

# Core Strategy

## Development Plan Document Draft Revised Preferred Options

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# Introduction



# 1.0 Introduction

**1.1** Sunderland has been transformed since city status was granted in 1992. The city has witnessed significant economic and social changes as a result of the decline in its traditional industries and the growth in service, automotive and knowledge based sectors. This period has also seen the arrival of the Tyne and Wear Metro to the city, the development of new high tech industries, improvements to the City Centre, and environmental improvements such as the creation of major new country parks on former industrial sites.

**1.2** Looking forward to the next 15 years, there are major opportunities that will continue to shape and transform the fortunes of the city, not least being Sunderland's inclusion at the heart of the Government's Low-Carbon Economic Area in the North East of England. There are challenging development sites and a compelling need to create exciting built forms that do justice to the stature of this vibrant city, and make it one of the most liveable cities in Europe. The Local Development Framework (LDF) will be at the forefront of this by building on the vision of the Sunderland Strategy and giving the Council the spatial management to drive the city forward. The Sunderland Strategy vision states:

***“Creating a better future for everyone in Sunderland***

*Sunderland will be a welcoming, internationally recognised city where people have the opportunity to fulfil their aspirations for a healthy, safe and prosperous future.”*

**1.3** Sunderland City Council and its partners are also developing an Economic Masterplan (EMP) to guide Sunderland's economic growth over the next 10-15 years. The emerging EMP has a draft vision:

*“to create an entrepreneurial university city at the heart of a low carbon regional economy.”*

**1.4** It is underpinned by five aims that will have a spatial dimension:

**Aim 1: A new kind of University City-** developing Sunderland University's ability to facilitate enterprise and innovation in the city.

**Aim 2: A national hub of the low-carbon economy-** emphasising the city's potential in pioneering a low carbon economy

**Aim 3: A connected waterfront City Centre-** emphasising the importance of the city's waterfront position as a driver for economic development and place-making

**Aim 4: A whole-life, inclusive city economy-** ensuring the strategy delivers economic interventions that directly contribute to improving access to opportunity and reducing worklessness and social exclusion in the city, and

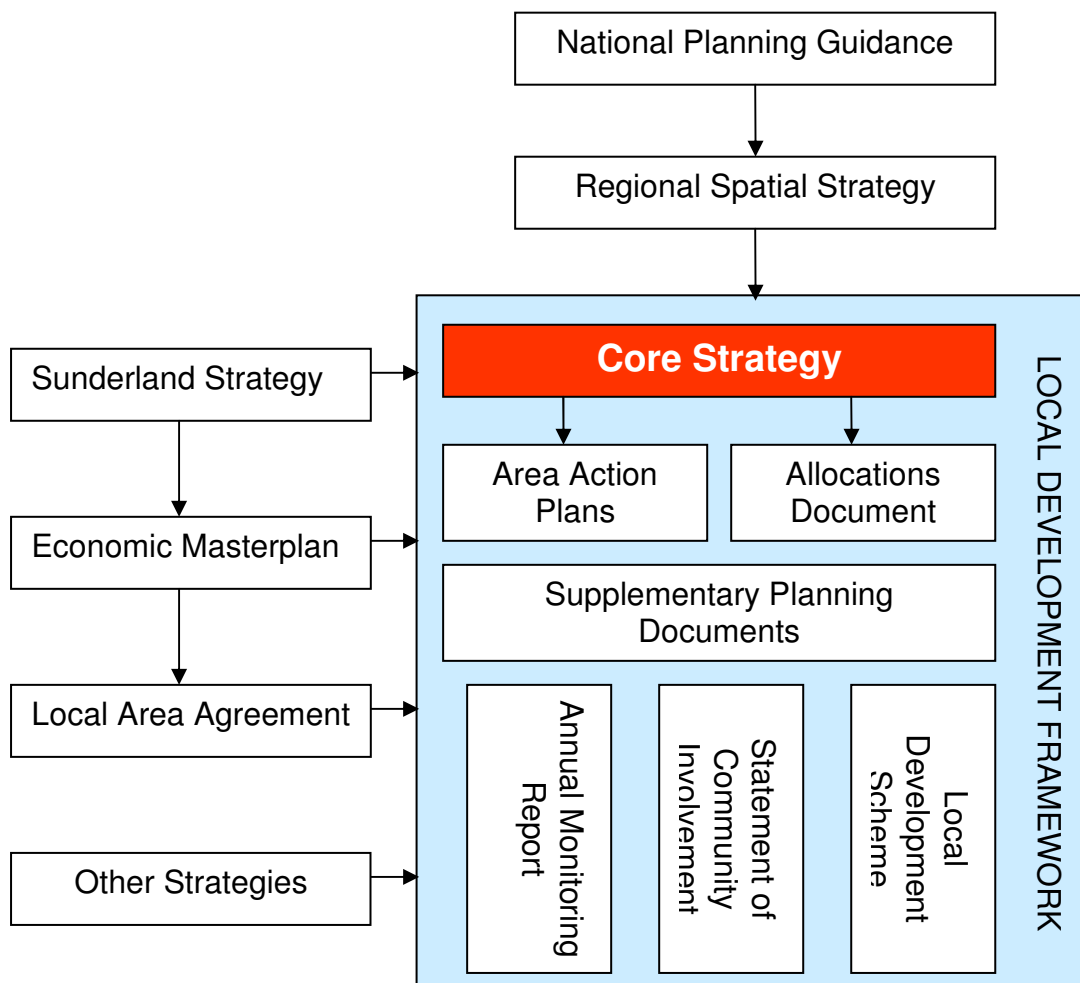
**Aim 5: Entrepreneurial in economic leadership-** Driving this ambitious city agenda will require clear, strong, entrepreneurial leadership around which resources and appropriate governance arrangements can be assembled.

**1.5** The planning system is the mechanism to achieve the strategy and vision of both the Sunderland Strategy and the EMP.

**Planning context**

**1.6** The Core Strategy lies at the heart of the LDF. It will set out the overarching strategic planning framework for the development of the city up to 2026 and draw from other strategies of the City Council (such as the Sunderland Strategy and the emerging EMP) as well as its partners and other organisations that influence the development and use of land. The Core Strategy sets out the spatial vision and aims of the LDF and the strategic policies needed to help deliver that vision.

**1.7** The Local Development Scheme (or project plan) sets out the more detailed programme for all the LDF documents that are being prepared together with timescales for completion. Key to delivering the Core Strategy will be the Allocations Development Plan Document (DPD), programmed to begin in May 2010, for adoption in February 2013.



**1.8** The Core Strategy must conform to the Government's national planning policy statements (PPS) and the Regional Spatial Strategy (RSS), "The North East of England Plan" published in July 2008. It must also be a plan that achieves a sustainable outcome. To this end, it has been subject to a Sustainability Appraisal (including Strategic Environmental Assessment) as required by UK regulations and European Union directive. It has also been the subject of an 'Appropriate Assessment' of its potential impact on international 'Natura 2000' sites of natural interest, as required by UK nature conservation regulations. These assessments are published as two separate documents.

**1.9** Supporting the Core Strategy proposals is a body of evidence listed in Appendix 2.

**1.10** The Revised Preferred Options has been prepared taking into account the results of a wide range of consultation and engagement with the public, local businesses and other organisations, as well as the recommendations of the council at various stages of the plan process. Engagement and consultation began with preparation and publication of the Issues and Options for the City in November 2005 and have continued with topic-based exercises such as green space and employment, the consultation on the first Preferred Options document in 2007/08 and latterly on Alternative Approaches published in September 2009.



# **Area planning context and key planning issues and opportunities for the city**



## 2.0 Area Context and Key Planning Issues and Opportunities for the City

### Area context

**2.1** Sunderland is the largest city between Leeds and Edinburgh and is also the largest UK city by the sea (North Sea) with an estimated population of 280,272. The city's population has declined from a high of around 300,000 in the mid-1970's. Covering an area of 137 square kilometres, Sunderland forms part of the Tyne and Wear City Region as defined in the RSS.

**2.2** The River Wear and the A19 trunk road divide – and to an extent separate - the city into four distinct parts (see Fig. 1):

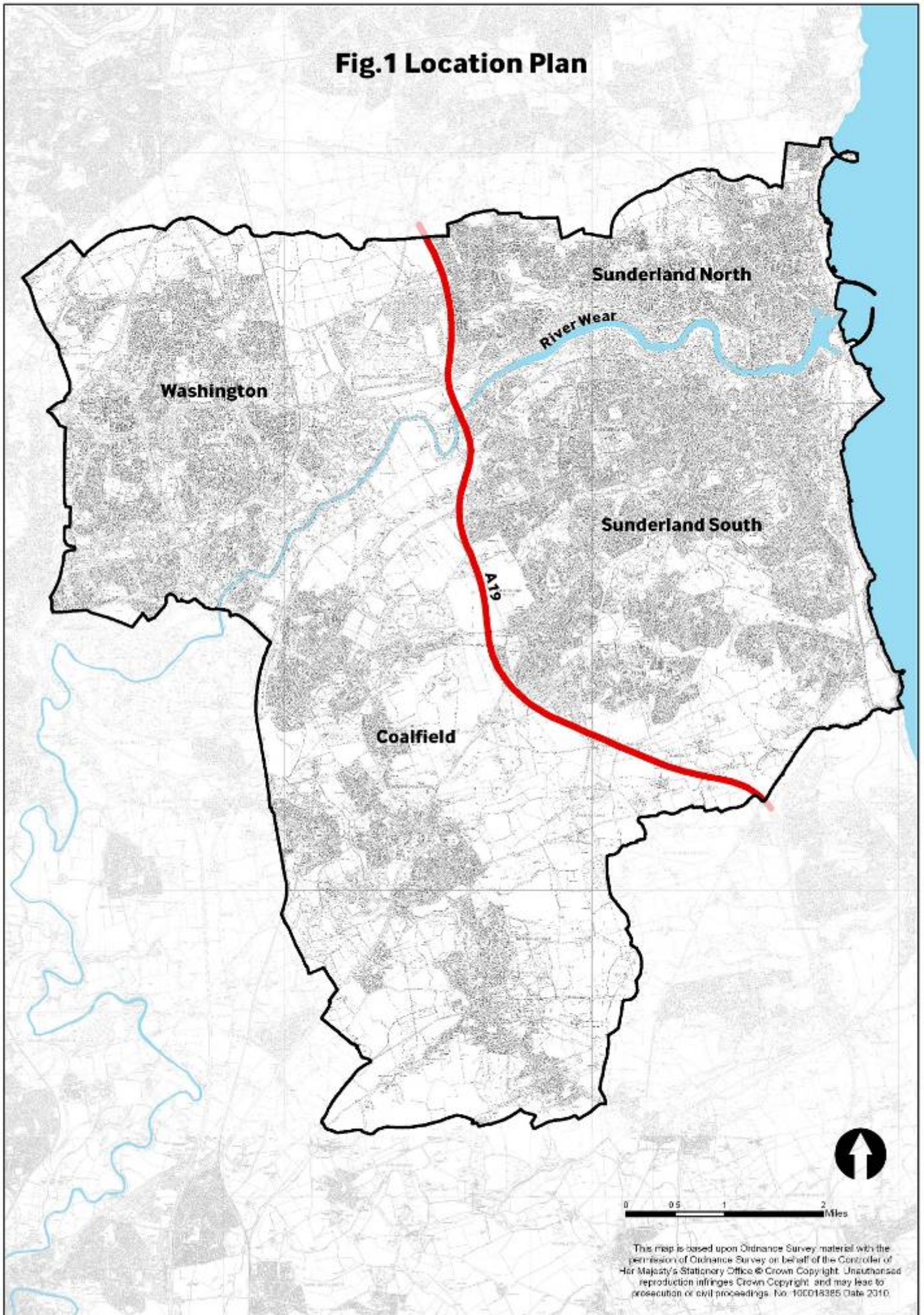
- North of the river and west of the A19 is Washington New Town (population 56,430);
- South of the river and west of the A19 is a number of former mining towns and villages that include Houghton-le-Spring and Hetton-le-Hole. This area is generally termed the “Coalfield” (population 47,450);
- North of the river and east of the A19 is north Sunderland (population 56,690), which includes Town End Farm, Castletown and Southwick as well as the coastal areas of Roker and Seaburn.
- South of the river and east of the A19 is south Sunderland (population 119,710), which includes the City Centre, Hendon and the East End, Ryhope, Silksworth, Doxford Park and East Herrington.

**2.3** Over the last 20 years the city has undergone an economic transformation following the decline in the traditional industries of mining, ship building and heavy engineering. Thousands of jobs were lost but new jobs have been created in the automotive manufacturing and service based sectors. In 1973, 32 percent of the workforce worked within the service sector but in 2001 this had risen to 50 percent. Over the same period the proportion of skilled manual workforce fell from 50 percent to 25 percent of the total.

**2.4** While there has been a notable recovery, there remains in Sunderland a range of significant social and economic issues:

- Wealth per head of population is amongst the lowest in the UK;
- Unemployment, whilst at a 25 year low, is consistently higher than the national average;
- The health of our residents is well below the national average;
- We need to plan for an ageing population;
- Education attainment, though improving, remains below the national average; and
- Though crime levels are falling, the fear of crime persists in the community.

**Fig.1 Location Plan**



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**2.5** There is a notable difference in housing types in Sunderland compared with England and Wales as a whole. Sunderland is dominated by terraces and semi-detached properties and there is a significant shortage of detached dwellings, whereas in England and Wales there is a more even spread of housing types. Two thirds of all homes are in the lowest Council Tax bracket, compared to only a quarter nationally. House prices are also much lower than the national average, though recent surges combined with below average income indicate an increasing 'affordable housing' issue.

**2.6** Accessibility to services is good; local facility provision is generally well established, and below-average car ownership levels have helped to support a high level of public transport service, including connection by Metro to Tyneside and Newcastle International Airport. The city is directly linked to the A19 and the A1(M), though connections to the national rail network are more limited.

**2.7** The city has a great industrial tradition and benefits from a rich cultural and built heritage, including 9 Scheduled Monuments, 14 Conservation Areas, 2 Historic Parks and 692 Listed Buildings.

**2.8** Sunderland can also boast tremendous habitat diversity. More than 50 percent of the city is greenspace, consisting of statutorily designated Green Belt, countryside, and open space and there are 83 sites protected on the city's Nature Conservation Register, including 16 Sites of Special Scientific Interest. The city is bisected west-east by the East Durham Magnesian Limestone Escarpment.

## **Main Issues and Opportunities**

### **A MORE SUSTAINABLE CITY**

**2.9** The Sunderland Strategy (2008) is a 'sustainable community strategy'. It states:

*"If the Sunderland Strategy is to be a truly Sustainable Community Strategy, it is imperative that as we make social and economic progress in the city, we ensure we do this in such a way that has minimal environmental impact and establish the foundations for improved quality of life for future generations as well as the current population."*

**2.10** The broad spatial issue for the sustainability of the Core Strategy concerns how the City can be remodelled into a more sustainable image in terms of the distribution of main land uses and activities to meet the needs of the community. Like other traditional cities it has grown over many years and has developed employment areas that are largely separate from housing. Whilst early housing is densely developed, often around the sites of former industries such as coalmines, subsequent housing and other uses have been more peripheral. This reflects the growing influence of car travel and increasing wealth, being more spread out and as a consequence less able to support good and efficient public transport systems. Modern trends in living

and working will have to be harnessed to produce a more sustainable Sunderland fit for the 21<sup>st</sup> Century.

**2.11** The City geography also poses a challenge to enhancing sustainability in that the coastal location has an influence – with a City Centre quite offset from the centre of its catchment; the valley of the river Wear is a major dividing feature; whilst the magnesian limestone escarpment defines and divides Sunderland from the coalfield settlements.

**2.12** Parts of the City exhibit a range of indicators of deprivation, often present in the same locations, such as poor health, poor access to good quality facilities, low educational results, high levels of economic inactivity, a limited choice of housing and poor quality housing. The community strategy and area strategies, through the Local Strategic Partnership, including Gentoo, seek to regenerate these areas through a range of measures.

**2.13 Demographic:** Changes to the population and socio economic structure of the City have produced imbalances that have a detrimental impact on social and economic development. Current trends are towards an increasing number of smaller households, an aging population both in absolute terms and relative to Country-wide trends, with decreasing numbers in the family forming age groups and relatively high out-migration of these groups. This is set in a context of low numbers of economically active, high proportions of both economically inactive residents and unemployment and some of the highest levels of multiple deprivation in the Country.

**2.14** At the outset of work on the Core Strategy national population projections were forecasting substantial continued decline of the City's population, due largely to a persistent imbalance of in and out-migration. Recently a new set of projections (2006 based) has forecast stability in the City's population from around 2011 for the foreseeable future. This is coming about through an increased birth rate and international in-migration that is offsetting continued net out-migration from Sunderland to the UK. Initial 2008-based draft figures from the Office of National Statistics (ONS) indicate that the situation might become even more positive, with an increasing future population. The key issues associated with the projected changes will be how the new population will translate into new households and hence housing needs and how the plan can be flexible to accommodate uncertainties in the projection process. This indicates that robust monitoring and future plan management will be important.

**2.15 Climate change:** As required by the RSS, all development policies should assist adaptation to the local impacts of climate change. In addition, policies need to help reduce the carbon emissions which contribute to climate change, which in Sunderland currently amounts to an estimated 2,100,000 tonnes of carbon dioxide produced each year from housing, business, transport and waste. Sunderland's Climate Change Action Plan sets out how the city is going to reduce its energy consumption and emission of greenhouse gases.

**2.16 More efficient use of land:** Maximising redevelopment of previously developed land so as to minimise the growth of urban areas into countryside and other undeveloped 'greenfield' land is a national priority: Sunderland has substantial though not inexhaustible supplies of previously developed land (PDL). The issue concerns accommodating the competing demands of both new housing and employment. At the same time, some of this land can also have value as a naturalised nature habitat or be in a location where its use as open space might be more beneficial.

**2.17 Waste:** Driven by international and national targets there is a need to reduce the city's dependency on landfill and deal with waste more sustainably. The key issue for Sunderland is the identification of suitable locations for waste facilities and delivery within the required timescales.

**2.18 Natura 2000 sites:** The city's coastal zone includes parts of two overlapping European designated sites; the Northumbrian Coast Special Protection Area (SPA) and the Durham Coast Special Area of Conservation (SAC). Their protection from the impacts of development and over-use raises an important issue, particularly in south Sunderland, of how to reconcile the desire for greater recreational access to the coast and beaches with the maintenance of their intrinsic natural value. The Government's proposed national coastal footpath will need to be taken into account in this respect.

**2.19 Connectivity:** Key 'connectivity' issues for the Core Strategy and land allocations DPDs relate to the need to enhance accessibility by sustainable modes (on foot, by cycle and public transport) to local facilities, main centres such as the City Centre and the Galleries, key facilities such as hospitals and secondary schools, and to the main employment centres.

**2.20** The enhancement of many aspects of public transport is seen as desirable by citizens and others, as has been noted from the various consultations, whilst land use developments that assist viability and reduce the need to use a car to access them are also seen as important. Poor access by public transport from Coalfield and Washington communities to the City Centre has been highlighted in discussions, with the consequent draw for these communities to more accessible centres in other districts.

**2.21** The former Leamside railway linking Newcastle via Washington with Durham, is protected by RSS Policy 57. It has potential to serve Nissan and other major employment sites as well as park and ride locations. The issue is how to locate sustainable development that can function in its own right whilst supporting the future viability of a re-opened Leamside line.

**2.22** In terms of digital connectivity, Sunderland is one of the country's most enabled cities in terms of broadband connection. This can affect how people live and work. Sunderland Software City works with and supports a range of software businesses whilst the city's Digital Challenge initiative focuses on individual's needs with services being delivered where and how they are needed and wanted. Digital connectivity projects can help to attract new

industry and employment to the city and offer opportunities for clustering of such activities.

## **PROSPEROUS CITY**

**2.23** The Sunderland Strategy Aim 1 is:

*“To create an enterprising and productive global city with a strong and diverse economy providing jobs and careers for generations to come. A city where everyone has the opportunity to contribute to and benefit from the regional economy, to fulfil their potential to be skilled, motivated and wealth creating without losing the special characteristic of Sunderland’s balanced way of life.”*

**2.24 New employment land:** To enable the continued diversification of the local economy, in line with the Sunderland Strategy, a wide portfolio of sites is required underpinned by high quality infrastructure with a range of sizes and locations that are attractive to different business users. The Council’s Employment Land Review (2009) will inform this process. Several employment sites in the City have potential for intensification of employment uses on them, but there remains a need to identify additional land to meet RSS Policy 18 requirements and provide a portfolio of sites that are fit for a new 21<sup>st</sup> Century low carbon economy.

**2.25** In July 2009 Sunderland, Easington and South Tyneside were collectively designated as the UK’s first Low Carbon Economic Area specialising in ultra-low carbon vehicles and acting as a driver for investment. The strategy placed Sunderland, and Nissan, at its centre with a focus on electronic battery production. This designation also allows linkages to be made to the City Centre to accommodate other technologies and the development of large-scale offices.

**2.26** The City Centre currently has a small office market. This should be developed with suitable and sufficient central sites that have been identified in UDP Alteration No. 2, but the key issue is bringing them forward to the point of development; if this is not achieved in the short to medium term then new office and other central employment uses will seek to locate on more peripheral, less sustainable locations in the City, or will go elsewhere altogether. The additional footfall associated with increased City Centre employment and residential use is crucial to making a significant enhancement of the City Centre and its economy.

**2.27** Both the Sunderland Strategy and the EMP place an emphasis on developing the office market in the City Centre. Sunderland’s designation as a Low Carbon Economic Area, and the role of Nissan in electric battery production, will allow for potential linkages with other employment centres, notably the City Centre.

## HEALTHY CITY

**2.28** The Sunderland Strategy Aim 2 is:

*“To create a city where everyone can be supported to make healthy life and lifestyle choices - a city that provides excellent health and social care services for all who need them. Everyone in Sunderland will have the opportunity to live long, healthy, happy and independent lives.”*

**2.29** Citizens’ health over a range of illnesses is substantially poorer than the national average and, as with the rest of the nation, obesity is becoming more prevalent through decreasing amounts of physical activity, particularly in everyday life. The proportion of older people in Sunderland is increasing and projected to increase at a faster rate than England and Wales and achieving ‘healthy aging’ is a priority. How the Core Strategy addresses the physical factors that can make a difference, e.g. the provision and accessibility to formal and informal recreational space, provision and location of decent housing, facilities for walking and cycling, can make a crucial difference to resident’s long-term health.

## SAFE CITY

**2.30** The Sunderland Strategy Aim 3 is:

*“To make Sunderland a place where everyone feels welcome and can be part of a safe and inclusive community, where people will feel secure and can enjoy life without worrying about becoming a victim of crime.”*

**2.31** Two key aspects of safety that must be considered in the spatial plan are tackling accidents associated with roads and traffic, and designing out opportunities for crime and reducing the fear of crime.

## LEARNING CITY

**2.32** The Sunderland Strategy Aim 4 is:

*“To create a place with a thriving learning culture where everyone can be involved in learning in a cohesive and inclusive city that is committed to social justice, equality and prosperity; where creativity flourishes and where individuals can have all they need to thrive in the global economy.”*

**2.33 Lifelong Learning:** The key spatial issue related to Lifelong Learning is identifying and supporting the development needs of its many facets, from nursery to retirement, including the increasing need to develop new skills and information to secure employment opportunities in a changing world that will meet the needs of Sunderland’s new economic focus. The physical facilities must be ensured associated with schools, higher education, evening classes, libraries, community and voluntary learning providers, with home and remote learning provided when and where required to support community catchments.



**2.34** By collaborating with other city institutions in delivering strategies and programmes for enterprise innovation and business development, the University of Sunderland, Sunderland College and a successful Building Schools for the Future programme can provide vocational skills and create a constantly learning and developing entrepreneurial economy. Lifelong learning will ensure that the city's residents have the right skills to match the demand for a new economy based upon advanced engineering and low carbon technology.

## **ATTRACTIVE AND INCLUSIVE CITY**

**2.35** The Sunderland Strategy Aim 5 is:

*"To ensure that Sunderland becomes a clean, green city with a strong culture of sustainability, protecting and nurturing both its built heritage and future development and ensuring that both the built and natural environments will be welcoming, accessible, attractive and of high quality."*

**2.36** Sunderland is committed to tackling climate change, which is accepted by the Sunderland Partnership and the City Council as one of the greatest environmental challenges facing the world. The city aims to reduce its energy consumption and emissions of greenhouse gases, which are known to be the main cause of climate change. This is the first step towards meeting the UK government's longer-term target of reducing greenhouse gas emissions by 80% come 2050.

**2.37 Green Infrastructure:** The 2007 Community Spirit Summer Survey showed significant public opinion in favour of enhancing public open space through better maintenance, increased amenities and ensuring public safety is paramount. RSS Policy 9 seeks to develop a network of green infrastructure through the Tyne and Wear conurbation and a key issue for Sunderland is to build this multi-functional linked network, utilizing the opportunities provided by its substantial green and open space assets.

**2.38** As regards the coast there is a major need to improve the public realm along the entire length of the Roker and Seaburn seafront, whilst the coast south of the Port has been seen as an under-used resource for informal recreation. New development and access proposals must be carefully considered in relation to their potential impact on the coastal SPA and SAC.

**2.39 Housing:** Identifying a distribution of locations for new housing across the City to ensure that the eventual RSS allocation for Sunderland can be accommodated is the major spatial planning issue for the Core Strategy, linking this distribution with the housing and access needs of the city, as identified in the Strategic Housing Market Assessment (SHMA).

**2.40** Where increased levels of clearance and renewal are planned, such as by Gentoo (Sunderland's main social housing provider), opportunities must be grasped in masterplans to reflect Sunderland's view of 'liveability'.

**2.41** The Core Strategy must ensure that the need for 'affordable' housing identified in the SHMA can be met in new development.

**2.42 Sunderland's Heritage:** The people of Sunderland strongly relate to their historical heritage and are very aware of some of the iconic historic structures within the City, such as Fulwell Mill, Hylton Castle, Penshaw Monument and St Peter's Church (Candidate World Heritage Site). Sunderland's heritage can also have a role as a tool for regeneration in the city.

**2.43** Key issues relate to ensuring the re-use of listed buildings, extending the list to consider buildings of more local interest, protecting the unique character of the City's conservation areas and seeking to designate new areas.

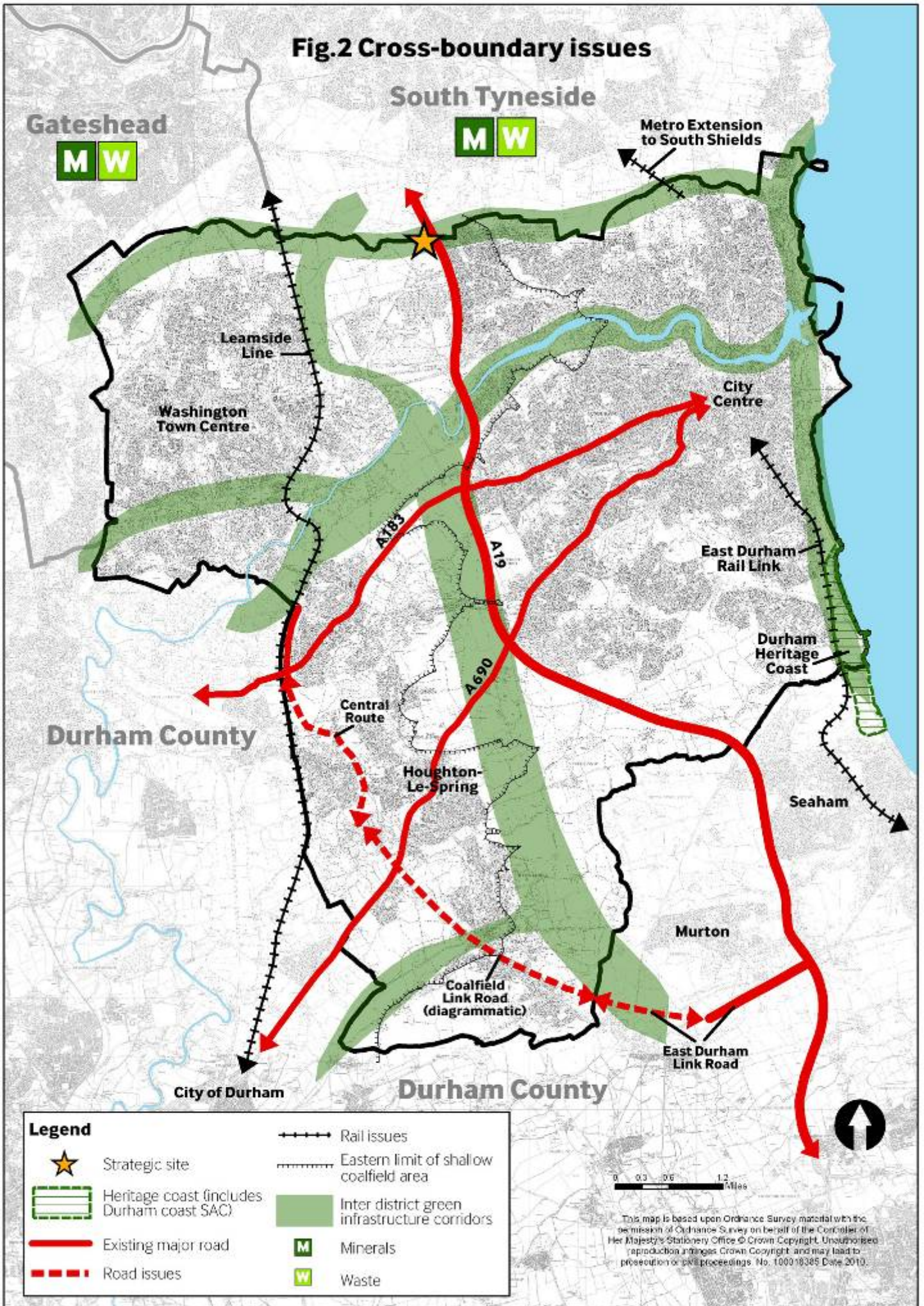
**2.44 The City Centre and other centres:** Ensuring the attractiveness and viability of the City Centre is seen as the most important planning issue for Sunderland. Its employment, retail and leisure potential must all be enhanced along with its public realm and accessibility. The quality of the City Centre is key to the overall attractiveness of Sunderland as a place to live and work. This is being recognised in the emerging EMP as are the opportunities for exciting improvements that being close to the river and coast provide. It is also important that the other town centres and district and local centres in the City – the Galleries, Houghton Town Centre, Hetton, Southwick and Sea Road – remain attractive and viable and the issue here is to establish a range of measures and funding sources to achieve this.

## **CROSS BOUNDARY ISSUES**

**2.45** In the preparation of the Core Strategy there has been ongoing dialogue with the neighbouring authorities of South Tyneside, Gateshead and County Durham– to discuss cross boundary matters. The nature of the city, surrounded by Green Belt and open countryside, with a largely self-contained housing market, has meant that cross boundary issues are few. These are illustrated in Fig. 2. Matters that require consideration at a sub-regional level relate to:

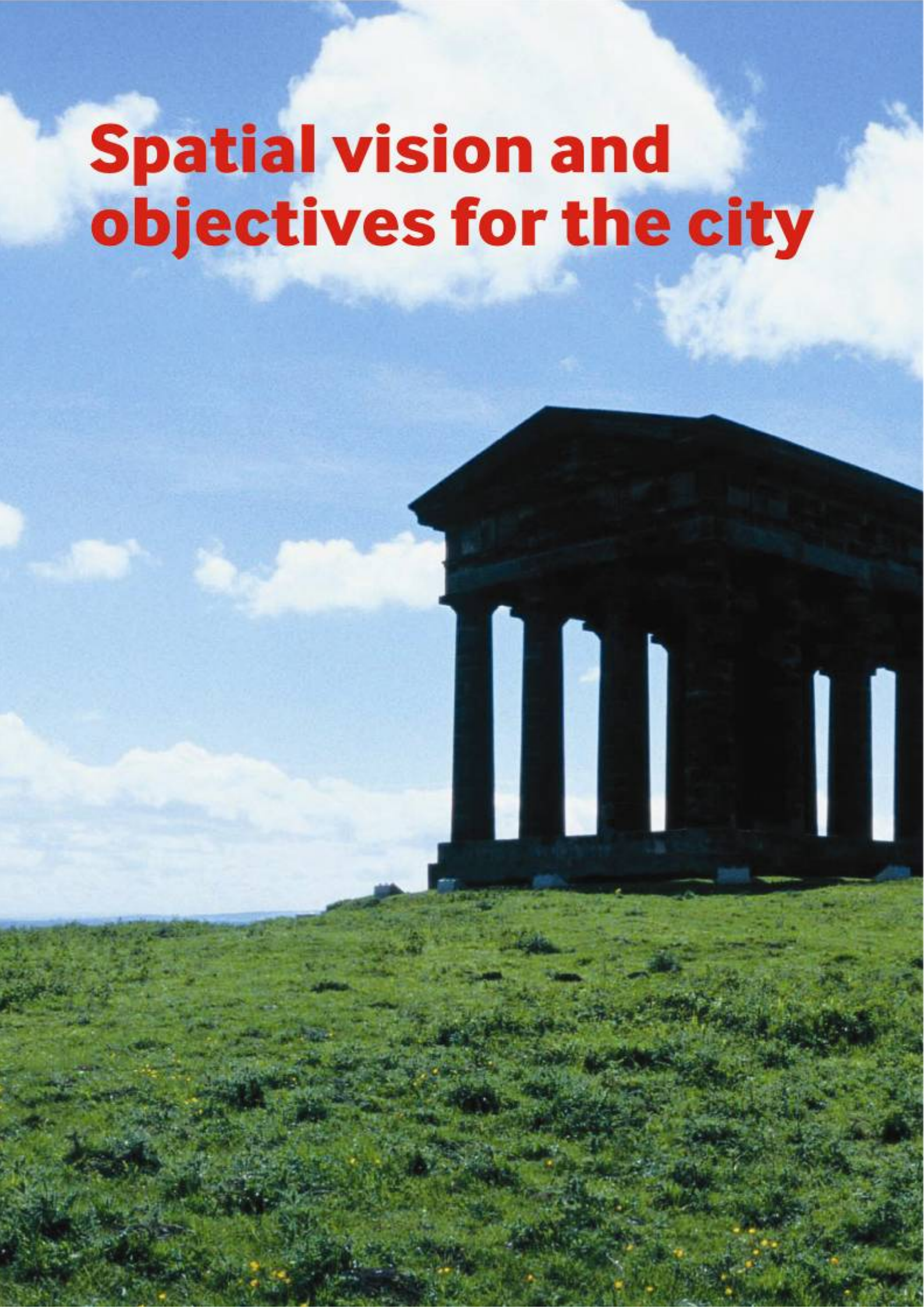
- The potential of land in the Green Belt north of Nissan to provide a strategic employment site;
- The future use of the Leamside railway for freight and passenger movement including new stations
- Strategic cross-boundary green infrastructure corridors
- The coast, its SPA and SAC, its Durham Heritage Coast designation and the future National Coastal Footpath
- The future of the East Durham Link Road

**Fig.2 Cross-boundary issues**



**2.46** A main issue that the council had previously identified related to the amount of land being proposed for housing, particularly on green field land, in other authorities that fall within the influence of Sunderland's sub-regional housing market. However, with the approval of the RSS housing allocations, and subsequently the East Durham Growth Point by the Government, this issue has been taken out of Sunderland's hands.

# **Spatial vision and objectives for the city**



## 3.0 Spatial Vision and Objectives for the City

**3.1** A Spatial Vision statement is proposed that results from consideration of the issues and the overarching Sunderland Strategy and EMP. It is for:

*“An internationally recognised and welcoming city that provides a sustainable distribution of land uses to develop a place which offers a great quality of life with an enhanced, entrepreneurial and progressive low carbon economy, where a commitment to the environment goes hand in hand with creating a balanced, fulfilling and better future for all with access to first class services, facilities and opportunities for everyone. In the long term the aim is to develop a city where all residents have a realistic opportunity to access the main centres for employment, shopping and leisure without needing to use a car.”*

**3.2** The options for development of the main land uses of housing and employment have, as explained earlier, been the subject of much engagement and consultation, including the earlier publication of Preferred Options. Since then a major consultation has been undertaken around four ‘Alternative Approaches’ to the distribution of development in the city, including consideration of the new concept of ‘strategic sites’:

- **Approach A** - This principally concentrated development and growth on the City Centre/ central Sunderland with further focus on Washington and the main built up area of Sunderland and catered for sustainable growth in Houghton and Hetton
- **Approach B** - Provided a balanced proportion of development (broadly reflecting population and land) across four sub-areas, with additional development weighting on the City Centre and central Sunderland.
- **Approach C** - Concentrated development within the existing urban area and on suitable previously developed land, retaining open space and countryside.
- **Approach D** - Local sub-area needs and priorities brought together to form a sustainable city-wide approach.

**3.3** The outcome of this is that the main elements of Alternative D, the most popular approach, have been recommended as the basis for the Core Strategy. Alternative Approach D was a hybrid of approaches A to C but brought together local sub-area needs and priorities to form a sustainable city-wide approach.

### What Sunderland will look like in 2026...

**3.4** The population of Sunderland is growing. There is an increase in the birth rate and international in-migration, tempted by the improved mix of high quality housing to suit different needs at affordable prices, younger, economically active age groups are living and studying in the city.

**3.5** As a result of housing renewal and investment, the city’s housing stock has considerably improved. Several major housing estates such as Pennywell, Mill Hill and Racecourse are now attracting a wide range of new residents. Investment and new housing has led to district and local centres

being at the heart of communities, playing a vital role in reducing carbon emissions and improving walking, cycling and the health of residents.

**3.6** Job opportunities are diverse and plentiful in an economy concentrating on low carbon technologies and knowledge based industries underpinned by a major university. The city is a draw for major investment in high-tech industries, attracted to the city by a high number of entrepreneurial graduates and the quality of its infrastructure.

**3.7** The University of Sunderland has played a vital role in developing the city's economy, ensuring it is a dynamic enterprise-driven urban culture, attracting the best minds and investment.

**3.8** A network of green infrastructure has been established across the city, linking in with housing and employment. This has helped to increase biodiversity and wildlife whilst also improving provision to green, open space to all residents and visitors.

**3.9** The Coast and the River Wear help to link the city with neighbouring authorities. The city's designated sites have been protected and are in admirable condition.

**3.10** The city's built heritage has been protected and plays a vital role in the cultural heritage of the city, ensuring the city's industrial past is not forgotten. Conservation areas and listed buildings have been revitalised with sensitive and appropriate development and help to ensure that the city's townscape sustains a distinctive sense of place.

**3.11** Improved public transport, including a rejuvenated Metro system, has played a key role in providing a more sustainable city, with improved links between areas, and enhanced connectivity between Sunderland, the city-region and the country. There is less need for residents to use their cars for work and shopping trips.

**3.12** The City Centre economy has greatly improved due to additional numbers drawn to use the major new office development at the riverside and several thousand residents now living in it and close by. It has also been enhanced due to its increased attractiveness of its environment, with new and refreshed public space, shops and entertainment allied by improved access. Key sites in Central Sunderland have also been developed removing former dereliction and vastly improving the city's environment, enhancing the perception of Sunderland as an attractive place to live, work and study. They are linked by the Sunderland Strategic Transport Corridor that provides enhanced access from the Port to the A19 via a landmark bridge crossing the River Wear. Its development has brought about an environmental upgrading of this key gateway into the city centre.

**3.13** A new strategic employment site has been developed in Washington which has led to the city becoming an international focus for low carbon technology, focussed around the Nissan car plant and electric cars.

Washington's location and accessibility to the strategic road network, large amounts of land for economic development, has led to increased job creation benefits for the city and sub-region.

**3.14** Cherry Knowle has been a focus for house building and major health facilities, complementing the development of a large employment site adjacent. Chapelgarth has been developed for a mix of housing and provides the city with a supply of higher value, executive homes, helping to diversify the city's housing stock further.

**3.15** Doxford International is still a thriving business park and is home to a wide range of multinational companies drawn towards its prestigious, high specification offices, and availability of leading-edge telecommunications.

**3.16** The Coalfield has been regenerated and seen sustainable growth. The development of the Central Route has improved accessibility to local employment sites making them more attractive to business. Rainton Bridge is now fully occupied and is a major source of employment in the area. New housing has led to an increase population whilst Houghton town centre now offers an enhanced retail offer.

**3.17** The Seaburn and Roker seafront plays a major role in attracting tourists into the city, along with the development of Stadium Village for leisure related uses, and the World Heritage Site at St Peters.

## Spatial Objectives

**3.18** The spatial objectives to achieve the spatial vision allied to the preferred alternative approach follow. A range of planning actions that could bring about the achievement of each objective have also been suggested and these can be read in the Key Issues and Spatial Objectives paper.

<b>Spatial objectives</b>
<p><b>1. Spatial development and regeneration</b> To create a focused spatial distribution of employment, housing and other uses in the city via sustainable 'remodelling', prioritizing areas for regeneration in the city where resources will be focused.</p>
<p><b>2. Population growth</b> To plan for sustainable growth of the city's population and to stem out-migration of young economically active age groups</p>
<p><b>3. Carbon emissions and energy</b> To reduce carbon emissions in the city by 34% (of 1990 levels) by 2020, aiming for an 80 per cent reduction by 2050.</p>
<p><b>4. Flooding and climate change</b> To seek to reduce flooding, the impact of flooding and other climate change effects.</p>
<p><b>5. Using previously developed land</b> To maximise the reuse of PDL for a range of development uses, so as to minimise urbanisation of greenfield land.</p>
<p><b>6. Waste and recycling</b> 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.</p>



<p><b>7. Biodiversity and geological resource in the city</b> To protect the city's biodiversity and geological resource from both the direct and indirect adverse effects of development, and seek opportunities to enhance that resource.</p>
<p><b>8. Accessibility and sustainable transport</b> To enhance accessibility for all to a full range of facilities and jobs and to develop sustainable transport and reduced dependency on car use in line with the aims of achieving a low-carbon economy and 'low-carbon city villages'.</p>
<p><b>9. Connecting the city</b> To propose sustainable transport solutions that enhance the city's profile, its economic competitiveness and achieve low-carbon outcomes.</p>
<p><b>10. Health</b> To improve and protect citizens' health, promoting change to enable healthy life and lifestyle choices.</p>
<p><b>11. Employment portfolio</b> To develop economic prosperity by providing a wide portfolio of high quality employment sites 'fit for purpose' distributed to reduce the need to travel, to minimise greenfield land-take and to support the achievement of a low-carbon economy.</p>
<p><b>12. Employment sectors</b> To support the development of key employment sectors and key employers in the city.</p>
<p><b>13. Lifelong learning</b> To ensure development of further facilities to enable 'lifelong learning'.</p>
<p><b>14. Improving neighbourhoods</b> To achieve sustainable, attractive and popular residential neighbourhoods throughout the city that are well integrated with schools, shops and services, community facilities and open space.</p>
<p><b>15. Land for housing</b> To ensure enough land for new housing is provided to achieve RSS allocation guidelines and targets for the reuse of PDL.</p>
<p><b>16. Housing choice</b> To provide a range and choice of housing types and tenures for all, which are affordable, energy efficient, and designed and built to high standards.</p>
<p><b>17. Protecting the countryside</b> To protect and enhance the countryside, its landscape and areas of individual landscape character, including features associated with the River Wear, Sunderland coast and the Magnesian Limestone Escarpment.</p>
<p><b>18. Green infrastructure</b> To ensure that all homes have good access to a range of green spaces linked across the city connecting major parks, the riverside, the coast and adjoining districts.</p>
<p><b>19. The City Centre and other main centres</b> To expand and develop the City Centre and its fringe into a vibrant and economically buoyant entity, connected with its riverside and coastal waterfronts, whilst securing the viability and attractiveness of secondary and tertiary centres.</p>
<p><b>20. Design and heritage</b> 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.</p>
<p><b>21. Cohesive, inclusive communities</b> To ensure that the physical development of the city accommodates the diverse needs of the city community's different groupings (including travelling communities), providing equal opportunities of access to a range of facilities, housing and jobs, in safe environments</p>



# Revised Preferred Options policies



## 4.0 Revised Preferred Options Policies

**4.1** The 2007 Preferred Options had a suite of 20 thematic policies, whilst this revised version of document proposes only 10 policies. However, fewer policies does not mean that the Core Strategy has in anyway been compromised. It is actually intended that fewer policies make the Core Strategy more locally distinctive to the reader, so that they can see how their specific locality will develop over time.

**4.2** This Core Strategy proposes 5 sub-areas to reflect the various geographical, functional and operational distinctions of different parts of the city; these are shown on Fig. 3:

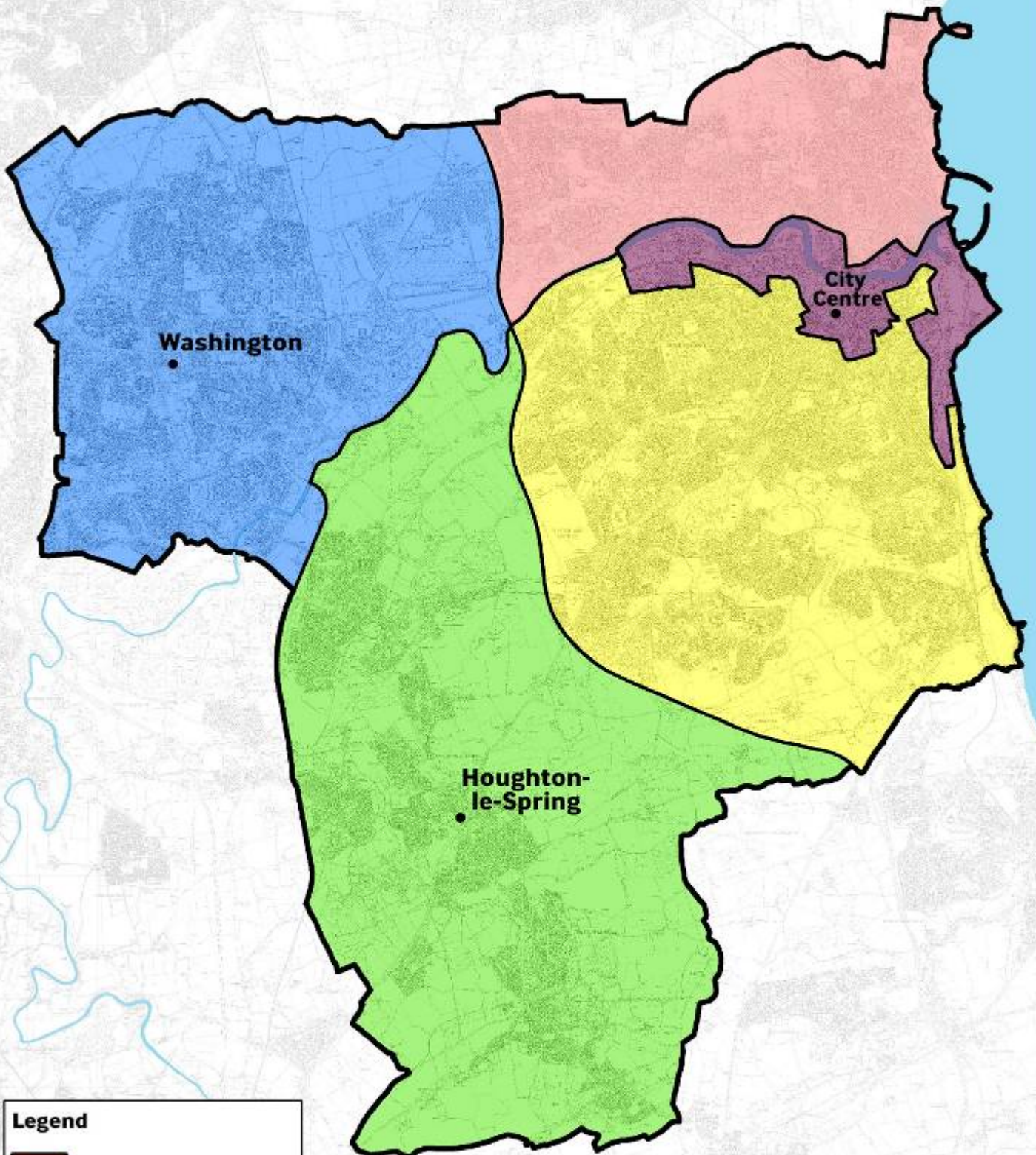
- Washington is a stand-alone New Town settlement developed since the 1960's, and has its own town centre
- The Coalfield consists of a number of linear former mining villages, bounded by County Durham to the south, the River Wear to the north and separated from the main built-up area of Sunderland by a combination of Green Belt, the A19 trunk road and the Magnesian Limestone Escarpment
- The communities that form Sunderland North are clearly bounded by the coast to the east, Green Belt to the north and A19 to the west, and by the River Wear to the south. Southwick and Sea Road provide important local centres to the area
- Sunderland South is characterised by having main roads leading to the City Centre, that acts as the dominant centre for the sub-area as well as the whole city. Sunderland South has natural boundaries with the River Wear to the north and the coastline to the east, as well as the A19 around the west and south.
- "Central Sunderland" as detailed in UDP Alteration No.2 (Central Sunderland) is the name given to the geographic area primarily stretching along the southern riverbank of the Wear, taking in former riverside employment areas. This area covers over 600 hectares and includes the City Centre. The RSS also gives priority to the regeneration of this area.

**4.3** This revised Core Strategy Preferred Options has been developed using the notion of creating and shaping of place- a key objective of the Government's planning agenda. This new format aims to ensure this concept is embedded in the Core Strategy through the creation of citywide policies and area based polices.

**4.4** For the majority of policies, the policy text is broken down into four sub-headings which mirror those of the RSS:

- Economic Prosperity;
- Sustainable Communities;
- Connectivity;
- Environment.

**Fig. 3 Sub-areas of the city**



**Legend**

- North
- South
- Washington
- Coalfield
- Central Sunderland



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- 4.5** The 10 policies include 5 citywide policies:
- **CS1 Spatial Development, Growth and Regeneration:** ensures that the spatial vision for the city is achieved by directing development to those locations which will assist the council in the delivery of its priorities;
  - **CS2 Sustainable Communities:** ensures that development is undertaken in a way which contributes appropriately to the Core Strategy objectives;
  - **CS3 Sustainable Development:** ensures a holistic approach to development management;
  - **CS4 Waste Management:** ensures that waste is recognised as a resource, and the dependence on landfill is significantly reduced, diverting waste to more sustainable methods of waste management;
  - **CS5 Minerals:** ensures the efficient and sustainable use of mineral resources.

**4.6** The remaining 5 policies reflect the city's planning sub-areas and set out each area's vision and core planning objectives before identifying key issues and constraints affecting and opportunities and potential for growth.

**4.7** A Delivery Framework has been prepared alongside, and should be read in conjunction with, the Core Strategy. This framework will ensure that key questions (Who, What, Where, When and How) relating to the implementation of each policy are answered.

**4.8** To ensure flexibility and to respond to changing circumstances and remedial actions if policies are failing, the Delivery Framework identifies at the outset potential issue or barriers to delivery and sets out contingency plans.

# Citywide policies



## CS1 Spatial Development, Growth and Regeneration in Sunderland

CS1.1 To ensure a sustainable pattern of development in the city, the priority for new development will reflect the following spatial principles:

1. Priority will be given to the regeneration of Central Sunderland (including the City Centre);
2. In overall terms, the majority of new housing in the city (37%) will be located within South Sunderland,
3. Washington will be a key provider of land for economic development (47%); only a minor amount of new housing is proposed (6%),
4. Growth in the Coalfield will be balanced with an equal emphasis on both housing (20%) and economic development (22%);
5. Both housing (9%) and employment development (1%) in North Sunderland will be limited.

### CS1.2 Economic prosperity

#### Spatial Distribution of Economic Development

The City Council will seek to ensure the continued sustainable economic growth of the city by providing 225ha of new land for Business Uses (B1), General Industry (B2) and Storage and Distribution (B8) by 2026, distributed across the city's five sub-areas as follows:-

	%	Existing undeveloped sites (ha)	New allocations (ha)	Strategic Sites (ha)	Total (ha)
Central	11	0	5	20	25
South	19	14	28	0	42
North	1	2	0	0	2
Washington	47	64	23	20	107
Coalfield	22	35	14	0	49
<b>Total</b>	<b>100</b>	<b>115</b>	<b>70</b>	<b>40</b>	<b>225</b>

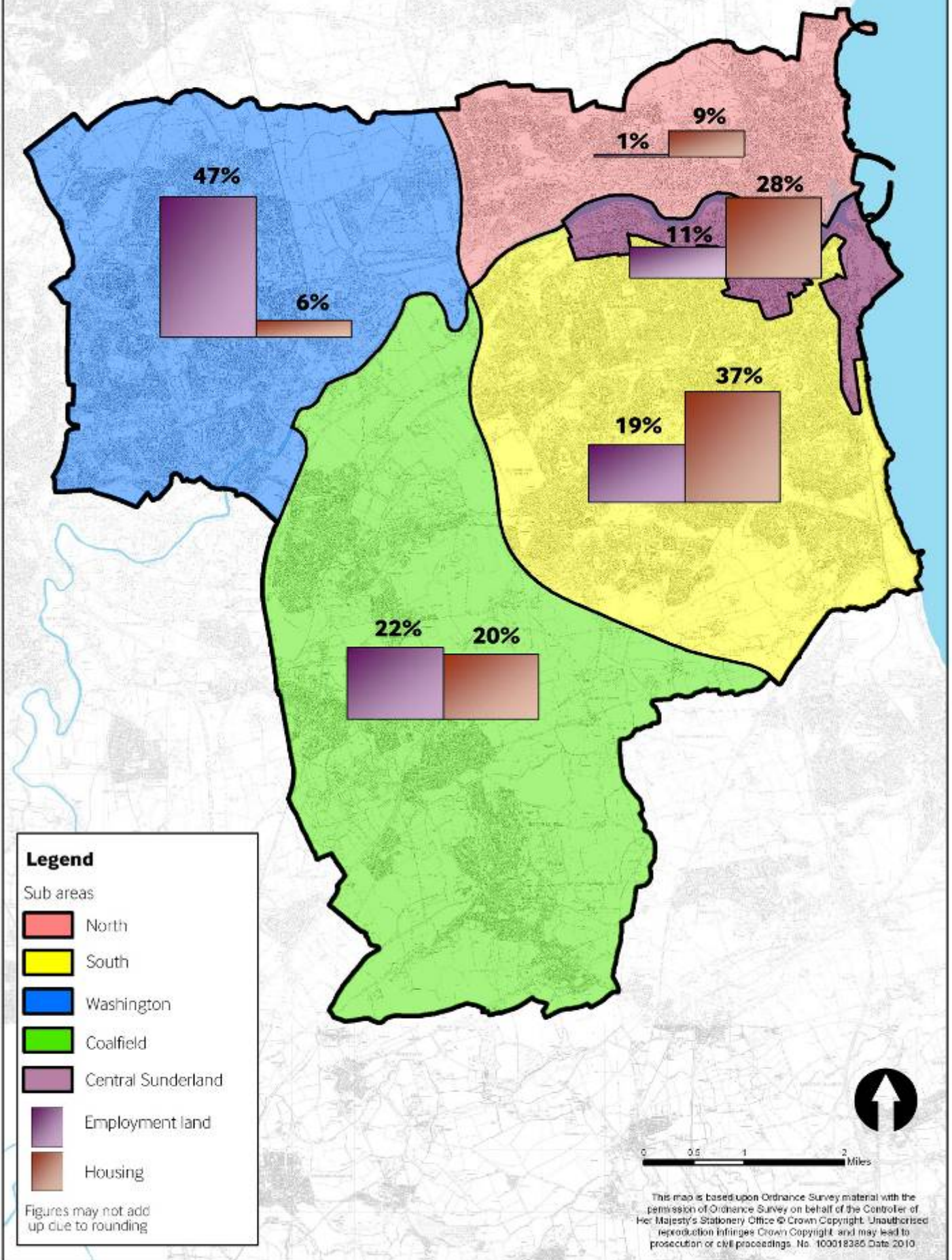
Note: Allocation figures (ha) are rounded

#### Spatial Distribution of Retail

A city-wide requirement for up to 87,700sqm of new comparison goods and 4,460sqm of convenience goods floorspace has been identified up to 2026. Priority for new comparison retailing will be focussed on the City Centre. Priority for new convenience retailing will be focussed towards Sunderland City Centre, Houghton town centre and Sunderland North.



**Fig. 4 Policy CS1 - Distribution of development**



### Strategic Sites

The City Council has identified three strategic sites which are central to the achievement of the strategy and will contribute to the regeneration of the city;

- a) Vaux, Farringdon Row and Galleys Gill
- b) North of Nissan
- c) Holmeside Triangle

### CS1.3 Sustainable communities

#### Spatial Distribution of New Housing

In seeking to achieve the city's housing target of 17,243 net additional new homes by 2026, the City Council will manage the phased release of land to provide the following levels of new housing across the city's five sub-areas:

	Percentage	2011/12- 2015/16	2016/17- 2020/21	2021/22- 2025/26	Total
Central	28%	1577	1759	1492	4828
South	37%	2083	2324	1973	6380
North	9%	507	565	480	1552
Washington	6%	338	377	320	1035
Coalfield	20%	1126	1256	1066	3448
Total	100%	5361	6281	5331	17243

#### Spatial Distribution of Town Centre Uses

Proposals for large-scale main town centre uses, including retail, hotels, leisure, entertainment facilities, offices, and community facilities will be directed towards Sunderland City Centre, Washington Town Centre and Houghton Town Centre.

#### Regeneration

The following areas have been identified as priority locations for regeneration:

- a) Houghton town centre through a range of measures including new retail opportunities and environmental improvements;
- b) Hetton Downs/ Eppleton through housing renewal and improvement along with environmental and access improvements;
- c) Seaburn/ Roker seafront through improving the tourism/ leisure offer by enhancing visitor attractions and undertaking environmental improvement;
- d) Hendon and the East End through housing renewal and improvement along with environmental improvement and enhancement of local facilities.

### CS1.4 Connectivity

The City Council will support an integrated approach to transport and land use planning.

Land use planning will focus and intensify development in accessible built-up areas, encouraging a reduction in trip distances and supporting of trips by public transport, walking and cycling.

Transport initiatives will support the development of safer, cleaner and more inclusive centres and neighbourhoods, by focusing on traffic management, public realm and improvements to public transport, walking and cycling infrastructure.

### CS1.5 Environment

The Strategic site location North of Nissan will be removed from the Green Belt. Elsewhere the broad extent of the Green Belt in Sunderland will be maintained and protected from inappropriate development.

The City Council will establish a network of green infrastructure comprised of linked open spaces and produce a strategy for its improvement that will provide an accessible context for sustainable communities and economic development sites. The interlinked green corridors will connect Sunderland's countryside, coast, riverside and urban open spaces across the city and with neighbouring districts.

The City Council will preserve and enhance those parts of the built environment that make a positive contribution to local character, that establish a distinctive sense of place and which represent the unique qualities of Sunderland.

### Conformity table

<b>Preferred Approach Policy CS1 is in accordance with:</b>				
<b>Policy CS1</b>	<b>PPG's/ PPS's</b>	<b>RSS</b>	<b>Sunderland Strategy</b>	<b>Core Strategy Objectives</b>
<b>CS1.1</b>	PPS1, PPS4, PPS12	1, 2, 4, 5, 6, 9, 12, 18	Prosperous City	1, 2, 4, 11, 12, 19
<b>CS1.2</b>	PPS1, PPS3, PPS4, PPS12	1, 2, 4, 5, 6, 9, 24, 25, 28, 29	Attractive and inclusive city Learning city; Prosperous city	1, 2, 4, 14, 15, 19, 21
<b>CS1.3</b>	PPS1, PPS12, PPS23, PPG13	1, 2, 3, 6, 7, 9, 24, 50	Attractive and inclusive city Prosperous city	1, 2, 3, 8, 9, 20, 21
<b>CS1.4</b>	PPS1, PPS7, PPS9, PPS12, PPG2, PPG15, PPG17	1, 6, 2, 8, 9, 24, 31, 32, 33	Attractive and inclusive city Healthy city	7, 14, 17, 18, 19

## Supporting text

### Spatial Strategy

**5.1** The priority for development in Sunderland will be in the main urban area along the River Wear corridor (Central Sunderland) where there are substantial opportunities for re-using previously developed land to bring forward new mixed use developments that will assist in revitalising the area. This area also includes the City Centre, where there will be a particular focus of development activity.

**5.2** Central Sunderland has seen significant change affecting sites such as the former Vaux Brewery and Groves Crane factory. The RSS gives priority to the regeneration of this area and, in line with the city's Sustainable Community Strategy and emerging Economic Masterplan, its development is seen as the main driver for the regeneration of the city and an opportunity to promote mixed use development. This area has also been identified in the Regional Economic Strategy as key to the region's economic development.

**5.3** A key component in driving the move towards a knowledge-based economy will be the University of Sunderland which has two campuses in Central Sunderland. Whilst the overall amount of new land for economic development (11%) is proportionately low when compared to the other sub-areas, the actual level and impact of new development is likely to be significant due to the ability of the area to accommodate high-density multi-storey development.

**5.4** South Sunderland will see major long-term housing growth (37%) to accommodate the identified housing needs of the area, whilst absorbing the needs generated by the Washington and North Sunderland housing markets that cannot be accommodated there. The Green Belt along the southern periphery provides a limit to the physical boundary of the South Sunderland urban area. Strategic settlement breaks that support the development of green corridors will help to retain the distinct physical characteristics of local communities.

**5.5** The western and eastern parts of Sunderland South are limited in the provision of new housing and employment sites due to the built up nature of the area. The southern part of the sub-area has the potential to provide a large employment site and also a large amount of housing towards the end of the plan period.

**5.6** North Sunderland will see only minor growth (9% housing, 1 % economic development) due to the built up nature of the area and the lack of land available for new development. The main key sites (Stadium Village, Bonnersfield) for redevelopment are located in Central Sunderland.

**5.7** Washington, as a strategic provider of employment land in the city-region (47%), is limited in its housing potential (6%) due to the village layout and surrounding Green Belt, open space and employment allocations.

**5.8** The RSS defines the two main settlements in the Coalfield, Houghton-le-Spring and Hetton-le-Hole, as regeneration towns and aims to seek their development through sustainable growth without adversely impacting on the regeneration initiatives within the Tyne and Wear conurbation.

**5.9** Approximately 80% of all development will be focused within the conurbation, in line with RSS policy, the remainder will be located in the Coalfield. By locating approximately 20% of the city's new housing and employment in the Coalfield, the City Council is primarily catering for sustainable growth whilst at the same time absorbing the city's, and mainly Washington's overall housing needs. This will support Sunderland's, and the wider region's, regeneration initiatives.

### **Economic Prosperity**

**5.10** The need to ensure the sustainable regeneration of the city's economy has been a key priority of the City Council for some years. In this respect, the Sunderland Strategy highlights the need to "create an enterprising and productive global city with a strong and diverse economy". The emerging Economic Masterplan will provide a long-term strategy for Sunderland's future economic growth. This is discussed in more detail in paragraph 1.3.

**5.11** One of the main drivers in achieving the sustainable regeneration of the city will be the identification of sufficient land to support a diverse range of economic activity. To ensure a sufficient range and choice of sites capable of supporting a range of activities the Core Strategy identifies some 225ha of land capable of supporting business and manufacturing uses.

**5.12** This accords with the RSS allocation for the city and comprises:-

- Undeveloped sites on existing employment areas
- New sites providing for general employment use, and
- Strategic sites.

**5.13** In addition a number of locations for major development are identified. These will be developed for a variety of land uses as outlined in the relevant sub-area policy and further detailed in the forthcoming Allocations Development Plan Document.

**5.14** Sunderland's Retail Needs Assessment (2009) identifies a need for new retail floorspace in the city. The study highlights qualitative deficiencies in convenience shopping facilities in the City Centre, Houghton Town Centre and the North Sunderland sub-area. The City Centre is also deficient in comparison shopping facilities.

### **Sustainable Communities**

**5.15** The RSS requires the delivery of 14,450 net additional dwellings as a minimum for the RSS period, to 2021. The figure of 14,450 net additional dwellings has been increased to 17,243 reflect the 15-year plan period of the

core strategy taking it to 2026 and to include the underperformance between 2004-11.

**5.16** The broad distribution of the city housing allocation has been considered in relation to the four sub-areas, recognising the needs, opportunities, constraints and limitations of each sub-area.

**5.17** The table set out in the policy reflects the city's net additional housing requirement as set out in RSS (which includes past underperformance). However the RSS requirement of 17,243 net additional new dwellings is based upon a high economic growth scenario but the recent economic downturn has impacted significantly on overall housing delivery across the Region. The effect on Sunderland has been to artificially raise future annual housing targets to a likely unrealistic level with an average of 1,150 net additional dwellings required per year, between now and 2026.

**5.18** The Head of Planning and Environment is in discussion with Government Office for the North East and Association of North East Councils to consider more realistic annual targets. This would have the effect of reducing the overall net additional housing requirement for 2026 to 14,450 (an average annual target of 963), which is considered achievable (although still historically high) and more importantly deliverable within the time frame of the plan. This will be a minimum target and any additional requirement for housing land reflecting an even better performance can be dealt with through the Plan, Monitor and Manage process.

**Further comments required once decision made on underperformance.**

### **Regeneration Areas**

**5.19 Houghton Town Centre-** Retail floorspace in Houghton Town Centre has decreased significantly since 1993. Evidence from the Sunderland Retail Needs Assessment (SRNA) 2009 highlights that Houghton Town Centre has experienced considerable slippage in the national retail rankings since 2000/2001. The centre has a limited convenience and comparison retail sector, with particularly poor representation from clothing retailers.

**5.20** However, Houghton Town Centre has a wider function than purely retail. It is the centre of the local transport network and performs an important role as an administrative centre in the Coalfield, containing local offices of the Council and Gentoo as well as a new Wellness Centre and a Primary Care Centre. To ensure that the Town Centre maintains its role as a vital and viable retail centre, the city council, its partners and other organisations will identify courses of action to address the current shortcomings of the centre.

**5.21 Hetton Downs/ Eppleton -** The Sunderland Private Sector House Condition Survey (2002) identified parts of Hetton Downs as being in an advanced state of decline. An Area Action Plan for the area is being brought forward to secure its longer-term sustainable development. New housing is

proposed along with new road infrastructure to open up the area. New community and retail uses will assist in regenerating the area.

**5.22 Seaburn/ Roker-** The seafront at Roker and Seaburn is an area with unfulfilled potential. The council recognises that having an attractive seafront with a variety of leisure opportunities in close proximity to the City Centre is a unique selling point, which will attract new residents, visitors and businesses to the city.

**5.23** The city council and its partners seek to regenerate the seafront to create an attractive environment building on the areas heritage and natural environment, restoring the area to its former glory.

**5.24** To ensure development at the seafront is cohesive and joined up a number of SPD's will be produced including The Seafront Regeneration Strategy and Marine Walk Masterplan. The Seafront Regeneration Strategy will be the overarching document to guide the development of Seaburn and Roker seafront. The Marine Walk Masterplan aims to revive Roker's rich cultural heritage by taking inspiration from its unique and distinctive built heritage and natural environment.

**5.25 Hendon and East End-** The East End of Sunderland has seen falling population levels in recent years. Back on the Map, in partnership with the City Council, is undertaking a major housing-led regeneration programme for the Hendon area, which is linked to the overall new deal for communities programme in tackling market failure in this area. Approximately 100 new homes are planned for the area, with block improvements to older housing.

## **Connectivity**

**5.26** The Sunderland Strategy and Tyne and Wear Local Transport Plan (LTP) aim to develop Sunderland as an accessible and safe city, with an effective, integrated and sustainable transport system. The focus will be on seeking to reduce the dependency on cars and improve public transport, walking and cycling.

**5.27** Focusing on sustainable transport development will not only improve accessibility but will also help to support other crucial initiatives in Sunderland such as helping to improve traffic congestion, air quality, road safety and supporting increased levels of physical activity and overall health.

**5.28** Key 'connectivity' issues for the Core Strategy relate to the need to enhance accessibility by sustainable modes to local services, main centres, key facilities such as hospitals and secondary schools, and to main employment centres. Enhancement should particularly be targeted at improving access for deprived sectors of the population and towards some substantial areas of the city that are poorly served, with in many cases high levels of deprivation.

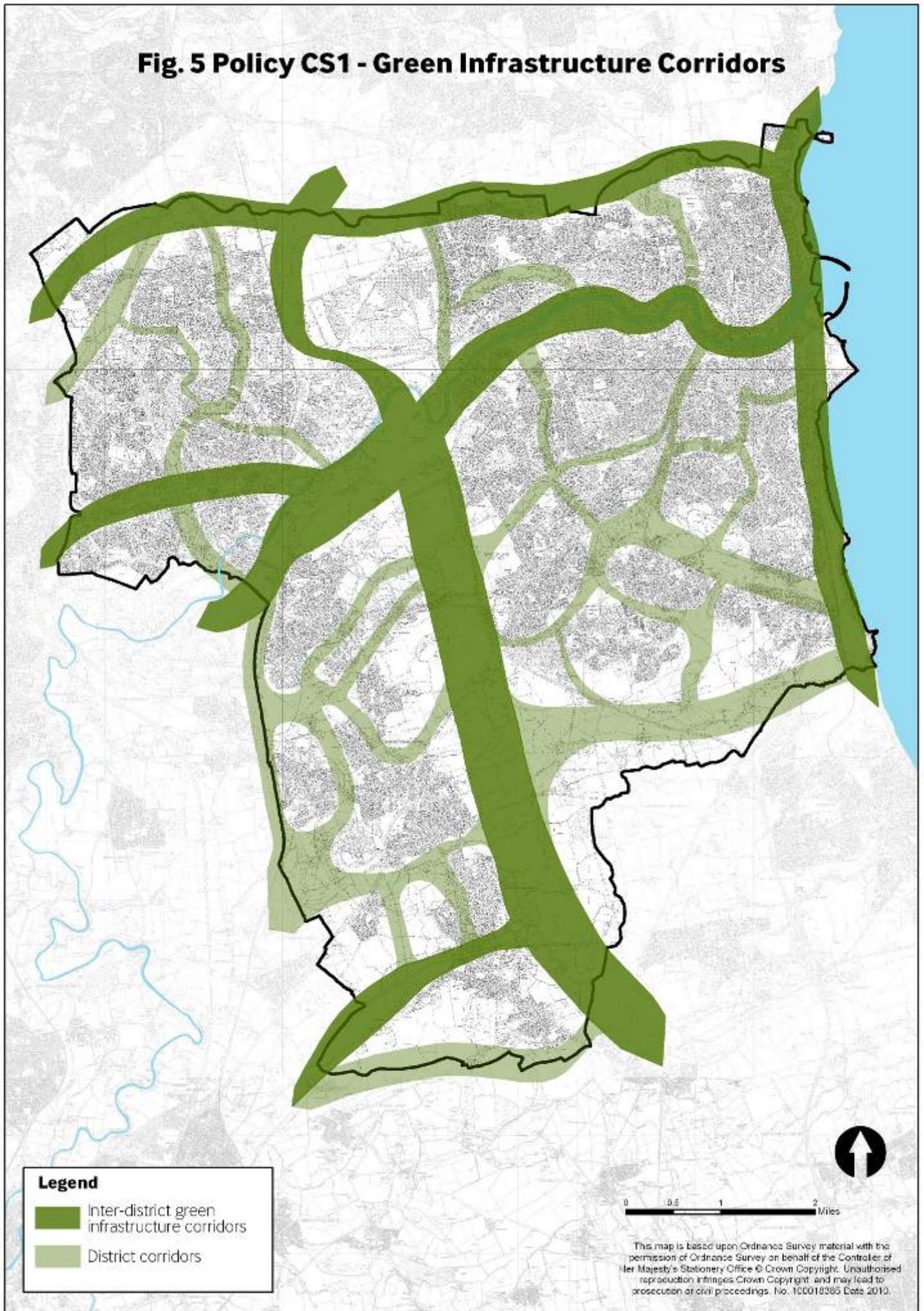
## Environment

**5.29** Although primarily urban in character, almost 50 percent of the city is classed as open countryside or green space, nearly 30 percent of which is designated Green Belt, that surrounds and separates the main urban areas.

**5.30** The maintenance of the broad extent of the Green Belt boundaries is an important factor in directing new development to urban areas. An amendment to the Green Belt boundary is proposed to accommodate the Strategic Site to the North of Nissan. The release of this site is vital to secure the ongoing development of the city's economy. Any impact on the Green Belt will be mitigated through landscaping measures.



**Fig. 5 Policy CS1 - Green Infrastructure Corridors**



**5.31** A network of good quality green infrastructure (GI) can assist the city in meeting several of its spatial objectives by providing land for recreation purpose, local sustainable access to communities and employment, a biodiversity resource, assist in mitigating against climate change and sustainable drainage, amongst other things. RSS encourages the provision of GI through LDF's, referring to it as "a network of linked, multi-functional green space in and around the Region's towns and cities".

**5.32** The wide variety, quality and quantity of green infrastructure in Sunderland contributes significantly towards the creation of safer and more sustainable neighbourhoods, as well as to the environmental and economic health of the city. Green infrastructure can also play a vital role in helping to contribute to the delivery of the spatial objective of improving and protecting citizen's health and welfare.

**5.33** The City Council seeks to complete an interconnected networks of routes that enable safe and convenient movement for wildlife, walkers and cyclists. This will ensure that greenspace is easily accessible to local communities and provides a high quality environment within and around residential and other areas of the city.

**5.34** The built environment of the city is rich and diverse, the City Council seeks to ensure a high-quality built environment, building on the city's unique characteristic for the city's communities, both present and future. The distinct physical characters of the city's communities will be maintained and enhanced, protected against developments which by reason of their scale, location or design would detract from their surroundings.

## **CS2 Sustainable Communities**

The City Council will seek to ensure that Sunderland will become a more sustainable city, with a strong sense of place, by:-

### **CS2.1 Economic Prosperity**

Creating an enterprising and productive city with a strong and diverse economy through:-

- a. Encouraging the development of new employment sectors which will support the city's long term economic growth by:-
  - i. Attracting low carbon technologies
  - ii. Prioritising City Centre for office development
  - iii. Supporting the development of Sunderland's learning infrastructure
  - iv. Promoting retailing, tourism, leisure and heritage and culture.
- b. Resisting development that would lead to the loss of identified employment land and premises;
- c. Encouraging the improvement and intensification of employment land within the city for economic development purposes

### **CS2.2 Sustainable Communities**

Creating thriving and inclusive communities that are desirable places to live, through:-

- a. Ensuring a balanced mix of good quality housing of all types, sizes and tenures is provided in line with the city's Strategic Housing Market Assessment
- b. Requiring the density of new housing throughout the city to range from between 30 to 50 dwellings per hectare. Densities higher than 50 per hectare will be sought in Central Sunderland and in locations with good public transport accessibility. Densities less than 30 may be considered acceptable for the provision of executive dwellings or where necessary to protect an area's character
- c. Requiring affordable housing to be provided at a rate of x% on schemes of xxx dwellings or more and on development sites of xxx hectares or more, with the mix to be 22% intermediate and 78% social rented tenures. Affordable housing provision lower than the standard and/or proposing a different tenure mix will only be acceptable where robust justification is provided
- d. Ensuring that housing meets the requirements of specific needs groups where there is identified need and demand, including extra care
- e. Ensuring that provision is made for gypsy and traveller and travelling showpeople where there is identified demand, with sites being subject to the same requirements as other residential developments, whilst taking into account the requirements for site

- facilities, parking and storage and any detrimental impacts to the amenities of adjacent occupiers.
- f. Major planning applications for student accommodation will have to demonstrate how they will meet a proven need for development are compatible with wider social and economic regeneration objectives and are conveniently located for access to the university campuses and local facilities
  - g. Supporting programmes of improvement, renewal and replacement to regenerate the city's housing stock, in partnership with Gentoo and other Registered Social Landlords
  - h. Enhancing the roles of the City Centre, town centres, major district centres, district centres and the city's local centres, to ensure they remain as viable and vibrant destinations, consistent with their scale and function
  - i. Ensuring the provision of appropriately located high quality health, leisure, cultural and education facilities in conjunction with council initiatives and the co-locating of facilities. Where land or buildings currently in community use become surplus to requirements, priority will be given to alternative public/ community uses.

### **CS2.3 Connectivity**

**Make provision for the following transport initiatives that improve access within Sunderland and link the city to the wider City Region:**

- a. The Tyne and Wear Metro re-invigoration and the protection from development of a potential link corridor between South Hylton and the Leamside Line;
- b. The Sunderland Strategic Transport Corridor (SSTC) to improve access to Central Sunderland, the city centre and the Port
- c. Improving arterial routes through congestion reduction initiatives, enhanced bus infrastructure and improving access by other modes along the A183, A690, A1231, A1018, A182 and North Hylton Road;
- d. The Central Route to improve access to employment areas within the Coalfield;
- e. The Ryhope to Doxford Park Link Road to provide a connection from the coast to the A19/A690;
- f. Safeguarding the Leamside Line corridor for possible future use for freight and potentially passenger services, with associated infrastructure as required;
- g. Creating cross-boundary and strategic walking, cycle and equestrian routes including the creation of a direct cycle link from Doxford International via Houghton-le-Spring to Durham City, and implementing the English Coast Pathway initiative from Ryhope Dene to Whitburn South Bents.

## **CS2.4 Environment**

**Creating an attractive city with a high quality built and natural environment through:-**

- a. Ensuring that communities are supported by high quality developments which are designed to provide safe, attractive place to live;**
- b. Preserving and enhancing the historic environment of the city, especially valued buildings and areas of historic and townscape significance, and capitalising in a sensitive and appropriate manner on their regeneration and tourism potential;**
- c. Ensuring existing and proposed public realm located throughout the city is of high standard to offer accessible, functional and attractive spaces;**
- d. Protect and enhance inter-district green infrastructure corridors, seeking ways of establishing links where restricted in urban areas:-**
  - i. The coast**
  - ii. The River Wear**
  - iii. Green Belt and open countryside west of A19**
  - iv. Northern boundary Green Belt**
  - v. Part of the Coast to Coast (C2C) cycle route**
  - vi. Part of the Walney to Wear (W2W) cycle route.**
- e. Protecting, conserving and enhancing:**
  - i. The varied landscape character within the city, and separate identity of its settlements, through the retention of important open-breaks and wedges within and between settlements, where possible.**
  - ii. Valued green infrastructure (including sites designated for their geological value) to improve its quality, integrity, community value, multi-functionality and accessibility particularly in areas of identified deficiency and to increase provision in these areas. Permission for other uses on these sites will only be acceptable if robust justification is provided.**
  - iii. Habitats and species identified in the Durham Biodiversity Action Plan (DBAP)**
- f. Conserving and enhancing where necessary designated nature conservation sites, with inappropriate development being resisted. The degree of protection given will be appropriate to the status of the site in terms of its local, national or international importance;**
- g. Encouraging the retention of trees which make a valuable contribution to the character of an area through Tree Preservation Orders.**

## **CS2.5 Renewable Energy**

**Renewable energy developments will be supported that contribute to and go beyond regional and Tyne and Wear renewable energy targets**

provided that they have acceptable social and economic benefits and have no significantly adverse environmental impacts.

## Conformity Table

Preferred Approach Policy CS2 is in accordance with:				
Policy CS2	PPG's/ PPS's	RSS	Sunderland Strategy	Core Strategy Objectives
CS 2.1	PPS1, PPS4, PPS12, PPG15, Good practice guide on planning and tourism	1, 2, 6, 9, 12, 13, 14, 16, 18, 19, 32	* Prosperous City * Learning City * Attractive and Inclusive City	1, 2, 5, 11, 12, 13, 19, 21,
CS2.2	PPS1, PPS3, PPS4, PPS12, PPG15, PPG17, Good practice guide on planning for tourism	1, 2, 4, 5, 6, 8, 9, 13, 14, 16, 24, 25, 27, 29, 30	* Prosperous city * Learning city * Healthy city * Attractive and inclusive city	1, 2, 4, 14, 15, 19, 21
CS2.3	PPS1, PPS12, PPS23, PPG13, PPG24, Supplement to PPS1-Planning and Climate Change, By Design- Urban Design in the Planning System	1, 2, 3, 6, 7, 8, 9, 24, 37, 49, 50, 51, 55, 57	* Safe city * Healthy city * Attractive and inclusive city	1, 3, 8, 9, 10, 11, 14, 15, 19,20, 21
CS2.4	PPS1, PPS7, PPS9, PPS12, PPG2, PPG15, PPG16, PPG17, PPG20, By Design: Urban design in the planning system	1, 2, 3, 4, 6, 8, 9, 11, 24, 31, 32, 33	* Attractive and inclusive city * Healthy city	1, 7, 10, 14, 17, 18, 19, 20,
CS2.5	PPS1, PPS12, PPS22, Supplement to PPS1:Planning and climate change	3, 8, 9, 24, 33, 39, 40, 41	* Attractive and inclusive city * Healthy city	3, 7, 17

## Supporting Text

### Economic Prosperity

**6.1** Given the city's transition from heavy industry towards light manufacturing and service sectors, it remains vital that the city is readily able to support its existing employment sectors, but is also able to embrace and respond to a wide range of new and emerging employment sectors to ensure long-term sustainable growth.

**6.2** It is therefore essential that sufficient land is available in the city to support economic development to cater for new small industries but also to facilitate their transition to larger premises as they grow. Essential employment land and premises required in the long-term should not be lost in the short-term. The portfolio of employment land will be reviewed by the City

Council on a regular basis, to ensure the most efficient and effective use of land. The improvement of existing employment areas will ensure they retain their functionality and appeal for a wide range of users. Where appropriate a more intensive use of land will be sought to ensure the maximisation of the potential of the land portfolio.

**6.3** In this respect the Economic Masterplan will set out a 15 year regeneration strategy that will enable the City Council to make informed decisions about economic priorities and the balance of activities that are needed to promote prosperity across the city. The Economic Masterplan seeks to provide a new and dynamic direction for the city's economy, in particular capitalising on the move towards a low carbon economy and the role of the University whilst drawing.

**6.4** Apart from its role as a major seat of learning in the city, the University of Sunderland can play a vital role in driving the local economy. The support of knowledge-based industries has been a feature of the Northeast Regional Economic Strategy for some time, but the Economic Masterplan specifically seeks to build upon the University's ability to facilitate enterprise and innovation in Sunderland by collaborating with other city institutions in delivering strategies and programmes for enterprise, innovation and business development. Also in the City Centre, the 'Software City' initiative has already been successful in attracting new software companies to the area and its further growth will be supported in order to bring new state-of-the-art research and development facilities to the City Centre.

**6.5** The Masterplan emphasises the city's potential in pioneering a low carbon economy. In June 2009 the North East was designated the UK's first Low Carbon Economic Area (LCEA). These Areas were introduced in the Low Carbon Industrial Strategy and aim to pull together national, local and regional agencies to focus on accelerating the growth of low carbon industries. In particular, the North East LCEA will focus on supporting the transformation of the automotive industry specialising in ultra-low carbon vehicles.

**6.6** This designation has placed Sunderland, and particularly the Nissan plant, geographically at its heart by focussing on the development of electric cars and specifically batteries. The City Council will continue to attract and support businesses relating to the production of vehicles and new businesses relating to other low carbon technologies and industries. This relates directly to Aim 2 of the Economic Masterplan, which seeks to establish Sunderland as a recognised lead UK city in low carbon technology and production.

**6.7** The Economic Masterplan focuses on the creation of a 'Low Carbon Technopole' through establishing appropriate sites and premises and creating a low carbon business infrastructure. This could also result in the Port taking on a new role in support of the offshore wind turbine industry, particularly with the increasing interest in windfarm development of off the north east coast.

**6.8** Allied to the movement towards a low carbon economy is the need to extend this approach to the regeneration, growth and connectivity of local communities through developing low carbon city villages.

**6.9** One of the most important and pressing issues for the city is the regeneration of the City Centre as a retail and employment destination for the city as a whole. This is a priority of the Sunderland Strategy and Economic Masterplan and is also emphasised in the Retail Needs Study and Employment Land Assessment. It is widely recognised that a strategy to bring about investment into the centre must be pursued to help the wider economy for the city. The main driver for this regeneration will be through prioritising and developing the City Centre as the key location for B1 office development in the city. The continuing development of the University and Software City will complement this.

**6.10** Tourism and culture is increasingly becoming a major contributor to the Sunderland economy, not only bringing visitor spend to the city, but also improving the image of the area and supporting inward investment. Sunderland is part of the Tyne and Wear Tourism Management Plan 2008-2011 and is committed to the production of a destination management plan for the city. Its ambition over the next 10 years is to develop a distinctive tourism offer based upon events, attractions and heritage. Key initiatives such as developing the seafront are addressed in CS1 while other strategic initiatives are identified in sub-area policies.

### **Sustainable Communities**

**6.11** Sunderland is one of the 14 national pilots that is developing a Local Housing Company, (LHC). This is a joint venture, between the Homes and Communities Agency City Council, builders and funders to develop new homes and meet the specific needs of the area such as affordable and family housing. The LHC has identified a series of sites as having housing potential, that is sufficient to accommodate over 1600 homes.

**6.12** In addition to the LHC delivering new housing within the city, Sunderland's biggest registered social landlord, Gentoo, were successful in the Homes and Communities Kickstart housing delivery programme in 2009, which targeted stalled sites and was brought in to support construction of high quality mixed tenure housing developments.

**6.13** This funding allowed work to continue or start in areas in need of housing regeneration throughout the city, such as Castletown, Racecourse, Southwick, Doxford Park, providing around 390 new dwellings. As these housing schemes form part of the Kickstart programme, development has to complete by March 2011.

**6.14** The Strategic Housing Market Assessment identifies 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 more appropriate housing and is one reason behind the longstanding population decline in the city. The policy aims to ensure that an adequate and appropriate supply of housing is provided across the city in terms of type, tenure, design and price to meet the needs of existing and future residents. A flexible housing stock that can satisfy change in household size, ageing population and diverse lifestyle choices is needed.

**6.15** There are insufficient 'executive-type' dwellings within the city, these dwellings suit the needs of higher-income households and professionals and can help diversify Sunderland's housing offer and should be provided wherever possible, in order to help stem out-migration and enrich the city's socio-economic profile.

**6.16** In accordance with the RSS it is necessary to ensure that housing is delivered that meets the needs of all, particularly under-represented groups, including students, gypsies & travellers, showpeople, older people and people with disabilities.

**6.17** Sunderland is experiencing a rapidly ageing population, with the number of people aged over 65 expected to increase by almost 30% in the next 20 years. The City Council are supporting a programme of development of extra care housing, housing which provides residents with their own home in a communal scheme where 24 hour care and support services are available should they need them. The Sunderland Strategy requires extra care style accommodation to be fully developed across all areas of the city by 2025, significantly reducing the number of admissions to residential and nursing care.

**6.18** Gypsies and travellers and travelling showpeople also have particular accommodation requirements. Currently there are no allocated gypsy and traveller sites within the city yet the council does encounter unauthorised encampments from time to time. The Tyne and Wear Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment (February 2009) has indicated the need for 14 pitches within Sunderland until 2018 (this will account for potentially 1 site) along with some form of transit provision.

**6.19** Within the city there is an existing community of travelling showpeople, with a small yard at Washington, a large yard at Houghton-le-spring and a large yard at Easington Lane, however these yards are nearing capacity and as such the 2009 assessment indicates the need for an additional 43 pitches within Sunderland until 2018.

**6.20** As the assessment was undertaken on a Tyne and Wear basis, emphasis is placed on considering the need strategically and not necessarily within each authority. However, it is considered that as Sunderland has existing communities of travelling showpeople their needs should be met within the city.

**6.21** Sunderland University has two main campuses, one north side of the river and the other in the city centre, overall there are around 17,000 students

based here. The university is of key strategic importance for the city and it is important that the need for student accommodation is satisfied, but only in appropriate locations which have good access to both the educational establishments they serve and to local facilities.

**6.22** Regardless of proposed new housing development, the city's existing housing stock will remain its most important asset, with current housing still forming around 90 percent of the stock in 2026. It is recognised that where existing housing is obsolete and not viable for improvement, demolition may prove to be the best solution to regenerate an area. Demolition provides the opportunity to provide replacement housing that better meets local needs and aspirations of the area. Gentoo the largest single RSL will demolish 3,900 dwellings and build 3,300 new dwellings as part of their housing renewal programme.

### **AFFORDABLE HOUSING???**

**6.23** Sunderland City Centre and Washington and Houghton Town Centres are recognised as the three most important centres in the city. All three perform significant additional non-retail functions and are important centres for the local transport network in the sub-area. National guidance advocates this need to develop and locate development in strategic centres to improve their vitality and viability and to ensure that development is accessible by a choice of transport.

**6.24** There is a hierarchy of centres in Sunderland:-

#### **City Centre**

Sunderland City Centre

#### **Town Centres**

Houghton and Washington

#### **Major District Centres**

Concord, Sea Road and Hetton

#### **District Centres**

Southwick Green, Chester Road and Doxford Park

#### **Local Centres**

Hylton Road, Pallion, Grangetown, Ryhope, Hendon, Pennywell, Silksworth, Thorndale Road, Shiney Row, Easington Lane, Market Street (Hetton), Fencehouses Monkwearmouth and Castletown.

**6.25** In addition to these centres, there is also a need across Sunderland to provide an adequate provision of community facilities and key services which encourage social interaction and provide opportunities to support the people's day-to-day needs, including schools, libraries and health facilities. Development should help in the creation of sustainable neighbourhoods, where a range of key facilities and services are located within walking

distance of residential populations. Where appropriate the large scale residential developments must create easy access to these facilities and services.

**6.26** It is important to ensure that when land or buildings in community use become surplus to requirements, the opportunity for such necessary provision is not lost. Often redundant educational or health service sites can be utilised to provide other local community facilities. Owners of land and premises which become surplus to their existing community use will be requested to provide evidence of attempts to find alternative community uses prior to seeking permission for re-development or change of use.

## **Connectivity**

**6.27** Sufficient and adequate major transport routes are the lifeblood for supporting a successful local and regional economy. They connect homes with employment, major shopping and leisure areas. Inadequate connectivity to main employment centres can affect the city and region's economic competitiveness, whilst the delays due to traffic congestion are a financial burden on the economy.

**6.28** In Tyne and Wear the Metro is a significant public transport asset but modernising of the network is required to meet future needs. The Tyne and Wear Metro has been awarded £580million to reinvigorate the system by 2019. Funding will be spent on modernising stations, renewing track, refurbishing rolling stock, and maintenance cost. The main focus is therefore not on expanding the Metro network itself, though it is clear from public consultation that route extensions would be widely supported. The development plan will therefore support any potential re-invigoration schemes in the city should they come forward within the plan period.

**6.29** However, the Core Strategy should also look to the long-term future to ensure that development does not prejudice the most feasible expansion possibilities of the Metro system in Sunderland. It is proposed that, in similar fashion to the Leamside Line, a corridor should be protected from development over the period of this plan based on the former South Hylton to Penshaw railway line.

**6.30** The Sunderland Strategic Transport Corridor will provide a new strategic road link and increased accessibility between The Port, city centre, Central Sunderland development sites and the A19. Phase two of the five phase scheme involves creation of a new River Wear crossing at Claxheugh, serving vehicular, cyclist and pedestrian traffic. The new bridge will help to alleviate congestion at the main river crossing points of the Queen Alexandra and Wearmouth Bridges as well as providing a new gateway into the city and deliver improved access to adjacent development sites.

**6.31** The Congestion Reduction Plan has been produced on behalf of the Tyne and Wear Local Transport Plan partners and outlines strategies to reduce congestion and improve public transport, walking and cycling on key

corridors. The schemes aim to improve the journey times, frequency, reliability, accessibility and quality of public transport on key routes to ensure major developments are easily accessible by bus. Initial schemes include major improvements to the A183 Chester Road as well as the Wearsheaf Gyrratory junction on the A1018 Newcastle Road.

**6.32** The completion of the Sunderland Central Route from Shiney Row to Rainton Bridge will support area regeneration, and in particular will improve access to employment areas across the Coalfield, enhancing their marketability. It is included as a transport commitment in the Regional Funding Advice North East England 2009.

**6.33** The construction of the Ryhope to Doxford Park Link Road will run hand-in-hand with development proposed in south Ryhope and Tunstall. This will provide a peripheral east-to-west connection for commercial and other traffic between the coast and the A19 at the Durham Road junction. It will be funded through developer contributions.

**6.34** Re-use of the Leamside Line for freight and local passenger rail would link Newcastle via Washington with Durham and serve major employment sites. The line itself is protected in the RSS. The benefits of using the Leamside Line for freight deliveries to adjoining employment areas underscores its importance to the regeneration of the city. In the long-term the line could provide local passenger services to the Coalfield and improve connections to the City Region and Durham County. The City Council will continue to work with Network Rail, One North East, Nexus, other local authorities and partners to bring a scheme forward and identify locations for stations and other infrastructure. In preparing this Core Strategy and the future Allocations DPD it will ensure that the location and design of new development does not conflict with the potential for the line's re-instatement.

**6.35** The re-opening of the Belmont Viaduct in County Durham for cycle use will create a new cycleway link from the centre of Durham City to Belmont Park & Ride. The City Council will continue this link, in partnership with Durham County Council, to extend the route to Houghton and Doxford International, thereby link with the existing cycleway to Sunderland city centre.

**6.36** The Marine and Coastal Access Act (2009) contains provisions for the creation of a long distance route around the coast of England. Natural England will be responsible for maintaining an overview and for making the final route proposal to the Secretary of State. A new coastal route is being proposed from Ryhope Dene northwards to the River Wear to tie in with a long term proposal for a new foot and cycle connection (a bridge or possibly a ferry) between the East End riverside and St Peter's campus locations. North of the river the route already exists. The new coastal route will be available to pedestrians with a presumption of cycle and equestrian access, where viable. Within Sunderland it should provide a new section to the North Sea Cycle Route and National Cycle Route 1.

## Environment

**6.37** The City benefits from a rich cultural and built heritage that makes a fundamental contribution to sustaining a distinctive sense of place. The City's heritage assets serve to enrich its townscape and landscape and have a key role to play in place-shaping.

**6.38** The City's historic environment includes 9 scheduled sites including the 7<sup>th</sup> century monastic site of Wearmouth, which is one half of the Wearmouth-Jarrow candidature for World Heritage Site inscription. The City's built heritage also features 14 Conservation Areas, 2 Historic Parks and 692 Listed Buildings the majority of these are located predominantly in urban areas in Sunderland, with concentrations in the City Centre. To ensure the longevity of these important assets the City Council will continue to identify, designate, preserve and enhance these important heritage assets. These areas also have a significant role to play in regenerating the City.

**6.39** There are currently six structures in the city that are included on the English Heritage "Heritage at Risk Register 2009 for North East England" and four conservation areas. The City Council will monitor those assets on the English Heritage 'at risk' register and work with the owners/guardians of those assets to identify and implement an appropriate management approach to reduce or remove the risk, securing their long-term preservation.

**6.40** The City Council will continue to produce Supplementary Planning Documents (SPD's) and Conservation Area Management Strategies (CAMS) that will establish an appropriate and robust policy framework for the protection and stewardship of the city's historic assets. Heritage assets have been at the forefront of the regeneration of the City since the 1990's. In particular, Sunnyside, the historic heart of the City Centre, has been transformed by heritage-led regeneration activity where the return to use / re-use and sensitive adaptation of historic buildings has provided the catalyst for the area's wider revitalisation. Historic assets also have an established role in the City encouraging sustainable forms of tourism.

**6.41** The city has many areas of public realm, of mixed quality (the space between and within buildings that are publicly accessible, including streets, squares, forecourts, parks and open spaces). Public realm has the potential to act as a catalyst for regeneration in the city, by making it a more attractive place to invest, work and live, for example Sunnyside in the City Centre. The emerging Economic Masterplan will introduce improvements and additions to public realm in the City Centre. Areas of public realm should be designed for a range of user groups and should consider the safety, protection and enjoyment of people within the space.

**6.42** Six inter-district green infrastructure corridors within the city have been identified (as shown on the Key Diagram):

- The Coast: a corridor incorporating land and sea, offering considerable wildlife habitat. Improved access is needed to the coast at Hendon and

sensitively along the full length of coast, in line with European wildlife protection status.

- The River Wear: the river estuary and its banks provide a major corridor from Roker to Fatfield and into County Durham. Provides a range of habitats including semi-natural woodland. Further access and habitat creation is feasible within Central Sunderland
- Green Belt and Open Countryside west of A19: a very wide corridor of Green Belt and open countryside extending from South Hetton northwards to the River Wear and via Nissan to South Tyneside. The corridor is bisected by major roads, and narrows at Turbine Park. Limited public access exists north-south.
- Northern boundary Green Belt: straddles the Sunderland and South Tyneside boundary. There is limited habitat variety and tree cover, and limited public access west of the A19. Bisected by major roads.
- Part of the Coast to Coast (C2C) cycle route: a narrow corridor from Fatfield into County Durham. Exists as a national cycle route and provides a range of habitats within the former rail corridor
- Part of the Walney to Wear (W2W) cycle route: incorporates a former railway as well as open countryside west of Hetton, and extends into County Durham. The corridor, which includes the Magnesian Limestone Escarpment, narrows in Hetton and is incomplete at the A182.

**6.43** These corridors will build on the existing network, seeking to broaden the range and quality of functions that green infrastructure can bring to the city. Due to the nature of the corridors, which include private as well as public open space, not all will be accessible to the public.

**6.44** Inter-district green infrastructure corridors will link Sunderland to the wider region. A strategic, though lower order of district corridors will also be protected and enhanced that have particular relevance to local communities, (see Policies CS6-10). The network of the green infrastructure corridors is shown on Fig. 5.

**6.45** The city has a diverse landscape, encompassing parts of two national landscape character areas, the Durham Magnesian Limestone escarpment and Tyne and Wear lowlands. The protection of the former is now the subject of study through the Limestone Landscape Partnership. The latter includes the Durham Heritage Coastline as well as the River Wear Estuary. These areas require continued conservation, enhancement and protection where necessary, the main threats to these landscapes include new development, loss of key characteristics and loss of damage to wildlife habitat.

**6.46** The broad extent of open breaks between settlements will be retained in order to support the development of green infrastructure, focus of development on urban areas and to help retain the distinct physical characteristics of local neighbourhoods within the city.

**6.47** The city contains a wide diversity of green infrastructure that includes the coast, River Wear, large country and urban parks, regional and other sports facilities, wildlife habitat, allotment sites, play areas, cemeteries and

churchyards and open countryside. Though overall provision of green space has improved over the last 15 years, the spatial distribution and quality of green space available remains varied especially in the older neighbourhoods in and around Central Sunderland. It is therefore important to protect valued green space from adverse development and create and enhance new green space where this will achieve higher quality value and greater distribution.

**6.48** Whilst the City Council has quantified and surveyed almost all green space in Sunderland, in accordance with PPG17, its value to the local community is still to be established in detail through a survey to be undertaken in 2010. However, experience and responses to LDF frontloading community engagement suggests that all but some minor areas of amenity space are valued.

**6.49** The City Council has successfully reclaimed a number of former industrial areas resulting in the creation of country parks and nature reserves such as those at Herrington and Hetton Lyons, while remediation of an opencast site led to the creation of Rainton Meadows Nature Reserve.

**6.50** Due to the geology of the city, Sunderland has many sites of botanical interest and a variety of habitats of value to wildlife, including parts of two Natura 2000 sites. These sites are protected by European Union legislation and the impact of this plan on them has been considered in an 'Appropriate Assessment' in accordance with UK regulations.

**6.51** There are also a further 17 Sites of Special Scientific Interest (SSSI's), 10 of which are identified for both biological and geological or geomorphic value, 68 Local Wildlife Sites and five Local Nature Reserves within the city.

**6.52** The draft city-wide Landscape Character Assessment will be used in line with Natural England, Countryside Agency and Heritage Coast designations to provide sufficient protection for those areas of landscape outside of nationally designated areas but which are also highly valued locally. The City Council will continue to work in partnership with the Durham Biodiversity Partnership for the successful delivery of the Durham Biodiversity Action Plan (DBAP) and its key targets. The DBAP will form the primary mechanism for achieving both the UK BAP targets and regional targets, within Sunderland. Local Geodiversity Action Plans are also proposed to set out action to provide a framework for the delivery of geo-conservation.

**6.53** It is recognised that survey and monitoring work could identify further sites of nature conservation value during the plan period. Such sites will be identified in the Allocations DPD.

**6.54** The City has an overall low level (4%) of tree cover, significantly lower than the national average (10%) Woodlands and trees play an extremely important role in the landscape and environmental quality of an area. It is essential that tree planting continues, that both new and existing woodlands are managed and protected to facilitate the widest range of visual, recreational, wildlife and economic benefits. Tree Preservation Orders

(TPOs) are particularly important in controlling the felling and pruning of trees or woodlands which make a significant contribution to the environment. New orders will continue to be made where trees of amenity value are at risk.

### **Renewable Energy**

**6.55** Renewables are a useful tool in contributing to action against climate change. The RSS sets regional targets for renewable energy generation in the region, citing the main resource to come from onshore wind and, to a lesser extent, biofuels. Proposals for new renewable energy developments will be considered against Policy 40 of the RSS and PPS22.



## **CS3: Developing a Sustainable Sunderland**

**CS3.1 The City Council will seek to secure the highest possible quality of sustainable development through:**

- a. Site selection in accordance with the RSS sequential approach;**
- b. Ensuring that new developments achieve the highest quality of urban design, producing buildings and spaces which make a positive contribution to the character and setting of the areas in which they are located and the city as a whole;**
- c. Ensuring the efficient and effective use of land and existing buildings, particularly those of heritage significance, which respect their surroundings and conform to the City Council's Supplementary Planning Documents;**
- d. Ensuring that development is located and designed so as to reduce the risk from local climate change impacts and minimise risk from flooding in accordance with the Sunderland Strategic Flood Risk Assessment and through the inclusion, and maintenance, of Sustainable Drainage Systems and other techniques;**
- e. Ensuring that the design of any new development creates convenient, attractive and well integrated pedestrian and cycle routes which provide connections to existing facilities and services and the public spaces which support these;**
- f. Featuring appropriate provision of parking and servicing infrastructure to support new developments and the communities they serve.**

**Requiring developments to:**

- g. Meet level 4 or higher of the Code for Sustainable Homes for housing;**
- h. Achieve BREEAM "Very Good" or higher construction standards for all other developments.**

**Requiring major developments to:**

- i. Provide a minimum 10% of energy consumption from on site renewable sources where feasible;**
- j. Use combined heat and power technology and heat distribution networks, where feasible and justified by high heat demands;**
- k. Demonstrate accordance with Building For Life criteria for residential development;**
- l. Produce travel plans and transport assessments that will generate significant additional journeys.**

**CS3.2 The City Council will minimise the adverse effects of development on the natural environment through:**

- a. Requiring developments to incorporate appropriate landscape schemes into the designs;**
- b. Ensuring development does not have an adverse impact on biodiversity. Mitigation measures should be included where**

- appropriate. Development should seek to enhance biodiversity and include;
- c. Requiring all ecological surveys to follow a professional code of conduct.
  - d. Requiring the retention of trees in all new developments, where possible. Trees that can not be retained should be replaced.

**CS3.3** The City Council will minimise the adverse effects of pollution through:

- a. Ensuring water resources within Sunderland, including the Magnesian Limestone aquifer and its protection zones, are protected from pollutants;
- b. Ensuring that development along the River Wear and Coast take account of the Northumbria River Basin Management Plan, to deliver continuing improvements in water quality;
- c. Reducing the extent of congestion in nitrogen dioxide hotspots within the city, especially the City Centre, to prevent the development of increased air pollution levels and Air Quality Management Areas.

**CS3.4** The City Council will ensure new developments:

- a. Are located in the most sustainable locations supported by existing infrastructure;
- b. Do not adversely impact on the city's existing infrastructure;
- c. Provide appropriate additional infrastructure, where necessary, to serve the needs arising from development;
- d. Enhance infrastructure by contributing to services and facilities, where necessary to serve the needs from the development.

**CS3.5** Contributions will be sought from developers where schemes will result in additional demands on infrastructure under Section 106 agreements or Community Infrastructure Levy.

### Conformity Table

<b>Preferred Option Policy CS3 is in accordance with:</b>				
<b>Policy CS3</b>	<b>PPG's/ PPS's</b>	<b>RSS</b>	<b>Sunderland Strategy</b>	<b>Core Strategy Objectives</b>
<b>CS3.1</b>	PPS1, PPS12, PPG13, PPS22, PPS25, By Design: urban design in the planning system, Supplement to PPS1- Planning and climate change	1, 2, 3, 4, 6, 7, 9, 24, 35, 38, 39, 40	* Attractive and inclusive city * Healthy city	1, 3, 4, 5, 8, 10, 14, 16, 20
<b>CS3.2</b>	PPS1, PPS12, PPG13, PPG20, PPS23, Supplement to PPS1- Planning and climate change	2, 3, 8, 9, 31, 33, 34, 37, : 52, 53	* Healthy city * Safe city * Attractive and inclusive city	4, 7, 10
<b>CS3.3</b>	PPS1, PPS12, PPS7, PPS9, PPG17, Supplement to PPS1- Planning and climate change, By Design: Urban design in the planning system	1, 2, 3, 8, 24, 33	* Attractive and inclusive city * Healthy city	7, 10, 14, 17, 18, 20

<b>CS3.4</b>	PPS1, PPS12, PPS3, PPS4, PPG18, Supplement to PPS1- Planning and climate change	4, 6, 13, 24	* Prosperous city * Healthy city * Learning city * Safe city * Attractive and inclusive city	10, 12, 13, 15, 14, 21
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## Supporting text

**7.1** The re- use of previously developed land (PDL) often referred to as brownfield land has become increasingly significant in land use planning. Policy 4 of the RSS sets out the sequential approach to acceptable development and recognises that development should be in the most suitably located place. The development of PDL and buildings should take priority over greenfield land.

**7.2** The retention and re-use of traditional buildings contributes significantly to environmental sustainability. Many historic areas, especially high density and mixed-use urban places, provide a model of sustainable development. Historic buildings and traditional building materials are generally durable and perform well in terms of the energy needed to make and use them. The traditional practice of re-using such buildings and materials, through repair, restoration and adaptation, contributes to the sustainable use of energy and material resources.

**7.3** The City Council is committed to achieving the highest possible standard of design in all new developments. Well-designed, safe and attractive new development, which respects its surroundings, can help to raise the quality of the built and natural environment and the quality of life for the people who live and work there. The City Council will therefore attach a high priority to design and layout in all new development schemes.

**7.4** In recognition of the importance of design quality, the City Council is developing a portfolio of design based Supplementary Planning Documents to help deliver quality design across the city including the Central Area Urban Design Strategy.

**7.5** Floods can occur on any ground when rainfall exceeds the natural drainage capacity of a site. In addition to rainfall changes, climate change is likely to increase the impact of other weather events in Sunderland, with the key risks likely to arise from sea level rise and extreme heat events.

**7.6** The Strategic Flood Risk Assessment will enable the City Council to ensure that development is located away from areas that are identified at most at risk from flooding and to ensure existing flooding issues are not exacerbated.

**7.7** Sustainable Drainage Systems (SUDS) should be used to minimise the risk and impacts of flooding and can be designed to function in most settings

through flexible design. Developers will be expected to provide and fund effective SUDS maintenance programmes.

**7.8** Accessibility is a key criterion in the assessment of planning applications. Walking and cycling are good for health and the environment and should be encouraged by creating attractive environments to accommodate these modes of transport. A high degree of pedestrian and cycling permeability will be required within new development in order to promote accessibility and integration with the surrounding area.

**7.9** Policy 38b of the Regional Spatial Strategy encourages local development plans to promote opportunities for developments to adopt sustainable construction practices, as recognised by national standards, such as BREEAM (for non-domestic development) and the Code for Sustainable Homes (for dwellings).

**7.10** For new dwellings, Policy CS3 sets a minimum requirement for Level 4 of the Code for Sustainable Homes. This is to encourage developments to exceed the minimum Level 3 standard that will be a forthcoming requirement of Building Regulations in 2010. If attainment of Level 4 is not possible, justification will be required, and will be considered appropriate only where the reduction in Code for Sustainable Home level allows other core strategy policies to be met (for example, where achieving only Code Level 3 allows the development to meet targets on provision of affordable homes). The policy will also be revised to continually encourage developments to exceed current and future minimum standards where feasible by at least one level, which will support the government's aim of making all new homes Zero Carbon by 2016.

**7.11** For non-domestic development, Policy CS3 sets a minimum requirement for BREEAM "Very Good" since several commercial and public developments have already attained this rating, demonstrating that it is viable for development in Sunderland. This policy will also be supported by forthcoming changes to Building Regulations, which require more reductions in carbon emissions of new non-domestic buildings. These policies all support the government's aim of making all new non-domestic buildings Zero Carbon by 2019.

**7.12** To keep pace with future changes in Building Regulations, which may raise the minimum requirement of sustainable construction standards, these standards will be revised upward in future, to continually encourage developments to exceed minimum standards wherever possible.

**7.13** Policy 38d of the Regional Spatial Strategy requires all major development to provide at least 10% of energy consumption from renewable energy systems installed within the development site boundary.

**7.14** Developments will be required to demonstrate how this renewable energy target will be met. Where it can be proven that it is not viable to derive 10% of a development's energy needs from renewable sources, the

development should seek to make up any shortfall through additional energy efficiency measures in built construction and layout.

**7.15** It is also noted that this requirement for renewable energy can also contribute to meeting the Target Emission Rating required through Building Regulations.

**7.16** Planning Policy Statement on Climate Change. Supplement to PPS1 (2007) encourages local development plans to provide a strong focus on developing decentralised energy supply, in addition to renewables, as a route to achieving low-carbon development.

**7.17** The commonest, most practical form of decentralized energy supply in the UK is combined heat and power (CHP), where heat (and sometimes power) is supplied to users within a given local area through local heat and power networks.

**7.18** To support development of decentralised energy supply in Sunderland, the policy requires that major developments, with high heat demands, must provide evidence to demonstrate that combined heat and power, distributed through local energy networks, has been considered. CHP will be required, unless it can be demonstrated that it is not financially or technically feasible for a particular development.

**7.19** In addition to considering the development's own energy demands, feasibility work should take into consideration potential collaboration with other energy suppliers or energy users in the vicinity of the development.

**7.20** The Natural Environment and Rural Communities Act 2006 requires Local Authorities to preserve biodiversity, including species and habitats. The act aims to raise the profile of biodiversity. Planning Applications will be considered in relation to their impact on biodiversity.

**7.21** Trees and hedges contribute greatly to the appearance of an area and assist in the overall greening of an area, such features should be retained unless it can be demonstrated that the particular site layout makes their retention impossible, in which case the trees should be replaced elsewhere on site. New developments benefit greatly from the incorporation of trees and landscaping in their layout.

**7.22** The Water Framework Directive is European Law that aims to ensure all ground and surface water bodies including estuarial and coastal waters, reach 'good' status by 2015. The Environment Agency is responsible for drawing up River Basin Management Plans (RBMP) with programmes of measures for improvements to be fully operational by 2012. The Northumbria RBMP, which Sunderland is included in, will aim to ensure measures to protect and improve water quality are undertaken.

**7.23** Sunderland monitors air quality in line with the National Air Quality Strategy and under Part IV of the Environment Act 1995. Where air quality

issues arise they are predominantly traffic related. The Core Strategy will play a critical role in ensuring that development takes place and is intensified in the most sustainable locations of the city thereby ensuring the most sustainable modes of transport are encouraged.

**7.24** Planning of infrastructure is critical for the delivery of development. New housing, or other development alone, does not create communities; people should be able to travel reliably by various means, and have clean, secure and affordable supplies of power and water and waste management facilities. Improving the provision of local infrastructure is a priority for the City Council in ensuring the creation of sustainable communities.

**7.25** National policy requires the Core Strategy to identify what physical, social and green Infrastructure is required to support the amount of residential and commercial development identified in the city. The Core Strategy Infrastructure Delivery Strategy details the plans and programmes for infrastructure provision by the City Council and its partners.

**7.26** Infrastructure can include: transport infrastructure such as roads, railways, public transport, cycling and walking; physical infrastructure such as utility provision and waste treatment; green infrastructure such as public greenspace, biodiversity and; social and health infrastructure including social housing, community services and facilities.

**7.27** In providing high quality infrastructure for the city, it will be essential to secure developer contributions to meet the necessary on and off-site infrastructure requirements arising from new development. The Planning Act 2008 provides the legislative framework for the Community Infrastructure Levy (CIL). Local Authorities are empowered to seek to charge CIL and will need to identify what infrastructure is required and how much it will cost. The Regulations, providing the detail on the implementation of CIL are yet to be published. The City Council on publication of the CIL regulations will decide whether to continue to secure infrastructure contributions through with current Section 106 agreements, adopted the CIL or follow a hybrid approach. Further detail on the City Council's policy will be set out in the City Council's emerging 'Developer Contributions and Agreements' SPD.

## CS4 Waste Management

### **The Vision**

By 2026 Sunderland will significantly reduce its dependence on landfill, diverting waste to more sustainable methods of waste management. An adequate range of waste management facilities will be provided to ensure that waste generated in Sunderland is treated and disposed of in a sustainable and environmentally acceptable way, balancing the economic, social and environmental needs of the city.

### **Planning Objectives**

Waste management is under going a period of significant change nationally and regionally. A step change towards waste management is needed to tackle growing waste generation and focus on managing waste as a resource, its prevention and reuse.

Key objectives in accordance with the waste hierarchy will be; reducing waste, using waste as a resource, recycling and composting, and energy recovery, and to divert waste from landfill to more sustainable methods of waste management.

### **Key Issues and Constraints**

The amount of municipal waste managed in Sunderland is expected to grow from 159,594 tonnes in 2006 to 182,655 tonnes in 2021, and from 279,008 to 337,504 tonnes for commercial and industrial waste ( North East Assembly Apportionment of Waste Arisings, 2008).

Driven by European legislation there is a requirement to reduce and recycle more waste through targets and reduce the amount of waste diverted to landfill. This means there is a need, with financial implications, for the City Council to review and change waste management practices.

### **Opportunities and Growth**

Sunderland City, Gateshead and South Tyneside Councils are working in partnership to drive forward a sustainable waste management infrastructure, through the Joint Municipal Waste Management Strategy 2008.

## Policy

**CS4.1 Sustainable waste management will contribute to the creation of sustainable communities by:**

- a. **Managing waste in a sustainable manner by applying all steps in the waste hierarchy, so that higher uses are considered before moving down the hierarchy, and only disposing of waste in landfill if there are no other waste management solutions;**
- b. **Sites for waste management facilities will be allocated in the Allocations Development Plan Document sufficient to meet the regional apportionment for all waste streams where the city is best placed to meet local and wider needs;**
- c. **Waste management facilities will be permitted on existing sites and employment land in accordance with the approach set out for assessing the suitability of land for waste management uses set out in PPS10 and in the RSS.**

## Conformity Table

<b>Preferred Option Policy CS4 is in accordance with:</b>			
<b>PPG's/ PPS's</b>	<b>RSS</b>	<b>Sunderland Strategy</b>	<b>Core Strategy Objectives</b>
PPS1, PPS10, PPS12, Supplement to PPS1: Planning and climate change	2, 3, 40, 45, 46, 47	* Healthy city	6

## Supporting Text

**8.1** A Report by the North East Assembly reviewed projections for the Municipal Solid Waste (MSW) and Commercial & Industrial Waste (C&I) waste streams, taking into account the requirements to meet the regional and where appropriate national targets, for recycling, recovery, and landfill.

<b><i>RSS MSW and C&amp;I Targets for Sunderland</i></b>		
<b>Year</b>	2010	2016
<b>Recycling &amp; Composting</b>	40%	46%
<b>Recovery</b>	53%	72%
<b>C&amp;I</b>	To increase recovery to 72% by 2016	

**8.2** The report identifies where appropriate, a capacity gap, which is the difference between these 2 waste streams projected arisings and available and planned/proposed waste management facilities. This provides the basis for the local Planning Authority to plan for waste management facilities to address the capacity gap to 2021. In Sunderland MSW is projected to rise from 160,000 tonnes in 2006/7 to 183,000 tonnes in 2021. The report states that Sunderland requires recovery capacity of 28,000 tonnes until the planned recovery facility becomes available. The first phase of the facility is now



operational and has planning permission to extend the facility to address this recovery shortfall. The report identifies that a gap in landfill capacity up to 44,000 tonnes will exist by 2020. However, latest estimates extend the life of the landfill capacity in Sunderland to beyond 2021. The Council is looking at further ways to divert even more waste from landfill, maximising its resource potential through partnership with neighbouring local authorities. Although there exists landfill capacity equivalent to 10 years of annual rates set out in RSS, it is recognised that close monitoring and review will be necessary to ensure that there is sufficient capacity to the end of Core Strategy Plan in 2026.

**8.3** Commercial and Industrial Waste (C&I) arisings for Sunderland will rise from 272,000 in 2005 to 337,000 in 2021. The report considers that there are sufficient current and planned facilities to handle the C&I waste stream in Sunderland to meet the non-statutory target of 73% recovery of C&I waste by 2015.

**Capacity Gap for MSW and C&I waste**

<b>MSW</b>	<b>Facility Type</b>	<b>2010 tonnes</b>	<b>2015 tonnes</b>	<b>2020 tonnes</b>
	Recycling	74,480	66,880	58,610
	Composting	57,138	53,880	50,340
	Recovery	-28,369	251,013	243,453
	Landfill	222,047	245,334	-43,901

(the negative figures show a deficit in available capacity)

<b>C &amp; I</b>	<b>Facility Type</b>	<b>Targets tonnes</b>	<b>2015 Tonnes Capacity Gap</b>
	Recovery	229,410	142,360
	Landfill	89,210	156,120

**8.4** Special and hazardous waste generated is small in comparison with other waste streams but because of its nature is the most difficult to manage. The implementation of waste directives will increase the amount of hazardous waste. This increase in the tonnage of hazardous waste requiring treatment, will require more treatment and disposal facilities. The RSS recognises that further work by the Regional Planning Board is required to identify the capacity gap in hazardous waste treatment facilities. If new waste management facilities are required in the city then they will be identified within the Allocations DPD.

**8.5** Sunderland City, Gateshead, South Tyneside Councils have prepared a Joint Municipal Waste Management Strategy (2008). The strategy sets out how the authorities will address future statutory targets for waste minimisation, recycling, composting, as well as how to minimise the amount of biodegradable waste that is sent to landfill.

	<b>Joint MSW Strategy targets for Sunderland</b>		
<b>Year</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>
<b>Recycling and Composting (% Overall Waste)</b>	40%	45%	50%
<b>Recovery</b>	53%	67%	75%

**8.6** Although Sunderland can for the next 10 years address the capacity gap with existing and planned extension to facilities, it, along with South Tyneside and Gateshead is also progressing a joint approach to the procurement of waste services known as the “South Tyne and Wear Waste Management Partnership” (STWWMP). Guided by the joint waste strategy the partnership is developing a longer-term strategic solution for the treatment and disposal of residual municipal waste in order to achieve the agreed joint recycling target of 50% by 2020 and bring joint working environmental, efficiency and cost benefits in the region of £300 million over the next 25 years. It is estimated that there will be about 185,000 tonnes of waste that cannot be recycled.

**8.7** As part of this solution a need has been identified for a strategic facility within the partnership area. Following a site selection process, sites in Sunderland and South Tyneside were discounted for a strategic waste facility. The preferred option for the possible location of the strategic waste facility is a vacant site in Felling, Gateshead, for either gasification or energy from waste. Both processes generate electricity and will be exported to the national grid. As a result of this process the partnership expects that there will be a small requirement for residual waste going to landfill which will extend the landfill capacity beyond 2021. It is estimated that delivery will be by 2013. Supporting waste management facilities will also be assessed and identified within the context of the RSS and Planning Policy Guidance Note 10 (PPS10), and inform the preparation of site specific Local Development Documents in the partnership area. It is considered that local interpretation of the RRS and PPS10 is unnecessary and that they provide a robust criteria for assessing allocations and planning applications.

**8.8** As a contingency, there may exist potential capacity elsewhere to cater for Sunderland’s C&I and MSW arisings from facilities yet to be completed and those with available capacity within Tyneside and the Region. Strategic scale known waste management facilities include; the near completed Eco-Parc at Blaydon which will have the capacity to handle up to 160,000 tonnes p.a. of MSW, and non hazardous C&I waste, as well as 140,000 tonnes of kerbside waste. Furthermore, the existing waste management facility at Monument Park has planning permission for expansion to treat 280,000 tonnes of MSW p.a. Following planning approval in 2009 for the development of a strategic energy recovery facility at Teesside there may be scope to use the 256,000 tonnes of capacity for dealing with non-recyclable waste.

**8.9** Waste management capacity, both potential and built, will be monitored regularly through the Annual Monitoring Report in order to ensure that the City

has access to adequate waste management facilities to cater for waste arisings for at least 10 years.

## CS5 Minerals

### **The Vision**

At 2026 the City Council will have continued 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.

### **Planning Objectives**

Adopt a hierarchical approach to minerals supply, aiming to reduce the need for mineral extraction by maximising the use of recycled and secondary aggregates before securing the remainder of material needed through new primary extraction.

### **Key Issues and Constraints**

Extensive housing and economic development, planned for the city, will be resource intensive, increasing pressure on resources.

Much of the land in Sunderland with potentially workable mineral resources is constrained by the urban area and prominent from residential and other development. Likewise much of the land within potential mineral resource areas is visually sensitive and may include areas either of higher quality agricultural land or of nature conservation interest.

### **Opportunities and growth**

Ensure the efficient use or reuse of existing resources.

## Policy

**CS5.1 In seeking to achieve the RSS Apportionment figures, the City Council as part of the Tyne and Wear Sub-Region will maintain a landbank of planning permissions sufficient to deliver approximately 1.86 million tonnes of Sand and Gravel and 4.19 million tonnes of crushed rock over the 15 year plan period, 2011-26.**

**CS5.2 The City Council will ensure an appropriate contribution to the national and regional needs for minerals is made, in ways which conserve and enhance the quality of the environment and the quality of life for existing and future generations, in accordance with the principles of sustainability. To achieve this, proposals for mineral extraction in the city must ensure that:**

- a. the natural and historic environment is conserved, managed and enhanced;
- b. The health, safety and amenity of Sunderland's residents, visitors and businesses is fully considered and that any potential adverse impacts are minimised;
- c. Sensitive working practices, high operating standards and environmental management systems are adopted;

- d. Workings will not adversely effect flood risks or surface water flooding;
- e. Essential infrastructure is protected;
- f. Sustainable transport methods for transportation of minerals are utilised; and,
- g. Sensitive environmental restoration and aftercare is incorporated into the lifetime of the site especially where this would improve public access and educational resources for the city.

**CS5.3 Mineral Safeguarding Areas will be defined around mineral deposits that are considered to be of current or future economic importance. in the broad locations of Eppleton, Great Eppleton, Pittington Hill, Warden Law and Springwell to safeguard the deposits against unnecessary sterilisation by development.**

**CS5.4 Consideration will be given to extraction of the coal resource prior to non-mineral development taking place in the Coal MSA (defined on the Key Diagram).**

**CS5.5 Consideration should be given to issues arising from past coal mining activity across the city, in particular land instability. Where stability issues have been identified developers are required to carry out site investigation.**

### **Conformity Table**

<b>Preferred Option Policy CS5 is in accordance with:</b>			
<b>PPG's/ PPS's</b>	<b>RSS</b>	<b>Sunderland Strategy</b>	<b>Core Strategy Objectives</b>
PPS1, PPS9, PPS12, PPG13, PPG14, PPG15, PPS25, MPS1, MPS2, Supplement to PPS1: Planning and climate change	2, 7, 8, 24, 31, 32, 33, 42, 43, 44	* Prosperous city * Attractive and inclusive city	7, 8,

### **Supporting Text**

**9.1** Minerals are a finite resource and can only be worked where they exist. Sunderland's main contribution to meeting local, regional and national requirements in the last decade has been in providing Permian yellow sand and crushed rock from quarries on the Magnesian Limestone Escarpment. Sunderland currently has two operational quarries extracting aggregates, at Hetton Moor House Farm and Eppleton. There is no longer any coal extraction in the city and no new sites for aggregate extraction have been identified.

**9.2** The City Council as part of the Tyne & Wear Sub-region are required to maintain a landbank of planning permissions sufficient to deliver approximately 1.86 million tonnes of Sand and Gravel and 4.19 million tonnes

of crushed rock over the 15 year plan period, 2011-26. It is not viable to break down sub-regional apportionment figures to local planning authority level, due to commercial confidentiality. Figures are based on RSS estimated annual production rates up to 2021; existing production rates, taking account of minerals extracted since 2001 and extrapolated pro rata to 2026, the end of the plan period.

**9.3** Based on the latest RAWP annual report 2007 the Tyne & Wear Sub-region falls short of meeting the RSS apportionment requirements for both Crushed Rock and Sand and Gravel extraction with by an estimated shortfall of 2.53 million tonnes of Crushed Rock, and 762,000 tonnes shortfall of Sand and Gravel. Consideration will need to be given as to whether the existing quarries in Tyne and Wear can address any shortfall and taken account of the review of apportionment currently being undertaken.

**9.4** New guidance from CLG 'National and regional guidelines for aggregates provision in England 2005-2020' (issued in June 2009) recommends lower levels of aggregates provision across the country, with a requirement for 4% less sand and gravel nationally and 8% less crushed rock. Consequently, the North East Regional aggregate provision has reduced. A sub-regional apportionment exercise is presently being undertaken that assesses various scenarios for future apportionment. Final sub-regional apportionment guidelines will be published later in 2010, depending on the results the Tyne and Wear Sub region could have to extract more or less aggregates during the plan period.

**9.5** Where proposals for mineral extraction occur, the above policy sets out criteria to ensure that environmental, social and economic issues and impacts are fully considered and where adverse affects are identified, they are effectively managed and mitigated.

**9.6** Mineral Safeguarding Areas (MSA's) are defined for mineral reserves that are considered to be of current or future economic importance. Mineral Safeguarding Areas are defined on the key diagram. The purpose of MSAs is to ensure that mineral resources are adequately taken into account in all spatial planning decisions. They do not automatically preclude other forms of development taking place, but highlight the presence of economic mineral so that it is considered, and not unknowingly or needlessly sterilised.

**9.7** Surface coal resources are present across roughly the western half of Sunderland, defined on the key diagram. It is necessary to ensure that coal resources are not unduly sterilised by new development. In instances where this may be the case, the Coal Authority may seek prior extraction of the coal. Developers should liaise with the Coal Authority when proposing developments within Coal Safeguarding Areas.

**9.8** Mineral extraction has been one of the most significant activities shaping the development of the city over the past two centuries. Consequently, there are approximately 290 recorded mine entries listed in the city, potentially resulting in land instability. It is important new development

does not lead to future public safety hazards, where required developers should carry out site investigations and where necessary mitigate, the coal mining legacy on site where necessary.

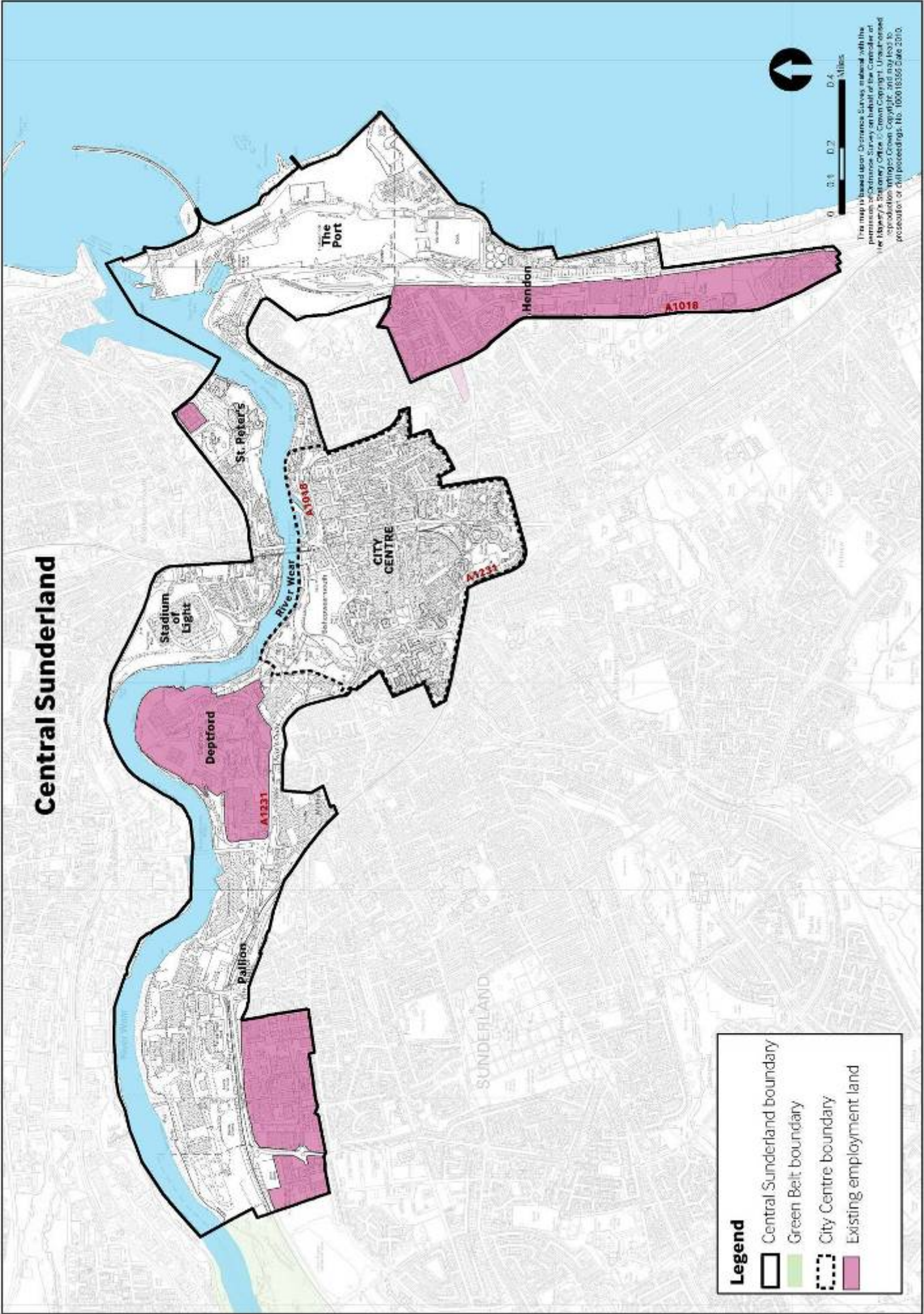
**9.9** Land instability and mining legacy is not a complete constraint on new development; rather because the legacy of past mining has been addressed the new development is safe, stable and sustainable.

# Sub-area policies





# Central Sunderland



**Legend**

- Central Sunderland boundary
- Green Belt boundary
- City Centre boundary
- Existing employment land



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## CS6 Central Sunderland

### **Vision**

By 2026 Central Sunderland will comprise a rich and diverse mix of residential, employment, commercial and leisure areas. New mixed-use development will have rejuvenated the southern bank of the river within the setting of the landmark bridge. First class leisure developments will draw visitors to Stadium Village.

New retail and employment development - and a new residential population - will have secured the vitality and viability of the City Centre. The ethos of the “University City” will be well established with a thriving high tech and software sector clustered in the City Centre.

New high-quality roads will connect the key development sites in Central Sunderland to the wider region. The City Centre will be the hub of the local public transport network.

### **Planning Objectives**

- The sustainable regeneration of Central Sunderland and the City Centre

### **Key Issues and Constraints**

- Need to develop City Centre office market
- Need to improve City Centre vitality and viability
- Need to protect setting of candidate World Heritage Site
- Need to improve public realm within the City Centre

### **Opportunities and growth**

- Delivering the Strategic Sites development sites of Vaux, Farringdon Row and Holmeside) to enhance the vitality and viability of the City Centre
- University and Software City – key drivers in the growth of the city’s information/ knowledge-based economy
- Sunnyside regeneration – Creation of a mixed-use urban quarter
- Stadium Village – potential to accommodate large-scale leisure uses
- Groves – the creation of a new sustainable community
- Metro – high quality public transport corridor serving the area
- Sunderland Strategic Transport Corridor – facilitating the growth in Central Sunderland
- Candidate World Heritage Site – world-class heritage designation will attract tourists to the city
- The Port – potential to support offshore energy developments
- The river – as a resource for wind energy

## **Policy**

### **CS6.1 Economic prosperity**

In Central Sunderland the emphasis will be on intensification of development on brownfield land; 5 hectares of new land will be allocated for use classes B1 B2 and B8. A 19 hectare Strategic Site is identified for employment purposes.

**Strategic Site: Vaux, Farrington Row/ Galleys Gill (19ha)**  
The city council will support a residential and employment-led mixed-use development on the former Vaux/ Galleys Gill/ Farrington Row site.

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;

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.

The following are proposed as locations for major development:-

- a. Former Groves Cranes Factory (housing and employment)
- b. Sunnyside (housing, leisure, business)
- c. The Port (employment)
- d. Stadium Village (leisure, housing and business)
- e. Bonnersfield (housing)

Developments which assist in the creation of the “University City” will be supported; proposals for facilities which support high-tech and knowledge-based sectors will be encouraged in the City Centre.

**Strategic Site: Holmeside Triangle (4.1ha)**  
The Holmeside Triangle site will be developed for comparison retailing along with new convenience provision.

Other main town centre uses of an ancillary nature and scale will be acceptable as part of the redevelopment of the site.

New retail provision in the City Centre will be supported; this will be located on appropriate sites within the defined City Centre Retail Core.

## **CS6.2 Sustainable communities**

Meeting the needs and aspirations of the south's existing and future residents will be achieved through:-

Developing over 4800 new homes in Central Sunderland over the next 15 years, phased as follows:-

	2011/12- 2015/16	2016/17- 2020/21	2021/22- 2025/26	Total
Central Sunderland	1577	1759	1492	4828

The City Council will support the plans of the University of Sunderland for the continuing development of its Chester Road and St. Peters Campuses for education purposes.

## **CS6.3 Connectivity**

In addition to the city-wide transport schemes in Policy CS2, the City Council will support local transport initiatives that improve accessibility within Central Sunderland and to the wider city and region, through:

- a. Improving public transport infrastructure
- b. Encouraging walking by enhancing public realm at Stadium Village, along the river corridor and in the city centre, with improvements to north-south and east-west city centre connectivity;
- c. Completing a district network of cycle routes across the Central Sunderland area, linking residential areas to employment, local centres and retail sites, education, leisure and community facilities;
- d. Safeguarding the South Dock freight line to support the sustainable growth of the Port of Sunderland;
- e. Enhancing the character and setting of the following gateways within the city centre:
  - i. Sunderland Station
  - ii. Metro Corridor
  - iii. All major road and pedestrian entry points into the city centre
  - iv. City centre car parks.

## **CS6.4 Environment**

The City Council will seek to protect and enhance the natural and built environment of Central Sunderland through the following measures:-

- a) Protecting the unique historic environment of the City Centre, utilising opportunities for the enhancement and, where appropriate, the sensitive and adaptive re-use of its historic buildings, parks and spaces for new regeneration uses;

- b) Protecting the outstanding universal value of the candidate World Heritage Site of Wearmouth-Jarrow; in particular preserving and enhancing St Peter's Church and the archaeological remains of the former monastic site, their setting and defined buffer zone in accordance with the emerging St Peter's and Bonnersfield Riverside SPD;**
- c) Securing the highest possible design standards in new development, particularly in City Centre locations;**
- d) Controlling the development of tall buildings;**
- e) Seeking to create new public open spaces in the City Centre;**
- f) Maintaining the balance between development and conservation particularly in areas close to sensitive natural sites along the River Wear;**
- g) Protect and enhance the locally distinct landscape character of River Wear East;**
- h) Support the introduction of decentralised energy networks in Central Sunderland;**
- i) Encourage the potential development of wind turbines at the Port.**

#### **Future Aspirations**

- Development of a footbridge connecting the riverbanks at Panns Bank and St. Peter's
- Minster Quarter around Crowtree

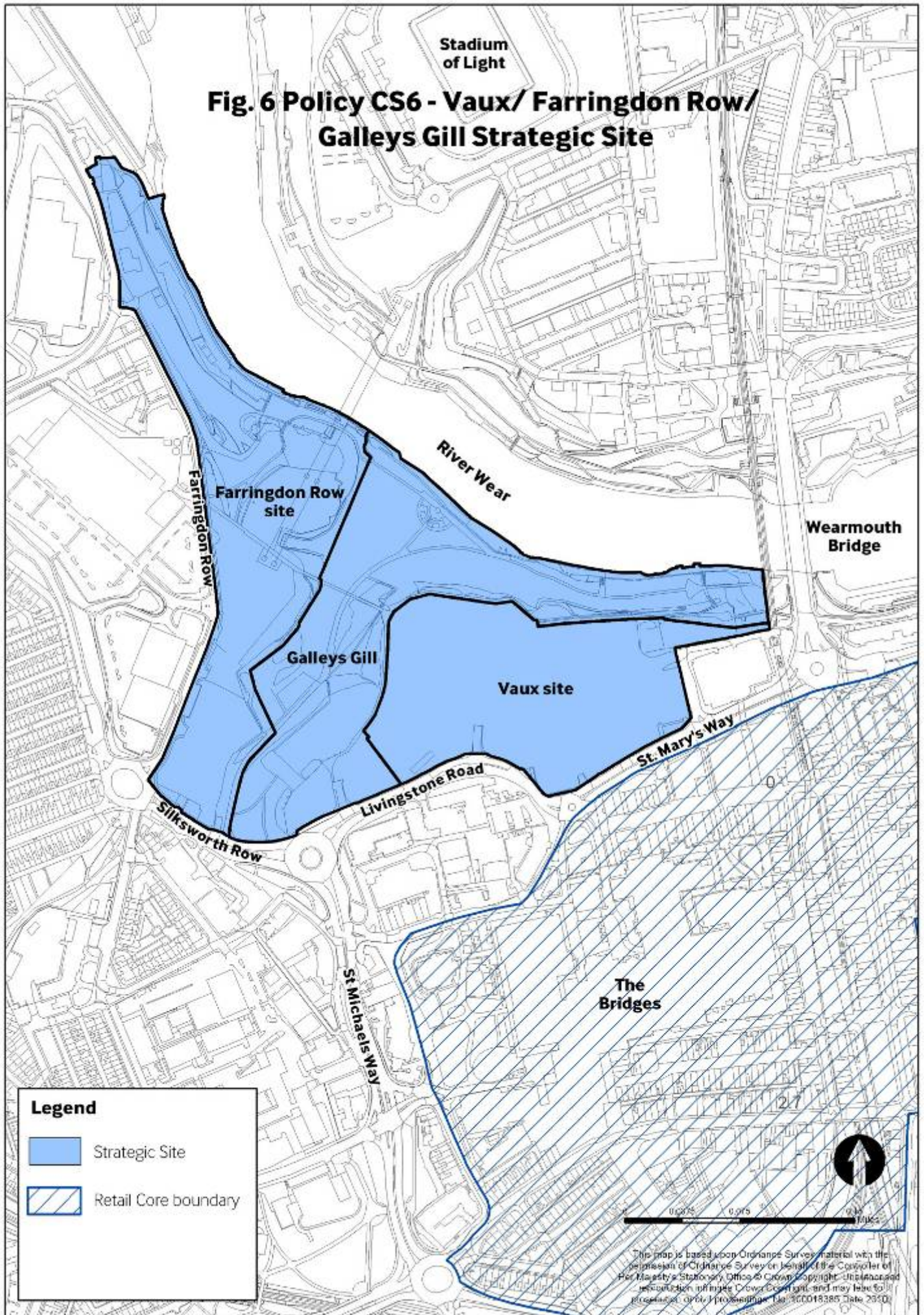
## **Supporting Text**

### **Economic prosperity**

**10.1** The effect of the decline in heavy industry has been most profound in Central Sunderland with the loss of long-established industries (e.g. Vaux Breweries, Groves Cranes, and more recently Cornings Glass). However, this has enabled potential of the area to accommodate new mixed-use developments to be pursued. A number of agencies and private sector developers will have a role in securing the regeneration of the area. Key amongst these is Sunderland ARC, which is an urban regeneration company set up in 2002 in response to the closures and associated job losses at Grove Cranes and the Vaux Brewery. Its aim is to address the fundamental problems of achieving economic, environmental and social regeneration over an extensive area of inner Sunderland focused on the River Wear corridor and the City Centre. Working in partnership with its founder members (Sunderland City Council, One NorthEast, Homes and Communities Agency), the Local Strategic Partnership and other key players, the ARC will focus primarily on bringing forward key sites within Central Sunderland.

**10.2** The need to regenerate the City Centre is an agreed priority of the City Council. A key element in this is the need to "grow" the City Centre office market in order to provide the range of City Centre B1 offices found in other similar sized cities. The former Vaux brewery site has been identified as a Strategic Site where B1a floorspace will be provided as part of a mixed-use

**Fig. 6 Policy CS6 - Vaux/ Farrington Row/ Galleys Gill Strategic Site**



**Legend**

-  Strategic Site
-  Retail Core boundary

0 0.025 0.075 0.150 Miles

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**10.3** Similarly, the adjacent Farrington Row site is capable of accommodating B1a uses (it has been identified as suitable for a new Court complex) to complement the high-density scheme at Vaux. Galleys Gill, which runs between the two sites will be retained as open space and upgraded to provide a green setting for development.

**10.4** This site is of considerable importance to the City Council's strategy for Central Sunderland both by virtue of its edge-of-centre status and its strategic river location. It represents a unique opportunity to underpin the Council's wider regeneration objectives.

**10.5** As part of a high-density mixed development the site could accommodate between 2000 and 3000 jobs. This would make a major contribution towards the Sunderland Strategy objectives in relation to prosperity. Such a development would maximise the job creation potential of the site, raise the profile of the City as an investment location and, by attracting large numbers of additional people to the City Centre, would bolster the function of the nearby retail core.

**10.6** The re-development of the Brewery site will be an important component in the Council's strategy for pursuing City Centre living and encouraging people to remain, or move back into the City, particularly with the exciting design ethos proposed for the site, the mix of uses and its close proximity to the City Centre and its facilities. Not only this, the employment opportunities for existing and prospective communities will help address social inequality, raise prosperity levels and stimulate investment.

**10.7** Alongside the development of the Strategic Site, other complementary business uses will be fostered in the City Centre as the role of the University as a major driver of the knowledge-based economy develops. The potential of Software City as an incubator for new technologies will be built upon, and new initiatives brought forward in the City Centre to support the movement towards the creation of a "University City" as outlined in the Economic Masterplan. The University's plans for the development of its two City Centre campuses will be supported to ensure that its role as a centre for learning is maintained.

**10.8** Similarly the Economic Masterplan highlights the potential role of the Port as a key facility in supporting the emerging offshore wind industry; the strategic location of the Port gives it significant accessibility advantages for wind turbine repair or manufacture.

**Fig. 7 Policy CS6 - Holmeside Strategic Site**



**Legend**

-  Strategic Site
-  Retail Core boundary

0 0.0125 0.025 0.05 miles

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**10.9** The retail function of the City Centre needs to be enhanced if it is to maintain its vitality and viability. A key requirement, if the City Centre is to prosper is the achievement of high-quality comparison floorspace. The preferred location for this is on the Holmeside Triangle site which has been identified as a Strategic Site (see Fig. 7). In a highly accessible location adjacent to the Park Lane Public Transport Interchange this site is well-connected to the existing Bridges shopping centre and provides the opportunity to accommodate a significant level of modern comparison floorspace along with new convenience food facilities. The Retail Core identified in UDP Alteration No. 2 will be maintained (see Fig. 8) and this will continue to be the main location to accommodate the City Centre's retail development.

**10.10** Although the City Council seeks a retail-led scheme, other uses will also be encouraged on the site, including leisure, offices, restaurants and residential accommodation. Development of the site should also help ensure that the Cultural Quarter centred on the Museum and Winter Gardens is better connected with the retail core of the City and the Park Lane Transport Interchange.

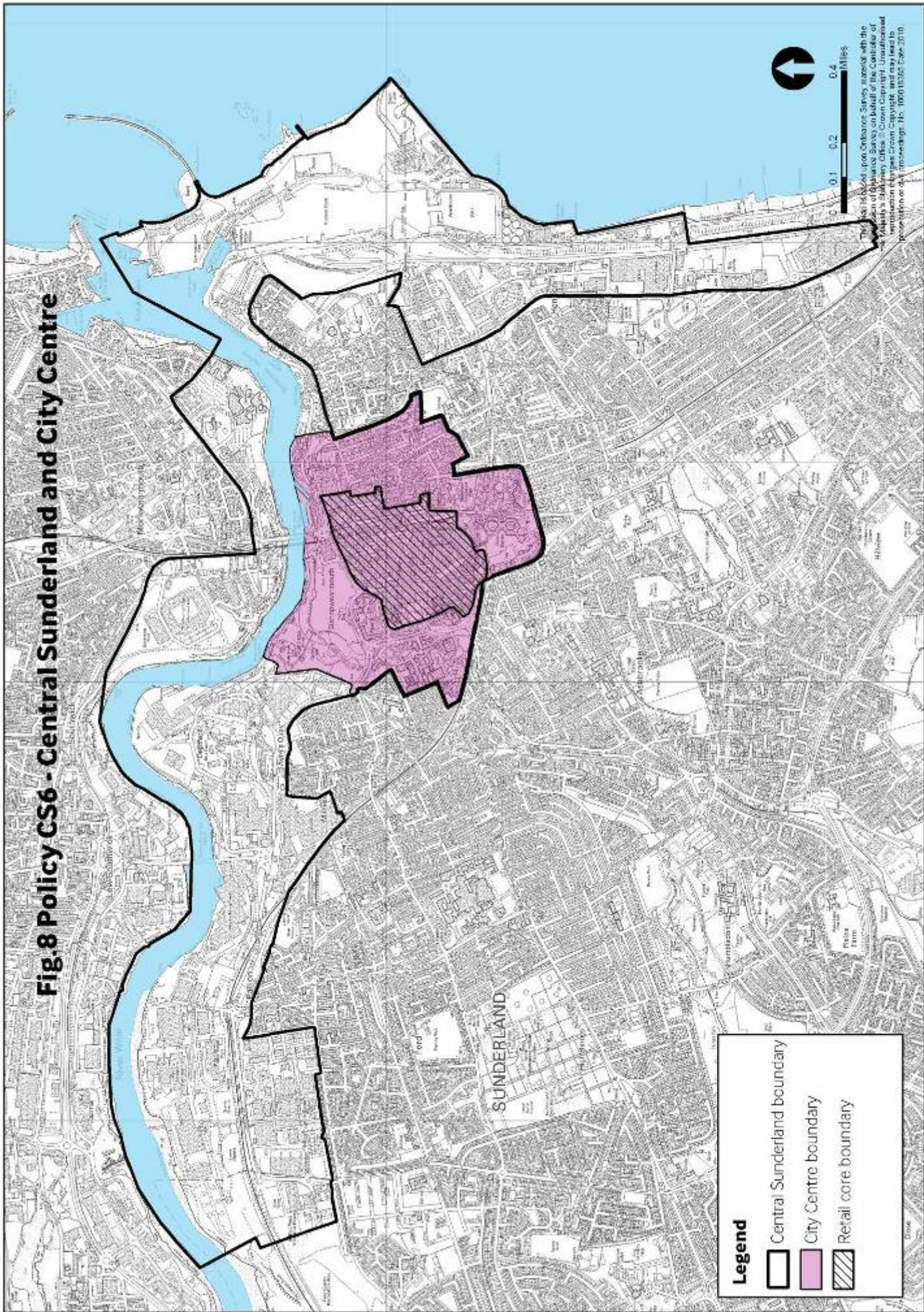
**10.11** Situated on the northern bank of the river, Stadium Village comprises two adjacent development sites: Stadium Park and Sheepfolds. These sites are identified in UDP Alteration No. 2 as Comprehensive Development Sites where a range of land uses are proposed, primarily large footprint leisure uses along with business and housing. A Development Framework has been prepared to provide a comprehensive masterplan to guide development of the area.

### **Sustainable Communities**

**10.12** Given its industrial past, the proportion of residential properties is limited in Central Sunderland apart from the multi-storey blocks in the City Centre. However, the potential of the area to accommodate significant levels of new housing was recognised and brought forward via UDP Alteration which identifies sites for some 4100 new dwellings on brownfield sites in the area. In particular, the former employment sites at Groves and Vaux had the capacity to provide some 2000 new dwellings between them. New City Centre living will continue to be encouraged as part of the development of a mixed-use urban quarter at Sunnyside. New residential development combined with a new office quarter within the river corridor will have a number of positive regenerative effects through enhancing the image of the area, securing environmental improvements, stimulating investment and supporting and enhancing community and commercial facilities. Residential use of the area will add to the vitality and the viability of the City Centre.

**10.13** The housing market has changed since the adoption of the Alteration, and the capacity of Central Sunderland has had to be revised, however it still has the potential to accommodate approximately 3500 new dwellings and thereby meet 28% of the city's housing requirement over the next 15 years. 100% of these sites will be on brownfield land.

**Fig.8 Policy CS6 - Central Sunderland and City Centre**



## Connectivity

**10.14** The delivery of the Sunderland Strategic Transport Corridor, the reinvigoration of the Tyne and Wear Metro and creation of the English Coast Pathway are classed as strategic city-wide schemes and are addressed in Policy CS2 and supporting text.

**10.15** Public transport provision in the city converges on the city centre, with the Public Transport Interchange at Park Lane providing modern facilities linking the Metro with local and long distance bus services. Northern Rail services provide a heavy rail link between Carlisle and Middlesbrough, and the long distance Grand Central service runs via the Durham Coast between Sunderland and London Kings Cross.

**10.16** The Metro links Sunderland to Tyneside and the Airport. The route, which is shared with heavy rail services from Sunderland Central northwards, continues parallel to the river, passing through – or close to - several major regeneration sites in Central Sunderland. A new station is proposed as part of the redevelopment of the former Groves Cranes site, and consideration may also be given to a further new station at Millfield to support the regeneration of development sites in the locality in due course.

**10.17** Improved public realm will support central area regeneration and promote more walking trips. Stadium Village and the city centre have been highlighted to be in need of much improved public realm, and as regeneration takes place in the city centre, development should support improvements to north-south and east-west connectivity, as well as improved pedestrian connections to neighbouring areas. Riverside development should ensure, wherever feasible, to open-up access to and along the river.

**10.18** The city centre is already connected by a number of cycleways. Opportunities will be taken to complete a network of cycle routes from the city centre into surrounding areas as well as throughout the Central Sunderland area, with particular emphasis on providing access to employment and recreation that the area has to offer.

**10.19** The South Dock freight line from the Port of Sunderland to the Durham Coast Railway at Grangetown provides vital access to the Port. It passes through sites associated with the Port estate that could see re-development. The line of the railway will be protected unless superseded by a suitable alternative.

**10.20** At the centre of the local transport network, there is a need to ensure that visitors and users gain a positive impression of the area. The appearance of key entry points to the city centre will be enhanced to achieve this and are discussed further in the City Council's Central Area Urban Design Strategy (2008). Gateway improvements will be designed to take account of the principles and ideas of the Legible Cities Project and improvements to city centre public realm, accessibility and tourism. The Sunderland Parking Strategy 2004 indicates that while there is a greater than adequate supply of

parking spaces in the city centre, the quality of the car parks overall needs to be improved.

**10.21** It is recognised that air quality hotspots exist within the city centre due to congestion and high traffic levels in key areas, and these areas are regularly monitored. To date, no areas have reached sufficiently high levels to be designated as Air Quality Management Areas (AQMA's).

## **Environment**

**10.22** Central Sunderland is the most densely developed sub-area of the city. Much of the area is built up and occupied by long-established employment uses which add little to the appearance of the city. Efforts will continue to improve these areas, especially where main transport corridors pass through them.

**10.23** The City Centre has a unique historic environment. It features a particular concentration of heritage assets (over 150 Listed Buildings, 4 Conservation Areas and a registered historic park and garden), which combine to give it an especially distinctive and high quality townscape character and sense of place. This environment should be conserved in a constructive and pro-active manner that capitalises on its proven regenerative role and tourism appeal. The Sunnyside area is a prime example of the success of heritage-led regeneration at the heart of the City Centre, where the sensitive restoration, adaptation and re-use of the area's historic buildings and spaces have driven forward Sunnyside's revitalisation as a mixed-use urban quarter of great distinction and provided the catalyst for significant investment and development into the City Centre.

**10.24** The monastic site of St. Peters on the north bank of the river is paired with St Paul's monastic site at Jarrow ("One Monastery in Two Places") forms the UK Government's nomination for World Heritage Site inscription in 2011. There is an emphasis on recognising, understanding, preserving and promoting its outstanding cultural. A key component of this is enhancing the Site's setting and key linkages to the candidate WHS from public transport nodes. A buffer zone has been identified surrounding the site, applications for development or change of use in this area need to demonstrate that they are not incompatible with the primary aims of safeguarding the WHS, in accordance with UDP Alteration No.2 (Central Sunderland) Policy NA28A.

**10.25** As a main centre for business and tourism, there is a need to ensure that a strong design ethos is maintained throughout the City Centre which creates a strong sense of place and which provides a positive image for Sunderland. The City Council's Central Area Urban Design Strategy (July 2008) provides a detailed approach to ensuring architectural and design excellence in the City Centre and adjoining areas on the northern bank of the river.

**10.26** A number of proposals have come forward for the development of tall buildings on a number of sites in Central Sunderland. Whilst such buildings

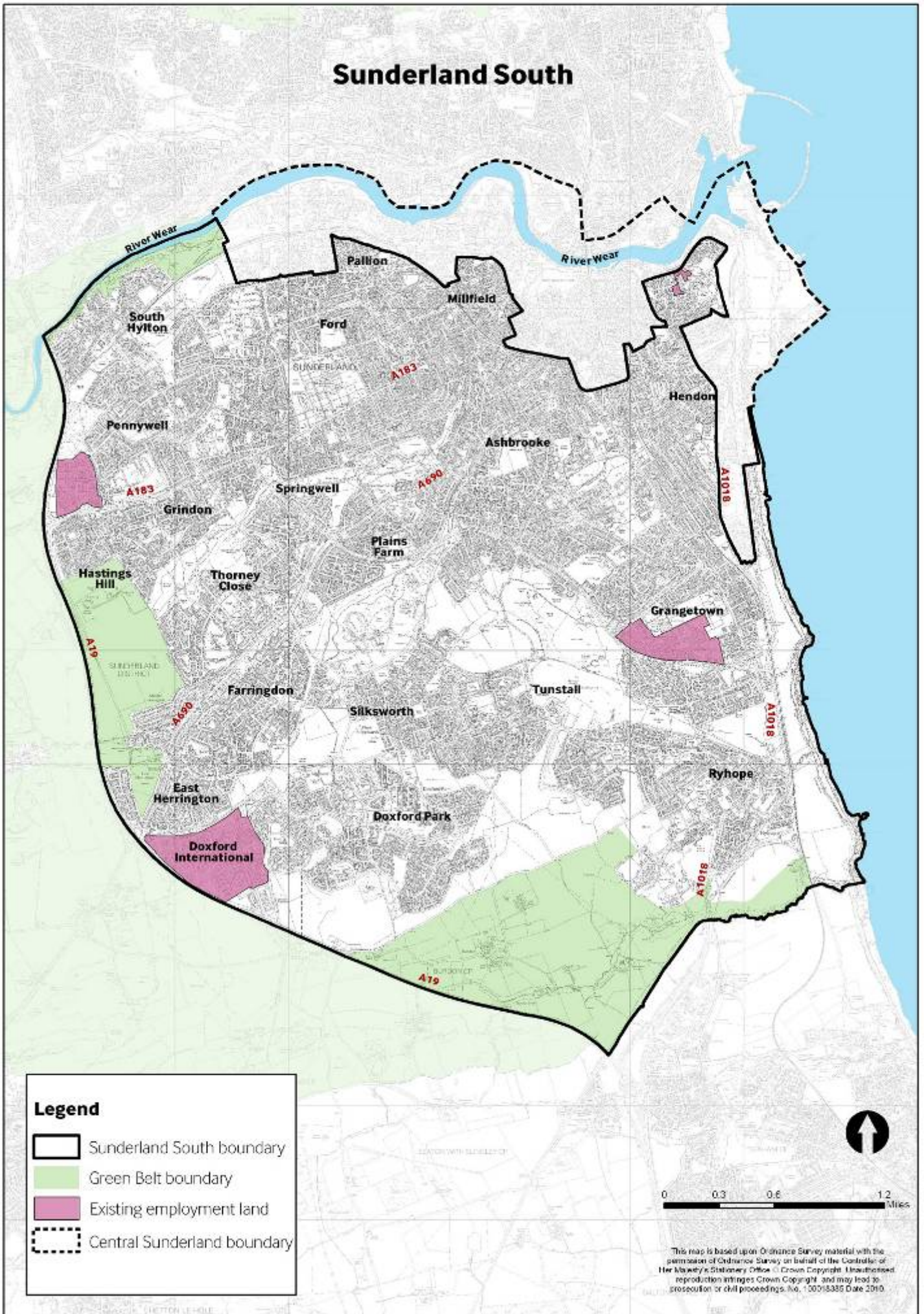
can make a positive contribution to the image of the city, they can have a significant visual and environmental impact. Consequently, particular attention will be paid to the siting, scale and form of tall building development in relation to its site and its wider context.

**10.27** The sub-area has a number of major open spaces and parks, such as Mowbray Park (which is identified as a historic park), Galleys Gill and Claxheugh which provide vital areas of recreation and form part of wider green infrastructure corridors. However, the sub-area is restricted in terms of the quantity of available land to help increase provision and as such emphasis has been concentrated on improving the quality of existing spaces. The opportunity to create new open spaces and public squares in the City Centre as part of large redevelopment schemes will be pursued.

**10.28** A number of Local Wildlife Sites are located on the riverside and another at Galleys Gill. The Coast and River Wear are seen as a strategic asset and a great open space resource within the city, because of this there are often competing pressures/ demands on their use. It is important to protect the city's coastline and river corridor, including flora, fauna, geological features, heritage features, and architectural, historical and archaeological areas of interest, whilst extending the opportunities for recreational, educational, sporting and tourist activities.

**10.29** The likely form of developments (large-scale mixed-use schemes) coming forward on sites within Central Sunderland has significant potential to include feature renewable energy systems.

# Sunderland South



## CS7: Sunderland South

### **Vision**

By 2026 Sunderland South will comprise a series of successful distinct communities, separated by multifunctional green corridors, with a rich and diverse mix of residential and employment areas.

A high quality public transport service through the area will link to the City Centre and provide access to local jobs and facilities and a network of footpaths and cycleways will provide sustainable connections that lead into surrounding countryside areas.

### **Planning Objectives**

- The regeneration of the older housing areas
- Securing economic regeneration

### **Key Issues and Constraints**

- There is a need to secure the regeneration of Hendon and the East End (deprivation and renewal)
- The area suffers from limited access to green space;
- Green wedges between the urban area will help preserve the identity of communities
- There is a need to ensure protection of the SPA at Ryhope

### **Opportunities and growth**

- Gentoos have a significant regeneration programme in Sunderland south
- Cherry Knowle and South Ryhope regeneration benefits from new housing and employment development
- Public transport along radial routes provides an efficient and sustainable service

## **Policy**

### **CS7.1 Economic prosperity**

**The City Council will allocate 28 new hectares of land for general economic development purposes and take forward 14 hectares of existing undeveloped sites.**

**The following are proposed as locations for major development:-**

- a. South Ryhope (employment)**
- b. Cherry Knowle (housing and health facilities)**

## **CS7.2 Sustainable communities**

Meeting the needs and aspirations of the south's existing and future residents will be achieved through:-

- a. Developing over 6300 new homes in Sunderland South's over the next 15 years, phased as follows:-

	2011/12- 2015/16	2016/17- 2020/21	2021/22- 2025/26	Total
Central Sunderland	2083	2324	1973	6380

- b. The development of XXX number of affordable dwellings
- c. The development of executive dwellings, where appropriate, with particular emphasis given to the larger development sites within Ryhope and Chapelgarth
- d. Supporting the Housing Renewal Schemes of Gentoo in Pennywell, High Ford, Doxford Park and Ryhope
- e. Housing led regeneration at Hendon and the East End
- f. Support the Homes and Community Agency and their hospitals programme, facilitating the reclamation and development of Cherry Knowle

## **CS7.3 Connectivity**

In addition to the city-wide transport schemes in Policy CS2, the City Council will support local transport initiatives that improve accessibility within South Sunderland and to the wider city and region, through:

- a. Improving public transport infrastructure
- b. Enhancing public realm in local centres and neighbourhoods, and within transport and green infrastructure corridors to encourage more walking
- c. Completing a district network of cycle routes across the South Sunderland area, linking residential areas to employment, local centres and retail sites, education, leisure and community facilities.

## **CS7.4 Environment**

The City Council will seek to protect and enhance the natural and built environment of the area through the following measures:

- a. Protect and enhance district green infrastructure corridors:-
  - i. Barnes Park – A19 to Eden Vale
  - ii. Stephenson Trail – River Wear to A690/A19
  - iii. Ryhope to Silksworth – coast to Silksworth Recreation Centre
  - iv. Cherry Knowle to Venerable Bede and Mill Hill



- v. **Burdon and Ryhope Dene**
- vi. **Ashbrooke to the Port- via Mowbray Park**
- vii. **Ashbrooke to Tunstall Hills**
- viii. **Claxheugh to Silksworth - via King George V park**

- b. **Maintain balance between recreation and conservation particularly in areas close to sensitive natural sites along the Coast and River Wear**

#### **Future Aspirations**

- Durham Coast rail line improvements

## **Supporting Text**

### **Economic Prosperity**

**11.1** The area has a number of long-established employment areas; the estates at Pennywell and Leechmere are in peripheral locations in the urban area adjacent to major roads. More recently, the development of Doxford International has provided the City with a modern business park with high-density office accommodation for a range of local, national and international firms. The development of the 20ha site at South Ryhope will provide a new employment location close to the Cherry Knowle “growth point”, with good vehicular access via the recently completed Southern Radial Route.

### **Sustainable Communities**

**11.2** Sunderland South is a popular residential area, the area houses the largest proportion of the city’s housing stock and has the potential to meet 37% of the city’s housing requirement over the next 15 years. However, a significant proportion of this potential is on greenfield land which falls within the settlement break between Doxford and Ryhope. Land in this location will not be brought forward until the back end of the plan period (2021/22-2025/6) and the need to bring forward this site will be monitored; if through the plan, monitor, manage process, sufficient brownfield sites can subsequently be identified elsewhere in Sunderland South to accommodate the sub-area’s housing requirements, the need to bring this site forward will be reviewed.

**11.3** Notwithstanding the fact that Sunderland South has the highest amount of housing within the area, it is also the area with the highest requirement for affordable housing.

**11.4** The area is predominately made up of semi-detached properties. The Housing Market Assessment, indicates that need for semi-detached properties and flats is satisfied, the highest demand is for bungalows, followed by detached and terraced properties. Sunderland South also has particular

requirements for extra care accommodation in the St. Chad's, Barnes and St. Michael's wards.

**11.5** Gentoo is active within the south sub-area with their renewal plans, which include areas within Pennywell, High Ford, Doxford Park and Ryhope. Overall, within this sub-area Gentoo plan to develop approximately 1,420 dwellings of which some 622 will be to rent, some 783 for sale and some 15 intermediate properties, which will help to increase the housing choice available in this area.

**11.6** The East End of Sunderland has seen falling population levels in recent years. Back on the Map, in partnership with the City Council, is undertaking a major housing-led regeneration programme for the Hendon area, which is linked to the overall new deal for communities programme in tackling market failure in this area. Approximately 100 new homes are planned for the area, with block improvements to the existing housing stock.

**11.7** The City Council will continue to support the Homes and Community Agency and their hospitals programme, facilitating the reclamation and development of Cherry Knowle Hospitals.

## **Connectivity**

**11.8** The delivery of the Ryhope to Doxford Park Link Road, Metro re-invigoration, congestion reduction initiatives on major roads and the creation of the English Coast Pathway initiative are all classed as strategic city-wide schemes and are addressed in Policy CS2 and supporting text.

**11.9** Improvements to local centres, together with the provision of new facilities elsewhere in the area will be developed in line with transport improvements and initiatives that support public transport, walking and cycling trips, and tying in with congestion reduction initiatives on the A183 Chester Road, A690 Durham Road and A1018 Ryhope Road.

**11.10** Public realm improvements will be made along major roads, in local and district centres and be linked to neighbourhood traffic management schemes across the South area to encourage walking. Further walking improvements will be made within green infrastructure corridors, such as Barnes Park, the Stephenson Trail and coast.

**11.11** There are three major cycleways in the South area, all linking to the city centre. National Route 1 extends south to Ryhope, the Walney to Wear national cycle route extends to Doxford International, and the Metro Cycleway runs westwards to South Hylton. Opportunities will be taken to complete a network of cycle routes throughout the South area, including new links through Barnes Park and along the coast.

**11.12** Any proposed improvements to the infrastructure of the Durham Coast Railway will be supported, including the bringing forward of a rail halt at Ryhope.

## Environment

**11.13** Despite being the most densely developed sub-area, the area contains a range of built and natural features which add to the character of the area.

**11.14** The area has a distinct urban history and rich architectural heritage. This is reflected in the number and varying character of conservation areas in the sub-area; at Ryhope, Silksworth Hall, Old Sunderland and Ashbrooke – and the recent declaration of the Cedars. The area's formal parks – at Backhouse and Barnes Park - also have an important function as open spaces, forming part of wider green space corridors which stretch into the urban area.

**11.15** Green space is at a premium in much of the sub-area due to the densely built-up nature of the area. Residential communities on the periphery are separated by open breaks and wedges which preserve their distinct identities.

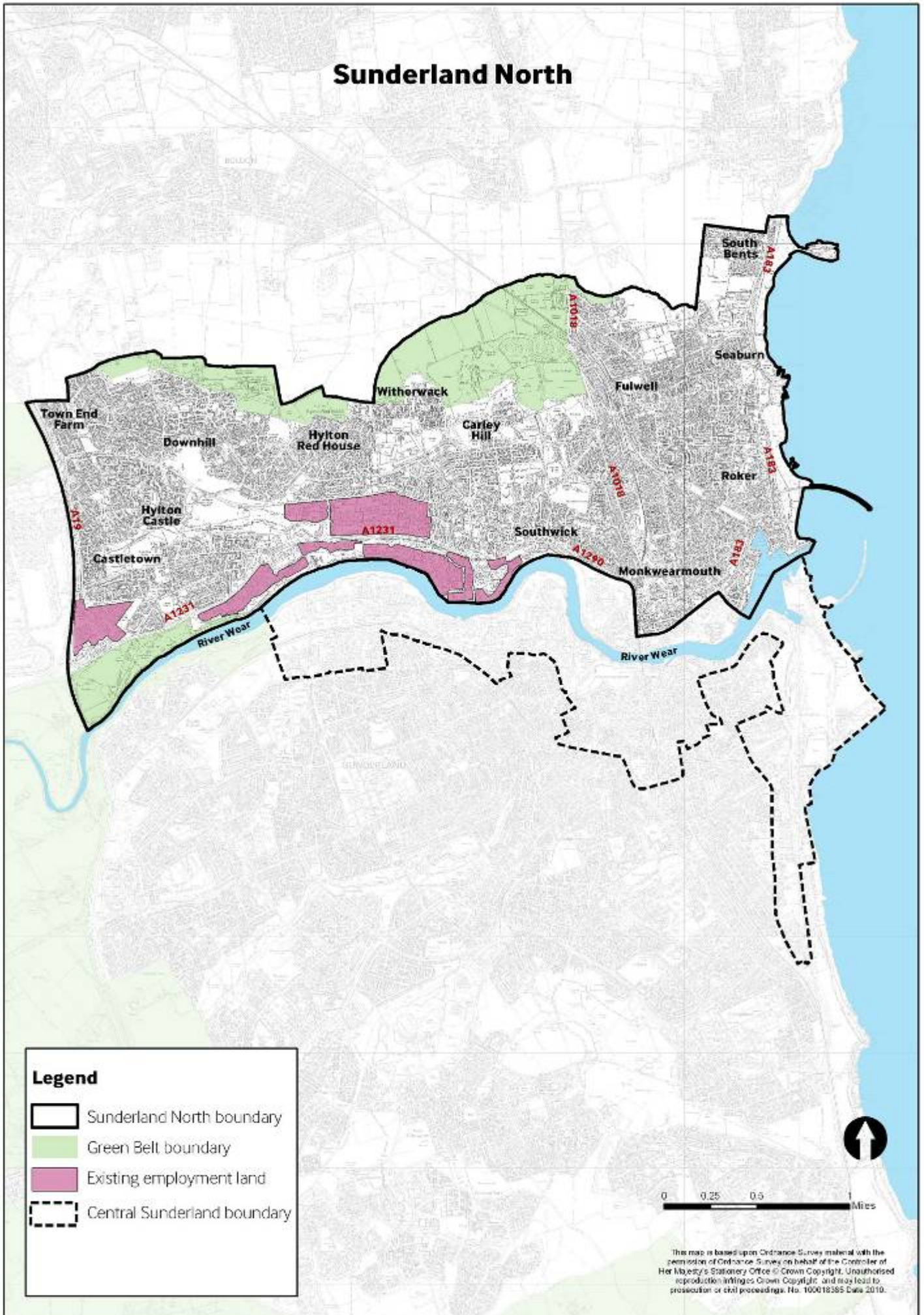
**11.16** Eight district green infrastructure corridors have been identified in South Sunderland:

- i. Barnes Park: the park, and its extensions form a linear corridor into the heart of the urban area. It has limited habitat variety, limited tree cover and is bisected by roads
- ii. Stephenson Trail: the trail provides a narrow corridor through the centre of Sunderland, again bisected by roads, and links to Silksworth Recreation Centre
- iii. Ryhope–Silksworth: this settlement break provides a range of habitats and links into Tunstall Hills. Ryhope Road and the Southern Relief Road provide connectivity barriers
- iv. Cherry Knowle-Venerable Bede-Mill Hill: provides two narrow settlement breaks between Mill Hill, Silksworth and Tunstall Bank, offering limited habitat variety and tree cover. Allotments at Silksworth provide a partial connectivity break
- v. Burdon-Ryhope Dene: this corridor includes neighbouring farmland, and is mostly within Green Belt. Includes ancient semi-natural woodland
- vi. Ashbrooke to the Port: an incomplete link between Ashbrooke and the Port, utilising private gardens and school playing fields and linking to Backhouse and Mowbray Parks
- vii. Ashbrooke to Tunstall Hills: an incomplete link incorporating Southmoor and Hill View school playing fields. Limited habitat variety and tree cover
- viii. Claxheugh to Silksworth: an incomplete link incorporating King George V Park and connecting to the River Wear. The link has greater potential as a cycling corridor. Bisected by major roads.

**11.17** The City Council, in association with partners and developers, will seek to ensure every corridor offers high quality, accessible and locally valued functions, thereby providing multiple benefits for both people and wildlife in the area.

**11.18** The Coast and River Wear are seen as a strategic asset and a great open space resource within the city, because of this there are often competing pressures/ demands on their use. It is important to protect the city's coastline and river corridor, including flora, fauna, geological features, heritage features, and architectural, historical and archaeological areas of interest, whilst extending the opportunities for recreational, educational, sporting and tourist activities.

# Sunderland North



## Legend

- Sunderland North boundary
- Green Belt boundary
- Existing employment land
- Central Sunderland boundary

0 0.25 0.5 Miles

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## CS8 Sunderland North

### **Vision**

By 2026 Sunderland North will have been transformed through the development of high-quality uses along the riverside and sea front strip. The seafront will become a thriving tourist destination.

Castletown and Southwick will have been transformed into highly-liveable modern residential areas.

The centre of Monkwearmouth will be revitalised and strong linkages will allow it to provide a complementary leisure and retail role to the City Centre.

### **Planning Objectives**

- The retention of employment land is fundamental in supporting economic growth in the city;
- Improve cross river access, providing increased access to the City Centre and employment sites;
- Regeneration of Castletown and Southwick through housing renewal;
- Regeneration of Seaburn/ Roker through the Seafront Strategy.

### **Key Issues and Constraints**

- The area is highly urbanised and limited in land for new housing and future employment allocations;
- The area contains a wide-range of historic and cultural assets, including the candidate World Heritage Site at St. Peter's Church, these should be retained and enhanced appropriately;
- Areas of North Sunderland have limited access to retail facilities.

### **Opportunities and Growth**

- Sea Front Strategy & Marine Walk Masterplan;
- Encourage the development of Sunderland University at the St Peter's campus, providing a high quality learning experience;
- Promote the river for recreational uses;
- Gentoos regeneration programme will provide more homes and increase housing choice in the area;
- Areas of the coast are designated as Special Protection Areas (SPA's);
- Improved green infrastructure.

## Policy

### CS8.1 Economic Prosperity

2 hectares of undeveloped land on existing employment sites will be allocated for use classes B1b (research and development), B1c (light industry), B2 (general industrial) and B8 (storage and distribution).

New convenience and comparison retail provision in Sunderland North will be supported

### CS8.2 Sustainable Communities

Meeting the needs and aspirations of the north's existing and future residents will be achieved through:-

- a) Developing over 1500 new homes in Sunderland North over the next 15 years, phased as follows:-

	2011/12- 2015/16	2016/17- 2020/21	2021/22- 2025/26	Total
North Sunderland	507	565	480	1552

- b) the development of xxx number of affordable dwellings
- c) supporting the regeneration of Castletown and Southwick
- d) supporting the proposals of the Sea Front Strategy and Marine Walk Masterplan.

### CS8.3 Connectivity

In addition to the city-wide transport schemes in Policy CS2, the City Council will support local transport initiatives that improve accessibility within North Sunderland and to the wider city and region, through:

- a. Improving public transport infrastructure
- b. Enhancing public realm in local centres and neighbourhoods, and within transport and green infrastructure corridors to encourage more walking
- c. Completing a district network of cycle routes across the North Sunderland area, linking residential areas to employment, local centres and retail sites, education, leisure and community facilities.

## CS8.4 Environment

The City Council will seek to protect and enhance the natural and built environment of the area through the following measures:

- a) **Maintain the balance between recreation and conservation particularly in areas close to sensitive natural sites along the Coast and River Wear;**
- b) **Protect and enhance district green infrastructure corridors:**
  - i. **Fulwell Quarries to River Wear- via Thompson Park**
  - ii. **A19 Corridor – Town End Farm to North Hylton**
  - iii. **Hylton Dene – A19 to Hylton Park**
- c) **Ensure new developments in close proximity to the candidate World Heritage Site (c WHS), are sympathetically designed and do not detract from its setting.**

### Future aspirations

- In partnership with South Tyneside MBC and Nexus extend Metro links to South Shields

## Supporting Text

### Economic Prosperity

**12.1** Sunderland North continues to support a diverse range of economic development and remains attractive to the market due to the good quality of many employment sites high standard of accommodation, and the accessibility to the A19. Newer office developments at Hylton Riverside complement the “traditional” employment area along Hylton Road. The potential for new employment allocations in the area is restricted by physical and environmental constraints. Accordingly no new employment land allocations can be identified.

**12.2** The Retail Needs Assessment highlights that there is a qualitative need for new comparison and convenience retail facilities in Sunderland North. Provision is concentrated in the eastern part of the sub-area at Sea Road (major district centre) and Southwick (district centre) and with only a small local centre in the western part of the sub-area at Castletown. New retail development will be encouraged which provides high-quality retail facilities to serve the sub-area.

### Sustainable Communities

**12.3** Sunderland North has two distinctive housing market areas, the Northern Suburbs to the west of the area and the Northern Coastal areas to the east. The eastern part of the area, Seaburn/ Roker, is popular for higher value housing due to its coastal location.



**12.4** The current housing stock within Sunderland North is made up of predominately semi-detached and terraced properties. Results from the Strategic Housing Market Assessment (SHMA) identify a need for the development of smaller properties and larger four bed or more dwellings. Widening the range of housing types in the north is necessary to meet local need and to stem the out-migration of the city's residents to neighbouring areas such as South Tyneside and Gateshead.

**12.5** Housing renewal is planned for several communities to the west of Sunderland North, including:

- The Regeneration of Castletown through the Castletown Regeneration Masterplan, a joint venture agreement between the City Council, Homes and Communities Agency (HCA) and Gentoo, to deliver around 150 new mixed tenure properties within the next 10-15 years. A number of regeneration projects are also planned to improve the environment, community facilities and the retail area, and around 120 older terraced properties will be improved within Castletown.
- Gentoo housing renewal plans, which include areas within Downhill, Castletown and Southwick. Overall, Gentoo plans to develop approximately 466 dwellings within this sub-area, of which 265 will be to rent, 175 for sale and 26 intermediate properties, which will help to increase the housing choice available in this area.

## **Connectivity**

**12.6** The delivery of the Sunderland Strategic Transport Corridor, Metro re-energisation, congestion reduction initiatives on major roads and the creation of the English Coast Pathway initiative are all classed as strategic city-wide schemes and are addressed in Policy CS2 and supporting text.

**12.7** Improvements to local centres, together with the provision of new facilities elsewhere in the area will be developed in line with transport improvements and initiatives that support public transport, walking and cycling trips, and tying in with congestion reduction initiatives on the A183 Whitburn Road, A1018 Newcastle Road and North Hylton Road.

**12.8** Public realm improvements will be made along major roads, in local and district centres and be linked to neighbourhood traffic management schemes across the North area to encourage walking. Further walking improvements will be made within green infrastructure corridors, such as through Hylton Dene, along the northern boundary, the coast and the River Wear.

**12.9** There are three major cycleways in the North area, all converging on Roker. National Route 1 extends northwards to South Bents and South Shields, the C2C follows the River Wear from Washington, and the Walney to Wear cycleway links to the city centre. Opportunities will be taken to complete a network of cycle routes throughout the North area, including a completed link along the boundary with South Tyneside and extending

cycleway links from river crossings into adjacent residential and employment areas.

**12.10** The City Council will work with partners to investigate the potential to create direct Metro services between Sunderland and South Shields.

## **Environment**

**12.11** The Coast and River Wear are seen as a strategic asset and a great open space resource within the city, because of this there are often competing pressures/ demands on their use. It is important to protect the city's coastline and river corridor, including flora, fauna, geological features, heritage features, and architectural, historical and archaeological areas of interest, whilst extending the opportunities for recreational, educational, sporting and tourist activities.

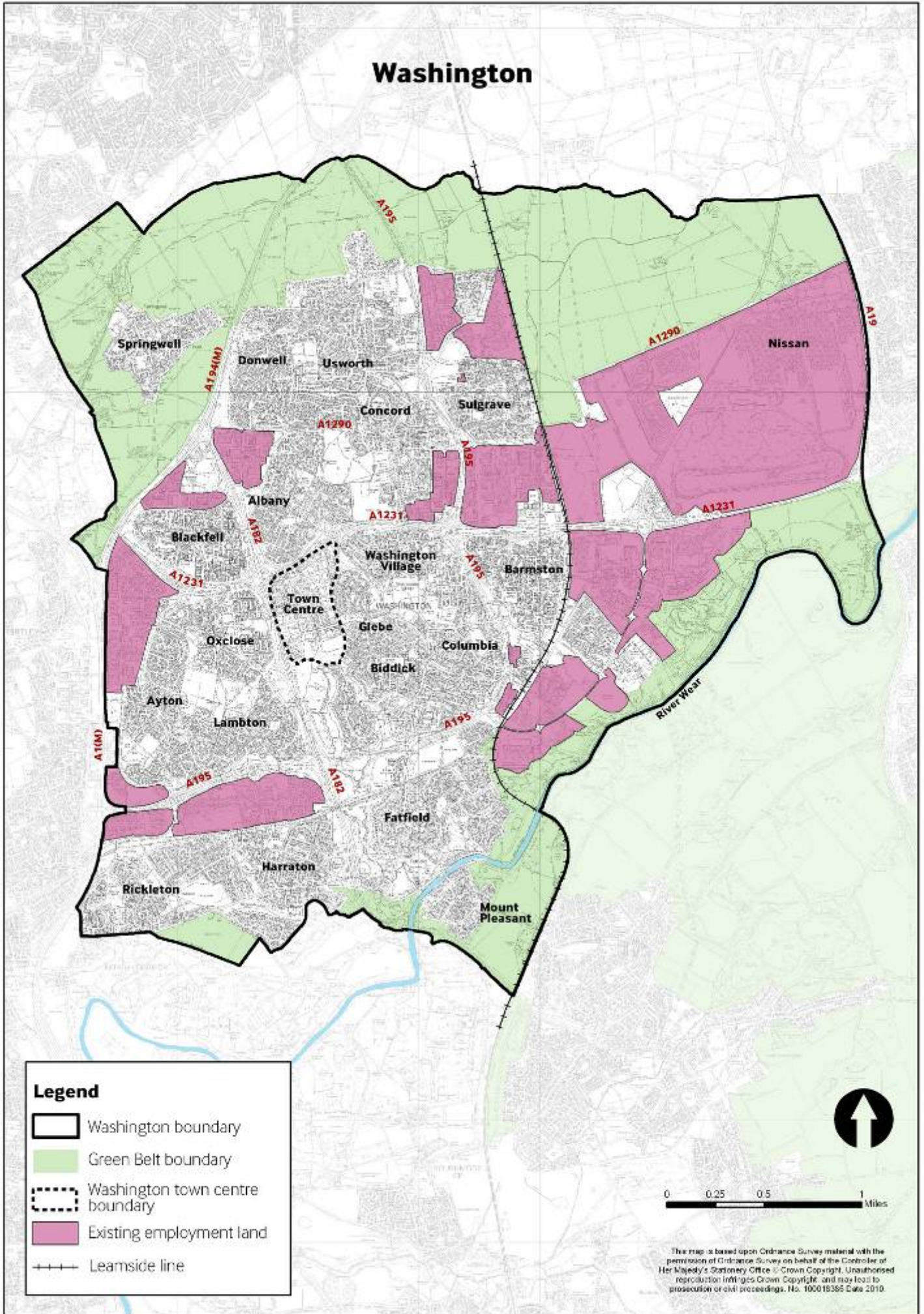
**12.12** Three district green infrastructure corridors have been identified in Sunderland North:

- i. Fulwell Quarries to River Wear: an incomplete link incorporating Thompson Park. Monkwearmouth provides a major connectivity barrier. Varied wildlife habitat
- ii. A19 Corridor: a narrow woodland shelter belt along the east of the A19 from Town End Farm to North Hylton. Very limited public access. The A1231 forms a major barrier.
- iii. Hylton Dene: a well-wooded corridor from the A19 through Hylton Dene to the River Wear. The A1231 again forms a major barrier.

**12.13** The City Council, in association with partners and developers, will seek to ensure every corridor offers high quality, accessible and locally valued functions, thereby providing multiple benefits for both people and wildlife in the area.

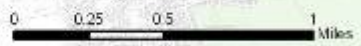
**12.14** Sunderland North has a varied landscape including areas of arable land, parkland, Magnesian Limestone Grassland, semi natural woodlands, sandy beaches and riverbanks. The area faces pressure from residential developments, and public pressures, and it is therefore vital that the City Council continue to protect the natural beauty of these areas, enhancing where possible.

# Washington



**Legend**

- Washington boundary
- Green Belt boundary
- Washington town centre boundary
- Existing employment land
- Leamside line



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## CS9: Washington

### **Vision**

By 2026 Washington will be at the forefront of the low carbon economy, home to a variety of high-tech businesses and a key driver in the regional economy. Major distribution activities will have clustered in the area, utilising its prime location on the national trunk road network. The Leamside Line will link Washington to the wider City Region and beyond.

The distinctive character of Washington New Town will have been retained, with the surrounding villages connected to a thriving and improved Town Centre through a network of cycle ways and footpaths.

### **Planning Objectives**

- The role of Washington in the city's economy will be enhanced;
- The potential for Washington to provide for large scale executive type dwellings will be developed due to the existing demand for this property type;
- Additional forms of sustainable transport will be encouraged to ensure better access to the Galleries and Concord.

### **Key Issues and Constraints**

- Limited potential for new housing and employment allocations within the built up area;
- Some of the area's older industrial estates require investment and are in need of refurbishment;
- The characteristics of the New Town and its villages, such as the separation of conflicting land uses and substantial landscaping and open space, should be protected.

### **Opportunities and Growth**

- Washington offers the ability to re-use, regenerate or intensify existing industrial estates;
- Nissan will be supported as it is key to the local and sub-regional economy;
- Washington's location to the strategic road network makes it highly marketable for industry requiring such access;
- The re-opening of the Leamside Line for freight will improve accessibility to adjoining employment areas and the Port of Tyne;
- Sunderland's designation as a Low Carbon Economic Area places the city, and particularly Nissan, at its geographical centre with a focus on electronic battery production and ultra-low carbon vehicles;
- The site North of Nissan offers the opportunity for the city to house a single, or several large, users and become a hub for low carbon industry;
- Mixed use development at Turbine Park and Radial 64 could also become a home for low carbon business and industry;
- The use of renewable technologies will continue to be encouraged.

## Policy

### CS9.1 Economic prosperity

64 hectares of existing undeveloped employment sites and 23 hectares of new land will be allocated for use classes B1b (research and development), B1c (light industry), B2 (general industrial) and B8 (storage and distribution). A 20ha Strategic Site is also identified.

A site to the North of Nissan is identified for development as a strategic employment site.

Appropriate land uses will comprise those in use classes B1b (research and development), B1c (light industry) and B2 (general industrial). Emphasis will be given to particular developments which support low carbon technologies. Offices (B1a) will only be acceptable when ancillary to the wider development and should not be of a scale where they impact upon the deliverability of office sites in Central Sunderland.

The site will be developed to accommodate major employers and should be in accordance with an agreed masterplan. Piecemeal development will not be acceptable.

Due to its location a high standard of design and landscaping will be sought to minimise its impact on the landscape.

Employment land in Washington will be focussed towards providing for larger floorspace and logistical activities (B2 and B8 uses).

### CS9.2 Sustainable Communities

Meeting the needs and aspirations of Washington's existing and future residents will be achieved through:-

- a) Developing over 1000 new homes in Washington over the next 15 years, phased as follows:-

	2011/12- 2015/16	2016/17- 2020/21	2021/22- 2025/26	Total
Washington	338	377	320	1035

- b) The development of **XXX** number of affordable dwellings

### CS9.3 Connectivity

In addition to the city-wide transport schemes in Policy CS2, the City Council will support local transport initiatives that improve accessibility within Washington and to the wider city and region, through:

- a. Improving public transport infrastructure

- b. **Enhancing public realm in local centres and neighbourhoods, and within transport and green infrastructure corridors to encourage more walking**
- c. **Creating an off-road cycle network for the New Town, linking residential areas to employment, local centres and retail sites, education, leisure and community facilities.**

#### **CS9.4 Environment**

**The City Council will seek to protect, conserve and enhance the natural and built environment of the area through the following measures:**

- a) **Protect and enhance district green infrastructure corridors:**
  - i. **Springwell Village and A194M**
  - ii. **Princess Anne Park and A195**
  - iii. **A194(M) to Washington Village and River Wear**
- b) **Ensure commercial and residential development do not impact on the rural character of the north bank of the River Wear;**
- c) **Protect the distinct identity of Washington New Town, protecting landscaped areas and open space from development; requiring new development to achieve and maintain the high standard of landscaping within the New Town; maintaining the separation of residential villages from other uses.**

#### **CS9.5 Renewable Energy**

**Support the potential expansion of existing wind energy sites at Nissan and encourage the potential development of wind resources sites surrounding Nissan.**

##### **Future aspirations**

- Support the long term expansion of the Metro to Washington from Sunderland and Newcastle
- Identify land and stations for the Leamside Line and ensure its delivery as an operational base
- Pursue/ support the advanced opening of the Leamside Line to Nissan to access the Port of Tyne.

### **Supporting Text**

#### **Economic prosperity**

**13.1** Due to the marketability of Washington and the access to the strategic road network, employment land in Washington will be focused towards providing for larger floorspace and logistical activities, making effective use of its location and accessibility.

**13.2** The Employment Land Review (September 2009) for the city recommends a potential further release of land to ensure choice and flexibility in the market and to accommodate potential demand in the Washington area in the future. The study recommends a site of approximately 30-40ha taking into account variable factors relating to the delivery of land for economic development.

**13.3** The Review also states that there is a perceived shortage of strategic employment land in Washington which can only be satisfied by the release of a new employment site. The land located to the North of Nissan is one of the few appropriate sites remaining able to meet the continued demand for major economic development in the sub-area.

**13.4** The proposed site (see Fig. 9) is located in a position accessible from the strategic road network, is adjacent to the Nissan manufacturing plant and is ideally located to support the expected development of a new lithium-ion battery plant providing for the next generation of electric vehicles.

**13.5** The potential uses for the site would be for 3-4 major employers forming a cluster of low carbon technologies. Piecemeal development comprising large numbers of smaller business will not be acceptable as the site focuses toward strategic economic development and is seen as significant for attracting inward investment to Sunderland.

**13.6** The proposed strategic site provides an opportunity for major inward investment, and supporting industry sectors, not suited for town centre development, which require a large floorspace and necessitate direct access to the strategic road network.

**13.7** The city's Economic Masterplan aims to ensure that the city becomes a national hub of a low carbon economy and emphasises the city's potential to attract high-tech, low carbon industry.

**13.8** The Masterplan aims to develop the city as a Low Carbon Technopole focussing around Nissan, the proposed strategic site and Turbine Park, but ultimately linking with other employment areas and sectors across the city, notably the City Centre, the Software City initiative and the University of Sunderland, as well as other universities across the region.

### **Sustainable communities**

**13.9** Washington is limited in its future new housing land allocation due to the village layouts and surrounding Green Belt, open space and employment allocations. As such it only has the potential to accommodate around 6% of the city's total housing requirement.

**13.10** Washington may have potential to contribute to the provision of the city's supply of executive housing.

# Fig.9 Policy CS8 - North of Nissan Strategic Site

SOUTH TYNESIDE

Town End F




Washington Road  
A1290


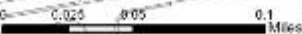
A19

North East  
Aircraft Museum

Nissan

**Legend**

-  City boundary
-  Strategic site
-  Area within South Tyneside

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## Connectivity

**13.11** The re-opening of the Leamside Line for freight and passenger use remains a long-term aspiration for the City Council and is detailed further in Policy CS2. The City Council will also support any long-term extensions of Metro to Washington from Sunderland and Newcastle.

**13.12** The New Town was designed and marketed with road vehicles as the primary form of transport and the town has neither train nor Metro provision. This results in sustainable transport options being relatively limited with buses being the main form of sustainable transport available. The City Council, with partners, will support initiatives that encourage and enable faster services to/from Washington, particularly from Sunderland. The Sunderland Strategic Transport Corridor will provide improved infrastructure to help support such links.

**13.13** Improvements to local centres, together with the provision of new facilities elsewhere in the area will be developed in line with public realm and transport improvements and initiatives that support public transport, walking and cycling trips. Further improvements will be made within green infrastructure corridors, such as along the northern boundary and the River Wear.

**13.14** The present cycle network in Washington is mainly limited to the C2C cycleway in the south of the New Town, and there are no current links into the town centre. Improving off-road cycle connections between residential areas, town and local centres and employment areas within the sub-area can be delivered through upgrading and formalising the New Town's footpaths and wide road verges into high quality multi-user routes suitable for walking and cycling.

## Environment

**13.15** There is an extensive amount of high quality green infrastructure in Washington, three district green infrastructure corridors have been identified.

- i. Springwell Village-A194(M): open countryside (protected as Green Belt) forms a corridor along the west side of the A194(M), providing limited habitat variety. The corridor has limited public access and also narrows at Peareth Hall Road;
- ii. Princess Anne Park and A195: a narrow corridor of grass verges and trees surround the A195 from Follingsby to Washington Village. Private gardens enable the link to connect to Glebe Park and Princess Anne Park, which then links to the River Wear
- iii. A194(M) to Washington Village and River Wear: an incomplete corridor extends from Donwell to Albany Park, Glebe Park and the River Wear. Numerous roads provide major barriers to overall connectivity.

**13.16** The City Council, in association with partners and developers, will seek to ensure every corridor offers high quality, accessible and locally valued

functions, thereby providing multiple benefits for both people and wildlife in the area.

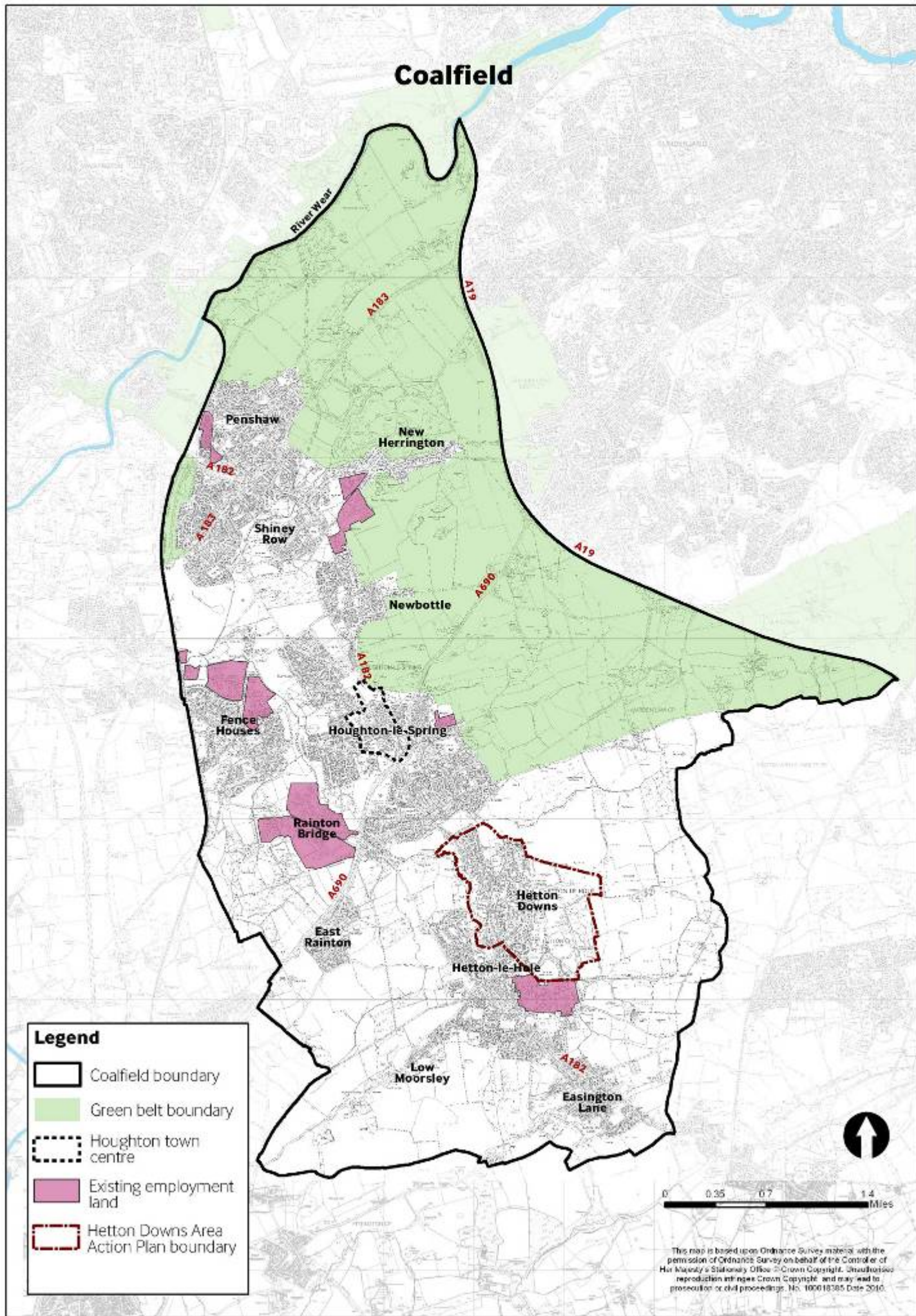
**13.17** Areas of Green Belt are allocated North of the River Wear aiming to protect the attractive rural nature of the riverside, emphasise the separation of uses between Fatfield and the Pattinson Industrial Estate and further prevent Fatfield from encroaching into the Wear Valley.

**13.18** Washington has unique design characteristics, such as inter-village walkways, the separation of potentially conflicting land uses and the provision of substantial landscaping, particularly between main roads and residential areas. Where development or redevelopment takes place, proposals should respect the planning characteristics of town. The town has one conservation area, Washington Village.

### **Renewable Energy**

**13.19** The proximity to large employers, with major energy demands means that further development of wind energy in or around the Nissan site would support efficient, low-carbon manufacturing, increase business competitiveness and protect jobs for current and future employers at that location.

# Coalfield



**Legend**

- Coalfield boundary
- Green belt boundary
- Houghton town centre
- Existing employment land
- Hetton Downs Area Action Plan boundary



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## CS10: Coalfield

### **Vision**

By 2026 the Coalfield will be regenerated and revitalised with a range of new housing and employment opportunities catering for its sustainable growth, The unique landscape character of the area and its distinct communities will have been maintained with new high-quality development being designed to reflect the local building styles.

New and enhanced transport connections will link the area to the wider City Region and open up access to local employment areas.

Houghton town centre will be a thriving and attractive centre providing access to a comprehensive range of services and facilities.

### **Planning objectives**

- Improve housing environments, housing choice and employment opportunities to help regenerate the Coalfield;
- Improve accessibility into and around the coalfield, especially to employment areas;
- Improve the vitality and viability of Houghton town centre;
- Retain the distinctive identity of the villages within the area;
- Safeguard the Magnesian Limestone landscape.

### **Key issues and constraints**

- Poor access to employment areas within and around the Coalfield;
- Poor housing choice and environment contributing to out migration;
- Houghton town centre is in need of major regeneration and has a relatively poor retail offer leading to residents shopping elsewhere in the city and neighbouring authorities;
- The Coalfield sub-area has more flood risk areas than elsewhere in the city;
- No passenger rail or Metro services in the area.

### **Opportunities and Growth**

- Release of unviable employment land for other uses provides regeneration opportunities for the Coalfield;
- The completion of the Central Route will improve access to employment sites and make them more attractive to potential users;
- Continued support for the completion of Rainton Bridge South to provide prestige office accommodation;
- The Gentoo renewal programme will provide more homes and increase housing choice in the area;
- The Hetton-Downs Area Action Plan will ensure the regeneration of the area through various means including housing renewal;
- The development of Lambton Cokeworks for housing and a country park;
- The potential re-opening of the Leamside Line for passenger use would improve accessibility for the area;
- Culture and tourism potential due to historic industrial heritage and transformed natural environment.

## Policy

### CS10.1 Economic prosperity

35 hectares of existing undeveloped employment sites and 14 hectares of new land will be allocated for use classes B1b (research and development), B1c (light industry), B2 (general industrial) and B8 (storage and distribution).

The City Council will support a major regeneration scheme at Houghton town centre to improve its vitality and viability and its environment. New retailing will be encouraged which consolidates the shopping role of the centre.

### CS10.2 Sustainable Communities

Meeting the needs and aspirations of the Coalfield's existing and future residents will be achieved through:

- i. Developing over 3400 new homes in the Coalfield over the next 15 years, phased as follows:-

	2011/12- 2015/16	2016/17- 2020/21	2021/22- 2025/26	Total
Coalfield	1126	1256	1066	3448

- ii. The development of **XXX** number of affordable dwellings
- iii. The Housing Renewal Schemes of Gentoo in Chilton Moor, Homelands, Racecourse Estate, Eppleton, Broomhill Estate, Central Hetton;
- iv. The housing led regeneration scheme at Hetton, in accordance with the Hetton Downs Area Action Plan;
- v. Facilitating the reclamation and development of Lambton Cokeworks through the Homes and Community Agency's coalfields programme;
- vi. Assisting the travelling showpeople community in identifying appropriate sites for residence, which are capable of incorporating mixed business and residential uses. Sites should be situated in sustainable locations, having access to local services, amenities, and facilities.

### CS10.3 Connectivity

In addition to the city-wide transport schemes in Policy CS2, the City Council will support local transport initiatives that improve accessibility within the Coalfield area and to the wider city and region, through:

- a. Improving public transport infrastructure
- b. Enhancing public realm in local centres and neighbourhoods, and within transport and green infrastructure corridors to encourage more walking

- c. **Completing a district network of cycle routes across the Coalfield area, linking residential areas to employment, local centres and retail sites, education, leisure and community facilities.**

#### **CS10.4 Environment**

**The City Council will seek to protect, conserve and enhance the natural and built environment of the area through the following measures:**

- a) **Protect and enhance district green infrastructure corridors :**
- i. **Leamside Line- Victoria Viaduct to Rainton Meadows**
  - ii. **Central Route – Shiney Row to Rainton Meadows.**
  - iii. **Herrington Burn – Herrington Country Park to Lambton Country Park**
  - iv. **Lambton Colliery Railway – Philadelphia to Lambton Country Park**
  - v. **Houghton Colliery Railway – Success to Houghton town centre**
  - vi. **Rough Dene Burn – Hetton Bogs to Copt Hill**
  - vii. **Hazard Railway – Low Moorsley to Rainton Bridge**
  - viii. **Rainton Bridge and Hetton Park**
  - ix. **Southern Boundary – Pittington to Snippersgate**
- b) **Pursue greater protection of agricultural land in nationally important landscape of the Magnesian Limestone Escarpment, in the southern coalfield from inappropriate development;**
- c) **Measures to promote and preserve the Coalfields distinct identity and cultural heritage will be supported;**
- d) **No development will be permitted that could cause unnecessary sterilisation of Eppleton Quarry;**
- e) **Develop Herrington Country Park as a regional outdoor events area.**

#### **CS10.5 Renewable Energy**

**Support the potential expansion of existing wind resources around Great Eppleton.**

##### **Future aspirations**

- **Developing road connections between the East Durham Link Road and Rainton Bridge**
- **Support any extension of Metro into the Coalfield area**
- **Identify land and stations for the Leamside Line**

## Supporting Text

### Economic Prosperity

**14.1** There have been marked changes in the employment structure of the Coalfield, following the closure of the mining industry. Poor accessibility together with the quality of the area's employment estates, has resulted in a significant proportion of existing employment land being released and redeveloped for new housing. The pressure for release continues as the popularity of the area as a location for new house building has grown.

**14.2** The Employment Land Review recommends the release of approximately 17ha of allocated employment land due to the issues surrounding access, quality and the changing of neighbouring uses, primarily to residential.

**14.3** However, to cater for sustainable growth, and to attract employers into the area, the city council will allocate 14 new hectares of land for economic development, encountering a loss of only 3ha. This will ensure that growth in the Coalfield does not adversely impact on regeneration initiatives within Sunderland and the Tyne and Wear conurbation.

**14.4** The City Council will continue to manage the release of employment land through its Employment Land Review, subsequent updates, and Policy CS2.

**14.5** Houghton currently lacks a large main supermarket and has a limited convenience and comparison retail sector which means that expenditure flows out of the area into other centres. The town centre has a vacancy rate which is slightly above the national average, a low level of footfall, limited operator demand and is characterised, in part, by a relatively poor environment.

**14.6** However, Houghton town centre continues to have an important non-retail function for the Coalfield. However, the scope to enhance the role and function of the town centre should be developed, in particular to ensure better representation for convenience and comparison goods. The former Houghton colliery site in the town centre is the council's preferred location for new retail development in the area.

### Sustainable Communities

**14.7** The focus for new development in the Coalfield will be on brownfield land, in sustainable locations. However, it is recognised that to meet the allocated housing numbers some greenfield sites may have to be developed. The City Council will ensure greenfield developments are phased appropriately, do not compromise the broad extent of the Green Belt and designated open countryside and are sympathetic to the Coalfield's distinct character and identity.

**14.8** The Strategic Housing Market Assessment identifies a need of a mix of housing types in the Coalfield. Future housing developments should seek to rebalance the local housing types stock, including the creation of executive homes and affordable dwellings. Widening the range of housing types in the Coalfield is necessary to meet local need and to stem the out-migration of the city's residents to neighbouring areas such as County Durham. One third of out-migrants from the city have in recent years moved to County Durham, especially to Durham City, Chester-le-Street and Easington Districts.

**14.9** In upgrading its housing stock in the Coalfield, Gentoo has programmes in place for Homelands, Racecourse Estate, Eppleton, Broomhill Estate and Chilton Moor. In total around 472 dwellings will be built within the Coalfield area, with properties being for both sale (216), rent (251) and 5 intermediate properties, thus increasing the housing choice available in the area.

**14.10** The Hetton Downs area is the subject of an Area Action Plan (which has a 20 year timescale), approximately 450 new homes are proposed for the area, along with improvements to older housing and new and improved road access. A number of regeneration projects are also proposed, which include, retail improvements, extension to the country park, improvements to community facilities and to the local environment.

**14.11** The Coalfield is home to a large community of travelling show people, with two yards, one at Grasswell Terrace and one at Pearsons Industrial Estate. The SHMA requires 43 new plots across the city, to meet the needs of expanding families. The City Council will ensure the housing needs of this community are met when considering housing sites in the Allocations DPD.

## **Connectivity**

**14.12** The delivery of the Central Route, congestion reduction initiatives, the re-opening of the Leamside Line and a cross-boundary cycle route from Doxford International and Houghton to Durham City are all classed as strategic city-wide schemes and are addressed in Policy CS2 and supporting text.

**14.13** Improvements to local centres, together with the provision of new facilities elsewhere in the area will be developed in line with transport improvements and initiatives that support public transport, walking and cycling trips, and tying in with congestion reduction initiatives on the A182 Houghton-Hetton Road, A183 Chester Road and A690 Durham Road.

**14.14** Public realm improvements will be made along major roads, in local and district centres and be linked to neighbourhood traffic management schemes across the Coalfield area to encourage walking. Further walking improvements will be made within green infrastructure corridors, such as along the many former colliery railways that exist across the area.



**14.15** A network of off-road cycleways has been established in the Hetton area, including the Walney to Wear national cycleway that links to Doxford International and Pittington. However, cycle routes are more limited in the rest of the Coalfield. Opportunities will be taken to complete a network of cycle routes throughout the Coalfield area, including links to Houghton town centre, Rainton Bridge Industrial Estate and connections between the country parks and River Wear.

**14.16** In the longer term, the City Council will pursue, with partners, improved road connections between the Central Route at Rainton Bridge and the East **14.17** Durham Link Road. The City Council will also support any extensions of Metro into the Coalfield area.

## Environment

**14.18** There is an extensive amount of high quality green infrastructure in the Coalfield, nine district green infrastructure corridors have been identified:

- i. Leamside Line: a corridor with varied habitat either side of the railway line linking the River Wear to Rainton Meadows. The corridor links into Lambton Country Park. Bisected by major roads
- ii. Central Route: a settlement break and floodplain between Houghton and Fence Houses, scheduled to include a new road (the Central Route). Habitat variety and tree cover could be improved
- iii. Herrington Burn: an incomplete corridor between Herrington and Lambton Country Parks, via Herrington Burn. The A182 provides a major barrier to the corridor
- iv. Lambton Colliery railway: an incomplete and narrow corridor along the former railway. Philadelphia Workshops provide a major barrier to the corridor
- v. Houghton Colliery Railway: the former railway corridor provides a link from Lambton to Houghton Town Centre. The A182 provides a barrier from the corridor to the Green Belt to the east
- vi. Rough Dene Burn: a settlement break with limited public access exists between Houghton and Hetton, following the burn. The A182 provides a barrier to the corridor
- vii. Hazard Railway: open countryside that includes the former railway, extending from Low Moorsley to Rainton Bridge. The A690 separates the corridor from Rainton Meadows
- viii. Rainton Bridge and Hetton Park: a corridor along the Rainton Burn extends through Hetton Bogs and Hetton Park and on to Hetton School. This corridor offers considerable habitat variety
- ix. Southern Boundary: open countryside along the city boundary forms a corridor between Pittington and Snippersgate, south of Easington Lane. Habitat variety and public access is limited.

**14.19** The City Council, in association with partners and developers, will seek to ensure every corridor offers high quality, accessible and locally valued functions, thereby providing multiple benefits for both people and wildlife in the area.

**14.20** The Coalfield has the widest variety of habitat as the Magnesian Limestone gives way to the acidic Tyne and Wear Lowlands. The countryside in the south and the east of the area does not have any specific policy protection, though studies by The Limestone Landscape Partnership recognise the quality of the landscape here and its importance for biodiversity. The Magnesian Limestone Escarpment is the city's most significant geodiversity and biodiversity asset and therefore should be protected from development that may result in the unnecessary erosion or disfigurement of it.

**14.21** The Coalfield has a rich and varied historic environment and includes the ancient townships of Houghton-le-Spring and Hetton-le-Hole. The current urban form has largely been shaped by the development of the mining industry, as a result the area includes many settlements, each with their own identity. It is important the individual identity of each is retained and enhanced. New developments should be well integrated into existing settlements, ensuring settlements and villages do not just become commuter areas, thereby sustaining services and facilities.

**14.22** Four Mineral Safeguarding Areas have been identified in the Coalfield. Extraction at Warden Law, Great Eppleton and Pitlington Hill could have consequences for the city's Green Belt and open countryside. Both of the city's operational quarries, Hetton Moor House Farm and Eppleton Quarry, are located in the Coalfield.

**14.23** The former Herrington Colliery has been reclaimed and developed into Herrington Country Park. It is home to various outdoor events and features one of the largest open-air concert sites in the North East. It will be further developed as a premier regional outdoor events area with the capacity to stage large functions.

### **Renewable Energy**

**14.24** The City Council will support the expansion of Great Eppleton Wind Farm. However the capacity for further wind turbine development in the Coalfield is limited due to the impact on the Magnesian Limestone Escarpment.

# **Appendix 1:**

## **Glossary**

## **Appendix 1: Glossary**

### **Affordable housing**

Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.

Affordable housing should;

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined in regards to local incomes and local house prices.
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidies to be recycled for alternative affordable housing provision.

### **Aggregates**

Aggregates are bulk materials used in the construction industry for purposes such as making concrete, road surfacing, mortar etc or in constructing foundations and embankments.

### **Appropriate Assessment (AA)**

Appropriate Assessment is the assessment of likely effects of a development plan or proposal on the integrity of designated European wildlife sites, and the identification of mitigation measures or alternative solutions, where appropriate.

### **Area Action Plan (AAP)**

An Area Action Plan is a Development Plan Document (DPD) within the Local Development Framework (LDF), which provides the planning framework for areas where significant change or conservation is needed. Area action plans should:

- deliver planned growth areas;
- stimulate regeneration;
- protect areas particularly sensitive to change;
- resolve conflicting objectives in areas subject to development pressures; or
- focus the delivery of area based regeneration initiatives.

### **Air Quality Management Area (AQMAs)**

AQMAs are declared by Local Authorities in areas where there is poor air quality and national air quality objectives are not being met. AQMAs can range in size from a couple of streets to much bigger areas. Once declared, the Local Authority must compile a plan to improve the air quality in this area.

### *Back on the Map*

An initiative to regenerate one of Sunderland's oldest and most historic areas, Hendon.

### **Biodiversity**

The variety of life on Earth at all its levels and the processes that sustain it.

**Biodiversity Action Plan (BAP)**

A Local Biodiversity Action Plan provides an overarching framework for habitat and species conservation, and works on the basis of partnership to identify local priorities and targets.

**BREEAM**

The Building Research Establishment Environmental Assessment Method, are a family of methods and tools all designed to help construction professionals understand and mitigate the environmental impacts of the developments they design and build.

**Building for Life**

Building for Life is the national standard for well-designed homes and neighbourhoods. The Building for Life assessment scores the design quality of planned or completed housing developments against the 20 Building for Life criteria.

**Building Schools for the Future (BSF)**

Represents a new approach to capital investment. It brings together significant investment in buildings and in ICT (Information and Communications Technology) over the coming years to support the Government's educational reform agenda.

**CABE**

Commission for Architecture and the Built Environment. A public body acting as a champion of good design, advising on architecture, urban design and public spaces.

**Carbon emissions**

Carbon that enters the atmosphere as a result of burning carbon-based fuels, chiefly coal, oil and natural gas.

**Code for Sustainable Homes**

The Code for Sustainable Homes is an environmental assessment method for new homes and contains mandatory performance levels in 7 key areas. In 2007 The Code for Sustainable Homes replaced Ecohomes as the preferred method of assessing the sustainability of new housing in England.

**Community Infrastructure Levy (CIL)**

The Community Infrastructure Levy will be a new charge which local authorities will be empowered, but not required, to charge on most types of new development in their area. CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it. The proceeds of the levy will be spent on local and sub-regional infrastructure to support the development of the area.

**Community Strategy**

A strategy prepared by local authorities to help deliver local community aspirations, under the Local Government Act 2000.

**Comparison shopping**

Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

**Conservation Area**

An area of special architectural or historic interest, whose character, appearance and/or setting is desirable to preserve or enhance.

**Convenience shopping**

Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.

**Creative industries**

Often defined as those industries that focus on creating and exploiting intellectual property products; such as the arts, films, games or fashion designs, or providing business-to-business creative services such as advertising.

**Density**

In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

**Digital Challenge**

The challenge seeks to establish new methods of working with technology, targeting hard to reach groups and individuals who may be currently digitally excluded.

**Durham Heritage Coast**

Durham Heritage Coast Partnership is a partnership of authorities, agencies and community bodies with an interest in the coast in Sunderland, Durham and Hartlepool. A small management team is in place to lead the work of partners and to protect and enhance the special qualities of this unique coastline.

**Evening Economy Supplementary Planning Document**

Establishes guidelines for planning applications and aims to develop a strategy to improve and manage the night-time economy within Sunderland's city centre by controlling the location and type of licensed premises and hot food takeaways.

**Executive Dwelling**

High quality accommodation suited to the needs and aspirations of higher income households, with 2 distinct features:

1. High property values – High values are linked to desirable locations
2. High quality construction – Exterior and interior fittings

**Fit for purpose**

Meets all the necessary requirements.

**Geodiversity**

The variety of rocks, fossils, minerals, landforms, soils and natural processes, such as weathering, erosion and sedimentation.

**Green Belt**

A designation for land around certain cities and large built up areas, that aims to keep this land permanently open or largely undeveloped.

**Greenfield**

Land (or a defined site) which has never been built on before or where the remains of any structure or activity have blended into the landscape over time. A more detailed definition can be found in Planning Policy Statement 3 "Housing" in relation to 'previously developed land'.

**Green Infrastructure (GI)**

GI refers to a strategically planned and managed network of high quality green spaces and other environmental features vital to the sustainability of any urban area.

**Gross value added (GVA)**

Measures the contribution to the economy of each individual producer, industry or sector in the United Kingdom.

**Gypsies and Travellers**

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.

**Hectare (ha)**

A hectare is a unit of area, equal to 10,000 square metres, commonly used for measuring land area.

**Historic Parks**

Parks or gardens formally recognised on the national Register of Parks and Gardens of Historic Interest for their special significance. The Register is compiled by English Heritage and is intended to safeguard the features and qualities that make the parks or landscapes of national importance.

**Housing Market Assessment (HMA)**

A study of housing needs and demand across the city.

**Index of Multiple Deprivation (IMD)**

A ward-level index made up from six indicators (income; employment; health deprivation and disability; education, skills and training; housing; and geographical access to services). IMD can help to identify areas for regeneration.

### **The Interim Strategy for Housing Land (ISHL)**

Adopted in February 2006, it provides an informal review to the UDP, providing more up-to-date guidance for housing.

### **Intermediate Affordable Housing**

Intermediate affordable housing is housing at prices and rent above those of social rent, but below market price or rent, and which meet the criteria set out in the affordable housing definition. These can include shared equity products, other low cost homes for sale and intermediate rent.

### **Key diagram**

The diagrammatic interpretation of the spatial strategy as set out in the Core Strategy Development Plan Document.

### **Listed Building**

A building of special architectural or historic interest. Graded I (highest quality), II\* or II.

### **Local Area Agreement**

LAA is a three year agreement, based on the local Sustainable Community Strategy, that sets out the priorities for a local area agreed between Central Government and a local authority plus other key partners such as the LSP.

### **Local Nature Reserve (LNR)**

Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged. (See also Site of Nature Conservation Importance or Site of Special Scientific Interest).

### **Local Strategic Partnerships (LSPs)**

These are non-statutory, multi-agency partnerships. LSPs bring together at a local level the different parts of the public, private, community and voluntary sectors; allowing different initiatives and services to support one another so that they can work together more effectively.

### **Local Transport Plan (LTP)**

A five-year integrated transport strategy, prepared by local authorities, that seeks funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

### **Low Carbon Economic Area (LCEAs)**

The North East has been designated the UK's first Low Carbon Economic Area. LCEAs aim to pull together national, local and regional agencies to focus on accelerating the growth of low carbon industries, skills base and supply chain. The North East LCEA will focus on supporting the transformation of the automotive industry, providing support for innovation and demonstration and skills training.



### **(Durham) Magnesian Limestone Escarpment**

A narrow belt of Magnesium-rich limestone that exists across Tyne and Wear and East Durham. The belt consists of a main plateau, together with a western escarpment running south-west / north-east across the city. The escarpment contains a number of protected wildlife and geological sites, and is also actively quarried in places.

### **Major development**

Major development is defined as follows in the RSS: "For dwellings, a major development is one where the number of dwellings is 10 or more. Where the number of dwellings is not given in the application, a site of area of 0.5 hectares or more should be used as the definition of a major development. For all other uses, a major development is one where the floorspace to be built is 1000 square metres, or where the site is 1 hectare or more."

### **Multi Area Agreement**

A type of cross-boundary Local Area Agreement, a Multi Area Agreement (MAA) strengthens partnerships across a wider spatial area than a local

### **Natura 2000**

A network of marine and land-based areas of international importance designed to conserve natural habitats and species of plants and animals.

### *Naturalisation*

Land that was previously- developed but where the remains of the permanent or fixed surface structure have blended into the landscape in the process of time.

### **Open space / Greenspace**

All space of public value, including land and water, that can offer opportunities for sport and recreation. They can also act as a pleasant feature in the environment and as a haven for wildlife. Unlike greenspace, open space can also include hardstanding public spaces, sometimes referred to as civic space.

### **Planning and Compulsory Purchase Act 2004**

The Act updates elements of the 1990 Town and Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduces:

- A statutory system for regional planning
- A new system for local planning; reforms to the development control and compulsory purchase and compensation systems, and
- Removes crown immunity from planning controls.

### **Planning Policy Guidance (PPG)**

Issued by Government setting out its national land use policies for England on different areas of planning. These are being replaced by Planning Policy Statements.

- PPG2: Green Belts

- PPG8: Telecommunications
- PPG13: Transport
- PPG14: Development on Unstable Land
- PPG15: Planning and the Historic Environment
- PPG16: Archaeology and Planning
- PPG17: Planning for Open Space, Sport and Recreation
- PPG18: Enforcing Planning Control
- PPG19: Outdoor Advertisement Control
- PPG20: Coastal Planning
- PPG24: Planning and Noise

### **Planning Policy Statement (PPS)**

Issued by Government to replace the existing Planning Policy Guidance notes, in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy.

- PPS1: Delivering Sustainable Development
- Planning and Climate Change - Supplement to Planning Policy Statement 1
- Eco-towns - A supplement to Planning Policy Statement 1
- PPS3: Housing
- PPS4: Planning for Sustainable Economic Growth
- PPS6: Planning for Town Centres (Cancelled)
- PPS7: Sustainable Development in Rural Areas
- PPS9: Biodiversity and Geological Conservation
- PPS10: Planning for Sustainable Waste Management
- PPS11: Regional Spatial Strategies
- PPS12: Local Spatial Planning
- PPS22: Renewable Energy
- PPS23: Planning and Pollution Control
- PPS25: Development and Flood Risk

**Previously Developed Land (PDL) or ‘Brownfield’ land**

This is land that is (or was) occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the boundary of the development. Planning Policy Guidance Note 3 “Housing” provides the fully detailed definition.

**Public realm**

The parts of a village, town or city (whether publicly or privately owned) that is available, without charge, for everyone to use. This includes streets, squares and parks.

**Regional Spatial Strategy (RSS)**

A strategy for how a region should look in 15 to 20 years time and possibly longer. It identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. Most former Regional Planning Guidance is now considered RSS and forms part of the development plan. The North East Assembly is preparing new RSS.

**Renewable energy**

Energy generated from resources that are unlimited, rapidly replenished or naturally renewable such as wind, water, sun, wave and refuse, and not from the combustion of fossil fuels.

**Research and development**

Discovering new knowledge about products, processes, and services, and then applying that knowledge to create new and improved products, processes, and services.

**Registered Social Landlord**

Including Housing Associations and Councils, Registered Social Landlord’s (RSLs) are independent not-for-profit organisations providing low cost “social housing” for those in housing need and are the UK’s major provider of homes for rent, as well as providing opportunities for shared ownership.

**Scheduled Monument**

A Scheduled Monument is a nationally important historic building or structure or archaeological site, given protection against detrimental and unauthorised change.

**Section 106 Agreement**

Section 106’s allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. Agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

### **Sequential Approach**

A planning approach that seeks to identify, allocate or develop land, based upon sustainable development principles. For example, Brownfield housing sites before Greenfield sites, or town centre retail sites before out-of-centre sites.

### **Site of Nature Conservation Importance (SNCI)**

Locally important sites of nature conservation adopted by local authorities for planning purposes.

### **Site of Special Scientific Interest (SSSI)**

A site identified under the Wildlife and Countryside Act 1981 (as incorporated in the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).

### **Social rented housing**

Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposal set out in the Three Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.

Housing provided at a cost considered affordable in relation to average incomes or the price of general market housing. Sometimes considered as falling into two subcategories: "social housing" – where rent levels are set in line with the Government's rent influencing regime; and "intermediate housing" – a mix of low cost home ownership products (for example shared ownership) and other reduced cost rental products primarily in the form of key worker housing.

### **Spatial planning**

To ensure the most efficient use of land by balancing competing demands within the context of sustainable development. Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.

### **Special Areas of Conservation (SACs)**

These are areas that have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.

### **Special Protection Areas (SPAs)**

These are strictly protected sites classified in accordance with Article 4 of the EC Directive on the conservation of wild birds (79/409/EEC), also known as

the Birds Directive. They are classified for rare and vulnerable birds and for regularly occurring migratory species.

### **Strategic Housing Land Availability Assessment (SHLAA)**

The primary role of the assessment is to: identify sites with the potential for housing; to assess the housing potential of these sites and finally; to assess when the site is likely to come forward for development.

### **Strategic Flood Risk Assessment**

Strategic Flood Risk Assessments (SFRAs) are produced in consultation with the Environment Agency, and are intended to form the basis for preparing appropriate policies for flood risk management at a local level.

### **Strategic Site**

A Strategic Site is an area which is considered central to the achievement of an authority's Core Strategy. National planning policy allows Core Strategies to specifically identify such sites for development.

### **Sunderland Software City**

Sunderland Software City is a new initiative, designed to inspire and encourage the growth of the Software Industry in the region, and to make the area an attractive location of choice for software businesses.

### **Supplementary Planning Document**

Part of the LDF, Supplementary Planning Documents (SPDs) provide supplementary information in respect of the policies contained in DPDs, and tend to focus on particular issues or on particular places. They do not form part of the Development Plan and are not subject to an independent examination. Sunderland's SPDs to date:

- Sunnyside Planning and Design Framework
- Sunderland City Centre Evening Economy
- Residential Design Guide
- Design and Access Statement
- Household Alterations and Extensions
- Development Control Guidance Document
- Central Area Urban Design Strategy

### **Sustainability**

Meets the needs of the present without compromising the ability of future generations to meet their own needs.

### **Sustainability Appraisal (including Environmental Appraisal)**

The process of weighing and assessing all the policies in a development plan, Local Development Document, or Regional Spatial Strategy, for their global, national and local implications. (See also Strategic Environmental Assessment).

**Sustainable Urban Drainage Systems (SUDs)**

A concept that includes long term environmental and social factors in decisions about drainage.

**Traveling Show People**

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not traveling together as such). This includes such persons who on the grounds of their own or their family's or their dependants' more localised pattern of training, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes gypsies and travelers as defined in ODPM Circular 1/2006.

**Tree Preservation Order (TPO)**

A TPO is an order made by a local planning authority in respect of trees or woodlands, the principal effect of which is to prohibit the cutting down, uprooting, topping, lopping, wilful damage, or wilful destruction of trees without prior consent.

**UNESCO**

The United Nations Educational, Scientific and Cultural Organization (UNESCO) seek to encourage the identification, protection and preservation of cultural and natural heritage around the world considered to be of outstanding value to humanity.

**Unitary Development Plan (UDP)**

The UDP provides land-use designations and planning policy for the whole of the city.

**Use Classes Order**

The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning Permission is not needed for changes of use within the same use class. The following list details the different Use Class Orders:

- A1 Shops
- A2 Financial and professional services
- A3 Restaurants and cafés
- A4 Drinking establishments
- A5 Hot food takeaways
- B1 Business
- B2 General industrial
- B8 Storage or distribution
- C1 Hotels
- C2 Residential institutions
- C2A Secure Residential Institution
- C3 Dwelling houses
- D1 Non-residential institutions
- D2 Assembly and leisure
- Sui Generis - Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: theatres, houses in

multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, laundrettes, taxi businesses, amusement centers and casinos.

**Viability**

In terms of retailing, a centre that is capable of success or continuing effectiveness.

**Vitality**

In terms of retailing, the capacity of a centre to grow or develop.

**World Heritage Site**

A cultural or natural site of outstanding universal value designated by the International Council on Monuments and Sites (ICOMOS).





# **Appendix 2:**

## **Evidence base**

## **Appendix 2: Evidence Base**

Supporting the Core Strategy proposals is a body of evidence that principally consists of:

- A set of topic evidence papers prepared by the City Council;
- Several newly commissioned studies, including
  - the Strategic Housing Land Availability Assessment (SHLAA)
  - the Strategic Housing Market Assessment (SHMA)
  - the Sunderland Retail Study
  - the Sunderland Employment Land Study
  - the Strategic Flood Risk Assessment
  - the Green Space Survey
- Relevant published strategies and plans of the council, its partners and other organisations.