot parking will be required within the new development.
- The site slopes from south to north with over a 10m difference between the two. Development proposals will need to take into consideration the changes in topography in regards to spacing standards. The combination of the elevated nature of the site and its location on the edge of the urban boundary ensure that the site will be subject to long distant views. It is therefore expected for design responses to include appropriate architectural detailing and roofscape for such a prominent location.



Site B: Lady Street

- Development to take the form of a perimeter block development and provide frontage onto Lady Street and Downs Lane. Where instances of side elevations face onto the public realm the house types will need to provide dual aspect frontage with fenestration and detailing on both elevations.

- Properties on Lady Street will front onto the highway; however, on-street parallel parking is currently present in this location. Development proposals may remove a portion of the parking as long as appropriate provision for the existing residential properties remains.
- The existing commercial property on the north east corner of the site will remain and development will need to ensure that the property is appropriately enclosed.

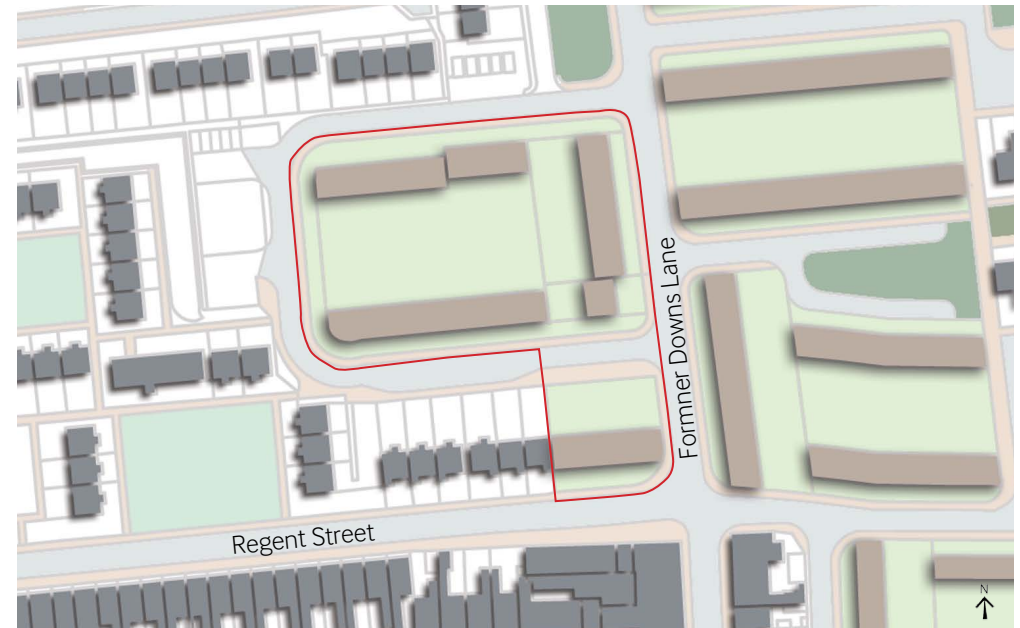


Site C: Central Area

- The former Downs Lane which is currently a pedestrian only route will be returned to adopted all purpose vehicle highway and be available as a public transport route to provide a more permeable street network between Lady Street and Market Street.
- The pattern of the built form in this area of Hetton Downs is disjointed due to many years of demolitions and redevelopment. In their current form the properties on Blossom Street are separated from the main built form and the north/south

pattern of previous development on the site does not sit comfortably within its surroundings. It is therefore proposed that the built form of the new development is set out as a continuation of Blossom Street and create an east-west perimeter block layout.

- A pedestrian route runs the length of the eastern boundary of the site along properties of blossom way. It is expected that this route is maintained within development proposals and new properties will provide activation and frontage onto the route.
- A sense of ownership and natural surveillance will need to be created along the main vehicle highway (former Downs Lane) therefore a combination of front and corner turning properties should be provided onto the streetscene.



Site D: Former Dairy/Springboard

- Development to take the form of a perimeter block development whilst maintaining spacing standards to existing properties to the north and south of the site (see Residential Design Guide SPD section 10C).

- The re-opening of the former Downs Lane will create a narrow building plot to the west. In its current form the development plot would not create an appropriate form of development for the area, therefore it is proposed to stop up the current access to Site D and build across the highway from east to west and provide a strong built form onto former Downs Lane.
- The reformation of the area will create a development plot on the corner of Regent Street and former Downs Lane (Site D2). The built form on this site should follow the existing building line and present a strong relationship with Regent Street.



Site E: Former Depot

- Access provision should be provided from Eppleton Terrace East and connect through to Hetton Downs Eastern Link Road (HDELRL). A pinch point currently exists at the entrance to the site on Eppleton Terrace East, development proposals will need to ensure its removal and the construction of a highway to adoptable standards.

- The existing access point onto Downs Pit Lane from the site will not be encouraged as a form of vehicle access for residential development, however, the access may be utilised as a pedestrian and cycle route.
- Due to the nature of the neighbouring land to the east it is anticipated that the development layout will back onto the allotments and provide a strong continuous boundary treatment.
- As previously mentioned due to the topographical nature of the site a regrading should be carried out to create a well-designed scheme which provides frontage, activation and a strong built form onto HDELRL.
- The built form of the development on the southern boundary should continue the building line of Eppleton Terrace East.
- Properties in the north east corner of the site will be subject to long distant views from the north and act as a gateway to Hetton Downs when approaching from the east. The inclusion of landmark buildings in this location will be encouraged.

Scale and Massing

The scale and massing of the development is the fundamental component of a scheme which is likely to influence how well it sits within and complements its surrounding context. Taking into consideration the surrounding built form of the site it is considered that the development should be predominantly two storey in nature with an increase to 2.5 storeys in key locations such as gateways, corners and focal points.

Residential units should in the main consist of semi-detached and short runs of linked properties to sit comfortably within the surrounding context.

Architectural Quality

The architectural character of new developments, their elevations and the materials with which they are constructed provide opportunities to complement and better integrate a development within its surrounding context and reflect local vernacular. Whilst the arrangement and built form of a development is important, of equal importance is its detailing. Facade proportions, window sizes / positioning and materials used play a key role not only in how a development appears now, but how it may appear in the future, and how it interacts with its surroundings. In line with good design practice, the appearance and form of new developments should be relevant to and complement its surrounding context. New development within the site will provide a unique character which responds to the surrounding area through the use of architectural detailing and scale.



Materials

The choice of materials to be used should also be a key consideration in the design process. Materials which require significant levels of maintenance, which are not durable, and which are likely to age/weather badly should be avoided. Only materials which are developed to the highest possible specification and are durable to the changeable climate of the UK should be used. Long-term maintenance issues must be satisfactorily addressed in any proposal for the site.

Amenity Open Space and the Public Realm

Policy H21 of Sunderland City Council's UDP sets out the amenity green space requirements for residential developments within the city. Due to the sites close proximity to Hetton Lyons Country Park Sunderland City Council would accept a lower provision of green space than that required through the UDP, although a contribution will be sought towards the upgrading of Hetton Lyons Country Park.

The suitability of any proposed scheme is highly dependent on the quality of any landscaping works associated with the development, both in terms of improving the aesthetic value of the setting of the site, but also as a meaningful mitigation tool to protect the amenity of those within and around the development.

The council envisages proposals to provide an imaginative, easily maintained hard and soft landscaping treatment to all public areas within the site. There should also be a legible environment established that is easy to move around, including gateways, landmarks and identifiable nodes.



Amenity green space



Landmark building

Highways and Access

The Preferred Option Hetton Downs Area Action Plan establishes the need for a Hetton Downs Eastern Link Road (HDELR) to provide access into Hetton Lyons Country Park from Regent Street. In order to achieve this the pedestrian area between Regent Street and the proposed HDELR will be upgraded, increasing connectivity and also allowing for direct vehicle access to Site E. It is anticipated that the HDELR will be provided through the redevelopment of Hetton Downs.

The re-opening of the former Downs Lane is proposed to provide direct vehicular and public transport access between the north of Hetton Downs and Market Street. The provision of an adoptable highway capable of accommodating bus movements will be brought forward as part of the development of Site C. Potential vehicle access points and traffic management restrictions to each site have been discussed in detail within the layout section.

The developer will be required to produce either a Transport Assessment or Transport Statement, dependent on the scale of development, to support a future planning application.



Car ports



SUD

Parking

Parking must be well designed and integrated into the development and contribute to the overall quality of the public realm. Proposals should create an environment which is not dominated by car parking and provide a variety of parking methods.

Developments should avoid the dominant use of integrated garages in order to create a high quality public realm and create a safer pedestrian environment. The aim is to provide parking which will add to the overall quality and character of the development. Appropriate arrangements may include a combination of in plot parking, within well-designed public realm spaces or on street parking bays

The following parking provision will be expected within the developments:

- 2 and 3 bed properties should be provided with one space per dwelling
- 4+ bed properties two spaces per dwelling should be provided.
- Parking for visitors should be evenly distributed throughout the development sites with each space in reasonable proximity to the group of properties it is intended to serve. Visitor parking provision should be made at a rate of one space per three residential units.

Sustainability

Sustainability in its widest sense should be fundamental to any development proposals. The site has the potential to demonstrate Sunderland City Council's commitment to sustainable, low carbon building. It is therefore particularly important that the principles behind eco-friendly, low carbon developments are explored and integrated into the development.

The design of proposals should be informed by a commitment to sustainability and energy conservation issues, making prudent and efficient use of natural resources and materials.

Sustainable Urban Drainage Systems

Development proposals will need to ensure the integration of SUDs to manage surface water drainage. The drainage requirements of the site should be informed by a detailed assessment of the existing drainage regime in the area and a site Flood Risk Assessment. SUDs for greenfield discharge rates should be incorporated in the earliest stages of the site design. SUDs should endeavour to contribute to the provision of green infrastructure. Arrangements must be put in place for the whole life management and maintenance of the SUDs.

Ecology

Due to the current partial naturalised greenfield nature of the site an extended phase one habitat survey will be required to be submitted at the pre-application stage.

The demolition of structures on Maudlin Street and the former Dairy/Springboard will require bat surveys to be undertaken before works can commence.

It should be noted that surveys can only be carried out during certain months and planning applications cannot be validated or determined without the appropriate survey information and assessment report. For instance bat surveys can only be undertaken between May and August.

Archaeology

The County Archaeologist has been consulted in regards to the development of the sites and has stated that there are no archaeological interests within the area.

S106 Contributions

Due to the number of constraints on site and the area being within a housing renewal area, for the purposes of this release and this release only, all S106s will be considered as 'abnormals' in line with the abnormal costs schedule attached at Appendix 1.

Phasing

It is anticipated that development will commence on sites B, C and E in the first instance these sites being cleared sites, whilst A & D still require demolition works and/or acquisition.

Section 2: Tender process and submission requirements

Ground conditions

No ground investigations have been undertaken and it is the responsibility of the developer to ensure the site is suitable for the development proposed.

Services

The bidders should make their own enquiries about the availability of services.

Tenure

The Council owns the freehold interest in the site save for six properties on Maudlin Street (Site A) which are yet to be brought into the ownership of the Local Authority.

The Council will however continue to negotiate the acquisition of these properties and will be willing to work in partnership with the successful bidder to look to acquire the properties under its compulsory purchase powers if they cannot be acquired by agreement.

Any costs associated with the acquisition of these properties (including the costs associated with the making of, and acquisition of properties under, a Compulsory Purchase Order) will be borne by the Council. As such, the costs associated with the acquisition of these properties should be disregarded when assessing your gross offer for the site.

The site will be made available with vacant possession subject to the acquisition of these properties.

If for whatever reason the Council is unable to acquire the remaining properties then Site A will be removed from the development area and the purchase price reduced on a pro rata basis to reflect the loss of developable area.

Brief terms of sale

Purchase Price

The gross offer will be subject to any reduction to reflect abnormal building costs that may be agreed in accordance with the Abnormal Costs Schedule attached Appendix 1 of this brief.

Conditions

The sale will be conditional on:

- Planning permission
- Surveys and investigations satisfactory to the buyer
- Agreement of abnormal costs
- Proof of funds.

Obligation to develop (call option)

If the development of the site is not begun within 2 years of the date of completion (identified within the bid submission) the council shall have the option to buy back the land at the purchase price.

Fees

The purchaser will be responsible for the payment of the council's legal fees at the higher of 0.5% + VAT of the gross offer or £1,250 + VAT.

Offer procedure

The disposal will be conducted through a two stage process:

Stage one:

Developers are now invited to submit planning and design proposals for consideration in accordance with the requirements set out in section .

Stage one submissions should be returned to the address below by no later than 12 noon on Friday XX XXXXX 2016

Stage two:

Only those developers whose submissions comply with the requirements set out in Section one of this brief will be invited to submit a financial offer. See stage two submission requirements (page XX)

All submissions should be returned in a sealed envelope marked 'Tender for Land at Hetton Downs Renewal Area' to the following address. The envelope must not have any marking on it which could identify the sender.

Estates and Valuation Manager
Sunderland City Council
Civic Centre
Burdon Road
Sunderland
SR2 7DN

Indicative disposal timetable

In order to ensure that the transaction is completed as quickly and efficiently as possible, the Council expects the prospective developers to adhere to the following indicative timetable:

Stage one submission:

12 noon on Friday XX XX 2016

Confirmation of bidders for Stage 2:

12 noon on Friday XX XX 2016

Stage two submission (financial offer):

12 noon on Friday XX XX 2016

Selection of preferred developer:

12 noon on Friday XX XX 2016

Exchange of conditional contract:

12 noon on Friday XX XX 2016

Agreement of abnormal costs (excluding s106)

12 noon on Friday XX XX 2016

Submission of planning application by:

12 noon on Friday XX XX 2016

Completion expected by:

12 noon on Friday XX XX 2016

*Completion will be subject to planning consent being granted for the proposed development, together with the settlement of any agreed, reasonable, unforeseen development costs.

Stage one submission: planning and design brief

Developers are invited to put forward proposals in accordance with the requirements below. The submission of planning and design proposals allows the Council to assess which bids meet the requirements of the Development Brief in Section 2 of this document.

For the purposes of Stage One, developers are required to submit:

- A draft design and access statement (This statement should be written in line with the guidance contained within Sunderland City Council's adopted Design and Access Statements SPD) including:
 - Explanation and justification for proposals
 - Concept sketches
 - Design precedents and inspirations
 - Illustrated examples of their architect's previous experience in producing high quality buildings
- A 1:1250 scale site layout plan rendered in full colour or otherwise detailed to enable buildings, boundaries, roads, footpaths, landscaping, car parking etc. to be easily identified.
- Fully annotated elevations, floor plans and sectional drawings at a scale of 1:100
- Axonometric sketches or other 3D modelling of the proposed development to illustrate the relationship between individual dwellings, open space etc. and between the site and its immediate surroundings.
- Details of the palette of materials for all works to be undertaken (both in buildings and landscape).
- A planning statement identifying how the proposal scheme meets the objectives of national and local planning policies

Applicants are reminded that the information contained within Stage one submissions will form the basis for future discussions through the planning process. Whilst minor amendments may be required throughout the statutory planning process the applicant should not seek to revise principles of the development proposals submitted at

stage one. Submissions at stage one should therefore be based upon realistic and achievable proposals.

Furthermore, plans, photomontages and computer modelling submitted in support of proposals must provide an accurate illustration of the final massing and appearance of proposals, including the use of materials.

The council will not approve the preferred bidder's proposals at contractual stage which detrimentally alter the accepted Stage one proposal on the grounds of cost, feasibility or viability.

Submissions must be provided in both electronic and paper format, but not by email

Assessment Methodology

The submissions will be assessed against the guidance contained within the Planning and Design Brief (Section 1 of this document) and evaluated on a pass/fail basis based upon the criteria below:

Pass:

The information submitted demonstrates evidence of a deliverable proposal and responds to the Council's minimum requirements in relation to planning and design criteria provided in Section one of this document.

Fail:

Information and plans are fundamentally absent or limited / lacking in information to a significant proportion of material elements.

Fail:

The concept is physically unachievable or does not respond to the Council's Planning and Design criteria.

Appendix 1: Abnormal policy

1. Interpretation

1.1 In this Schedule, unless stated otherwise, the following words and expressions shall have the following meanings:-

1.1.1 "Abnormal Development Costs" the proper cost of all and any of the following :-

(1) diverting the existing Services within or outside the boundaries of the Property to enable the Development to proceed;

(2) substructures including foundations reasonably required as the result of adverse ground conditions (including but not limited to the proximity of trees and their root systems) which exceed the usual method appropriate for that type of development which could not be fore seen or allowed for without site investigations

This shall include grubbing up of all such foundations and filling of all such foundation voids left remaining to the extent that the same is reasonably required to those parts of the Property where new foundations are required for new development such grubbing up and filling of voids to be carried out to the specification required by the local planning authority and/or Building Inspectorate Authority;

(3) measures which are reasonably required for dealing with any contamination pollution or reclamation of the Property (including but not limited to asbestos) including removal of material and the provision of capping and any land fill tax that is applicable regarding the Property which could not have been foreseen or allowed for without site investigations;

(4) measures which are reasonably required to deal with shallow mine workings affecting the Property including (without limitation) grouting and filling and capping of mine shafts and audits but excluding any measures to make the 23m no build zone identified within the design brief developable;

(5) the cost of providing drainage outside of the boundaries of the Property for the discharge of foul and surface water for the proposed development which are in excess of the normal requirements for the proposed development;

(6) the cost of providing on or off site pumping stations and on or off site storage and/or balancing requirements and/or the cost of upsizing drains on site and/or the cost of a providing an electricity substation and/or gas governor on or off site in relation to the property which are in excess of the normal requirements for the proposed development;

(7) removal of any underground storage tanks from the property;

(8) additional development costs required to over come physical problems such as mine shafts or other sub ground structures which could not have been reasonably foreseen or allowed for without site investigations;

(9) extraordinary costs required to provide services or service media to the site or divert services or service media which could not have been anticipated at the time of the offer;

(10) but excluding any costs associated with the site constrains identified within the development brief (save for those costs over and above what could have been reasonably anticipated by the developer).

1.1.2 "Services" water gas electricity foul and surface water drainage telecommunications and other services.

1.1.3 "Services Media" pipes cables wires (including supporting structures including poles and inspection chambers) and all other conducting media for the passage of Services.

1.2 Obtain reports

1.2.1 The buyer shall as soon as practicable and in any event not more than [6] months from the date of this contract obtain all necessary reports to enable it to calculate the estimated abnormal development costs.

1.2.2 The Seller (if demanded hereafter by the Buyer) hereby grants a licence to the Buyer and its contractors to enter onto the Property with or without vehicles and machinery to carry out the Investigations on the following conditions:-

1.2.2.1 the Buyer shall give reasonable notice in writing to the Seller before entering the Property of at least 10 Working Days including details of the nature of the investigations to be carried out on the Property and the identity of the contractors carrying these out.

1.2.2.2 the Buyer and its contractors shall use the main entrance as specified by the Seller for access to and egress from the Property and shall keep the Property secure and safe for members of the public at all times.

1.2.2.3 the Buyer and its contractors shall fill in bore holes and excavations as soon as practicable and leave the Property in the same state and condition as at the date of this Contract.

1.2.2.4 the Buyer and its contractors shall not allow any unnecessary damage to the Property and shall take all reasonable steps to identify and avoid damage to or disruption of Services or Services Media.

1.2.2.5 the Buyer and its contractors shall clear up immediately any earth or other materials deposited on the highway by its vehicles plant and machinery.

1.2.2.6 the Buyer and its contractors shall observe any further conditions which the Seller may attach to this Licence at its absolute discretion and without

prejudice to the foregoing the seller may require that a method statement be supplied and approved before any or all of the investigations commence.

1.2.2.7 the Buyer shall keep the Seller fully indemnified against all actions, claims, demands and proceedings taken or made against the Seller and all costs, damages, expenses, liabilities and losses incurred by the Seller as a consequence of the Investigations or other activities of the Buyer on the Property.

1.3 Agreement of Abnormal Development Costs

1.3.1 The Buyer shall within ten Working Days of receiving the last of any necessary reports serve a notice ("the Costs Notice") on the Seller (with copies of the Reports) detailing the estimated amount of the Abnormal Development Costs and requesting that the Seller shall advise the Buyer whether this estimated amount is agreed.

1.3.2 The Seller shall consider the Buyer's estimate of the Abnormal Development Costs and advise the Buyer whether this estimate is agreed within the period of 20 Working Days following service of the Costs Notice on the Seller. The estimate shall not be treated as agreed unless and until the Seller's Conveyancer confirms in writing that the relevant committee cabinet or officer acting in accordance with delegated powers of the Seller has approved the revised Purchase Price reflecting the amount of the Abnormal Development Costs.

1.4 Failure to agree Abnormal Development Costs

1.4.1 If the Seller disagrees with the Buyer's estimate of the Abnormal Development Costs then (save where the costs condition has been waived by the Buyer pursuant to clause 1.5.4 of this Agreement) unless the parties are able to agree the Abnormal Development Costs within a further period of twenty working days together with such further period stipulated by the Seller as necessary to satisfy the Seller's internal procedures either party may elect to rescind this Agreement by written

notice to that effect on the other (but without prejudice to the rights of either party in respect of any antecedent breach).

1.4.2 If the Seller fails to serve a notice within the relevant period set out in paragraph 1.3.2 then the Seller shall be deemed to disagree with the buyers estimate of abnormal development costs and the provisions of paragraph 1.4.1 shall apply.

1.5 General Obligations

1.5.1 The Buyer agrees that it shall at all times operate an open book policy in relation to the calculation of the Abnormal Development Costs both with regard to the Seller and any independent consultant appointed by the Seller to advise on the information supplied in the Costs Notice.

1.5.2 Without prejudice to the generality of paragraph 1.5.1 the Buyer shall provide such information required by the Seller or by such independent consultant appointed by the Seller which they regard as necessary to determine the accuracy or acceptability of the estimated amount of the Abnormal Development Costs.

1.5.3 The Buyer and the Seller mutually agree that they shall deal with each other in the utmost good faith with regard to this Schedule.

1.5.4 Notwithstanding any other provision within this Schedule, the buyer shall at all times be entitled to waive the costs condition of this contract and in the event of such waiver the purchase price shall be deemed to be the gross offer as defined by the conditional contract and not be reduced by any purported Abnormal Development Costs.

