

Core Strategy



Local Development Framework
Development Plan Document
Draft Revised Preferred Options (April 2012)


Sunderland
City Council

Core Strategy

Development Plan Document Draft Revised Preferred Options

April 2012

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Foreword

The Core Strategy is the document that sets out how the city will move towards its vision for the future.

Sunderland, its economy and landscape has been transformed over the last 20 years. The transition from a city dominated by coal mining and heavy engineering to modern place with an attractive living environment and a healthy economy based on advanced manufacturing and knowledge based industries has been truly impressive. Much of the transition has been achieved by changing the way that land and property has been used in the city. Public and private sector investment has been used to revitalise and regenerate buildings and sites so that they can be used for purposes that are relevant to the changing needs of the city and region. This new Core Strategy seeks to continue the transformation by ensuring that we have a clear understanding of how the city's land and property assets need to be developed to meet the challenges facing the city over the next 20 years. Whilst much has been achieved there is still a need to increase the numbers of good quality jobs available to local people and improve the choice of housing. In meeting these challenges we will need to make the right decisions about how we use the limited assets we have at our disposal and this document outlines the commitments that will move the city towards the agreed future objectives.

What Is Planning And The Local Development Framework ?

1.1 Planning ensures that new development such as houses, offices and shops are located in the right place at the right time.

1.2 Most new development requires planning permission before it can be built. Since 1991, development plans were prepared providing a long term blueprint for the future (normally over 15 to 20 years). These set out planning policies to help determine whether planning permission should be given to new development by indicating which sites or areas can be developed and where other parts of the city should be protected. Policies can also say the uses for each site and even suggest how they might look.

1.3 In 2004, legislation introduced a new system of development plans, the Local Development Framework (LDF). The LDF is a collection of documents (as shown by Figure 1) some of which must be prepared whilst others are discretionary.

1.4 Collectively, these plans set out answers to some key questions such as :

- How much housing and employment land will be needed in the future and where should it be located ?
- What land is needed for important services such as new schools
- How will the environment be protected and enhanced ?
- How can the city reduce its impacts on climate change, lower the risks of flooding and make people think about how they travel and move around the city ?
- How and when can people get involved in preparing these plans to make sure it delivers what is needed ?
- Are the policies in reality delivering what they intended ?

1.5 The LDF will eventually replace the saved policies contained within the City Council's existing long term planning document, the Unitary Development Plan which was adopted in 1998.

What Is The Core Strategy And Why Is It Important ?

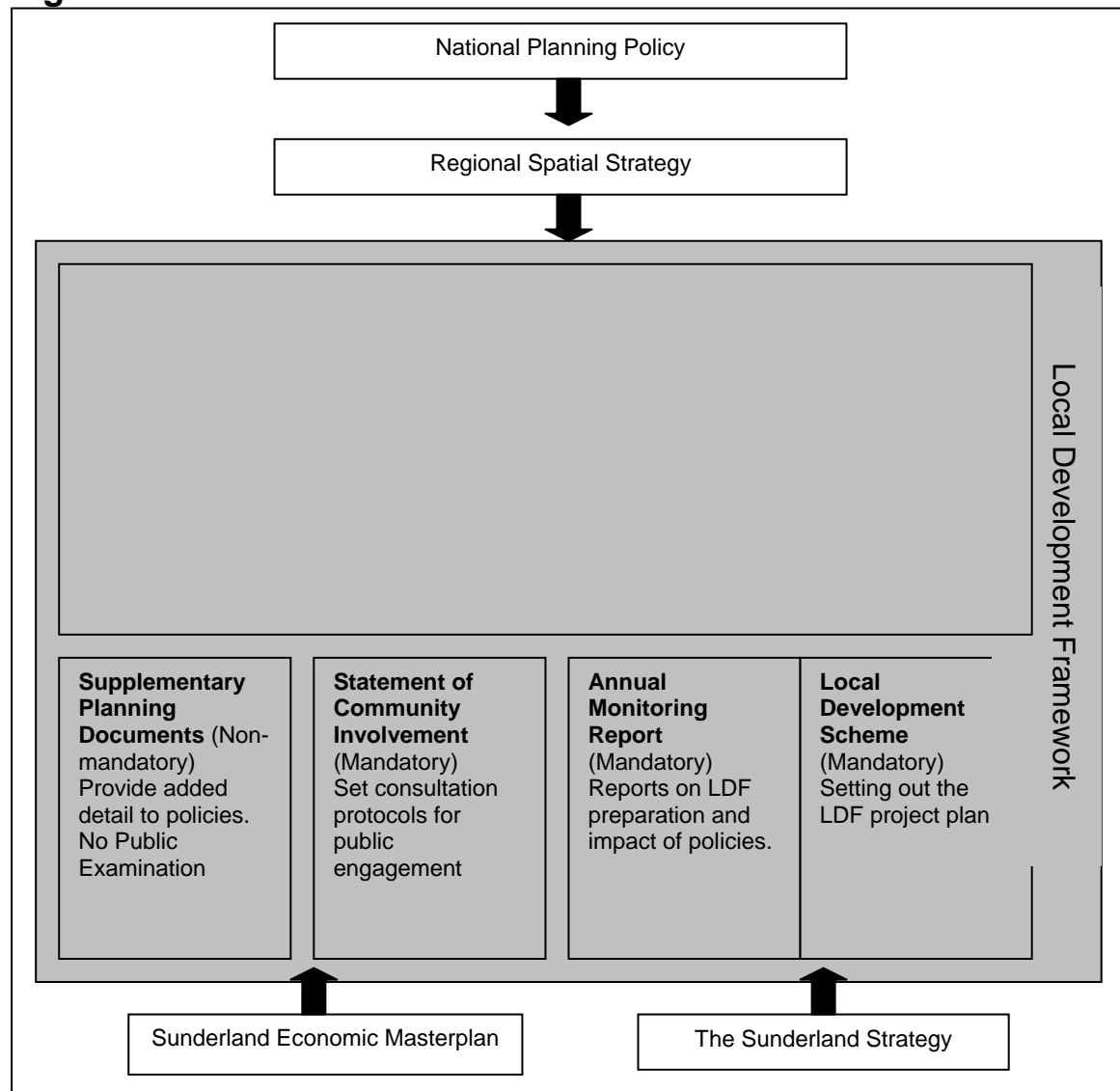
1.6 The Core Strategy sits at the heart of the LDF because all other plans must deliver its policies. The Core Strategy says how the city will change by 2032 by setting out the spatial vision and aims. These are supported by strategic policies required to deliver that vision. By and large most Core Strategy policies are not site specific. Allocations Plans, Area Action Plans and Neighbourhood Plans (where these are brought forward) will provide the site specific detail taking their lead from the Core Strategy.

1.7 By demonstrating how the city will develop, the Core Strategy provides certainty for developers and residents alike as to how planning applications will be considered. It makes the process of submitting a planning application easier as the council can provide a clear, consistent and up to date strategy which will direct sustainable sites across the city.

1.8 The Core Strategy will also allow the Council to attract more funding and attract more investment (from businesses, residents and visitors). This will naturally help to create more jobs, attract new residents and sustain and enhance essential services and facilities such as shops, schools, doctors.

1.9 The Core Strategy will therefore affect everyone who lives, works, plays in or visits Sunderland.

Figure 1: Illustration of the various LDF Documents.



The Core Strategy In The Wider Context

1.10 The Core Strategy must conform with national and regional planning policies.

The National Planning Context

1.11 Upon election in May 2010, the Coalition Government has and continues to introduce a range of measures to radically reform the planning system.

The Localism Act (2011) will transfer many powers from central government to local councils and their communities.

1.12 The need to provide an up to date development plan remains. But in addition, communities can have a far greater influence over what happens where they live. They will have the ability to bring forward Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders. These new powers must be prepared in conformity with the Core Strategy and national policies, and are designed to foster and shape new development rather than inhibit it.

1.13 National policy is set out in over 1,000 pages of themed policy statements. In July 2011, the draft National Planning Policy Framework (NPPF) was published to consolidate and simplify all national policies into a single document. The objective underpinning the draft NPPF is the presumption in favour of sustainable development whereby plans must support sustainable growth.

Regional Context

1.14 From 2004, Regional Spatial Strategies (RSS) legally comprise part of the development plan for each local council. They provide regionally based policies and set long term district targets primarily for future housing and employment needs. The Localism Act will formally revoke all RSSs and this is expected to take affect shortly. The City Council will be able to set its own growth targets (where supported by more up to date evidence). Many of the existing RSS policies are still of value and where relevant, this Core Strategy has “absorbed” those RSS policies. In other respects, principally around housing and employment land targets, the City Council has reviewed its evidence to provide new long term targets.

1.15 In August 2011, Government confirmed the designation of the North East Local Enterprise Partnership’s (NELEP) Enterprise Zone. Totalling some 117 hectares, it contains sites in Sunderland, Newcastle and North Tyneside. The Sunderland element of the Enterprise Zone is based at the Nissan Car Plant totalling some 42 hectares. This area will be promoted for advanced manufacturing, innovation, research and development in the ultra low carbon vehicles sector. The Enterprise Zones will benefit from amongst other things, a package of financial incentives and more simplified planning requirements.

The Local Context

1.16 At the local level, the Sunderland Strategy 2008-2025 provides the overarching suite of priorities identified by the City Council and its partners. Specific aims are identified around developing a more sustainable, prosperous, healthy, learning, attractive and inclusive city.

1.17 In 2010, the City Council and it partners launched the Economic Masterplan that will guide the city’s economic growth over the next 10 to 15 years. This integrates both the urban economic strategy and the spatial framework for the area and will become a powerful development and marketing / promotional tool. The Masterplan’s long term vision for the city is :

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

- 1.18** This 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, linked to the Ministerial designation in that Sunderland will be at the geographic heart of the Low Carbon Economic Area in the North East.
 - **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 contributes to improving access to opportunity and reducing wordlessness and social exclusion in the city
 - **Aim 5: Entrepreneurial in economic leadership** – driving this ambitious city agenda will require clear, strong and entrepreneurial leadership around which resources and appropriate governance arrangements can be assembled.

1.19 The Sunderland Strategy and Economic Masterplan are not statutory documents and cannot allocate land for development or set policies to guide the future development of the city. However, these are fundamental building blocks, forming part of the evidence base for the LDF.

1.20 Preparation of the Core Strategy to date has both been influenced, and in turn informed the Sunderland Strategy and Economic Masterplan. The Core Strategy will therefore be the key mechanism for delivering the spatial objectives of these two important documents.

The City in Context

1.21 Sunderland is a large city on the north east coast covering an area of 137 square kilometres. The River Wear bisects the city which flows though working farmland, landscaped parks, urban areas before finding its way to the busy Port of Sunderland and its beaches.

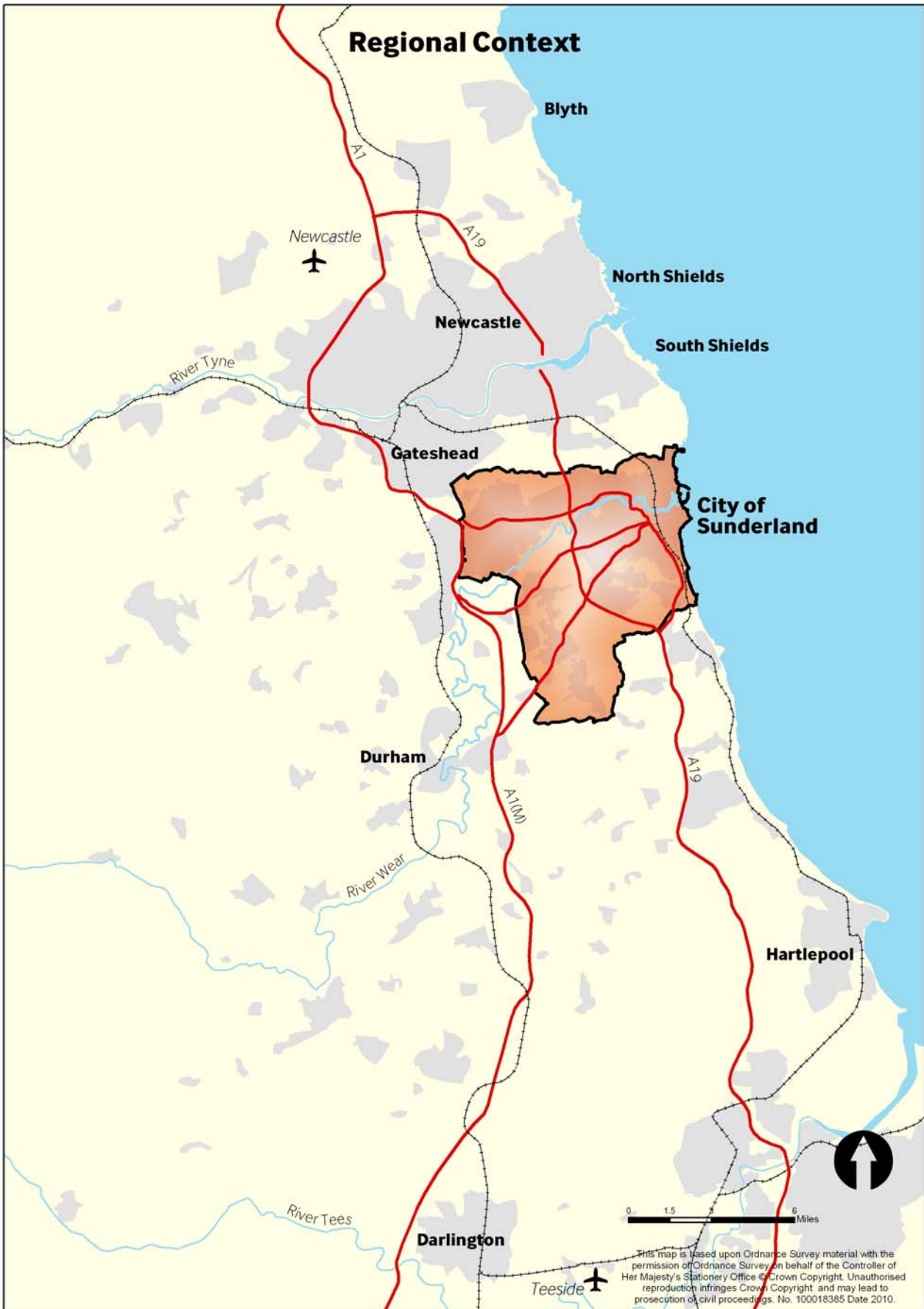
1.22 Historically Sunderland was one of the main economic powerhouses of the north east. The city was widely known for its coalmining, shipbuilding and the manufacturing of high quality glass which were shipped around the world. However, over recent decades these operations have closed. Between 1975 and 1989, the city lost a quarter of its jobs as the main employment sectors declined.

1.23 The city has since undergone a significant physical and economic transformation. In place of the traditional industrial sectors, have risen world

leaders in automotive manufacturing and specialists in the financial and customer services. Sunderland now has a reputation for being one of the most IT-intelligent communities globally. In the last 10 years the city has attracted more jobs through inward investment than any other location in the North East, in part through the impressive facilities such as Doxford International and Rainton Bridge South Business Parks.

1.24 The University of Sunderland attracts some 15,000 students (one in ten from overseas) to its prestigious modern campus at St. Peter's riverside, together with a £75million city centre campus. It has one of the best media centres in Europe and is well placed to influence the shaping of a new kind of university city.

Figure 2: Sunderland in the Regional Context



1.25 For city with a heavy industry background, Sunderland has a rich and diverse natural and cultural heritage. Over 50% of the city is green comprising open countryside (some of which is designated as Green Belt), sandy beaches, greenspaces within the urban fabric and over 80 sites recognised for their nature conservation value. The City Council and its partners have been extremely active to deliver significant environmental improvements. Since 1974, over 1,000 hectares of former industrial land has been reclaimed for new uses such as major new country parks.

1.26 Sunderland has an estimated population of some 281,700¹, though trends have highlighted that the population has been predominantly falling over the past 20 years (the proportion of residents from black and minority ethnic communities has risen in the last decade). In the early 1990's Sunderland's population was close to 300,000. However, projections now indicate that the population will continue to increase over the next 20 years.

1.27 Despite its successes, Sunderland still suffers from areas of deprivation - 70 of the 188 Census Localities (called Super Output Areas or SOAs) are ranked among the 20% most deprived in England.

1.28 Sunderland's housing stock is dominated by terraces and semi-detached properties and there is a shortage of detached dwellings. Two thirds of all homes fall into the lowest Council Tax bracket. This points to a need to remodel the existing housing stock to ensure that sufficient homes are provided of the right type, in the right place and at the right tenure to meet the city's existing and future requirements. As part of this, Gentoo, the city's largest single housing provider continues a programme of modernising its existing housing portfolio.

1.29 The city is served by the A19 trunk road running north to south, the A1231 from east to west and the A690 linking the city to the A1(M) via the Coalfield. The Grand Central train service connects the city to London.

1.30 The River Wear, Green Belt and the A19 trunk road separates the city into five distinct parts. As Figure 3 illustrates, this Core Strategy proposes 5 sub-areas reflecting their geographical functional and operational distinctions:-

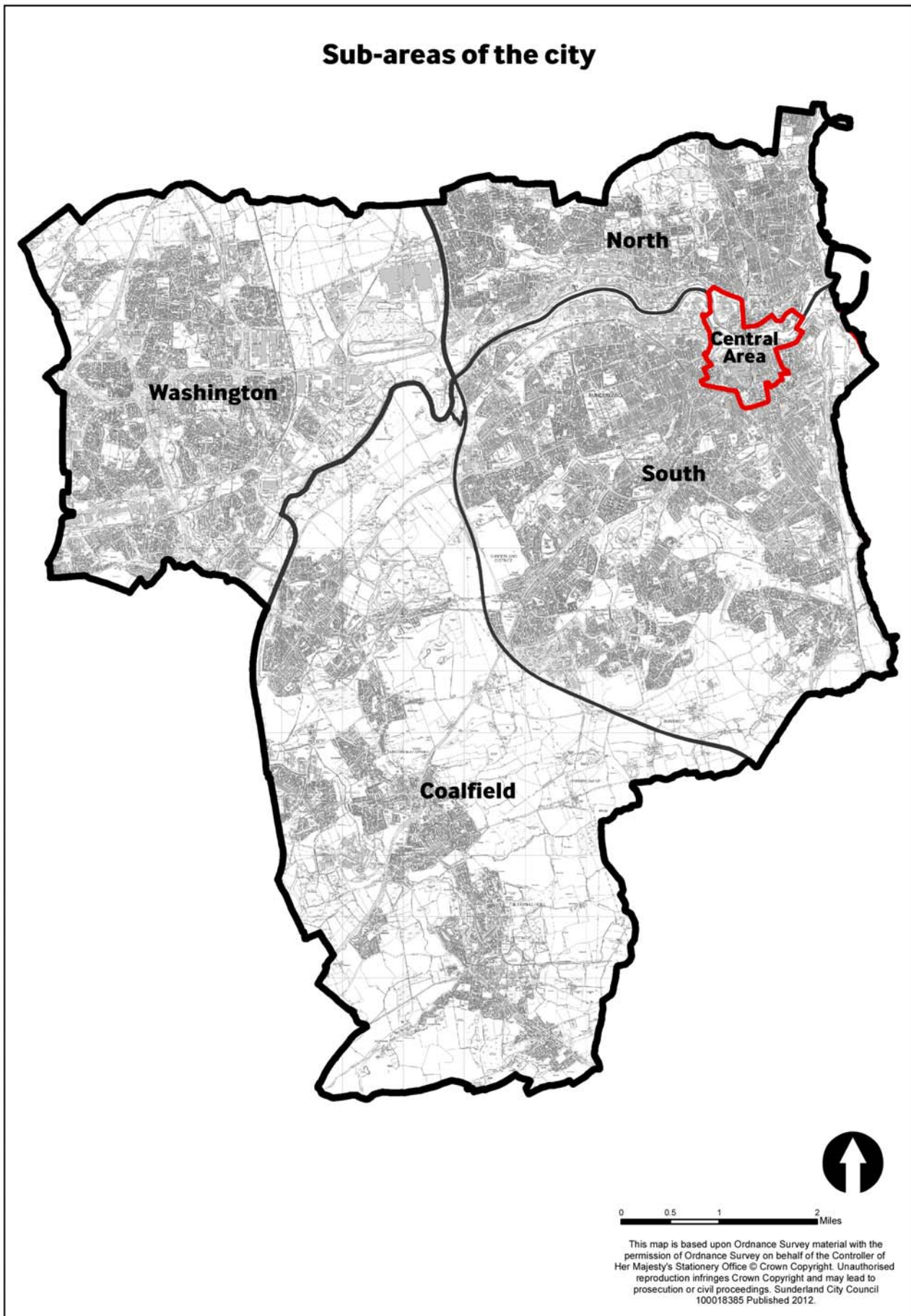
- The **Central Area** essentially comprises the heart of the city straddling the River Wear and is the primary focus for the city's services and shops and University campuses. It includes the City Centre on the south bank and to the north, the Stadium of Light across to the University's St Peter's Campus.
- **South Sunderland** comprises the largest part of built up Sunderland and contains the largest proportion of the city's population. It has natural boundaries with the River Wear to the north and coastline to the east as well as the A19 around the west and south.
- **North Sunderland** is a densely built up urban area clearly bounded by the coast to the east, Green Belt to the north and A19 to the west, and

¹ ONS Based Projection (May 2010)

by the River Wear to the south. Southwick and Sea Road provide important local centres to the area

- **Washington** is a stand alone New Town settlement bounded by Green Belt. Built in the 1960s, it has its own town centre.
- The **Coalfield** is made up of a number of linear former mining towns and villages that include Houghton-le-Spring and Hetton-le-Hole. It is 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 and Magnesian Limestone Escarpment.

Figure 3: The Core Strategy Sub-Areas



Key Planning Challenges and Opportunities for the City - Looking Forward

1.31 Despite the notable recovery, there remains a range of significant social, physical and economic challenges. The most important is the current global recession which is affecting growth at a national level, leading to a fall in living standards, rising unemployment, and worsening conditions for business.

1.32 The broad spatial issue for the Core Strategy is 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. This not only reflects the growing influence of car travel, but also the dispersed pattern of the city's development and as a consequence being less able to support good and efficient public transport systems, combined with the city's coastal location, a city centre quite offset from the centre of its attachment and major dividing features such as the River Wear and Magnesian Limestone Escarpment.

1.33 The limited choice in the city's housing stock has and continues to be an important factor in why people chose to live elsewhere. This is particularly true for those residents with young families who have tended to move to Co. Durham and Newcastle. This has real spatial consequences for the city as schools, shops and services come under increasing pressure to remain viable with an ever decreasing customer base.

1.34 The key spatial challenges and opportunities for the Core Strategy can be summarised as follows :

Challenge	Opportunities
Geography	
<ul style="list-style-type: none"> ○ A substantial (though not an inexhaustible) supply of previously developed land (particularly along the River Wear in Sunderland). Some sites cannot be viably developed without significant investment. ○ The Magnesian Limestone Escarpment defines and divides Sunderland from the Coalfields. ○ Geography and topography fragment the City Centre from the river and coast. 	<ul style="list-style-type: none"> ○ Good track record in regeneration ○ Delivering key development areas in the Central Area to provide greater physical and functional links.
Sustainable Communities	
<ul style="list-style-type: none"> ○ Parts of the city exhibit high levels of deprivation. ○ Aspirations are low with low levels of progression into higher education or higher earning jobs ○ Wealth per head of population is amongst the lowest in the UK ○ Unemployment, whilst at a 25 year low, is higher than the national average ○ Housing choice has not kept pace with aspirations and income. ○ The city's population is ageing ○ A decline in family forming age groups 	<ul style="list-style-type: none"> ○ New house building offers the choice to re-balance the housing stock to meet demand and choice. ○ Where new housing or housing renewal is planned, to ensure they are designed to maximise access to employment and services (either physically or digitally). ○ Established housing market renewal programme. ○ Address physical factors of provision and access to formal / informal recreation space, decent housing, facilities for walking, cycling.

<p>through out migration for higher paid jobs and a wider choice of housing.</p> <ul style="list-style-type: none"> ○ Over the past 10 years population has fallen though forecasts suggest this will be reversed in the future. ○ The health of our residents is well below the national average ○ Obesity is becoming more prevalent ○ Whilst improving, educational attainment is below the national average ○ A high percentage of people are qualified only to NVQ Level 1. ○ There is a mismatch between skills and jobs. ○ People who live in the city earn less than people who work in the town – higher paid jobs are occupied by people who commute from elsewhere. 	<ul style="list-style-type: none"> ○ Increasing the role of the University of Sunderland and Sunderland College in developing vocational skills and creating a learning and entrepreneurial spirit. ○ Encouraging enterprise in schools. ○ Taking a strategic approach to raising skills ○ Attracting and retailing young people in the city ○ Working with employers and jobseekers to match people to jobs.
Economic Prosperity	
<ul style="list-style-type: none"> ○ 16.6% of the city's employment is based in the City Centre. ○ There is a lack of high quality office space within the City Centre ○ A number of employment areas are in need of investment ○ Too reliant on a narrow range employment base ie cars and contact centres. ○ Competing land uses for non-employment uses in employment areas ○ Less spending power exists in the City Centre resulting is less investment from new retailers ○ The City Centre underperforms by comparison to its neighbouring competitors ○ Smaller shopping centres have a poor image and require investment ○ More people choose to shop on-line 	<ul style="list-style-type: none"> ○ Sunderland is the most digitally connected city in Britain offering resilient connectivity for business customers. ○ Designation of the Low Carbon Economic Area in 2009 acts as a driver for investment. ○ Successful designation of the 42 ha Enterprise Zone at Nissan for ultra low carbon vehicle production. ○ Extending the employment base to foster growth in software, low carbon businesses and those associated with the health and creative industries. ○ Availability of land to diversify employment opportunities and expand on the growth at Nissan. ○ Good track record of attracting inward investment. ○ Existing sites provide opportunities for comparison and convenience retailing.
Environment	
<ul style="list-style-type: none"> ○ High quantities of green space are present, but the quality and present 'use' does not match demand. ○ Tackling climate change ○ An underutilised seafront ○ Ensuring the sympathetic re-use of listed buildings and protecting the unique character of the city's conservation areas. 	<ul style="list-style-type: none"> ○ Securing World Heritage Status for St Peter's and using heritage as a tool for regeneration. ○ A commitment to an 80% reduction in greenhouse gases by 2080 ○ Revitalising the Seafront though public and private investment. ○ Public realm improvements to ensure places remain attractive to live work and play. ○ High quality tourist attractions and successful events management.
Connectivity	
<ul style="list-style-type: none"> ○ Poor public transport access from the Coalfields and Washington to the City Centre ○ Car is the dominant mode of travel ○ The Metro does not all of the city ○ The Leamside Line provides an opportunity to improve connectivity. 	<ul style="list-style-type: none"> ○ Government funding confirmed for the new Wear Crossing ○ Realisation of the wider SSTC ○ Nexus exploring the viability of extending the Metro across to Washington and the Coalfields.

Cross Boundary Issues

1.35 The neighbouring Councils of South Tyneside, Gateshead and County Durham are each preparing their own Local Development Frameworks. In terms of their Core Strategies, each Council is at a different stage of plan preparation:

- County Durham will be at the Preferred Options Stage of its plan in September 2012
- Gateshead is preparing a joint Core Strategy with Newcastle and presently anticipate formally submitting the Core Strategy in late 2012.
- South Tyneside has a full LDF suite of LDF documents.

1.36 In the preparation of the Sunderland's Core Strategy there has been ongoing dialogue with the three neighbouring authorities to discuss cross boundary matters. The Localism Act now introduces a duty for all local authorities and public bodies to cooperate on strategic cross boundary issues. The nature of Sunderland, surrounded by Green Belt and open countryside, has meant that cross boundary issues are related to a number of key issues. These are illustrated in Figure 4.

1.37 Some of the matters that have and will continue to require ongoing cooperation at a sub-regional level relate to :

Economic Prosperity

- The potential of land in the Green Belt to the north of Nissan to provide a strategic employment site. The northern most part of this falls within South Tyneside.
- In Gateshead the potential expansion of Follingsby Industrial estate into Green Belt.
- South Tyneside Council are considering the potential for a strategic employment site at Follingsby-Wardley Colliery to be used as a strategic rail facility. The Council is currently considering the need for more employment land in the Borough.
- Sunderland forms part of the North East Local Economic Partnership, consisting of Northumberland County Council, Durham County Council and the four remaining Tyne and Wear Authorities.

Sustainable Communities

- Sunderland has a housing market area that extends into adjoining parts of County Durham to include parts of Easington, Chester-le-Street and Durham.
- The Durham Core Strategy Issues and Options paper identified a need to develop 29,000 homes. This would be focussed on key settlements including Chester-le-Street and Seaham.
- The Newcastle/ Gateshead Core Strategy currently proposes to develop some 27,500 homes up to 2030 in their Core Strategy Preferred Options which could include the possibility of building in the Green Belt between Washington and Gateshead.

Connectivity

- The future use of the Leamside Line.
- The potential for improvements to the Durham Coast railway line to facilitate local travel opportunities.
- The long-term possibility of connecting the Pelaw-Sunderland Metro line with the Pelaw-South Shields line via a link near Biddick Hall in South Tyneside district.
- The future of the East Durham Link Road.

Environment

- Strategic cross-boundary green infrastructure corridors.
- The coast, its SPA and SAC, its Durham Heritage Coast designation and the future National Coastal Footpath.
- Sunderland, as a partner with Gateshead and South Tyneside in the South Tyne and Wear Waste Management Partnership, is jointly working towards meeting waste targets.
- The collective responsibility for the Tyne and Wear local planning authorities to meet the minerals sub-regional apportionment through close working and monitoring of extraction.
- The Limestone Landscape Partnership, a partnership including Durham CC, South Tyneside, Sunderland, Hartlepool and Darlington that seeks to conserve the landscape, wildlife and heritage of the East Durham Magnesian Limestone.
- St Peter's Church in Sunderland and St Paul's Church in Jarrow are part of the twin Anglo-Saxon monastery of Wearmouth-Jarrow, which is the UK's nomination for World Heritage Site status in 2011.

Spatial vision and objectives for the city

1.38 The spatial vision for Sunderland is a product of the Sunderland Strategy, the EMP and takes into account the issues identified for the city.

“An internationally recognised city which offers a great quality of life with an enhanced, entrepreneurial and progressive low carbon economy.

Sustainable development and growth will see a distribution of land uses creating a city where residents have access to first class services, facilities and opportunities.

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.”

What Sunderland will look like by 2032 ?

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

Communities are playing an active role in shaping and managing their neighbourhoods and contributing to the city's economy. 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 in new and existing 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.

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 local entrepreneurial activity as well as a high number of graduates and the quality of its infrastructure.

The University of Sunderland and Sunderland College have and continue to play vital roles in developing the city's economy, ensuring it is a dynamic enterprise-driven urban culture, attracting the best minds and investment.

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 of green, open space for all residents and visitors. The green network includes enhanced environments of the Coast and the River Wear that link the city with its neighbouring authorities. The city's natural habitats and species have been protected and are in admirable condition.

The city's built heritage has been protected and plays a vital cultural role, ensuring the city's past, with its early Christian, medieval and industrial heritage, 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.

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 rest of the country. There is less need for residents to use their cars for work and shopping trips.

The city centre has been revitalised and has become the destination of choice for the whole city to live, work and play in. The development of the Vaux and Farringdon Row sites have introduced a new and attractive place to work and live. New retail development in the City Centre Retail Core has consolidated the sub-regional role of the centre. Together these sites have created a vital and viable centre which continues to attract higher order retail operators. Environmental enhancements have increased the attractiveness of the City Centre, with new and refreshed public space, shops and entertainment linked by improved pedestrian 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.

Employment on the both the Enterprise Zone and new strategic employment site at Washington has led to the city becoming an international focus for low carbon technology, research and development, focussed around the Nissan car plant and ultra low carbon vehicles. 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.

South Sunderland has been a focus for new house building introducing a much needed mix of housing and providing the city with a supply of higher value executive homes. This has been a major contributor in diversifying the city's housing stock further.

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.

The Coalfield has been regenerated and has seen sustainable growth. The development of the Central Route has improved accessibility to the area. Rainton Bridge is now fully occupied and is a major source of employment in the area. New housing has led to an increased population whilst Houghton town centre now provides an enhanced retail offer.

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 Peter's

Spatial Objectives

1.39 The spatial objectives aim to help achieve the spatial vision. A range of planning actions that could bring about the achievement of each objective has also been suggested.

Spatial Objectives	Core Strategy Policies
<p>1. Spatial Development and Growth Ensure an appropriate distribution and balance of employment, housing growth and other competing land uses in the context of maximising the reuse of previously developed land so as to minimise the urbanisation of greenfield land, whilst planning for sustainable growth of the city's population, including the retention of young economically active age groups.</p>	CS1
<p>2. Climate Change Adapt to and minimise the impact of climate change by reducing carbon emissions and seeking to reduce the risk and impact of flooding.</p>	CS6
<p>3. Economic Development Facilitate economic growth by providing a wide portfolio of high quality employment sites, whilst supporting the development of new key employment sectors, including the low carbon economy, and strengthen existing industry.</p>	CS2
<p>4. Housing Provide enough land for to meet the city's housing requirement and ensure a range and choice of housing types and tenures including increased provision of affordable and executive homes.</p>	CS3
<p>5. Accessibility Implement sustainable transport solutions that enhance the city's profile, its economic competitiveness and achieve low-carbon outcomes whilst enhancing accessibility for all to a full range of facilities and jobs and reducing dependency on the car.</p>	CS4
<p>6. Green Infrastructure Protect the city's biodiversity, geological resource, countryside and landscapes, including the River Wear, the coast and the Magnesian Limestone Escarpment and seek opportunities to enhance that resource where possible, whilst ensuring that all homes have good access to a range of interlinked green infrastructure</p>	CS5
<p>7. Neighbourhoods and Communities Develop cohesive, inclusive and attractive sustainable communities and neighbourhood that are well integrated with schools, shops, services, facilities and open space whilst ensuring that the diverse needs of the city's different communities are met.</p>	CS3
<p>8. Well-being Improve and protect citizens' health, promote healthy lifestyles and ensure the development of facilities to enable lifelong learning to reduce inequality and ensure a high quality of life.</p>	CS3
<p>9. Waste and recycling To increase the reuse and recycling of 'waste' in line with sub-regional responsibilities and plan for the most sustainable way of disposing of the remainder.</p>	CS7

<p>10. The City Centre and other main centres To expand and develop the City Centre and its fringe into a vibrant and economically buoyant entity connected to its River and Coast, by improving and expanding the office and retail offer, whilst securing the viability and attractiveness of district and local centres.</p>	<p>CS2 CS3</p>
<p>11. Design and heritage To increase the contribution that urban design and valued cultural and heritage assets can make to the image of the city and the quality of life of its residents.</p>	<p>CS5</p>

How Has This Core Strategy Been Put Together?

1.40 This Revised Preferred Option draft of the Core Strategy has not been prepared in isolation. It is the product of robust evidence, public consultation and a Sustainability Appraisal undertaken by the City Council and its partners. In addition, it has been informed by:-

- The Sunderland Strategy 2008 – 2025
- The Sunderland Economic Masterplan (2010)
- National planning policy statements
- The North East of England Plan (the Regional Spatial Strategy)
- The results of a comprehensive evidence base
- The findings of the accompanying Sustainability Appraisal
- Other plans and strategies which have a spatial impact prepared by the City Council and its partners.
- The outcome of extensive engagement activities with the public, local businesses and partners. Consultations began in late 2005 with the Issues and Options Draft, the Preferred Options Draft in 2007/08 and latterly the Alternative Approaches in 2009.

1.41 This Core Strategy Revised 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 policies. From the outset, this document contains a suite of city-wide strategic policies. 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

1.42 For the majority of policies, the policy text is structured around the following sub-headings:-

- Economic Prosperity
- Sustainable Communities
- Connectivity
- Environment.

1.43 A Core Strategy Delivery Framework explains how the various elements of the Core Strategy policies will be delivered. This framework will ensure that key questions (Who? What? Where? When? and How?) relating to the implementation of each policy are answered.

1.44 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.

1.45 The Second part of this Core Strategy sets out a suite of development management policies which are presented in the same order as the Core Strategy policies which will further contribute to meeting the Spatial Objectives.

Supporting Documents To This Core Strategy

1.46 This version of the Core Strategy is accompanied by three supporting documents :

- A Sustainability Appraisal (SA) which has been used to assess and inform all previous iterations of the document to date. The SA report demonstrates how each policy has been tested, analysed and justified in terms of wider policy review, public consultation and SA during plan preparation.
- A 'Rejected Options' report which demonstrates how each policy has been tested, analysed and justified in terms of the wider policy review, public consultation and the Sustainability Appraisal
- The Infrastructure Delivery Plan which demonstrates what infrastructure is required to support planned growth and development, how much will it cost, where the money will come from to provide infrastructure and who will be responsible for its delivery.

1.47 All supporting studies, government guidance and other reports used to reach these Preferred Options are available from the City Council's website (www.sunderland.gov.uk/ldf).

Developing the Core Strategy During the Economic Downturn ~ Delivery and Viability

1.48 This Core Strategy is being brought forward at a time of great economic uncertainty which has significant implications for how the policies and proposals will be implemented or "*delivered*".

1.49 Where possible the Core Strategy has been designed to allow for flexibility in development in order to ensure that its vision and objectives are met. This will allow for key strategic elements to be delivered whilst allowing for future uncertainty.

1.50 Where a Core Strategy policy potentially places an undue burden on development, potentially affecting its viability, an alternative will be considered following robust justification clearly stating why the proposal is not deliverable or financially viable. The City Council may however seek to place time limits on implementation or seek other measures to ensure the sustainability of the development.

What Are Future Aspirations ?

1.51 The Core Strategy has a timespan of 20 years and the policies within the plan should be capable of delivery within that period. However, there are some proposals and schemes where implementation cannot be confirmed at present, in part due to the uncertain financial climate, but which could come forward during, or towards the end of the plan period. These are contained within "Future Aspiration" boxes located immediately following City-wide or Sub-area policies.

What are Strategic Sites and Locations For Major Development ?

1.52 Whilst the Core Strategy cannot be a site specific plan, it can by exception allocate sites which are considered to be central to the achievement of the strategy and where investment requires a long lead-in. The Core Strategy proposes to allocate two such sites at Vaux / Farringdon Row and on land to the North of Nissan (at Policies SS1 and SS2 respectively).

1.53 The Core Strategy also outlines several Locations for Major Development (LMDs). Although not central to the delivery and success of the Core Strategy, these LMD's can help to regenerate large sites across the city, primarily in Central Sunderland. Planned in a comprehensive fashion, these would have a significant impact upon the pattern of land use within the city. These locations do not constitute site specific allocations, but provide further context for future development options. The LMDs will be refined in further detail in the emerging site specific Allocations Development Plan Document.

Citywide Policies

CS1- Spatial development, growth and regeneration in Sunderland

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

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

Spatial Strategy

2.1 The approach to the spatial development of the city reflects the opportunities afforded by the unique nature and characteristics of the five sub-areas. Much of the urban part of Sunderland is heavily constrained due to the built-up nature of the area. Much of the City is also constrained by the Green Belt. The Coalfield has its own particular settlement character which reflects its coalmining heritage.

2.2 Within this context, each sub-area has its own issues, needs and opportunities which have been reflected in the spatial principles outlined above. Where possible development has been focussed on brownfield sites, but in order for the City to thrive consideration has had to be given to the release of some greenfield land in order secure long-term regeneration.

2.3 The priority for development in Sunderland will be the Central Area. Focussed on the City Centre, this area represents a particular focus of development activity, including the strategic site at Vaux, major retail development sites in the City Centre Retail Core, the two University campuses and Stadium Village. It is also at the centre of the local public transport network. The development of this area is seen as the main driver for the regeneration of the wider city. It is therefore vital that new business and retail opportunities are realised in this area.

2.4 South Sunderland will see major long-term housing growth 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 southern periphery of the sub-area has the potential to provide a significant amount of housing towards the end of the plan period. Areas such as Chapelgarth, Cherry Knowle and South Ryhope are identified as separate Locations for Major Development, though these will need to be brought forward together in a co-ordinated and comprehensive manner.

2.5 Due to the built up nature of the North Sunderland area and the lack of land available for new development there are few identified opportunities for growth. Despite this, the modern business parks along the riverside and proposals for the coastal strip at Roker and Seaburn will provide important opportunities for the regeneration of the area. In addition the area has recently seen the approval of three major supermarket schemes which will remedy the identified qualitative lack of retailing in the area.

2.6 Although a new town, the built up area of Washington has limited identified new housing opportunities due to the village layout and open space and employment allocations. The town is also highly constrained by the surrounding Green Belt. However due to its strategic location on the trunk road network and its key role at the centre of the Low Carbon Economic Area, the sub-area's main role is as a centre for economic development. This will accord with the key aims of the Economic Masterplan. The declaration of an Enterprise Zone adjacent to the A19 and the development of a strategic site on land to the north of Nissan will generate exceptional economic benefits for the City.

2.7 New development in the Coalfield will primarily focus on the attractiveness of the area as a source of new housebuilding. With the exception of Rainton Bridge, the area's existing employment areas struggle to meet modern market requirements and are vulnerable to redevelopment pressures. The approach in the Core Strategy is to ensure that the area retains viable opportunities for local employment whilst balancing these against the regeneration benefits enabled through new housing development.

CS2- Developing the City's Economic Prosperity

The Council will facilitate sustainable economic growth within the city through the following actions:

- 1) New employment sectors which will support the city's long-term growth will be encouraged by:
 - i. Attracting and developing low carbon technologies including the delivery of the North East Low Carbon Enterprise Zone
 - ii. Prioritising the city centre for office development
 - iii. Supporting the development of Sunderland's learning infrastructure
 - iv. Promoting the development of the retailing, tourism, leisure and heritage and culture sectors
- 2) Developing Strategic sites, which are central to the regeneration of the city, at the following locations:
 - i. The former Vaux brewery/ Galley's Gill/ Farringdon Row (offices and housing)
 - ii. On land to the North of Nissan (low-carbon industries)
- 3) Supporting the development of Locations for Major Development where large-scale regeneration uses are proposed.
- 4) Protecting key employment areas from inappropriate development.
- 5) Encouraging the development of existing employment sectors through the improvement and intensification of employment land for economic development purposes.
- 6) Maintaining an appropriate supply of land to support economic activity. **XXXha** of land for business uses (B1, B2 and B8) will be provided by 2032. A five year rolling supply will be maintained at all times.
- 7) An overall requirement for up to 78,900 sq.m (gross) of comparison goods floorspace and 7,500 sq.m (gross) of convenience goods floorspace has been identified up to 2032. The defined retail core in the city centre will be the priority location for new comparison goods and convenience goods floorspace. Elsewhere, only small-scale local facilities will be permitted where they meet a proven qualitative need.
- 8) Encouraging investment in education and training in order for people to develop the qualifications and skills that are attractive to business and vital to new enterprise.

Whilst, essentially, the 'direction of travel' established by the Employment Land Update has been agreed, there is still a need to examine the growth

scenarios suggested in the Update to ensure that an appropriate and reasonable preferred approach can be identified.

Economic prosperity

2.8 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 Economic Masterplan will be a key driver in providing a long-term strategy for Sunderland's future economic growth. The Aims of the EMP are discussed in more detail in Chapter 1.

2.9 The Council's 2009 Employment Land Review (ELR) has been updated to take full account of the Economic Masterplan and recent initiatives in the City, such as the designation of the Low Carbon Economic Area and, particularly, the Low Carbon Enterprise Zone located adjacent to the A19/ Nissan plant. The Update of the ELR highlights the significant potential of low-carbon industries to support the long-term future growth of the City's economy.

2.10 The Employment Land Update considers four scenarios for the development of the City's economy. These are based on differing growth rates envisaged as arising from the successful delivery of the overall strategy of the EMP. These growth rates can be translated into land requirements and potential new jobs; the preferred Scenario could give rise to some **XXXX** new jobs over the next 20 years.

2.11 Whilst the main focus of the EMP is on Washington and the City Centre, this will be complemented by ongoing support for "traditional" industries on existing employment areas elsewhere in the City. 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 range and choice of sites the Core Strategy identifies some xxxha of land capable of supporting business and manufacturing uses. The ELU identifies eight key employment areas in the City which are essential to the success of the City: Nissan, Turbine Business Park, The Port, Doxford International, Vaux, Rainton Bridge, Hylton Riverside and Sunrise Business Park. These areas should be protected from non-employment uses which could impact on the viability of these areas. Development management policies will set out the requirements for these key areas and the other employment areas in the City.

2.12 Two Strategic Sites are identified; one on land to the North of Nissan and the other on the site of the former Vaux brewery in the City Centre. The development of these sites is critical to the success of the City. The uses proposed on each of these locations recognises the potential of each site to bring forward specific forms of development which will be key to securing regeneration; namely low carbon industries at Nissan and high-density office uses at Vaux. Details of these sites are in the Central Area and Washington Sub-area chapters.

2.13 In addition a number of Locations for Major Development (LMD's) are identified. These large brownfield sites will be developed for a variety of land uses – primarily employment and housing - as outlined in the appropriate sub-area policy. The LMD's at Holmeside and The Port have particular roles to play in attracting new economic development. The formal allocation of these sites will be via the Allocations Development Plan Document.

2.14 In the light of emerging new retail developments (especially in the north part of the City) an update has been undertaken of the Council's 2009 Retail Needs Assessment. This Update identifies a modest need for new convenience retail floorspace in the city in the period up to 2032 (due to the effect of new supermarket developments on the overall expenditure capacity in the City). However there remains significant growth in the comparison goods sector and a need to address qualitative deficiencies in comparison shopping facilities. The most appropriate – and pressing - location for new comparison facilities will be in the City Centre where they will assist in boosting vitality and viability.

2.15 The plan will allocate sufficient employment land to enable the city to respond effectively to enquiries for major investments. The city's ability to transform the local employment base was predicated on the ability to offer suitable locations for key inward investment opportunities and it is essential that this means opportunities can be realised in the future if we are to improve employment levels and diversity in the local employment base.

2.16 The Policy sets out the Council's spatial strategy for delivering economic growth and prosperity and its commitment to investment in education, skills and training. New development can contribute towards this strategy by generating opportunities for employment and training for local people and by encouraging the use of local businesses and the voluntary and community sectors.

2.17 It is the Council's intention to make best use of its planning responsibilities to increase the economic prosperity of the city and, in particular, to ensure that local residents and businesses benefit as a result. This will be achieved through the inclusion of 'social and economic clauses' in planning obligations which will encourage the adoption of processes by developers, contractors and "end users" that will help to stimulate economic growth within neighbourhoods in the following

CS3- Sustainable Communities

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

- 1) Managing the phased release of land to meet or exceed a housing target of 15,025 net additional new homes by 2032 across the city:

	2011/12- 2015/16	2016/17- 2020/21	2021/22- 2025/26	2026/27- 2031/32	Total
Citywide Total	3200	3650	4025	4150	15025

- 2) Ensuring an appropriate mix of good quality housing of all types, sizes and tenures is provided to meet the needs of the existing and future population through:

Existing

- i. Bringing empty properties back into use and supporting programmes of improvement, renewal and replacement to regenerate the city's housing stock, in partnership with Gentoo and other Registered Provider's
- ii. Preventing over concentrations of Houses in Multiple Occupation and the loss of family housing, either through conversion, sub division, change of use or redevelopment. The council will declare Article 4 Directions where necessary.

Future

- iii. Requiring 10 % affordable housing from all major housing developments.
- iv. Supporting the development of executive dwellings as part of housing schemes and also as stand alone developments.
- v. Increasing the choice of accommodation for older households to enable independent living; including the provision of bungalows, retirement villages and extra care housing.
- vi. Supporting the development of student accommodation, in appropriate locations where there is an identified need.
- vii. Supporting the development of accommodation for people with disabilities, enabling a choice of tenure and independent living
- viii. Incorporating new housing into mixed use schemes where appropriate
- ix. Providing sufficient pitches for the needs of Gypsies and Travellers and Travelling Showpeople

	2012-18
Gypsy's and Travellers	14 Pitches
Travelling Showpeople	43 Plots

Creating sustainable thriving communities with good local facilities through:

- 3) Supporting 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**
- 4) 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.**
- 5) Identifying Locations for Major Development, where the Council will support the development of large-scale regeneration uses for residential development/ mixed uses and necessary supporting infrastructure. These sites will be considered in more detail in the Allocations DPD.**
- 6) Identifying parts of the City where area-based regeneration initiatives will be supported**

Note: The SHMA is currently being reviewed, and expected to be completed by October 2012. Once complete the findings will be reflected in the Core Strategy.

Sustainable communities

Housing Need

2.18 In the absence of a regional target, the City Council has established its own target for the provision of new housing in the city. Accordingly, sufficient and suitable land will be provided to allow for the development of up to 15,021 homes up to 2032. This will assist in regeneration, allow for growth in accordance with ONS projections, whilst providing realistic and deliverable targets. A separate paper, the 'Sunderland's Future Housing Needs' provides further detail on how the targets have been derived. This target is not a ceiling target; if further suitable/ sustainable and deliverable housing sites come forward they will be considered on their merits. However, the target is deemed to be a deliverable and therefore an achievable target, sufficient to meet the needs of the current and future residents.

2.19 The broad distribution of the city's housing allocation has been considered in relation to the five sub-areas, recognising the needs, opportunities, constraints and limitations of each sub-area. Sub area targets are set out in the relevant sub-area chapters. It should be noted that these targets are just a guideline.

Future Housing

2.20 The Strategic Housing Market Assessment (SHMA) 2008 identifies an imbalance of house types amongst the city's housing stock, with 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. It is necessary 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 required.

2.21 Following the production of the SHMA the economic viability of affordable housing in the city was tested², which indicated that a target of 10% affordable housing could be achievable city wide. Further details on affordable housing policy will be set out within the Council's Affordable Housing SPD.

2.22 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. The Allocations DPD will allocate these sites.

2.23 It is also necessary to ensure that housing is delivered that meets the needs of all, particularly under-represented groups, including older people and people with disabilities, students, gypsies & travellers and showpeople. The Enabling Independence Strategy will provide the basis for bringing forward the necessary accommodation to meet the housing needs of older people and people with disabilities.

2.24 Sunderland University has two main campuses, St. Peter's on north side of the river Wear and Chester Road (the "City Campus") in the city centre. 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.

2.25 The Tyne and Wear Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment (2009) identified no need for socially rented or private sites for gypsies and travellers within Sunderland. However, there is a need for 14 stop over site pitches within the city. The council will endeavour to find an appropriate site in a sustainable location with access to necessary infrastructure. The target of 14 will be monitored, if there is not continued demand for 14 pitches the number of pitches will be reduced accordingly. There is an additional need for 43 Travelling Showpeople 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.

Existing Housing

2.26 Regardless of proposed new housing development, the city's existing housing stock will remain its most important asset, forming around 90 percent

² The (2010) Economic Viability of Affordable Housing Requirements Report

of the stock in 2032. It is recognised that where existing housing is obsolete and not viable for improvement demolition provides the opportunity to provide replacement housing that better meets local needs and aspirations of the area. Gentoo, the largest single Registered Provider in the city is proposing to demolish 3,900 dwellings and build 3,300 new dwellings as part of their overall housing renewal programme 2004-2016/17. Thereafter Gentoo, will continue to develop high quality mixed tenure housing developments in areas in need of housing regeneration throughout the city, subject to funding.

2.27 Sunderland has a shortage of larger family properties, and as such is limiting the economic growth of the city. It is therefore important to ensure we retain the larger properties we have, in doing so the council will seek to resist the sub-division, demolition and change of use of family homes. Article 4 Directions will be implemented, where necessary, to control and manage the number of Houses of Multiples Occupation in one locality.

Thriving Communities

2.28 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. The size of the other centres in the city varies; the major district centres feature significant retail facilities and services such as banks, whilst the much smaller local centres primarily cater for day-to-day shopping needs.

2.29 There is a hierarchy of centres in Sunderland. These are primarily locations for shopping facilities, but also play important roles as “hubs” of the local community:-

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.

2.30 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 needs of the city's residents particularly older and disabled people, including the

development of libraries, health facilities and public convenience. Large- scale residential developments should help in the creation of sustainable neighbourhoods and create easy access to facilities and services.

2.31 There are specific parts of the City where there are opportunities to pursue 'targetted' regeneration initiatives. Currently four areas have been identified: Hendon, the East End, Houghton Town Centre and the Seafront. Details of these is contained in the relevant sub-area chapter of this document.

CS4- Connecting the City

The council will facilitate the sustainable growth and regeneration of the City and promote more sustainable travel through:

- 1) Land use planning that 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.**
- 2) The City's road network will be enhanced to improve connectivity to key employment sites and neighbourhoods**
- 3) Transport initiatives will support the development of safer, cleaner and more inclusive centres and neighbourhoods, by focusing on traffic management measures, public realm and improvements to public transport, walking and cycling infrastructure**
- 4) Working with Network Rail, Nexus, the Highways Agency and other partners to facilitate the delivery of the following major transport initiatives:**
 - i. The Sunderland Strategic Transport Corridor (SSTC) to improve access to the city centre and the Port**
 - ii. 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**
 - iii. Support the expansion of the Tyne and Wear Metro and the protection from development of a potential link corridor between South Hylton and the Leamside Line. Support the Metro Re-invigoration programme**
 - iv. Safeguarding the Leamside Line corridor for possible future use**
- 5) Creating cross-boundary, strategic and district walking, cycle and equestrian routes, linking residential areas, employment sites, local centres, education, leisure and community facilities 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.**
- 6) Supporting proposals that seek to encourage the use of the River Wear for transport, in particular for leisure related trips**

2.32 The Sunderland Strategy and Tyne and Wear Local Transport Plan (currently LTP3) 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 the car and improve public transport, walking and cycling.

2.33 Focusing on sustainable transport development will not only improve connectivity 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. Speed reduction and traffic management measures (including 20mph zones in residential areas) will be introduced where appropriate. Improved legibility will enhance movement in Sunderland.

2.34 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 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 level of deprivation.

2.35 In Tyne and Wear, the Metro is a significant public transport asset but the network needs modernisation to meet future needs. The Tyne and Wear Metro has been awarded £580million to reinvigorate the system by 2019. The main focus is currently on modernising the Metro rather than expanding the Metro network itself, in the short term.

2.36 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. With this protected, the City Council will work with partners to create in the long term direct Metro services between Sunderland, the Coalfield with Washington.

2.37 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.

2.38 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 Wheatsheaf Gyratory junction on the A1018 Newcastle Road.

2.39 The Leamside Line provides an opportunity to improve the City's connectivity, particularly between Washington and Sunderland (taking in the former Penshaw-Pallion line). The Council will continue to work with its sub-regional partners and transport infrastructure stakeholders to investigate the potential of the line.

2.40 In preparing this Core Strategy and the forthcoming Allocations DPD the Council will ensure that the location and design of new development does not conflict with the potential for the line's re-instatement.

2.41 A new coastal route is being proposed³ 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.

2.42 Although the River Wear is unlikely to facilitate large numbers of journeys, there is the potential to increase the use made of the river, in particular for leisure related trips. The development of river transport will be supported not least because of the contribution that it would make to the council's vision to better relate the River to City Centre activities.

³ The Marine and Coastal Access Act (2009)

CS5 Caring for the City's Environment

The City Council will seek to ensure the built and natural heritage remains an asset to the City through the following measures:

- 1) Protecting, conserving and enhancing:**
 - i. 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.**
 - ii. The historic environment of the city, especially designated heritage assets (such as Conservation Areas, Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments) and other valued buildings and areas of historic and townscape significance, and capitalising in a sensitive and appropriate manner on their regeneration and tourism potential.**

- 2) Supporting environmental improvements to key gateways in the city. Priority will be given to the following**
 - i. Public Transport Interchanges**
 - ii. Main Gateways into the City**
 - iii. Employment Areas**
 - iv. Local Centres**

- 3) Ensuring existing and proposed public realm located throughout the city is of high standard to offer accessible, functional, attractive and legible spaces**

- 4) Maintaining a Green Belt which will:**
 - i. Check the unrestricted sprawl and encourage the regeneration of the built up area;**
 - ii. Assist in safeguarding the city's countryside from further encroachment;**
 - iii. Preserve the setting and special character of Springwell Village;**
 - iv. Prevent the merging of Sunderland with Tyneside, Washington, Houghton-le-Spring and Seaham and the merging of Shiney Row with Washington, Chester-le-street and Bournmoor.**

- 5) Establishing a network of strategic & district green corridors comprising linked green spaces. These strategic corridors will connect the city to neighbouring authorities with the :**
 - i. Coastline**
 - ii. 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.**

- 6) 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. **The quality, community value, function and accessibility to the City's green space and wider green infrastructure, especially in areas of deficiency.**
 - iii. **The city's woodlands, urban trees and hedgerows**
- 7) Protecting and enhancing biodiversity habitats and species and sites recognised at international, national and local levels as outlined in the Durham Biodiversity Action Plan and the councils Nature Conservation Site Register. Designated nature conservation sites, will be protected from inappropriate development.**
- 8) Identifying and address barriers to greenspace connectivity through the Allocations DPD.**
- 9) Keeping under review the council's historic and ecological designations and will seek to designate new areas, buildings and spaces for protection and conservation where justified by evidence**

Historic Environment

2.43 The city benefits from a rich and diverse cultural and built heritage that makes a fundamental contribution to sustaining a distinctive sense of place. 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.

2.44 The city's historic environment includes 9 scheduled sites including the 7th 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.

2.45 To ensure the longevity of these important assets the City Council will continue to identify, designate, preserve and enhance these important heritage assets. The City Council will continue to produce Supplementary Planning Documents (SPDs) 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.

Built Environment

2.46 The creation and maintenance of an attractive City has a significant role to play in attracting investment and assist in urban regeneration. This ties in with one of the fundamental aims of the Sunderland Strategy which is to achieve widespread recognition of Sunderland's attractiveness as a place in

which to live, work, study and to visit. To achieve this an ongoing programme for the improvement of the City's environments.

2.47 The city has many areas of public realm which has the potential to act as a catalyst for regenerating the city, by making it a more attractive place to invest, work, live and visit (for example Sunnyside in the city centre). The Economic Masterplan will introduce improvements and additions to public realm in the city centre. Public realm will be designed for a range of user groups and should consider the safety, protection and enjoyment of people within the space.

Green Belt

2.48 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.

2.49 The maintenance of the broad extent of the Green Belt boundaries is an important factor in directing new development to urban areas. A significant 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. It may be necessary to consider further amendments to the Green Belt in this location to allow the potential of the Enterprise Zone to be achieved, Any impact on the Green Belt will be mitigated through landscaping measures.

2.50 The council will be undertaking a further review of the Green Belt boundary, to ensure it is still appropriate and fit for purpose, the findings of which will inform the Allocations DPD.

Landscape Character and Settlement Breaks

2.51 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 and also includes the Durham Heritage Coastline and River Wear Estuary. These areas require continued conservation, enhancement and protection where necessary.

2.52 At a local level, the draft Landscape Character Assessment for Sunderland will be used in line with Natural England and Heritage Coast designations to provide sufficient protection for those areas of landscape that lie outside of nationally designated areas but which are also highly valued locally.

2.53 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. Notwithstanding this, an amendment to the settlement break boundary in South Sunderland is proposed to accommodate the Location for Major Development at Burdon Lane.

2.54 The council will be undertaking a further review of the settlement break boundaries, to ensure they are still appropriate and fit for purpose, the findings of which will inform the Allocations DPD.

Green Infrastructure Corridors and Greenspace

2.55 The wide variety, quality and quantity of green infrastructure in Sunderland contributes significantly towards the creation of safer, healthier and more sustainable neighbourhoods, and in turn will protect and improve citizen's health and welfare.

2.56 The City Council seeks to complete an interconnected network of green infrastructure (GI) corridors that enable safe and convenient movement for wildlife, walkers and cyclists. A network of good quality green infrastructure (GI) can assist the city in meeting several of its spatial objectives by improving land for recreation purposes, improving local access and biodiversity, assist in mitigating against climate change and enable sustainable drainage. A GI Strategy for the city will be developed to support these key objectives.

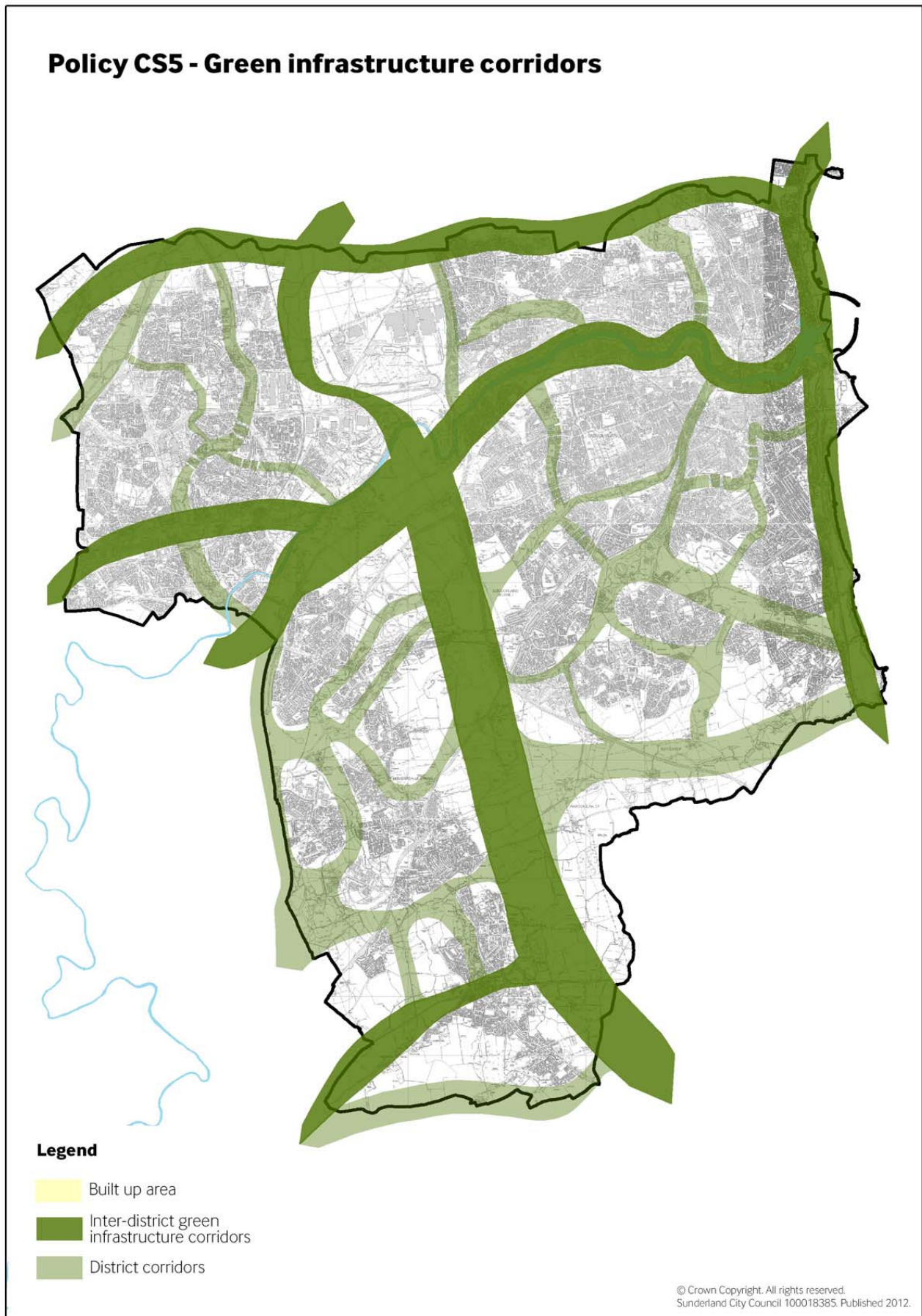
2.57 Six inter-district green infrastructure corridors within the city have been identified (as shown on the Key Diagram). These corridors will build on the existing network, seeking to broaden the range and quality of functions that green infrastructure can bring to the city. Due to the nature of the corridors, which include private as well as public open space, not all will be accessible to the public.

2.58 Inter-district green infrastructure corridors will link Sunderland to the wider region. A strategic, though lower order of district corridors that have particular relevance to local communities will also be protected and enhanced, these are discussed in more detail in the sub-area chapters. The network of the green infrastructure corridors is shown on Figure 5.

2.59 The city contains a wide diversity of green space. 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.

2.60 Whilst the City Council has quantified and surveyed almost all green space in Sunderland, its value to the local community is still to be established in detail. Experience and responses to LDF frontloading community engagement suggests that all but some minor areas of amenity space are valued. Where sites are deemed to be of low local value, opportunities to adopt or to dispose of some sites will be considered, provided that they will support the quantity of neighbouring greenspaces and facilities.

Fig 5 Green Infrastructure Corridors



Trees & Woodlands

2.61 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.

Biodiversity

2.62 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, the Northumbria Coast Special Protection Area (SPA) which protects species and the Durham Coast Special Area of Conservation (SAC) which protects habitats. 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.

2.63 There are also a further 17 Sites of Special Scientific Interest (SSSIs), 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.

2.64 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.

2.65 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.

CS6 Adapting To Climate Change

Resource Efficiency and High Environmental Standards

- 1. The Council will ensure sustainable resource management and high environmental standards by requiring new developments to**
 - a. Be designed with regards to sustainable development principles and to achieve or exceed the government's stepped targets towards zero carbon by 2016 for residential developments and by 2019 for non-residential developments;**
 - b. Provide evidence/justification to demonstrate how a residential scheme accords with Building for Life criteria.**
 - c. Minimise the use of new material, and reuse and recycle materials and other resources from all stages of development, design, demolition, construction and operation; and**
 - d. Encourage high environmental standards in existing development where suitable and viable, through retrofitting, requiring conversions or extensions of existing buildings to meet relevant Code for Sustainable Homes and BREEAM targets and requiring, where appropriate, simple and cost effective energy efficiency measures to be carried out on the existing buildings when applying for extensions or conversions.**

Protecting Local Environmental Quality

- 2. The Council will protect and improve local environmental quality and amenity by:**
 - a. Ensuring that where development proposals affect an areas identified at risk from surface or groundwater flooding (as set out within Sunderland' Strategic Flood Risk Assessment) that a site specific flood risk assessment or drainage strategy is submitted in support of the application**
 - b. Implementing Sustainable Drainage Systems (SuDs) where possible. Where not implementable, justification should be provided outlining reasons and demonstrating alternative sustainable approaches to managing surface or groundwater flooding**
 - c. Ensuring that all drainage systems (including SuDs) take account of the impact on ecology and its future management**
 - d. Ensuring water resources within Sunderland, including the Magnesian Limestone aquifer and its protection zones, are protected from pollutants**
 - e. 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**
 - f. Reducing the extent of traffic 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**

- Note: A feasibility study is to be undertaken to gain an understanding of local renewable resources, establish locally applicable targets for which developers can be held accountable, including targets for strategic sites and identify opportunities to include district heating and combined heat and power into development proposals, the findings of which will be fed into the Core Strategy.

2.66 Action to reduce the impact of climate change is a key part of the overall vision of the Core Strategy and is a cross cutting theme through the policies, including objectives for reducing the need to travel supporting sustainable transport (CS4), supporting the role of Green Infrastructure (CS5) and sustainable design and development (CS6). It is recognised that climate change will have significant implications for the city.

Resource Efficiency and High Environmental Standards

2.67 New development provides an opportunity for reducing energy consumption and enabling more efficient use of energy, both of which are important for reducing carbon emissions and wasteful use of finite natural resources. It is important that developments are designed to mitigate climate change, and to withstand its effects. This will help to minimise the impact of development on the global environment, and ensure that buildings and spaces endure

2.68 National policy 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). Updating of Building Regulations will cover many aspects of sustainable design but planning has a distinctive contribution to make and where feasible developments should exceed the governments stepped targets.

2.69 Future proofing of the city against climate change can also contribute to the economic success of the city, a key aim of the Economic Masterplan.

2.70 Sustainable design also includes the sustainable use of resources, which is an important part of conserving materials and natural resources that are likely to become scarcer. This includes considering how existing buildings can be re-used, and how new buildings might be used in different ways in the future. Sustainable materials include those that are degradable, have low embedded energy, are easily renewed, or are recyclable.

Protecting Local Environmental Quality

2.71 To help adapt to expected climate change, the policy provides the broad framework for addressing the increased risk of flooding including a requirement for sustainable drainage systems.

2.72 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.

2.73 The Council's SFRA 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.

2.74 Sustainable Urban 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.

2.75 The Water Framework Directive 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). The Northumbria RBMP, which Sunderland is included in, will aim to ensure measures to protect and improve water quality are undertaken.

CS7 Waste Management

The City Council will contribute to the sustainable management of waste in Sunderland by:

- 1) Managing waste through the waste hierarchy, in sequential order. Waste should only be disposed of in landfill if there are no other waste management solutions**
- 2) Supporting delivery of the South Tyne & Wear Joint Municipal Waste Management Strategy**
- 3) Facilitating the development of a network of small scale local waste management facilities in accessible locations, and effective methods of waste management such as facilities to separate or store different types of waste, including materials that are required to be separated for kerbside collection schemes**
- 4) Allocating land as necessary for waste management facilities, to meet identified local and regional requirements.**

Note: A forecasting exercise is currently being undertaken of commercial and industrial waste arisings up to 2030. The assessment will also include a review of capacity gap's, the results of which will be reflected in the Core Strategy. Results are due April/ May 2012

2.76 The governments objective is to protect the environment and human health by producing less waste and using it as a resource wherever possible. This means reducing the dependence on landfill and diverting waste to more sustainable methods of waste management.

2.77 Driven by European legislation and established targets there is now a requirement to reduce the amount of waste generated, increase the levels of waste diverted away from landfill, and recycle more waste. This approach to sustainable waste management reflects the waste hierarchy, setting out the order in which options for waste management should be considered on environmental impact. The hierarchy gives top priority to waste prevention, followed by preparing for re-use, recycling, other types of recovery (including energy recover), and last of all disposal (e.g. landfill).

2.78 The aim is to recycle 50% of waste from household by 2020 under the EU Waste Framework Directive and to recover 70% of construction and demolition waste by 2020.

2.79 Sunderland has progressed a joint approach to the procurement of waste services, along with South Tyneside and Gateshead, known as the "South Tyne and Wear Waste Management Partnership" (STWWMP). Guided by the joint waste strategy, the partnership has developed a longer-term strategic solution for the treatment and disposal of residual municipal waste. A contract has been secured for the City's residual municipal waste to be treated at a new Energy from Waste Facility in Teeside.

2.80 The contract involves building an Energy from Waste facility which will burn the waste to create electricity. The plant will be able to deal with up to 256,000 tonnes of waste each and capable of exporting 18.84MW electricity to the national grid. The facility will be supported by a Visitor and Education Centre at Gateshead's waste transfer facility, but within the councils boundary at Campground, Springwell. A new waste transfer facility station will also be developed at Jack Crawford House depot, in Hendon.

2.81 As noted a forecasting exercise is currently being undertaken of commercial and industrial waste arisings up to 2030. The assessment will also include a review of capacity gap's. The assessment is being done collaboratively with most Local Authority's in the region. Once finalised the outcome of this work will be reflected in the Core Strategy.

CS8 Minerals

- 1) **The City Council will ensure an appropriate contribution is made to the national and regional needs for minerals, 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.**
- 2) **Mineral Safeguarding Areas (MSAs) 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.**
- 3) **Proposals for non-energy mineral extraction will be assessed individually and cumulatively, in terms of contribution to targets, and the social, environmental and economic impacts arising.**

2.82 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.

2.83 Revised national and regional guidelines for the provision of aggregates in England 2005 to 2020 were published in June 2009. The guidelines for the provision of land-won aggregates from North East England over this period are 24 million tonnes of sand and gravel and 99 million tonnes of crushed rock. A sub regional apportionment has been established through technical work undertaken by the North East Aggregates Working Party (NERAWP). The Tyne & Wear Sub-region (including Gateshead, South Tyneside and Sunderland) must retain a land bank of planning permissions sufficient to deliver approximately 3.1 million tonnes of sand and gravel and 3 million tonnes of crushed rock over the period to 2020.

2.84 Based on the latest Regional Aggregate Working Party annual report 2008, and the recent approval for the extension of Eppleton Quarry, the Tyne & Wear Sub-region exceeds the RSS apportionment requirements for both crushed rock and sand and gravel extraction up to and beyond 2020.

2.85 Mineral Safeguarding Areas (MSAs) are defined for mineral reserves that are considered to be of current or future economic importance. These 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 an economically viable mineral so that it is considered, and not unknowingly or needlessly sterilised.

2.86 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.

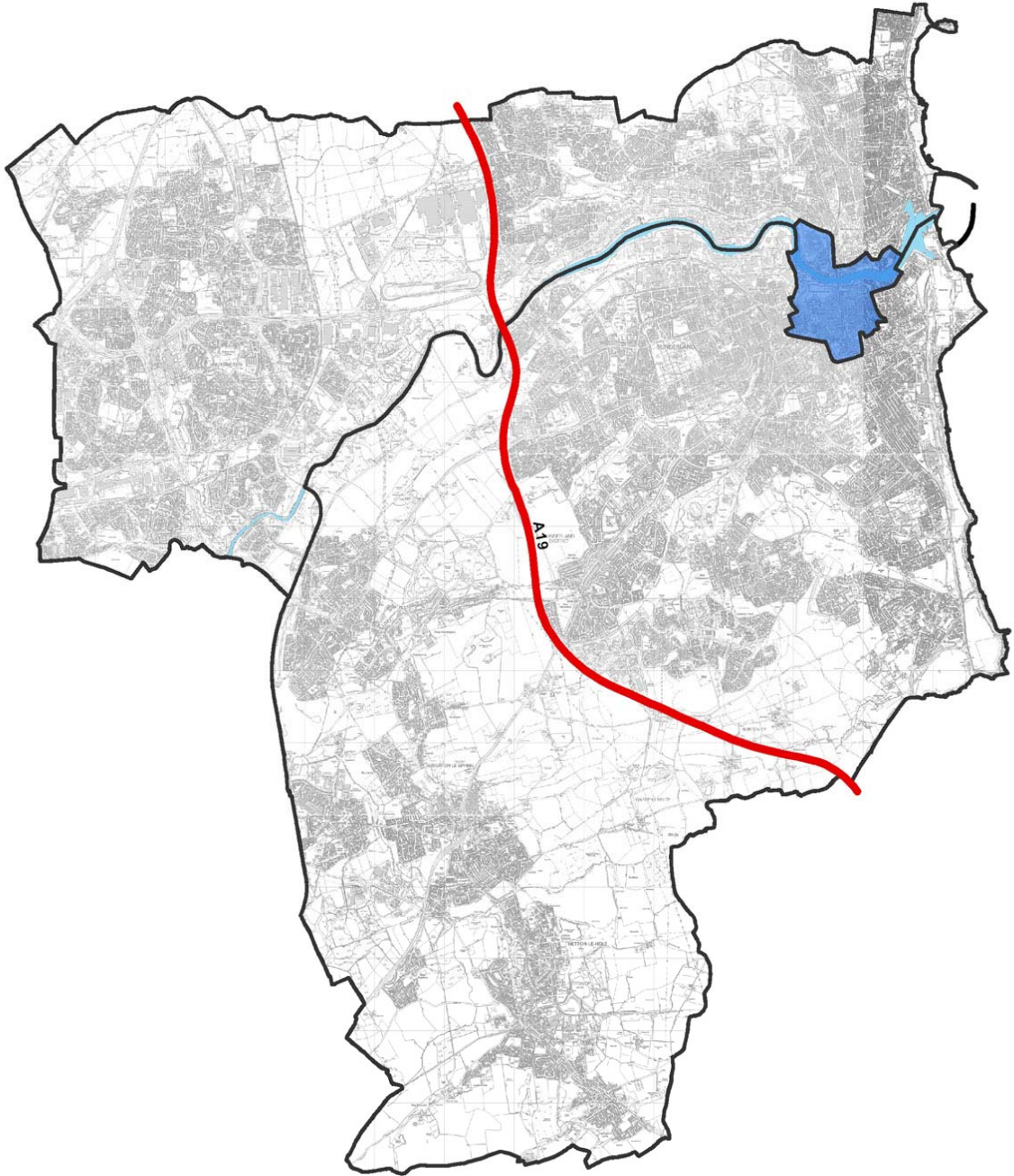
2.87 Mineral extraction has been one of the most significant activities shaping the development of the city over the past two centuries. Consequently, there are approximately 290 recorded mine entries listed in the city, potentially resulting in land instability. It is important new development does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

2.88 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.

2.89 Where proposals for mineral extraction occur, **DM policy xxxx** sets out the criteria by which proposals for mineral extraction should be considered, 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.

Sub-area Policies

Central Area - Policies



CS9 Central Area

Vision

By 2032, the Central Area will comprise a rich and diverse mix of residential, employment, commercial and leisure areas. New mixed-use development will have rejuvenated the area.

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. First class leisure developments will draw visitors to Stadium Village.

The City Centre will be the hub of the local public transport network. A high quality public realm will provide a context for the Centre’s historic character.

Planning objectives

- The regeneration of the city centre

Key issues and constraints

- Need to develop the city centre office market
- Declining city centre vitality and viability
- Need to protect setting of candidate World Heritage Site
- Need to improve public realm and legibility within the city centre
- Need to improve city centre visitor accommodation
- Need for land assembly on key sites

Opportunities and growth

- Development of the Strategic Site at Vaux/ Farringdon Row will enhance the vitality and viability of the city centre
- The University and Software City are key drivers in the growth of the city’s information/ knowledge-based economy
- The regeneration of Sunnyside will create a mixed-use urban quarter in the city centre
- City Centre Investment Corridors will assist in enhancing vitality and viability of key streets in the City Centre
- Stadium Village has the potential to accommodate large-scale leisure uses
- The designation of the World Heritage Site at St. Peters will create a world-class heritage designation and attract tourists to the city
- The Metro provides a high quality public transport service through the area
- The construction of the Sunderland Strategic Transport Corridor will assist in linking the area to the A19

Economic prosperity

1. In the Central Area, the emphasis will be on the intensification of development on existing brownfield sites. A Strategic Site is identified where employment and residential development will be sought.

SS1 Strategic Site: Vaux, Farringdon Row/ Galleys Gill (19ha)

The City Council will support a residential and employment-led mixed-use development on the former Vaux/ Galleys Gill/ Farringdon 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.

Farringdon Row will be developed for B1a office floorspace and residential (C3) use.

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

Galleys Gill will be retained and enhanced as public open space

2. The following are proposed as Locations for Major Development:
 - i. Holmeside Triangle (mixed use including retail)
 - ii. Crowtree Leisure Centre (retail)
 - iii. Sunnyside (housing, leisure, business)
 - iv. Stadium Village (leisure, housing and business)
 - v. Bonnersfield (housing and education).
3. 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.
4. New retail provision in the City Centre will be encouraged; this will be located on appropriate sites within the defined City Centre Retail Core.

Sustainable communities

5. New residential development in the area is key to the regeneration of the Central Area and will be supported. Over the next 20 years some 2254 new homes in the Central Area will be developed, phased as follows:

2012- 17	2017-22	2022-27	2027-32	Total	Percentage of City Total
480	548	604	623	2254	15%

6. **The City Council will support the plans of the University of Sunderland for the continuing development of its City (Chester Road) and St. Peter's Campuses for education purposes.**

Connectivity

7. **In addition to the city-wide transport schemes in Policy CS4, the City Council will support local transport initiatives that improve accessibility within the Central Area and to the wider city and region, through:**
 - i. **Improving public transport infrastructure**
 - ii. **Encouraging walking by enhancing the public realm in the City Centre, at Stadium Village, along the river corridor, by**
 - a. **Improving north-south and east-west city centre connectivity**
 - b. **Improving cross-river pedestrian connectivity**
8. **Working with partners, the City Council will enhance the character and setting of the following main gateways as defined within the Central Area Design Framework:**
 - i. **Sunderland Station**
 - ii. **Metro corridor**
 - iii. **All major road and pedestrian entry points into the city centre**
 - iv. **City centre car parks.**

Environment

9. **The City Council will seek to protect and enhance the natural and built environment of the Central Area through the following measures:**
 - i. **Conserving the unique historic environment of the city centre, utilising opportunities, where appropriate, for the sensitive and adaptive re-use of its historic buildings, parks and spaces to secure their future and support the on-going regeneration of the area.**
 - ii. **Protecting, enriching and promoting 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.**
 - iii. **Securing the highest possible design standards in new development**
 - iv. **Appraising tall buildings proposals against criteria within the Sunderland Central Area Urban Design Strategy**
 - v. **Seeking to enhance existing civic green spaces and create new public green spaces in the city centre**

Renewable Energy

10. The City Council will support the introduction of decentralised energy networks in the Central Area

Future Aspirations

The Central Area Urban Design Strategy highlights that the St Peter's area is poorly connected to the city centre and feels peripheral despite having a number of important attractions and destinations. Connecting both banks of the river is a long-term aspiration and could be either via a bridge or ferry service.

One of the aims of the Economic Masterplan is to create and improve public spaces in the City Centre. The setting of key buildings such as the Empire Theatre and Minister could be enhanced so as to upgrade the visitor experience of the City Centre. This could allow the creation of a new 'quarter' centred on Sunderland Minister, which would also provide a link between the City Campus and the City Centre.

Subarea definition

3.1 The Central Area is a small geographic area close to the mouth of the Wear. Straddling both sides of the river, it contains the main commercial and administrative areas of Sunderland and comprises three distinct areas:-

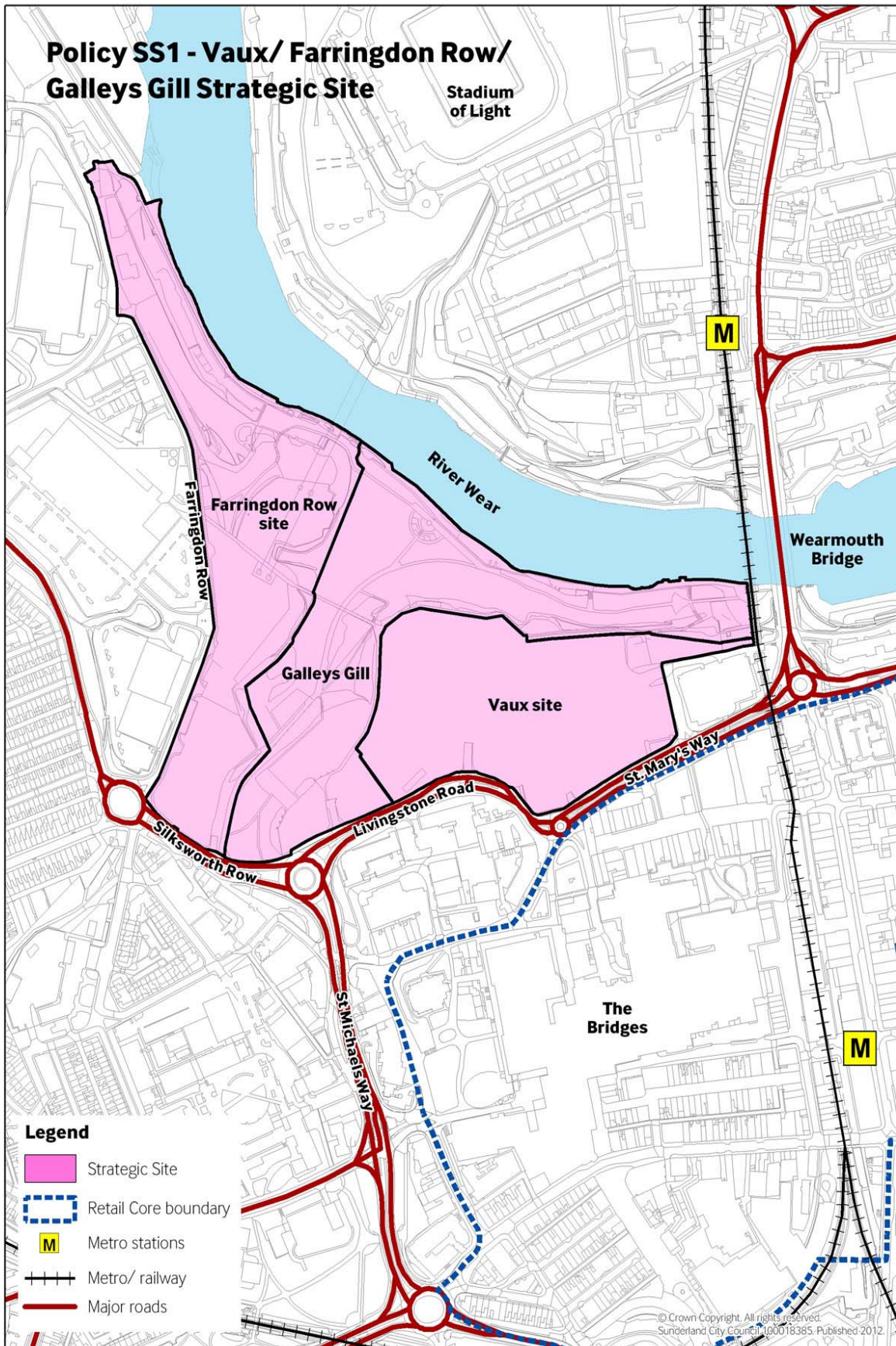
- The Central Area
- The City Centre
- The Retail Core

Economic prosperity

3.2 The need to regenerate the city centre is an agreed priority of the Council. A key element 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 development along with housing and supporting retail and leisure uses. This is the only site of strategic size in the city centre which gives the opportunity to deliver significant B1a employment and as such it is vital if the economy of the centre – and the wider city is to be realised to its full potential.

3.3 Similarly, the adjacent Farrington Row part of the Strategic 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. Galley's Gill, which runs between the two sites, will be retained as open space and upgraded to provide a green setting for development.

Policy SS1 - Vaux/ Farrington Row/ Galleys Gill Strategic Site



Legend

- Strategic Site
- Retail Core boundary
- M Metro stations
- Metro/ railway
- Major roads

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3.4 As part of a high-density mixed development the Vaux site could accommodate up to 4000 jobs. 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.

3.5 The re-development of the Vaux site will be an important component in the City 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.

3.6 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 major centre for learning is maintained.

3.7 The retail function of the city centre needs to be enhanced if it is to maintain its vitality and viability. The 2012 Retail Needs Assessment highlights a qualitative need for new convenience and – especially - new comparison floorspace in the City Centre. Within the Retail Core there are a number of sites that are capable of redevelopment for retail use, primarily the Holmeside Triangle and the Crowtree Leisure Centre. These have been identified as Locations for Major Development. The nature of these sites and their ability to accommodate a range of retail uses and formats will permit a flexible approach to be taken to new retail development in the City Centre. This ability will ensure that the viability and vitality of the City Centre is maintained.

3.8 The Retail Needs Assessment confirms that the City Centre Retail Core is still capable of accommodating the likely level of new retail development needed in the City Centre to 2027, though consideration may need to be given to extending the Core towards the end of the plan period, where there could be an upswing in development requirements. This situation will continue to be monitored.

3.9 Situated on the northern bank of the river, Stadium Village comprises two adjacent development sites: Stadium Park and Sheepfolds. These sites are identified as Major Locations for Development 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. A masterplan is also being prepared to guide the development of the Bonnersfield area

which takes in the area between the University's St. Peter's Campus and the Wearmouth Bridge. This area is suitable for a mixture of education uses along with new residential development, mindful of the need to protect the setting of the adjacent candidate World Heritage Site.

Sustainable Communities

3.10 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 the UDP Alteration for Central Sunderland which identifies sites for some 4100 new dwellings on brownfield sites in the area.

3.11 The housing market has changed since the adoption of the UDP Alteration, and the Central Area in the Core Strategy has reduced somewhat in size, for this reason the area now has the potential to accommodate approximately 2254 new dwellings and thereby meet 15% of the city's housing requirement over the next 20 years. All of these sites will be on brownfield land.

3.12 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 on the Vaux site 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 elsewhere within the City Centre e.g. above shops will also add to its vitality and viability and will be supported

Connectivity

3.13 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.

3.14 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.

3.15 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.

3.16 Improved public realm and legibility 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. The Council's City Centre Investment Corridors initiative will assist in focussing resources in key streets in the City Centre. Riverside development should ensure, wherever feasible, to open-up access to and along the river.

3.17 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.

3.18 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). 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.

3.19 It is recognised that air quality hotspots exist within the city centre due to the effects of 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 (AQMAs).

Environment

3.20 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.

3.21 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.

3.22 The monastic site of St. Peter's 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 (WHS) inscription in 2011. There is an emphasis on recognising, understanding, preserving and promoting its outstanding cultural significance. A key component of this is to enhance 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.

3.23 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.

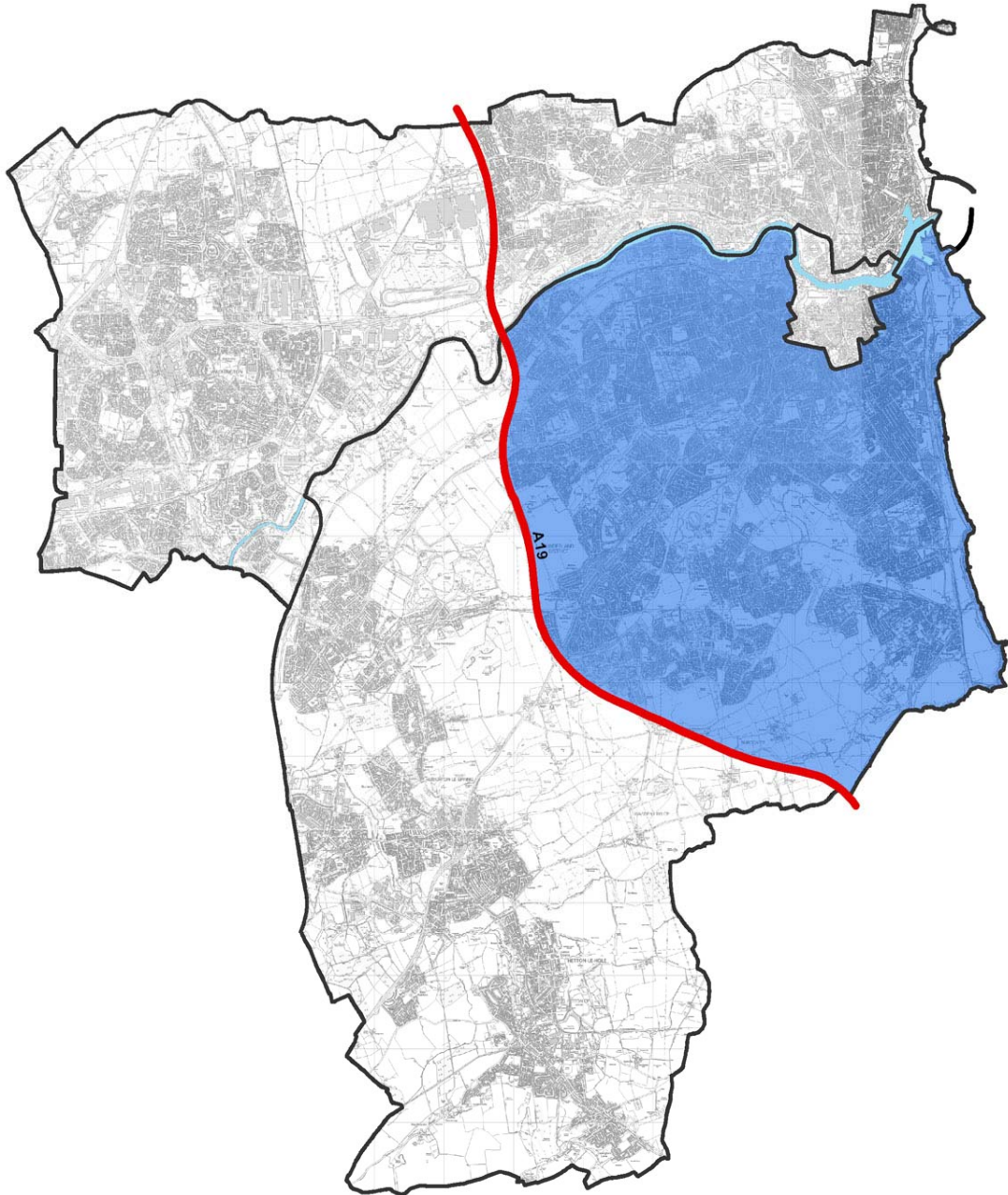
3.24 A number of proposals have come forward for the development of tall buildings on a number of sites in Central Sunderland. Whilst such buildings can make a positive contribution to the image of the city, they can have a significant visual and environmental impact. Consequently, particular attention will be paid to the siting, scale and form of tall building development in relation to its site and its wider context. This is particularly important in the vicinity of the candidate WHS.

3.25 The sub-area has a number of major green spaces and parks, such as Mowbray Park (which is identified as a historic park), and Galleys Gill which provide vital areas of recreation and form part of wider green infrastructure corridors. However, the 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 green spaces and public squares in the city centre as part of large redevelopment schemes will be pursued.

3.26 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.

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

South Sunderland - Policies



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CS10: South Sunderland

Vision

By 2032, South Sunderland 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

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

Key issues and constraints

- There is a need to secure the regeneration of Hendon and the East End
- The area suffers from limited access to green space
- Green wedges between the urban area will help preserve the identity of communities

Opportunities and growth

- The Port is identified in the Economic Masterplan as having a major role
- Doxford International is a key employment area
- Major development sites at Groves, Chapelgarth, Cherry Knowle and South Ryhope will provide regeneration benefits arising from new housing development
- Gentoo has a significant regeneration programme in South Sunderland
- Public transport along radial routes provides an efficient and sustainable service
- The SSTC will provide access opportunities for sites along the river corridor

Economic prosperity

- 1. Doxford international is identified as a Primary Employment Area. Proposals for development will be assessed against Development Management**
- 2. The following are proposed as Locations for Major Development:**
 - i. Former Pallion Shipyard (housing, business, marina)**
 - ii. The Port (port-related development)**

Sustainable communities

- 3. Meeting the needs and aspirations of the area's existing and future residents will be achieved through:-**
 - i. Developing over 7600 new homes over the next 20 years, phased as follows:**

2012- 17	2017-22	2022-27	2027-32	Total	Percentage of City Total
1632	1861	2053	2117	7663	51%

- ii. Supporting the Housing Renewal of Gentoo in Pennywell, High Ford, Doxford Park and Ryhope**
- iii. Hendon and the East End have been identified as Regeneration Areas. Key actions to secure this will include housing renewal and improvement along with environmental improvement and enhancement of local facilities.**
- iv. The development of executive dwellings, where appropriate, with particular emphasis given to the larger development sites within Ryhope and Chapelgarth**
- v. Support the Homes and Community Agency hospitals programme, facilitating the reclamation and development of Cherry Knowle hospital**
- vi. The following are proposed as Locations for Major Development:**
 - a. Groves (residential development and supporting infrastructure)**
 - b. Chapelgarth (residential development and supporting infrastructure)**
 - c. Cherry Knowle (residential development and supporting infrastructure)**
 - d. Land North of Burdon Lane (residential development and supporting infrastructure)**
 - e. Land at South Ryhope (residential development and employment)**

Connectivity

- 4. In addition to the city-wide transport schemes outlined in Policy CS4, the City Council will support local transport initiatives that improve accessibility within South Sunderland and its connections to the wider city and region, through:**
 - i. Improving public transport infrastructure**

- ii. **Enhancing public realm in local centres and neighbourhoods, and within transport and green infrastructure corridors to encourage more walking**
- iii. **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.**
- iv. **Completing the Ryhope to Doxford Park Link Road to provide a connection from the coast to the A19/ A960**

Environment

- 5. The City Council will seek to protect and enhance the natural environment of the area through the following measures:**
- i. **Protecting and enhancing the eight identified district green infrastructure corridors in the area.**
 - ii. **Improving the quality and quantity of green space in South Sunderland, particularly typologies that fall below average in the Green Space Audit**
 - a. **Quantity of amenity greenspace**
 - b. **Quality of amenity greenspace in the west**
 - c. **Woodland coverage**
 - d. **Limited formal park access from Pallion to South Hylton and Hastings Hill, and also in Grangetown sub-area. Options to upgrade existing sites.**
 - e. **Quality of formal parks**
 - f. **Access to Allotment and Community gardens**
 - g. **Outdoor sports facilities**
 - h. **Cycle network.**

Economic prosperity

3.28 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. Doxford International provides the city with a modern business park with high-density office accommodation for a range of local, national and international firms. It is identified as one of the key employment locations in the City.

3.29 The strategic location of the Port gives it significant accessibility advantages. The Economic Masterplan highlights the potential role of the Port as a key facility in supporting the emerging offshore wind industry. 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.

Sustainable communities

3.30 South Sunderland is a popular residential area. The area contains the largest proportion of the city's housing stock and has the potential to meet some 51% of the city's housing requirement over the next 20 years.

3.31 The area is predominately made up of terraced properties towards the city centre and semi-detached properties in the outer areas. 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. South Sunderland also has particular requirements for extra care accommodation in the St. Chad's, Barnes and St. Michael's wards.

3.32 Gentoo is active within the south sub-area with its renewal plans, which include areas within Pennywell, High Ford, Doxford Park and Ryhope. Overall, within this sub-area Gentoo currently plans 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.

3.33 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.

3.34 Five Locations for Major Development have been identified for residential development/ mixed use development in the area. Four of the Five Locations for Major Development are all in very close proximity to each other, for this reason the four LMD's will be considered comprehensively, as the South Sunderland Growth Area, and a development framework will be prepared to guide future development in the area.

- Chapelgarth- was identified and allocated as a housing site in the UDP. The site is in council ownership.
- Cherryknowle- is HCA owned, the site will be predominately made up of residential development, however the site will also accommodate a replacement of the mental health facility and a hospice.
- Land at South Ryhope- the site was allocated in the UDP for economic development. The Core Strategy now proposes the site be used for a mix of housing along with economic development uses.
- Land North of Burdon Lane- The site was allocated in the UDP as settlement break. However, the council consider the inclusion of the land as an LMD an opportunity to bring forward a comprehensive development that offers wider regeneration opportunities for the city.

3.35 The South Sunderland Growth Area has the capacity to accommodate approximately 2800- 3300 dwellings, approximately 20% of the city's housing need and provide the much needed executive and larger family homes and the development of a new community. New housing alone does not create sustainable communities, there is a need to provide supporting infrastructure. Improving the provision of local infrastructure is essential to the creation of thriving, healthy, sustainable communities. It is important that the development does not have adverse social, physical and environmental impacts on existing infrastructure.

3.36 For that reason it is likely that there will be a need for the provision of a new primary school, a local centre, community/ cultural facilities, open space, woodlands, cycleways, footpaths and the completion of the Doxford- Ryhope link road, this list is not exhaustive. The development framework will establish the full infrastructure requirements.

3.37 A fifth LMD has been identified at the former Groves Crane factory. A long established regeneration area, this was identified for mixed use in the UDP Alteration for Central Sunderland. The area has the capacity to accommodate approximately 700 homes. A development framework has been prepared to guide development in the area.

Connectivity

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

3.39 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.

3.40 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.

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

3.42 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.

Environment

3.43 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.

3.44 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, Ashbrooke – and 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.

3.45 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.

3.46 Eight district GI corridors have been identified in South Sunderland.

- i. Barnes Park
- ii. Stephenson Trail:
- iii. Ryhope–Silksworth:
- iv. Cherry Knowle-Venerable Bede-Mill Hill:
- v. Burdon-Ryhope Dene:
- vi. Ashbrooke to the Port:
- vii. Ashbrooke to Tunstall Hills:
- viii. Claxheugh to Silksworth:

3.47 GI corridors will be examined in line with green infrastructure principles, provisionally set out in the forthcoming Sunderland Green Infrastructure Strategy. 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. Connectivity barriers and gaps will be identified and addressed.

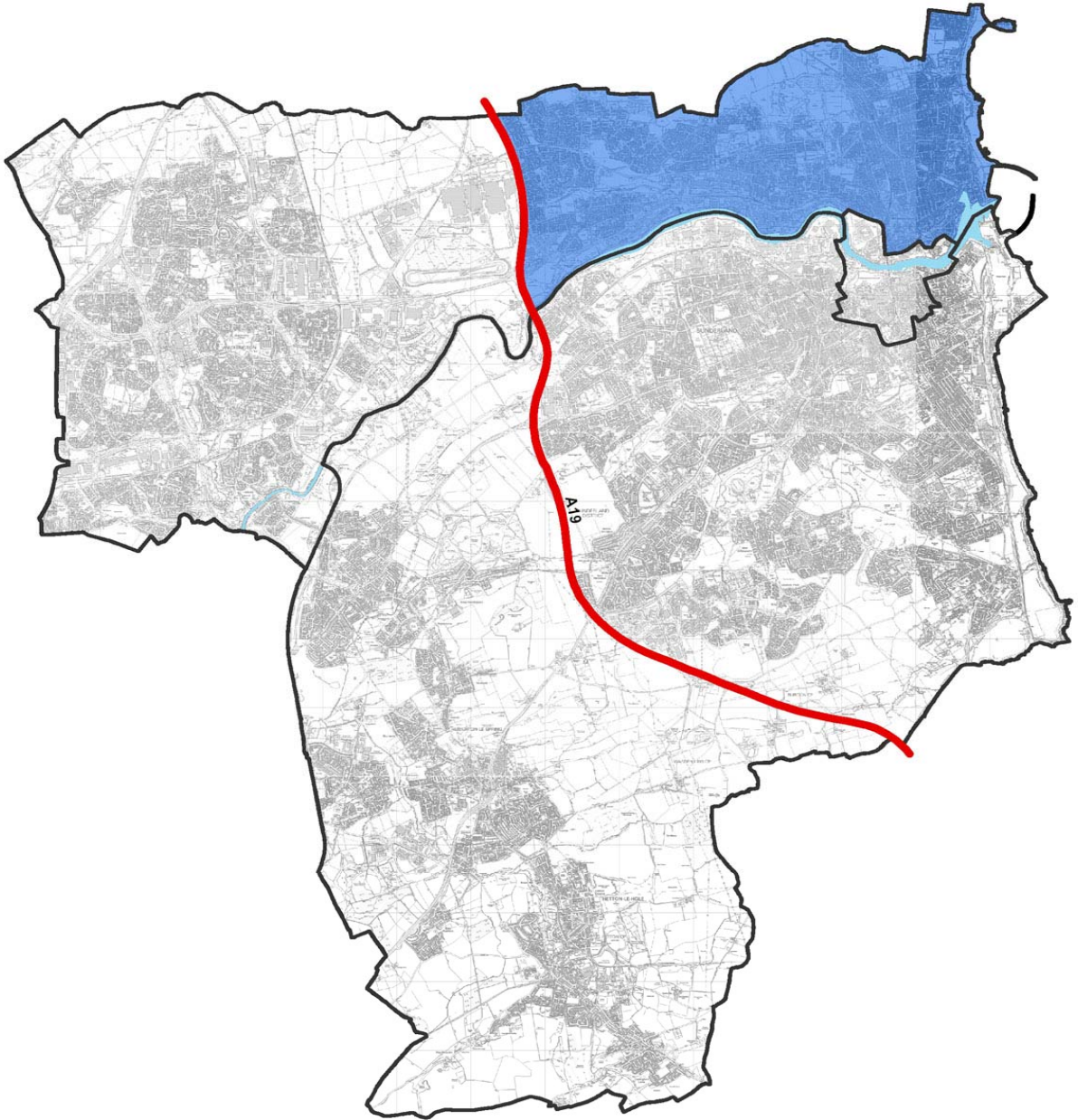
3.48 A number of Local Wildlife Sites are located on the riverside. The Coast and River Wear are seen as a strategic asset and a great open space resource within the city, because of this there are often competing pressures/ demands on their use. It is important to protect the city’s coastline and river 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.

3.49 Overall greenspace provision in South Sunderland is lower than the city average, but higher in terms of site quality. This is particularly true for central areas that fringe the City Centre, with greenspace provision concentrated in a few larger high quality sites such as Barnes Park, Backhouse Park or Bishopwearmouth Cemetery. Greenspace provision varies across the area, and key issues identified are:

- Limited quantities of amenity greenspace in areas surrounding the City Centre, and further west in Pallion, Ford and Pennywell
- Low quality amenity greenspaces concentrated in more outlying residential areas of Ford, Pallion, Pennywell, Farringdon, Hall Farm and Chapelgarth
- Limited woodland cover in the west and the south-east

- Limited formal park access from Pallion to South Hylton and Hastings Hill, and also in Grangetown sub-area
- Lower quality of parks in outlying residential areas
- Limited access to allotments and community gardens in the west and also in areas that fringe the City Centre
- Under-provision of football and cricket fields in the area as a whole, plus a need for a further synthetic turf pitch
- North-south cycle routes are limited overall, including access to the City Centre, and coastal access in general.

North Sunderland - Policies



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CS11: North Sunderland

Vision

By 2032, North Sunderland will have been transformed through the development of high-quality uses along the riverside and sea front strip. The seafront will be a thriving tourist destination.

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

.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

Opportunities and growth

- The Sea Front Strategy and Marine Walk Masterplan will assist in revitalising the seafront
- Encourage the development of Sunderland University at the St. Peter's campus, providing a high quality learning experience
- Promote the river for recreational uses
- Gento 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.

Economic prosperity

1. The following are identified as a Primary Employment Areas:-
 - i. Hylton Riverside
 - ii. Sunrise Business Park

Proposals for development in these areas will be assessed against Development Management Policy X.

2. The Council will support the development of the tourism sector in North Sunderland
 - i. Protecting the area's unique assets including St Peters Church, (candidate World Heritage Site) Hylton Castle and Fulwell Mill from insensitive development.
 - ii. Protecting and enhancing the quality of existing visitor attractions including the Glass Centre, Stadium of Light, Monkwearmouth Station Museum, Marina and candidate World Heritage Site as significant visitor destinations.
 - iii. Promoting the development of the seafront through the Seaburn and Roker Masterplan
 - iv. Encouraging new leisure and cultural development along the river corridor and sea front, including the C2C

Sustainable communities

4. Meeting the needs and aspirations of the north's existing and future residents will be achieved through:
 - i. Developing over 1200 new homes in North Sunderland over the next 20 years, phased as follows:

2012- 17	2017-22	2022-27	2027-32	Total	Percentage of City Total
256	292	322	332	1202	8%

- ii. Supporting the regeneration of Castletown, Downhill and Southwick through housing renewal.

Environment

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

- i. Ensuring new developments in close proximity to the candidate World Heritage Site (c WHS), are sympathetically designed and do not detract from its setting.
- ii. Protecting and enhancing the three identified district green infrastructure corridors in the area.
- iii. Improving the quality and quantity of green space in the North Sunderland, particularly typologies that fall below average in the Green Space Audit.
 - a. Quantity of amenity greenspace
 - b. Formal park/ country park limited access between Redhouse and Seaburn

- c. **Woodland coverage**
- d. **Poor north-south cycle routes throughout ARF**

Economic prosperity

3.50 North Sunderland continues to support a diverse range of economic development and remains attractive to the market. The Council's 2012 Employment Land Update identifies the employment areas at Hylton Riverside and Sunrise Business Park as 1st Tier estates due to the high quality of these areas, the age of property and the accessibility of the area to the A19.

3.51 North Sunderland has a role to play as a tourism hub for the city. In particular, the seafront at Roker and Seaburn is an area with unfulfilled potential. The City 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.

3.52 The City Council and its partners will seek to regenerate the seafront to create an attractive environment, building on the area's heritage and natural environment, restoring the area to its former glory.

3.53 To ensure development at the seafront is cohesive and joined up a number of SPDs 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.

Sustainable communities

3.54 North Sunderland 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.

3.55 The current housing stock within North Sunderland is made up of predominately semi-detached and terraced properties. It will be necessary to widen the range of housing types in the north to meet local need and to stem the out-migration of the city's residents to neighbouring areas such as South Tyneside and Gateshead.

3.56 Housing renewal is planned for several communities in the western part of North Sunderland, 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.

Environment

3.57 North Sunderland 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, as well as public pressures, and it is therefore vital that the City Council continues to protect the natural beauty of these areas and enhancing features where possible.

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

- i. Fulwell Quarries to River Wear:
- ii. A19 Corridor
- iii. Hylton Dene:

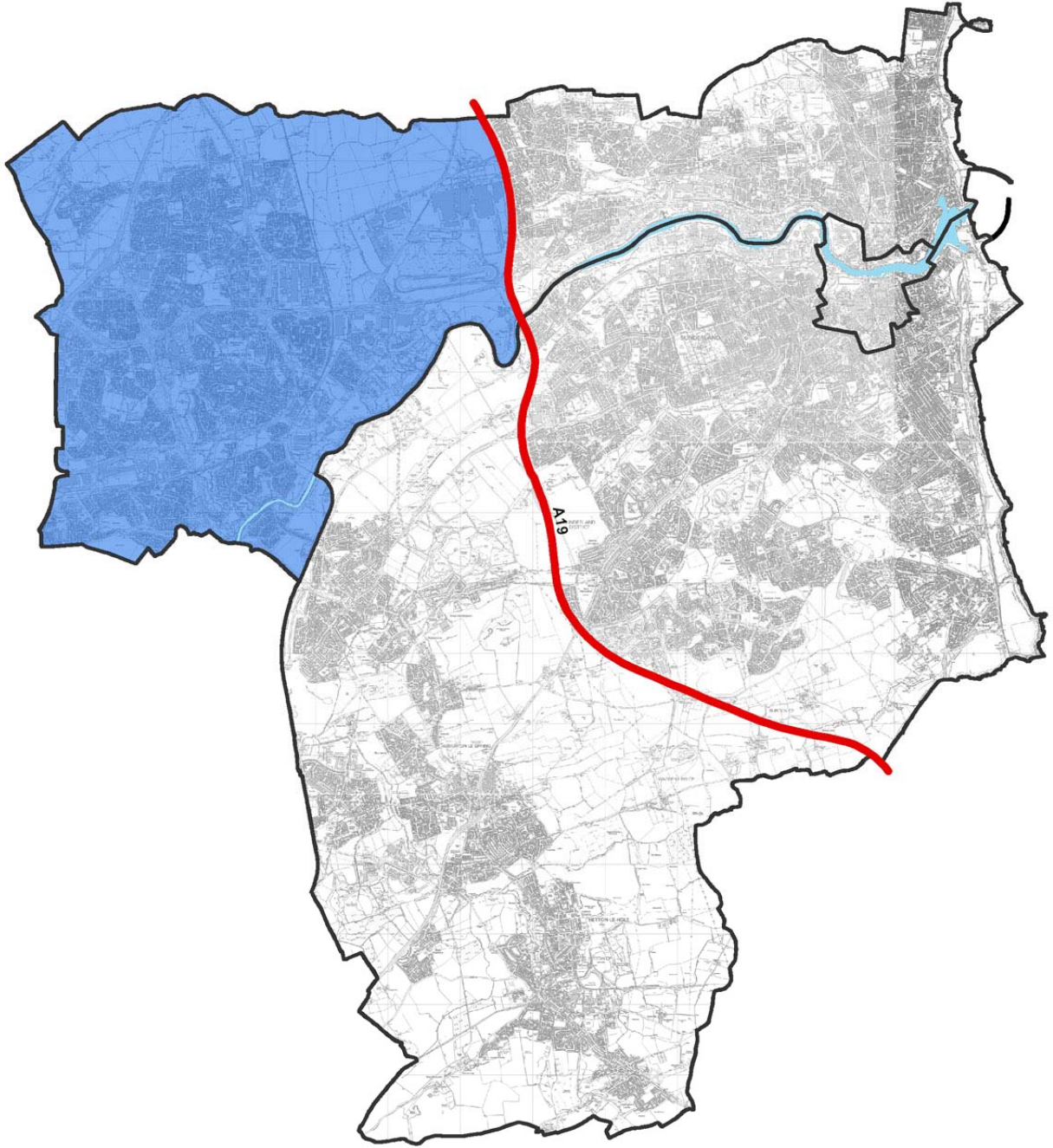
3.59 GI corridors will be examined in line with green infrastructure principles, provisionally set out in the forthcoming Sunderland Green Infrastructure Strategy. The City Council, in association with partners and developers, will seek to ensure every corridor offers high quality, accessible and locally valued functions, thereby providing multiple benefits for both people and wildlife in the area. Connectivity barriers and gaps will be identified and addressed.

3.60 A number of Local Wildlife Sites are located on the riverside. 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.

3.61 North Sunderland is urban in its nature, while 20% of the population lives in North ARF, just 14% of the city's greenspace is located here. Greenspace provision varies across the area, and key issues identified are:

- Low quantities of amenity greenspace are pocketed across the area, including Town End Farm, Southwick, Monkwearmouth, Roker and St. Peter's
- Limited woodland cover in areas along the northern fringe, including Witherwack, Marley Potts and Carley Hill, and also in Roker and St. Peter's
- Lack of formal park access in residential areas that fringe the northern boundary
- Limited north-south cycle routes across the area.

Washington - Policies



CS12: Washington

Vision

By 2032, 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 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 viability and vitality of the Town Centre needs to be maintained
- 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's location to the strategic road network makes it highly marketable for industry requiring such access
- 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 and ultra-low carbon vehicle production
- The North of Nissan site 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 other Enterprise Zone sites could also become a home for low carbon business and industries
- The use of renewable technologies will continue to be encouraged.

Economic prosperity

1. The following are identified as Primary Employment Areas:-
 - i. Nissan
 - ii. Turbine Park
 - iii. Washington Estates (to be specified)

Proposals for development in these areas will be assessed against Development Management Policy X.

SS2 Strategic Site: Land North of Nissan (20ha)

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 the City Centre.

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.

Sustainable communities

2. Meeting the needs and aspirations of Washington's existing and future residents will be achieved through:
 - i. Developing over 902 new homes in Washington over the next 20 years, phased as follows:-

2012- 17	2017-22	2022-27	2027-32	Total	Percentage of City Total
192	219	242	249	902	6%

Connectivity

3. 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:
 - i. Improving public transport infrastructure
 - ii. 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.

Environment

- 4. The City Council will seek to protect, conserve and enhance the natural and built environment of the area through the following measures:**
 - i. Ensure commercial and residential development do not impact on the rural character of the north bank of the River Wear**
 - ii. 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.**
 - iii. Protect and enhance the three identified district green infrastructure corridors in the area;**
 - iv. Improve the quality and quantity of green space in Washington, particularly typologies that fall below average in the Green Space Audit**
 - a. Quality of amenity greenspace**
 - b. Limited access to quality natural greenspaces in north of New Town**
 - c. Quality of formal parks**
 - d. Accessibility to formal parks in north and west of New Town. Opportunity to upgrade existing sites.**
 - e. Access to allotments and community gardens**
 - f. Limited range of outdoor sports facilities**
 - g. No available municipal cemetery space**
 - h. Limited access to cycle routes throughout area**
 - i. Barriers to greenspace connectivity**

Renewable energy

- 5. Support will be given to the potential expansion of existing wind energy sites at Nissan and encourage the potential development of wind resources sites surrounding Nissan.**

Future aspirations

The Leamside Line runs down the eastern side of Washington and passes adjacent to major employment areas, including Nissan. The City Council will work with partners to investigate the potential to re-open the Leamside Line for freight services. This would also accord with the Economic Masterplan approach to developing a low carbon economy in the city. In the longer term the line could be used for passenger services.

Economic prosperity

3.62 For some time Washington has played a major role in the local and regional economy due to the availability of modern, high quality, business accommodation and access to major road networks. However, the Economic Masterplan highlights the new role that Washington will play as the City's economy is moved towards a greater emphasis on modern, low carbon technologies.

3.63 The declaration of the Low Carbon Employment Area and, more recently, the Low Carbon Enterprise Zone provide a key positive direction in the development of Washington as a major location for new and emerging low carbon businesses. The success of the Nissan plant will be a significant factor in driving this.

3.64 The importance of Washington is reflected in the recommendations of the recent update of the 2009 Employment Land Review. The Update, which takes forward the principles of the EMP, highlights the role that the area can play in supporting the development of the low carbon economy. In particular it considers that Nissan, Turbine Park and the Washington Estates are key to the local economy and recommends that they are recognised as 1st Tier Priority areas.

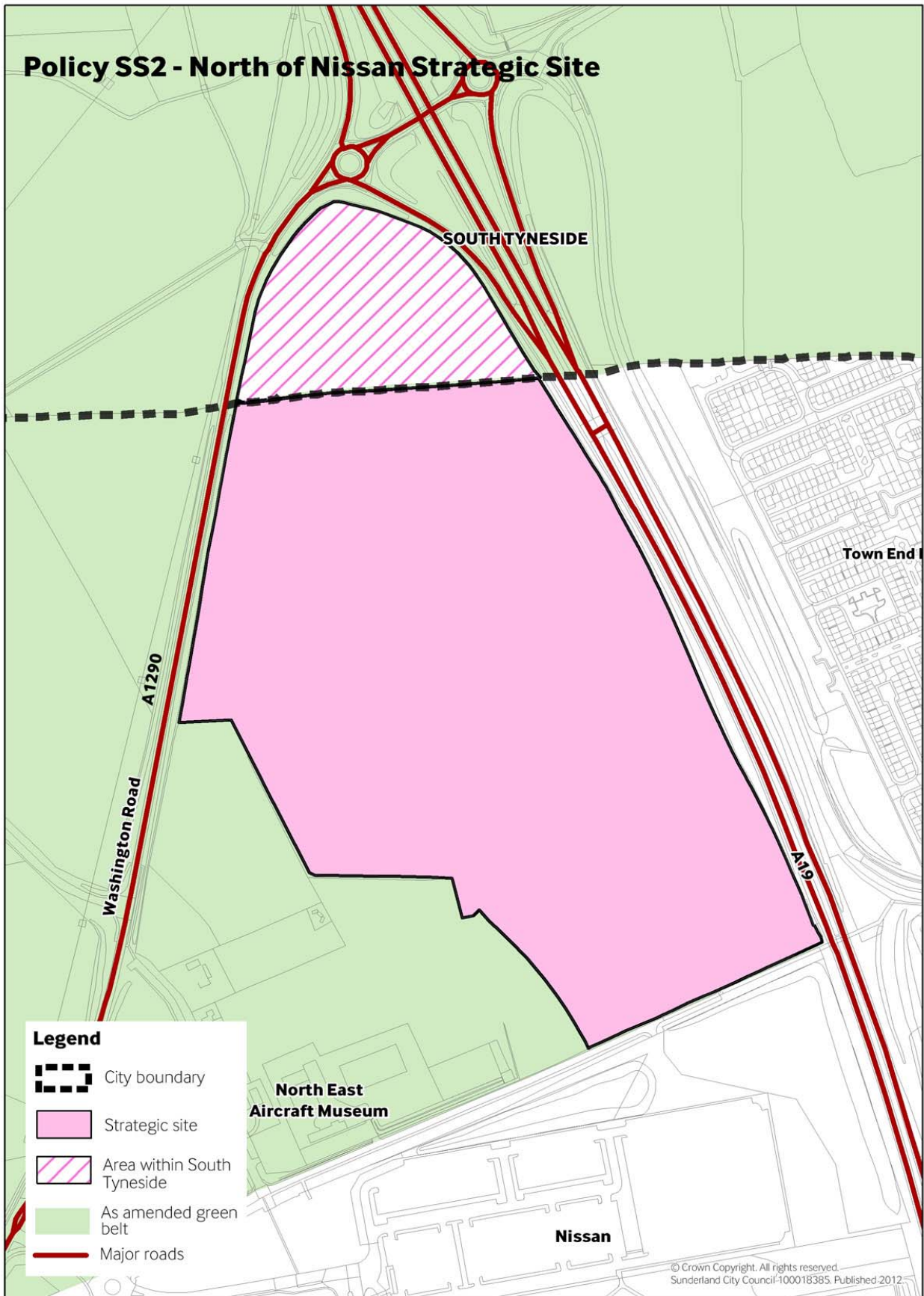
3.65 The Council's earlier Employment Land Review also highlighted the need to seek a release of land to accommodate potential demand in the Washington area in the future. Due to the constrained nature of the area, this requirement was considered to be best met in the form of a large site to the North of Nissan. This requirement is confirmed in the 2012 Update of the ELR. With the emergence of the Low Carbon Economic Area, the designation of the Low Carbon Enterprise Zone and the ongoing success of Nissan, the site is ideally located to capitalise on the emerging low carbon economy.

3.66 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.

3.67 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.

3.68 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.

Policy SS2 - North of Nissan Strategic Site



3.69 The Masterplan aims to develop the city as a Low Carbon Technopole initially 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

3.70 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.

3.71 A mix of all housing types are required in the area. Washington may have potential to contribute to the provision of the city's supply of executive housing.

Connectivity

3.72 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.

3.73 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

3.74 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.

3.75 Washington has unique design characteristics. These include 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.

3.76 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)
- ii. Princess Anne Park and A195
- iii. A194(M) to Washington Village and River Wear

3.77 GI corridors will be examined in line with green infrastructure principles, provisionally set out in the forthcoming Sunderland Green Infrastructure Strategy. 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.

3.78 A number of Local Wildlife Sites are located on the riverside. The River Wear is seen as a strategic asset and a great open space resource within the city, because of this there is often competing pressures/ demands on its use. It is important to protect the 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.

3.79 While 20% of the city population lives in Washington, more than 26% of the city's greenspace is located here. This reflects the green blueprint originally set out for the New Town, and also the extensive natural greenspaces that flank the River Wear. Woodland cover in particular is 40% above the city average. Greenspace provision varies across the area, and key issues identified are:

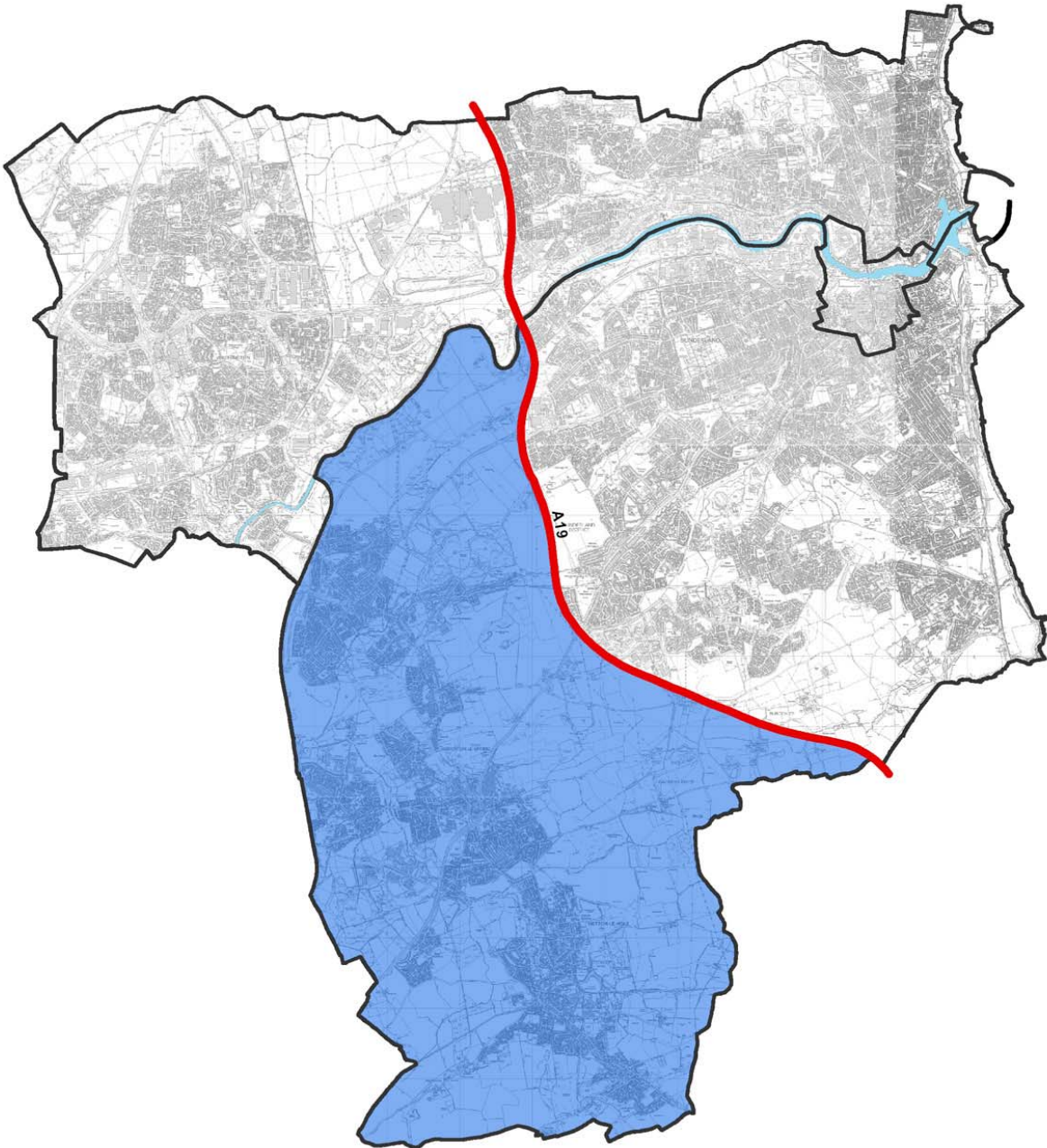
- Low quality amenity greenspaces concentrated in the north and west, and very low in Barmston and Columbia
- Limited access to quality natural greenspaces across the north of the New Town, as well as in Barmston, Oxclose and Ayton
- Lack of formal park access in the north-west of the ARF, as well as in Rickleton and Harraton
- Washington is the only ARF without a park that has been awarded Green Flag status. Park quality is lower across Washington than the city as a whole
- The New Town has the lowest access to allotments and community gardens in the city. Provision is especially low in the west
- There is an under-provision of cricket fields in the area
- There is no available municipal cemetery space available in Washington, though there is plentiful capacity elsewhere in the city
- Cycle route access is limited. Whilst there is a network of off-road pathways criss-crossing the New Town, use is restricted to walking only. Beyond the New Town, access to the east is restricted by industrial estates and the Leamside Line, and the A1(M) severely limits access westwards.
- There is minimal greenspace connectivity throughout the New Town.

3.80 A Minerals Safeguarding Area has been identified at Springwell.

Renewable energy

3.81 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 - Policies



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CS13: Coalfield

Vision

By 2032 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

- Continued support for the completion of Rainton Bridge South to provide prestige office accommodation
- Release of unviable employment land provides regeneration opportunities for the Coalfield
- 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 re-opening of the Leamside Line would improve accessibility for the area
- The completion of the Central Route will improve access to the area
- The area has significant tourism potential due to historic industrial heritage and transformed natural environment.

Economic prosperity

- 1. Rainton Bridge (North and South) is identified as a Primary Employment Area. Proposals for development will be assessed against Development Management Policy X.**
- 2. The City Council will support schemes which improve the vitality and viability of Houghton town centre. New retailing will be encouraged which consolidates the shopping role of the centre.**

Sustainable communities

- 3. Meeting the needs and aspirations of the Coalfield's existing and future residents will be achieved through:**
 - i. Developing over 3000 new homes in the Coalfield over the next 20 years, phased as follows:**

2012- 17	2017-22	2022-27	2027-32	Total	Percentage of City Total
640	730	805	830	3005	20%

- ii. Housing Renewal Schemes of Gentoo at the Homelands, Eppleton, Broomhill Estate, Central Hetton**
- iii. 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.**
- iv. The following areas have been identified as regeneration areas:**
 - 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, in accordance with the Hetton Downs Area Action Plan**
- v. The following is proposed as a Location for Major Development:**
 - a. Philadelphia (Residential Development/ Mixed Use and supporting infrastructure)**

Connectivity

- 3. 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. Creating a direct cycle link from Doxford International via Houghton-le-Spring to Durham City**

Environment

4. The City Council will seek to protect, conserve and enhance the natural and built environment of the area through the following measures:
 - i. Protecting and enhancing the nine identified district green infrastructure corridors in the area
 - ii. Pursuing greater protection of agricultural land in nationally important landscape of the Magnesian Limestone Escarpment, in the southern Coalfield from inappropriate development
 - iii. Supporting measures that promote and preserve the Coalfield's distinct identity and cultural heritage
 - iv. No development will be permitted that could cause unnecessary sterilisation of Eppleton Quarry
 - v. Developing Herrington Country Park as a regional outdoor events area.
 - vi. Improving the quality and quantity of green space in Coalfield, particularly typologies that fall below average in the Green Space Audit
 - a. Quality of amenity greenspace
 - b. Access to cycle routes

Renewable energy

6. Supporting the potential expansion of existing wind resources around Great Eppleton.

Future Aspirations

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.

The need for improved road connections between the employment areas at Rainton Bridge and the East Durham Link Road has been a aspiration of the City Council for some time; a specific route features in the UDP. In the longer, the City Council will pursue, with partners, improved road connections between the Central Route at Rainton Bridge and the East Durham Link Road, which would also potentially relieve traffic from the centres of Easington Lane and Hetton.

The potential of the Leamside Line to connect Sunderland to the wider City region is highlighted elsewhere in this plan. The City Council will work with partners to investigate the potential in the longer term to re-open the Leamside Line.

Economic prosperity

3.82 Compared to the other sub-areas the Coalfield has few modern employment areas. This is primarily due to the area's historic reliance on coalmining as the primary industry. With the exception of Rainton Bridge, the

Coalfields employment areas comprise older properties with poor accessibility to main transport routes. This has resulted in limited market demand for land and premises. Following an earlier review undertaken by the Council in 2001, some employment land was 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.

3.83 The Council's 2009 Employment Land Review recommended the release of approximately 17ha of allocated employment land in the Coalfield due to the issues surrounding access and the age and quality of property. This approach is maintained in the 2012 Employment Land Update. The Update recommends that Rainton Bridge is identified as a key employment area in the Coalfield (as well as being one of the key estates in the City overall). This position needs to be maintained so that it can continue to provide high quality business accommodation and employment opportunities. It is important that public transport services in the Coalfield reflect the need to provide access to employment areas (both locally and further afield).

3.84 The City Council will continue to monitor and manage the release of employment land in the area to ensure that opportunities to access local employment are maintained.

3.85 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 town centre has a limited convenience and comparison retail sector, 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. The Assessment highlighted that due to these factors expenditure flows out of the area into other neighbouring centres. .

3.86 However, Houghton town centre continues to have an important non-retail function for the Coalfield. The Assessment recommended that 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. In this respect a scheme for the redevelopment of the former Houghton colliery site on the edge of the town centre to provide a new supermarket is being progressed.

Sustainable communities

3.87 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.

3.88 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.

3.89 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.

3.90 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 Tyne and Wear Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment requires 43 additional 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.

3.91 A Location for Major Development has been identified at Philadelphia. The area has the capacity to accommodate 500 new homes and necessary supporting infrastructure for the Northern Coalfields.

3.92 Due to Houghton Town Centre's location at the heart of the Coalfield, the development of a supermarket in the town centre will make a significant contribution to ensuring access to high quality services. A scheme on the former Houghton Colliery site is being progressed.

3.93 Due to the linear nature of the settlement pattern of the Coalfield, consideration may need to be given to small-scale convenience facilities in more outlying areas where these satisfy a local need.

Connectivity

3.94 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.

3.95 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.

3.96 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 Pitlington. 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.

3.97 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 linking with the existing cycleway to Sunderland city centre.

3.98 Development of the Central Route will continue to be pursued.

Environment

3.99 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 recognises 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 its unnecessary erosion or disfigurement.

3.100 There is an extensive amount of high quality green infrastructure in the coalfields, nine district green infrastructure corridors have been identified.

- 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)

3.101 A number of Local Wildlife Sites are located on the riverside. The River Wear is seen as a strategic asset and a great open space resource within the city, because of this there is often competing pressures/ demands on its use. It is important to protect the 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.

3.102 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 thereby sustaining services and facilities.

3.103 Four Mineral Safeguarding Areas have been identified in the Coalfield. Extraction at Warden Law, Great Eppleton and Pittington 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.

3.104 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.

3.105 Although less than 17% of the population lives in the Coalfield, over 30% of the city's greenspace is located here. This is partly due to the area incorporating many of the city's largest greenspaces, including 3 country parks, a major nature reserve, riverside woodland and 3 golf courses. Greenspace provision varies across the area, and key issues identified are:

- The quality of amenity greenspaces in the Coalfield is the lowest of any of the ARF's, and particularly low in Penshaw, Shiney Row, Fencehouses, Burnside, Moorsley and Easington Lane
- Limited north-south cycle routes across the area.

Statement of Common Terms

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.

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 scheme to improve the air quality in this area.

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.

Article 4 Direction

An Article 4 Direction would remove the permitted development rights of a property, or properties, and bring this change of use under the control of the Council. Therefore landlords must seek planning permission to convert family homes into Houses of Multiple Occupation (HMOs) with up to 6 tenants within these designated areas.

An Article 4 would be implemented to control/ manage the number of HMOs in one locality.

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.

An AAP is currently being progressed for the Hetton Downs area of the city.

Back on the Map

An initiative to regenerate Hendon and the East End. A regeneration framework (October 2009) has been prepared to assist this.

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.

The Building Research Establishment Environmental Assessment Method (BREEAM)

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.

Carbon emissions

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

Carbon mixer tool kit

The 'Carbon Mixer' is a computer based approach to help determine how developments can incorporate 10% embedded renewable energy generation. The mixer calculates the energy requirements for different types of buildings and determines carbon dioxide reductions and the contribution of renewable energy as the different technologies are added.

The carbon mixer toolkit can be found at

<http://www.strategyintegrationne.co.uk/page.asp?id=131>

Code for Sustainable Homes

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

Commission for Architecture and the Built Environment (CABE)

A public body acting as a champion of good design, advising on architecture, urban design and public spaces.

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.

Delivery Framework

The Delivery Framework sets out the criteria for monitoring the progress and delivery of the Local Development Framework.

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.

Executive Dwelling

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

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

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 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.

Historic Park

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.

Infrastructure

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 and biodiversity; social and health infrastructure including social housing, community services and facilities.

Infrastructure Delivery Strategy

The delivery of a sound local development framework (LDF), including the core strategy is dependant on an infrastructure/investment delivery plan (IDP). The Infrastructure Delivery Strategy identifies the relevant infrastructure requirements of the LDF, including information on funding sources and the providers.

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.

Joint Venture

A joint venture, is an agreement between the Council and another organisation/s for the purpose of delivering a particular programme or scheme, (i.e. housing development/s). All parties will share all profits or losses and risk of the venture.

Key diagram

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

Legibility

Legibility refers to the degree to which people can understand and identify with the built environment. Landmark buildings and a clear hierarchy of routes and intersections should increase the legibility of development. Building and layout design, planting and views should be employed to form visual focal points, achieve orientation and identity and create legible routes.

Listed Building

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

Local Area Agreement (LAA)

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 (MAA)

These are a set of plans and proposals to improve outcomes in an area, negotiated between a group of local authorities at a sub-regional or city region

level. MAAs focus mainly on employment, skills, transport, regeneration, housing and planning.

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 and 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..

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.

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.

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.

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 (R&D)

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 (RSL)

Including Housing Associations and Councils, Registered Social Landlords 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.

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 (SFRA)

Strategic Flood Risk Assessments 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 Housing Priorities Plan

The City Council is working in partnership with the Homes and Communities Agency (HCA) to produce and deliver our (Sunderland), Housing Priorities Plan, (SHPP). The SHPP sets out the City’s housing priorities, which link to realising our ambitions regards Sunderland’s economic development. It will

support the creation sustainable places and communities and ensure that resources are secured to have the greatest impact. The plan sits alongside other key plans for the city and together they form a suite of plans guiding the delivery of the Sunderland Strategy.

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 include:

- 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 Strategic 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 is the adopted development plan for the City, prepared under the 1990 Development Plan Regulations, and 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
- C4 Houses in Multiple Occupation
- 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, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, 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).

Suggested Development Management Policies

DM1 The Sequential Approach to Development

Aim: Sets out an order of priority when selecting or considering land and sites for development.

DM2 Safeguarding and the Release of Employment Land

Aim: To identify a hierarchy of employment sites and to set out criteria to ensure that these are developed for appropriate uses according to their status

- Primary employment sites
- Locally significant employment sites
- Other employment sites
- New employment space?

DM3 Housing

Aim: To ensure appropriate provision of housing for a wide range of needs and groups including:-

- Affordable housing
- Gypsies, Travellers and Travelling Showpeople
- HMOS
- Student accommodation

DM4 Connecting the City

Aim: To ensure development functions safely and effectively in terms of highways and accessibility aspects

- New development
- Parking requirements
- Paths and multi-user routes
- Highway improvements
- Traffic management

DM5 Caring for the City's Environments

Aim: To set criteria to ensure that development takes account of the need to protect important historic and natural features in the City

- The Built Environment
- The Candidate World Heritage Site
- Conservation Areas
- Statutorily Listed Buildings
- Scheduled Ancient Monuments
- Registered Historic Parks and Gardens
- Archaeological heritage
- Locally listed and other non designated heritage assets
- Bio-diversity
- Woodlands/ Trees
- Green Infrastructure
 - New Green Spaces
 - Loss of Green Spaces

DM6 Adapting To Climate Change

Aim: To ensure that new development incorporates principles of energy management and sustainable construction

- Renewable energy
- Resource Efficiency and High Environmental Standards
- Protecting Local Environmental Quality
 - Flooding
 - Sustainable Urban Drainage
 - Pollution

DM7 Waste and Minerals

Aim: to set guidelines for waste management operations and outline criteria for considering proposals for mineral extraction in the City

- Waste
 - New Infrastructure
- Minerals
 - Coal Extraction
 - Mineral extraction

DM8 Environmental Protection

Aim: To set guidelines to ensure that new development accords with high standards of amenity

- Amenity
- Noise and vibration
- Decontamination

DM9 Design

Aim: to set criteria to ensure the highest quality in the design of new development

- Overall Requirements
- Housing Density

DM10 Infrastructure and Obligations

Aim: To set criteria to ensure that new development

- Social Infrastructure
 - Meeting Increased Demand for Social Infrastructure
 - New Social Infrastructure
 - The Loss of Social Infrastructure
- Physical Infrastructure
 - Water infrastructure
 - Transport Infrastructure

DM11 Delivering Infrastructure Needs - Planning Obligations

Aim: To ensure that all new developments are served by adequate physical, social and green infrastructure, and setting out those considerations where developer contributions are sought.

DM12 Supply and Delivery of Land (Housing and Employment)

- Maintaining a Continuous Supply of Housing Land
- Ensuring an Adequate Supply of Land for Employment Purposes
- Delivery