

Farringdon Row



Local Development Framework
Supplementary Planning Document
Consultation Draft


Sunderland
City Council

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1.0 Introduction

Overview

Purpose of the Development Framework

Scope of the Framework

Aerial View of Farringdon Row



1.0 Introduction

Overview

- 1.1 This Development Framework has been prepared to assist in the proper planning and redevelopment of land to the east of Farringdon Row in central Sunderland.
- 1.2 The Development Framework has been prepared to add detail to land use allocation SA55A.2 set out in UDP Alteration No.2 (Central Sunderland) Development Plan Document. It will be taken forward as a Supplementary Planning Document and will be used as a material consideration in the determination of planning applications for the development of the Farringdon Row site.
- 1.3 Mott MacDonald were commissioned by Sunderland arc to produce a Sustainability Appraisal (SA) Screening Report of the Farringdon Row Development Framework to assess whether any further sustainability appraisal work is required beyond that included in the SA for UDP Alteration No. 2. SAs were made mandatory under the Planning and Compulsory Purchase Act 2004, as a means of promoting sustainable development through the integration of social, environment and economic considerations into Supplementary Planning Documents. The SA incorporates the requirements of the strategic Environmental Assessment Directive and the Habitats Directive Appropriate Assessment. The recommendations set out in the Screening Report have been integrated into this Framework.
- 1.4 The land to the east of Farringdon Row forms part of a larger strategic regeneration area, which includes the Vaux site and Galley's Gill (also known as Festival Park). A location plan that identifies the Farringdon Row development site, to which this Development Framework relates, is provided at Figure 1.1.
- 1.5 The City Council and Sunderland's Urban Regeneration Company - Sunderland arc - envisage that the comprehensive redevelopment of this wider area will deliver a prestige mixed-use development.
- 1.6 The overall mixed-use redevelopment of Farringdon Row will be led by residential and office uses, together with a hotel and will include extensive public realm and open space improvements.
- 1.7 It is envisaged that the redevelopment of Farringdon Row will play a key part in the overall achievement of the Sunderland Strategy, 2004-2007, prepared by the City of Sunderland Strategic Partnership, and particularly the aims and targets for improving the quality, choice and range of housing in Sunderland.
- 1.8 Historically, Farringdon Row has been mainly occupied by business and industrial uses. The UDP policy for the site (SA55) in essence, sought to maintain it for mixed commercial development including business use and other commercial uses such as hotel, leisure and restaurants.
- 1.9 However, significant changes in the centre of the city and the formation of the Urban Regeneration Company, along with changes in Government policy, resulted in the UDP policies for central Sunderland becoming out-dated, and gave rise to the need to provide a robust planning framework for the regeneration activities of Sunderland arc.

Development Site Plan

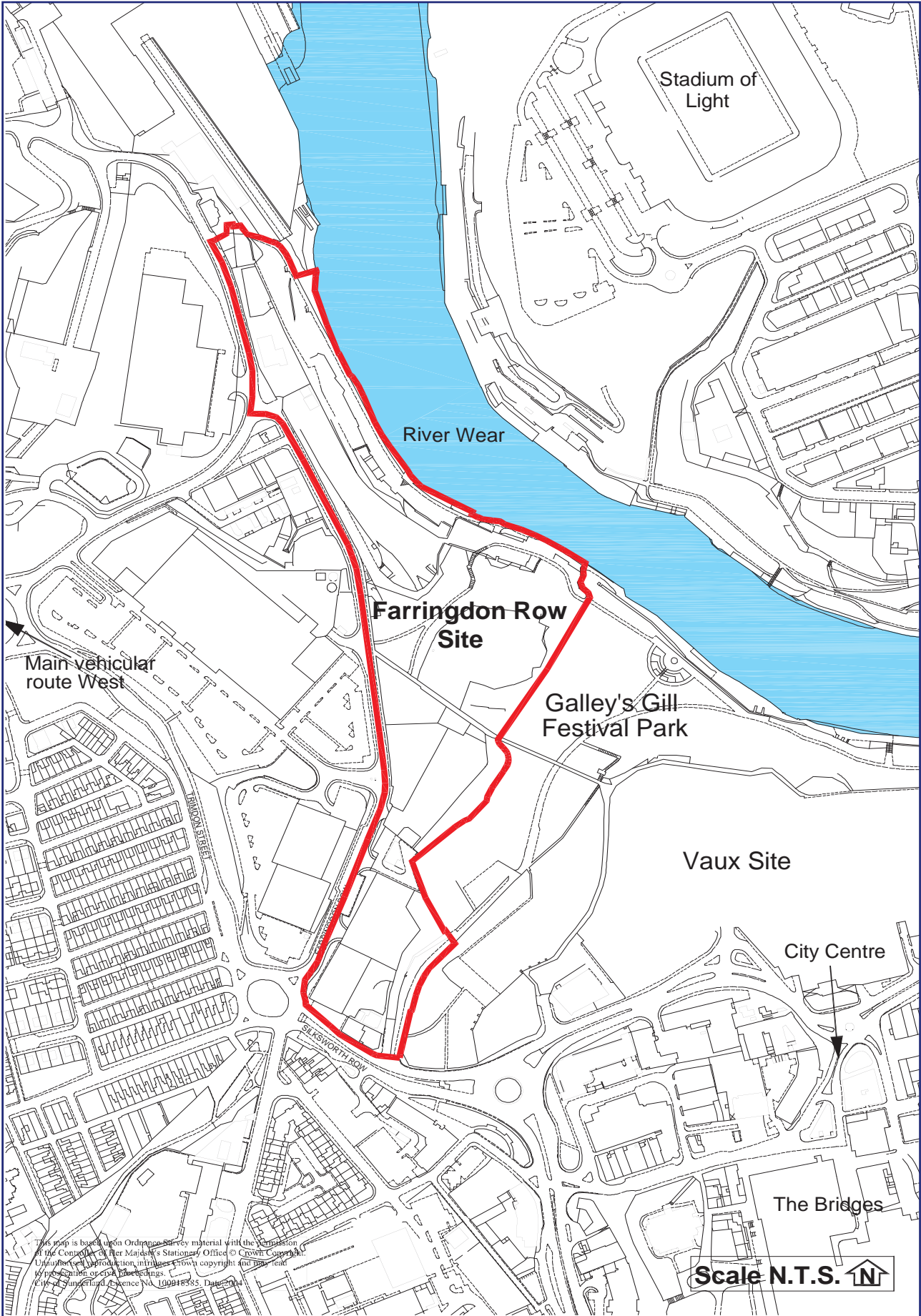


Figure 1.1 Development Site Plan

- 1.10 As a result, the City Council produced and adopted UDP Alteration No.2, which allocates appropriate land uses on key regeneration sites within central Sunderland, including Farringdon Row. Policy SA55A.2 identifies Farringdon Row as part of a 'Comprehensive Development Site' to be redeveloped to deliver a mix of land uses. This policy supports a residential and employment-led mixed use development, with retail, restaurant, leisure and hotel uses also being acceptable.
- 1.11 Policy EC5A of Alteration No. 2 requires that development proposals for the designated 'Comprehensive Development Sites', such as Vaux, Galley's Gill and Farringdon Row, should conform with a comprehensive Masterplan for the whole development area to be agreed with the City Council. Sunderland arc prepared the Vaux, Galley's Gill and Farringdon Row Masterplan Strategy in March 2004, which was endorsed by the City Council in May 2004. The Masterplan Strategy provides an appropriate framework for the preparation and consideration of determination of planning applications for constituent parts of the Vaux, Galley's Gill and Farringdon Row area. It also provides broad design and phasing principles for the achievement of the comprehensive redevelopment of the area.
- 1.12 The Masterplan Strategy provides the strategic development principles that have formed an appropriate basis for the preparation of this Development Framework. Figure 1.2 shows Farringdon Row in the context of the other Masterplan Strategy areas.

Purpose of the Development Framework

- 1.13 This Development Framework has been prepared to provide policy that will be applied when determining planning applications for development proposals at Farringdon Row.
- 1.14 This Development Framework sets out the parameters and development principles which are necessary and appropriate in order to achieve the proper planning and redevelopment of Farringdon Row. These development principles and parameters respond to economic, regeneration, planning and design policies at the national, regional and local level, which are summarised in Appendix 1.0.
- 1.15 The Development Framework has been subject to extensive consultation, and finalised in accordance with the City Council's Statement of Community Involvement (SCI). Details of this consultation are set out in a separate consultation statement.

Scope of the Framework

- 1.16 The remainder of this Development Framework sets out:
- a description of the site and its setting, and a summary of constraints and opportunities (Section 2.0);
 - the strategic vision and objectives for the site (Section 3.0);
 - the development principles and parameters which will ensure the proper planning and comprehensive redevelopment of Farringdon Row, including the mix of uses, design, public realm, movement, accessibility and the relationship with the surrounding areas (Section 4.0);
 - guidance on the phasing of the overall development of Farringdon Row, and the need for it to be rolled forward sequentially from south to north, in order to create sustainable, inclusive communities and achieve the comprehensive redevelopment of the area (Section 5.0);
 - the means of delivery and implementation of development at Farringdon Row, and the procedural requirements to be followed in any planning application proposals (Section 6.0)
- 1.17 Appendix 1.0 contains a review of the planning policy relevant to the redevelopment of the Farringdon Row site, including the requirements of current and emerging planning and economic development policy. It also includes relevant adopted and emerging Development Plan policies, which have formed the basis for the preparation of this Development Framework.

Masterplan Strategy Areas

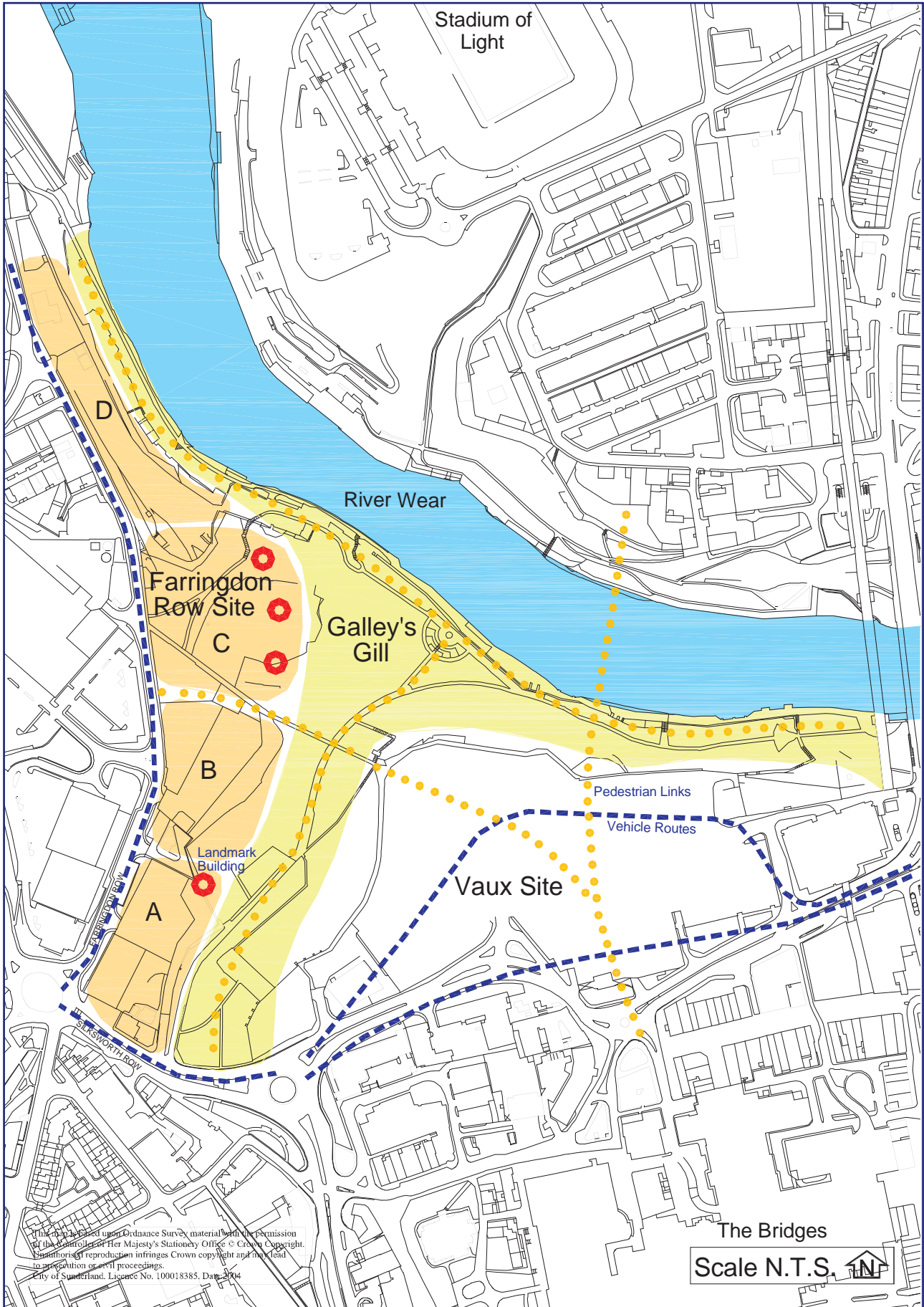


Figure 1.2 Masterplan Strategy Diagram

2.0 Site Context

Baseline Position

Site Description

Accessibility

Opportunities and Constraints

2.0 Site Context

2.1 This section sets out the baseline position, including the development history of the site, its setting, and its existing features, as well as its accessibility and land ownerships. It also provides a summary of development opportunities and constraints. A plan, identifying the site in the context of its surroundings is set out at Figure 1.1.

Baseline Position

Site History

- 2.2 Historically, Farringdon Row has been an area dominated by industrial and commercial uses, with a coal depot, railway sidings, a forge, scrap yard and rail workings having all been present. The legacy of these uses continues today, with a timber yard occupying the north west of the development site, together with areas of public open space which connect into the adjacent Galley's Gill.
- 2.3 Farringdon Row occupies a prominent 'gateway' location into the city centre, overlooking the River Wear. Its redevelopment for a range of appropriate uses that support and enhance the central area will significantly contribute towards achieving high quality urban regeneration.
- 2.4 As a first stage in the redevelopment process, that part of Farringdon Row, which fronts Silksworth Row and is closest to the city centre, has now been cleared for redevelopment. Outline planning permission was granted in November 2004 to Sunderland arc for office and residential uses on this site (referred to in this Framework as 'Area A' and illustrated on Figure 1.4).

2.5 Building upon this permission, and in line with adopted and emerging land use policy for the area, detailed proposals for Area A, to include residential and office uses together with a hotel, are now being progressed by a private developer. This first phase of development will provide a high quality, landmark scheme, on the most prominent part of Farringdon Row, and act as a clear 'signal of intent' for the redevelopment of the later phases. Consequently, the detailed design of this development proposal will reflect its 'gateway' location and be determined through the detailed planning application submission.

Setting

- 2.6 As illustrated on the Site Context Plan at Figure 1.1, Farringdon Row occupies a highly prominent location, between Sunderland city centre to the south-east and the River Wear to the north. It is located to the north of the A1231 (Silksworth Row) and to the immediate east of Farringdon Row itself, and covers an area of approximately 7.0ha.
- 2.7 To the east lies Galley's Gill and the site of the former Vaux Brewery, which is now cleared for redevelopment. A number of commercial and community uses, including a Police Station, the Magistrates Courts and office buildings, are all located on the south side of the A1231, to the south and south east of both the Farringdon Row and former Vaux Brewery.

- 2.8 A roundabout junction connecting the A1231 (Trimdon Street) and Farringdon Row lies to the immediate south of the development site. The residential area of Millfield is located beyond this round about, and the University of Sunderland campus is further to the south, some 0.5km away.
- 2.9 Farringdon Row forms the western boundary of the development site, with a retail warehouse park occupied by B&Q, Halfords, PC World and Currys located to the west. Further to the north-west, Ayre's Quay and Deptford industrial uses dominate on land adjacent to the River Wear.
- 2.10 The development site extends as far as the cliff-top edge to the north, with the River Wear located below. Sunderland Football Club's 'Stadium of Light' and the Sheepfolds industrial area are located on the northern side of the river, with the Wearmouth Bridge and Monkwearmouth Bridge to the east.

Character Areas A-D

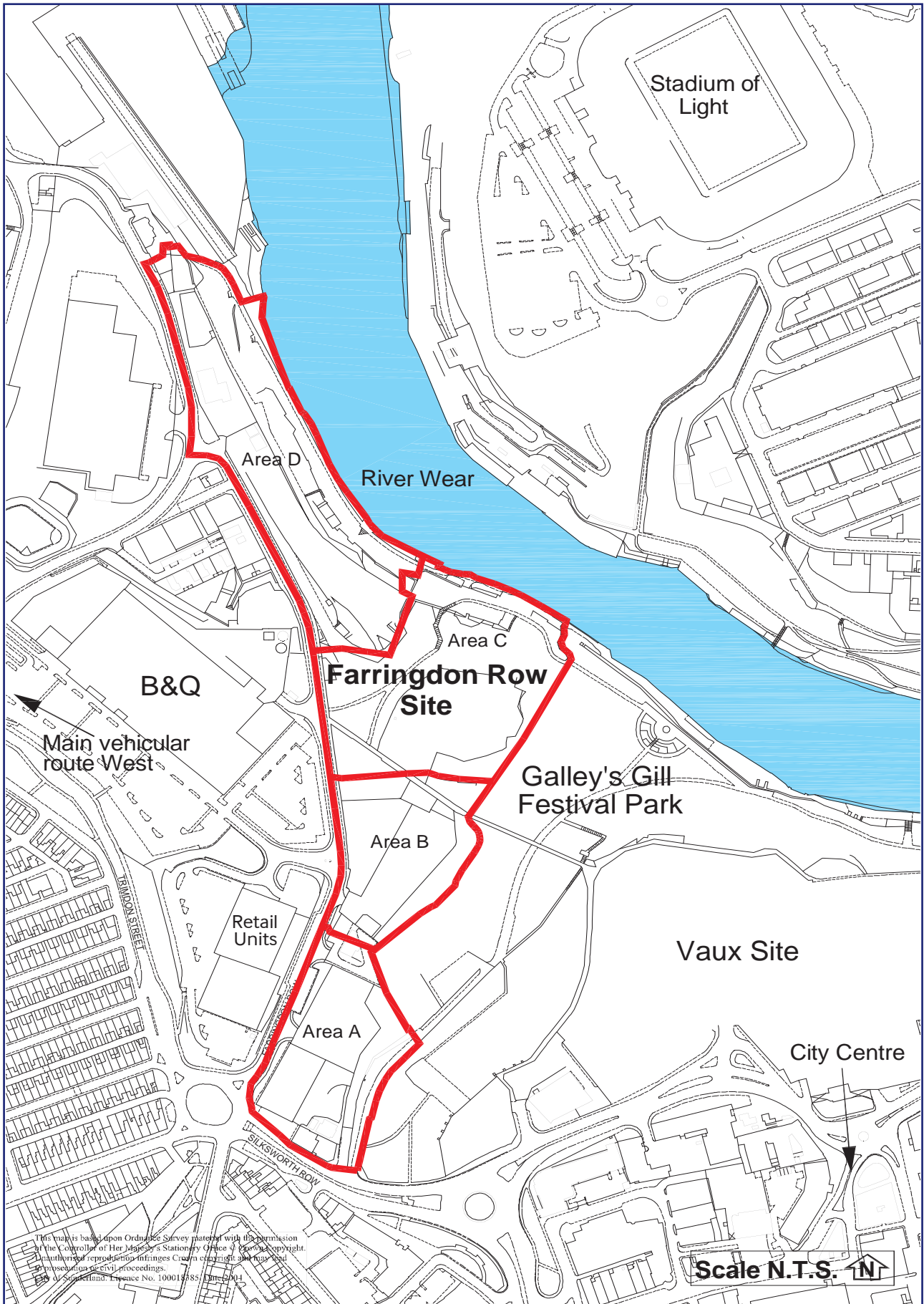


Figure 1.3 Character Areas A-D

Site Description

2.11 The site contains four areas of differing characteristics. These areas, referenced 'A-D' on Figure 1.3, contain a mixture of primarily unrelated uses, as follows:

Area A: (c. 1.39ha) the majority of the site has been cleared and levelled in preparation for redevelopment. Whilst the area is relatively level, there is a considerable drop along its eastern side, down to Galley's Gill;

Area B: (c.1.25ha) the area is roughly triangular in shape with vegetation on the eastern boundary, sloping down towards Galley's Gill;

Area C: (c.2.12ha) abuts the River Wear along its north-eastern edge, which comprises a vegetated sloping bank, with a footpath and steps leading down to the riverside and Galley's Gill, with landscaped public open space to the west. Overhead power lines cross the area in a north-south direction, over the River Wear;

Area D: (c.2.27ha) a linear area of land, running from north-west to south-east, with the western most part in use as a timber yard and with a car repair garage and storage premises beyond. The north-eastern part comprises a 10 metre high slope, falling away to a public footpath, which runs along the bank of the River Wear. A mobile telephone mast is located within the area, adjacent to Farringdon Row. An entrance to a disused rail tunnel is located along the southern boundary, where this area abuts Area C.

2.12 The majority of the Farringdon Row site lies at a significantly higher level to Galley's Gill (of around 30 metres at its highest point), as well as the River Wear. It

is, therefore, a highly prominent and visible location, offering views itself of the wider area and particularly the river corridor.

2.13 There is extensive mature vegetation on the eastern and northern slopes of the area. Existing pedestrian routes run across, and adjacent to, the site, connecting with the south bank of the River Wear, as well as to the land to the east (the former Vaux Brewery site) by way of a high level pedestrian footbridge across Galley's Gill.

Location of Bus Stands

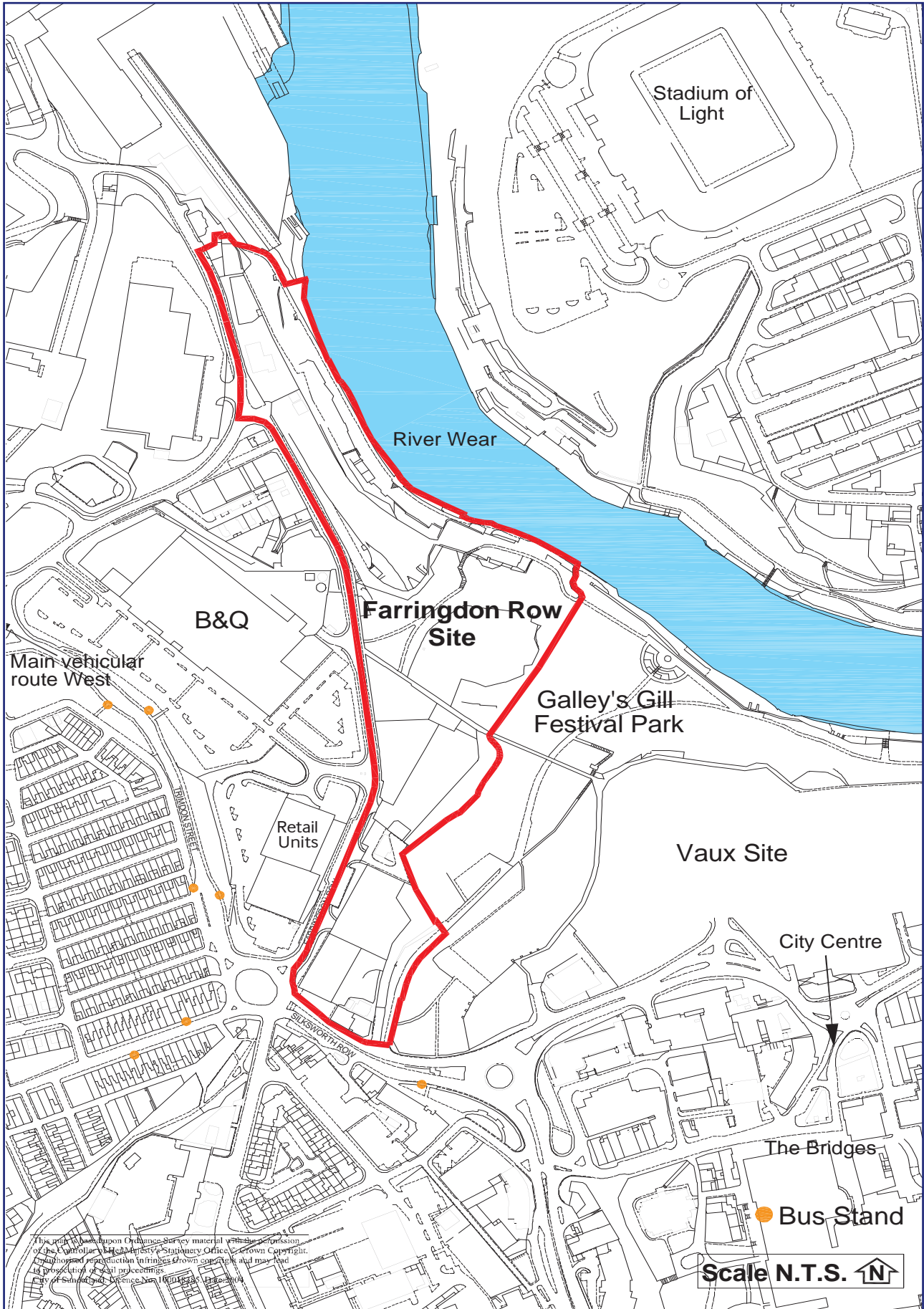


Figure 1.4 Location of Bus Stands

Accessibility

- 2.14 Farringdon Row lies in an accessible location, adjacent to a main arterial route into Sunderland city centre and in close proximity to public transport facilities.
- 2.15 The development site, particularly at its southern end, is conveniently accessible on foot from the city centre, and the surrounding residential and commercial areas, via a network of pedestrian foot ways. The proximity of the site to the City Centre in particular ensures that it is highly accessible to a range of shops, services, recreation and leisure facilities.
- 2.16 There are two cycle paths in close proximity to the development site, which link into the strategic cycle routes for Sunderland, and, therefore, connect the area to South Tyneside, Washington and Newcastle. There are also emerging proposals for a new pedestrian and cycle bridge linking the adjacent Vaux Site with the north side of the River, including Sheepfolds and Stadium Park.
- 2.17 Vehicular access to the existing commercial uses is from Farringdon Row, which links to a roundabout junction with the A1231 Trimdon Street, Silksworth Row, Hylton Road and Railway Row. The A1231 is the main east-west transport corridor on the south side of the River Wear into the city centre, and forms part of the main highway network in central Sunderland. As such, it connects Farringdon Row to the wider Sunderland area via a number of other arterial routes and the Queen Alexandra and Wearmouth Bridges, as well as to the A19 further to the west.
- 2.18 The Sunderland Strategic Transport Corridor (SSTC) which will comprise a joint public transport and highway corridor, will also enhance access between key development sites, such as Farringdon Row, the A19, and the wider Tyne and Wear conurbation. The SSTC will upgrade this existing route into the City, and reduce traffic on the Queen Alexandra and Wearmouth bridges and the A19 Hylton Bridge. In particular, the A1231 will be upgraded and a new bridge provided over the River Wear, at Claxheugh, approximately 2km to the west of Farringdon Row.
- 2.19 Within five minutes walk of the centre of the site (approximately 400m), there are seven bus services, with a total frequency of 24 buses per hour during the working week. Services provide access to a variety of destinations across Sunderland. The location of bus stands is shown on Figure 1.4.
- 2.20 Metro services are available from Sunderland Central Station, the Park Lane Transport Interchange and Millfield Station on Hylton Road, which lies less than 600 metres from the southern end of Farringdon Row. The Metro provides frequent services to destinations within Sunderland, as well as destinations further afield, including Newcastle, Gateshead and South Tyneside.

Constraints Plan

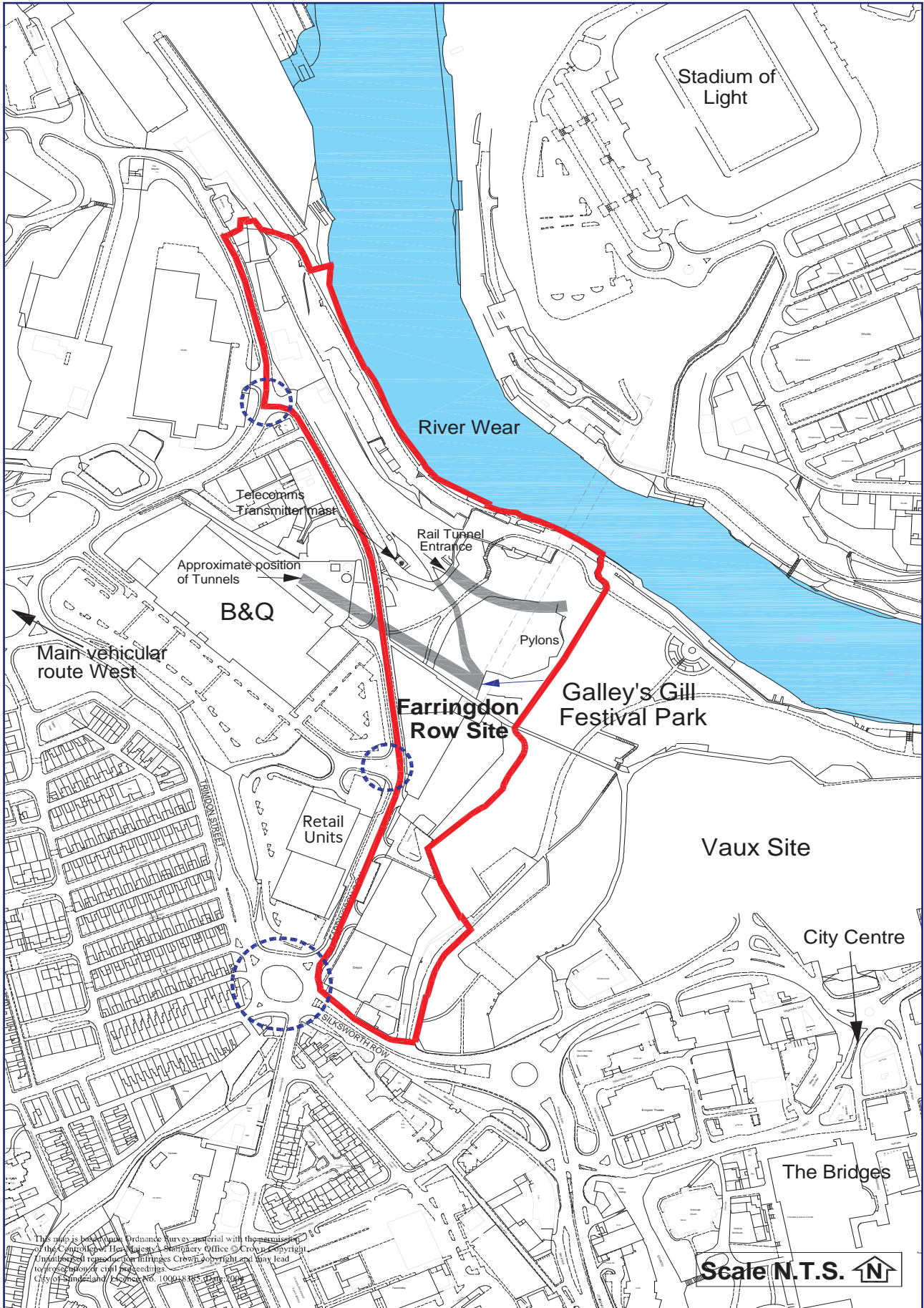


Figure 1.5 Constraints Plan

Opportunities and Constraints

- 2.21 The changes in planning policy and economic strategies which are designed to achieve the renaissance and regeneration of Sunderland, the visual prominence of the site on the southern bank of the River Wear, its location at the north-western gateway to the city centre, coupled with the closure of existing businesses, have combined to present a major opportunity to regenerate Farringdon Row.
- 2.22 Its location at the heart of Sunderland makes the redevelopment of Farringdon Row and the nearby Vaux site, along with the proposals for the environmental enhancement of Galley's Gill, key to the delivery of the urban renaissance of the city. It also presents the opportunity to assist in the creation of sustainable new communities and, on a wider scale, an enhanced 'City Region'.
- 2.23 The strategic vision set out below in Section 3.0, taken forward through the application of the detailed development principles set out in Section 4.0, will ensure that this opportunity is maximised. However, a number of more specific opportunities in relation to the redevelopment of Farringdon Row will also need to be taken into account. These opportunities will be a material consideration in the determination of planning applications at Farringdon Row and are set out in Policy FR1.

FR1

- 2.24 The City Council will support proposals for the redevelopment of Farringdon Row where they are in accordance with this development framework and the applicants have demonstrated that the proposals incorporate and/or account for, the following site-specific opportunities, where applicable:
- The visibility of the site from both the northern and southern approaches to the city centre;
 - The prominence of the site from the north bank of the river wear and from within the Galley's Gill / Festival Park parkland areas;
 - The site's role as a 'gateway' to the city centre from the west, and the potential to reinstate a higher urban density;
 - The frontage to Farringdon Row, which requires a street edge of an urban scale and quality which properly defines this key route and creates a streetscape that is mainly residential in character, (particularly as developments come forward on land within sites B and C).
 - The proximity of the Galley's Gill / Festival Park parkland and the amenity provided by this green open space;
 - The existing public footpaths which run through, and adjacent to, the site, particularly east-west from the Galley's Gill footbridge, that links to the former vaux site, and those down to, and along, the south bank of the River Wear;
 - Potentially dramatic long views into Farringdon row, which will be afforded to those travelling along Hylton road; and
 - Connections into and across the site, which will enhance access to Galley's Gill /Festival Park and the visual amenity of the river and views beyond

Opportunities Plan

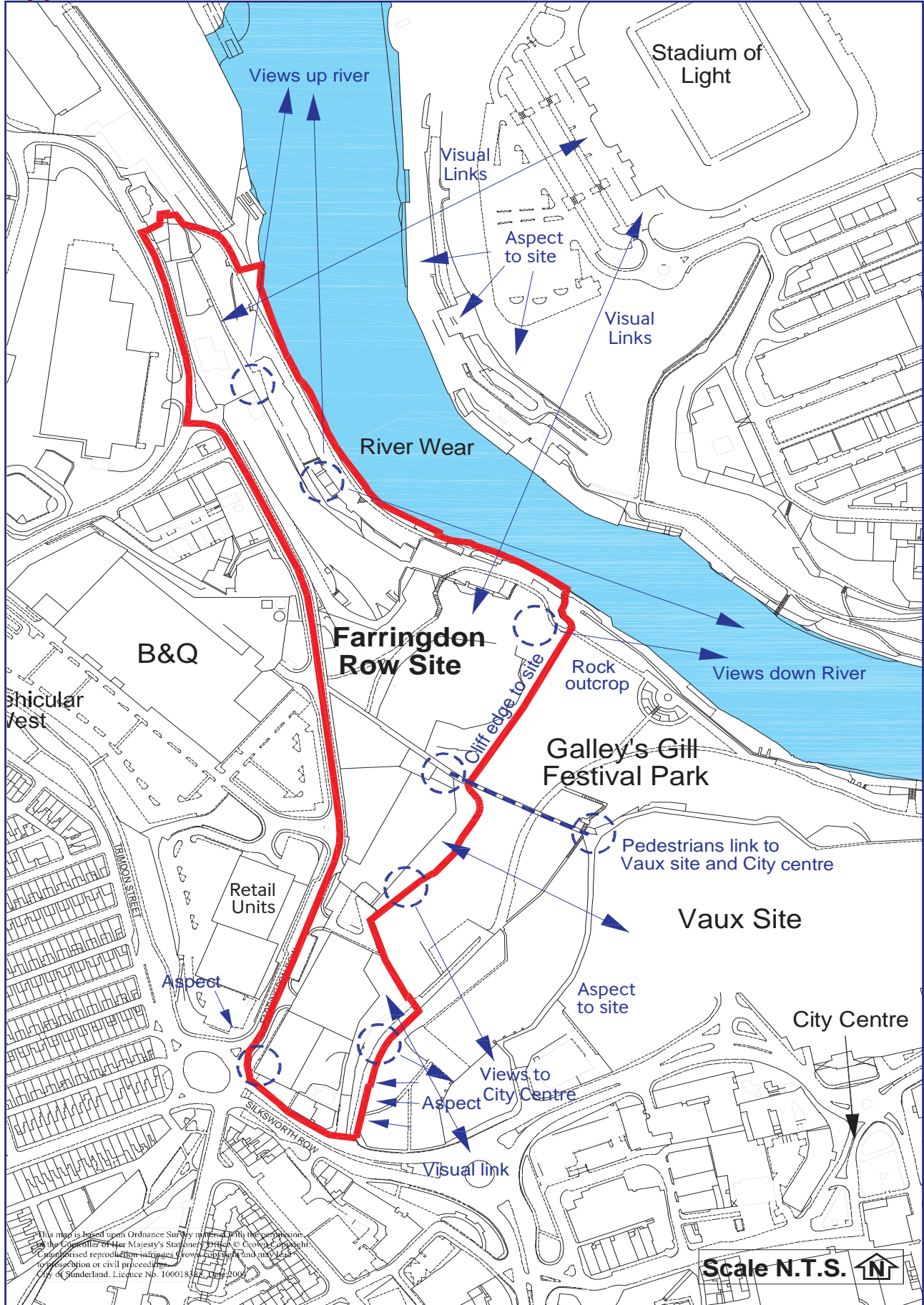


Figure 1.6 Opportunities Plan

2.25 A plan, illustrating these site-specific opportunities, is included at Figure 1.6.

2.26 Whilst presenting a number of important opportunities, the redevelopment of Farringdon Row must also have regard to a number of local and site-specific constraints, as set out in Policy FR2.

FR2

2.27 The City Council will support proposals for the redevelopment of Farringdon Row where they are in accordance with this Development Framework and where the applicants have demonstrated that the proposals overcome, or account for, the following constraints, where applicable:

- The planned future improvements to the A1231 Farringdon Row and Silksworth Row junction, as part of the Sunderland Strategic Transport Corridor (SSTC);
- The significant change in land levels across the area, particularly along the northern (river side) and eastern (Galley's Gill/Festival Park) edges, and between the timber yard (Area D) and the adjacent raised plateau, currently occupied by open space and allotments (Area C);
- The ecological value of the area, particularly the designated site of nature conservation importance and wildlife corridor, which run along the River Wear, within the northern part of Farringdon Row, and the need to ensure appropriate mitigation against any adverse effects arising from development;

(FR2 continued)

- The overhead power lines which currently cross through the development site, including Area C, and span the River Wear, and which will need to be satisfactorily relocated;
- The disused railway tunnels, which run beneath Farringdon Row and under areas C and D; and the need to account for these tunnels, both in terms of ground conditions (building layout) and potential heritage value;
- The presence of unstable land within the site (to comply with the requirements set out in Planning Policy Guidance 14: Development on Unstable Land).
- The mobile telephone mast located within Area D, adjacent to Farringdon Row; and
- The routes of existing utilities and services which currently run through and across the site

2.28 A plan, illustrating these constraints, is included at Figure 1.5.

2.29 The opportunities set out in Policy FR1 enable the formulation of high quality development proposals which contribute towards achieving a step change in the quality of the urban environment in central Sunderland. However, the constraints which have been identified in Policy FR2 are to be taken into account in these development proposals, and have also informed the more detailed development principles set out in Section 4.0.

3.0 Vision Statement

3.0 Vision Statement

- 3.1 The redevelopment of Farringdon Row is a crucial part of the City Council's and Sunderland arc's vision for a 'step change' in the quality of the urban area of central Sunderland.
- 3.2 The overall vision for Farringdon Row is to provide an opportunity for investors, who will develop and regenerate the area to create a high quality, attractive and sustainable living and working environment. This will, in turn, project a new quality of design and image for Sunderland, add a new dimension to city-living within central Sunderland, and contribute towards the renaissance of the city as a whole.
- 3.3 The vision for Farringdon Row should be viewed within the context of the wider Vaux, Galley's Gill and Farringdon Row area. The mixed use redevelopments of both the Farringdon Row and the Vaux sites should be designed to make full use of their unique riverside setting, and include dramatic public realm improvements that create a new sense of place and identity. Along with other projects in the central area involving Sunderland arc, including the Holmeside Triangle, Sunnyside and old Sunderland areas, these developments will support an integrated strategy for the regeneration of central Sunderland.
- 3.4 At the heart of the vision is the need to ensure that the redevelopment of Farringdon Row connects and complements neighbouring land uses and developments (particularly the planned improvements to Galley's Gill and the redevelopment of the Vaux site) and responds, in scale and density, to its proximity to the city centre. The development should also connect with, and embrace, a revitalised waterfront, as well as

the complementary development initiatives along the north bank of the River Wear.

- 3.5 This vision will be delivered across Farringdon Row through the application of the development principles and parameters which are set out in the following section. A Development Concept Plan, which provides an interpretation of this vision statement for Farringdon Row, is included at Figure 1.7 The plan is for illustrative purposes only.

FR3

The City Council will give favourable consideration to proposals which demonstrate a clear contribution towards the vision statement set out in the Development Framework for the Farringdon Row comprehensive development site

Development Concept



Figure 1.7 Development Concepts (for illustrative Purposes only)

4.0 Development principles and parameters

Introduction

Mix of Uses

General Development Principles

Built Design

Scale and Massing

Layout

Public Realm and Open Space

Infrastructure, Servicing and Security

Sustainable Development

Accessibility / Connectivity

Gateways, landmarks, Views and Vistas

Relationship with Surroundings

4.0 Development Principles and Parameters

Introduction

- 4.1 In order to achieve the strategic vision set out in Section 3.0, and within the context of the relevant policies of UDP Alteration No. 2, this section provides a series of development principles and parameters which should be incorporated into development proposals for Farringdon Row. As well as establishing design standards, these principles and parameters seek to influence the pattern of uses, movement and activity, and the experience of those who will live, work and visit the area. They will ensure development of a high quality, as necessary for this important, prominent site.
- 4.2 This section of the framework expands upon the requirements of Policy SA55A.2 of UDP Alteration No. 2.

SA55A.2

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

Land use

The following uses will be:

Required

B1 business
C3 housing potential total capacity of 1450 dwellings (subject to the requirements of policy H5A)

Acceptable

A1 retail (of an ancillary scale and function to the required uses as stated above, unless justified against the requirements of policy S2A)
A2 financial and professional services and
A3 (restaurants, snack bars, cafes)
A4 (pubs and bars)
D2 assembly and leisure
C1 hotels

(SA55A2 continued)

Unacceptable

B2 general industry
B8 storage and distribution

Proposals for land uses not referred to above will be considered on their individual merits having regard to other policies of the UDP.

Infrastructure and public realm components

Redevelopment proposals for the former Vaux/Galleys Gill/Farringdon Row site should incorporate the following key components:

- i) proposals to integrate the development with the city centre retail core including improved at-grade connections;
- ii) improved public access to the riverside via a choice of pedestrian routes leading from St.Mary's Way, through the Vaux site and through Galleys Gill and improved access along the river;
- iii) a retained element of open space adjoining the river, which is easily accessible to members of the public
- iv) land should be safeguarded for the route of the SSTC and associated facilities
- v) retention and enhancement of Galleys Gill/Festival Park as public open space
- vi) provision should be made for the route of a pedestrian/cycle footbridge over the River Wear, linking the site with Sheepfolds

Design Requirements

Development proposals for the former Vaux, Galleys Gill and Farrindon Row site should demonstrate the following design qualities:

i) the provision of a high quality pedestrian environment with active frontages along St.Mary's Way and areas fronting public realm. Consideration should be given to the realignment of St.Mary's Way, in order to improve the pedestrian environment and reduce traffic impact;

ii) development of an urban scale, character and mass;

iii) on the former Vaux site, car parking for all uses except disabled and essential operational requirements, should be concentrated in integral multi-storey or undercroft car parking blocks on the former Vaux brewery site. Car parking associated with developments on the Farrindon Row site will be required to be integrated into the overall development of the area so as not to lead to any detrimental visual impact when viewed from the surrounding area and approaches to the city centre.

4.3 The principles and parameters provide a framework for the formulation of detailed planning application proposals for the Farrindon Row site and, in doing so, provide specific guidance in relation to:

- the mix of uses considered to be appropriate;
- urban design and physical form of development, including scale, massing and layout, as well as works to create an integrated, high quality public realm;

- measures required in order to ensure ease of accessibility and connectivity to, from, and within, the site;
- measures to ensure high levels of sustainability are achieved, both in the construction of buildings and in their future on-going use and operation;
- the relationship of the development with the surrounding areas

4.4 A detailed Design Code has already been prepared in respect of Area A and proposals for this first phase of development will be determined in accordance with this Design Code, through the submission of a detailed planning application. Proposals for constituent phases of development within the site should accord with the following principles and parameters. In addition, Sunderland arc in consultation with the City Council will also prepare detailed Design Code, which expand upon these development principles and parameters, for developments on Areas B, C and D.

4.5 The principles and parameters include requirements set out in adopted and emerging Development Plan policies and Supplementary Planning Guidance Note 3: (SPG 3) Design, issued by the City Council in 2002. It is anticipated that this document will be superseded by Sunderland City Council's Residential Design Guide in early 2008, which developers should then update themselves on.

Mix of Uses

4.6 The overall vision for Farringdon Row is to create a high quality, attractive and sustainable living and working environment. This can be achieved through the development of new dwellings which promote city centre living and extend choice in the city's housing market, thereby contributing to a reduction in out-migration from the area. It can also be achieved through the development of new office accommodation, which strengthens the economic function of central Sunderland and the provision of other ancillary facilities to support those either residing in, working in, or visiting the area.



Der Neue Zollhof, Dusseldorf, Germany

4.7 In accordance with, Policy SA55A.2 UDP Alteration No. 2. the mixed-use development of the Farringdon Row site as a whole should comprise the following principal uses:

- Class B1 office floorspace; and
- Class C3 residential - Potential total capacity 450 dwellings

4.8 A hotel development (Class C1) within the southernmost part of the site may also form a principal use at Farringdon Row.



Park Central Zone, Birmingham

4.9 The ultimate balance of residential and commercial uses across Farringdon Row may vary as development proposals come forward, and respond to the uses that are established in earlier phases of development. The balance of uses will also be largely determined by changing market requirements and any changes to planning and economic policy which may occur within the lifetime of the build-out. This Development Framework is designed with the flexibility to accommodate such changes.



Hilversum, Holland

4.10 A range of other uses which support the principal uses and serve the new residential and working community in the area are also acceptable. These uses may include any of the following:

- Class A1 retail, to meet day to day needs;
- Class A2 financial and professional services, for example banks, estate agents;
- Class A3, A4 and A5 food and drink uses, including bars, restaurants and cafes;
- Class D2 leisure uses



Angell Town, London

Residential Use

4.11 The dwellings to be developed on the Farringdon Row site should comprise a mix of townhouses, maisonettes and apartments, of a high quality appropriate to their riverside setting and in accordance with the design standards set out below. This will assist in meeting a variety of housing needs, accommodating residents from a varied socio-economic background, and thereby contributing to the regional objective of reversing out-migration from the main urban areas.



Bishops Walk , Cambridge

Office Use

4.12 The proposed office floorspace will need to be of a high quality, in order to provide accommodation for a range of multi-national, national and regional companies. This will raise the profile of Sunderland as a business location, and help to achieve the economic renaissance of both the city and the wider region more generally. It will also assist in the creation of a vibrant city centre office market.



Deansgate Quay, Manchester

Hotel Use

4.13 The provision of a hotel development on the southern most part of Farringdon Row, within Area A would be a key component of the overall redevelopment of the site.



Glaxo Welcome House West, Greenford

Other Acceptable Uses

4.14 It is important that other uses complement existing facilities located within the wider area, and do not result in any adverse impact upon the vitality and viability of any existing centres. They should be of a relatively small scale in the context of the principal uses, (residential, office and hotel), and not create a significant destination in their own right. It is, therefore, important that they are justified, where necessary, in the context of relevant policies at national, regional and local levels, including PPS6, and Policy S2A of UDP Alteration No. 2.

FR4

The City Council will give favourable consideration to proposals for Farringdon Row where they are in accordance with this Development Framework and where the applicants have demonstrated that the proposals accord with the following development principles and parameters set out within the development framework, under the following headings:

- General development principles;
- Built design;
- Scale and massing;
- Layout;
- Public realm and open space;
- Infrastructure, servicing and security;
- Sustainable development;
- Accessibility and connectivity;
- Gateways, landmarks, views and vistas; and
- Relationship and surroundings

General Development Principles

4.15 The following general development principles should be incorporated into scheme proposals:

- development should be of an urban scale, character and mass (Policy SA55A.2); development should create a mixed neighbourhood with homes suitable for people of different ages and economic

status, and include an imaginative mix of housing types and sizes, to create a balanced community (SPG3);

- developments should respond to, and work with, the local topography, and any existing trees and hedges (SPG3); overall, developments should create a strong sense of place, with a commitment to quality and detailed design right through to the completion and handover of the scheme (SPG3);
- developments should achieve an appropriate integrated physical infrastructure, linked to the neighbouring uses and the character of the surrounding area; and
- developments should create a series of neighbourhood spaces or "home zones" within and between blocks

Built Design

4.16 In terms of the design of the scheme(s) brought forward on the site, all development proposals are required to:

- demonstrate a high level of architectural standard;
- form a strong street line along the Farringdon Row frontage, and, wherever possible, have facades which incorporate windows or other features that introduce animation at street level;
- reflect the importance of Farringdon Row as a 'Gateway' to the city centre;
- be constructed in high quality, durable and aesthetically pleasing materials;

- be designed to minimise repair, maintenance, energy and security costs. The design should take account of all estimated costs over the whole life of the building;
- be accessible, easy to move around, flexible adaptable and comfortable, attracting a favourable response from all its uses;
- wherever possible, multiple entrances should be used to animate the streetscape and provide residential units with individual main door entrances



Murray Grove, London

Scale and Massing

4.17 In respect of scale and massing, it is a requirement that:

- developments achieve a suitably high density which offers a new quality of city life and creates a sense of place;
- developments relate to the unique topography of the site, providing emphasis to the cliff edges, and accentuating the drama of the site;

- Within Area A, a landmark building of up to 10 storeys above ground is developed;
- Within Area B, buildings should form a strong frontage to Farringdon Row and Galley's Gill.
- Within Area C, again in general buildings which front Farringdon Row should be up to 4 storeys in height, decreasing to a maximum of 3 storeys on the Galley's Gill frontage. The height of buildings should reflect the topography of the site and take advantage of views of the river corridor. Area C provides a location for significant landmark buildings of up to 12 storeys in height, which should be designed to ensure views of the river corridor are not prejudiced for adjacent development;
- Within Area D, buildings should, in general, increase in height towards the river edge, up to 6 storeys in height



Zollhof, Dusseldorf, Germany

Layout

4.18 In respect of layout, developments at the Farringdon Row site should:

- create a series of neighbourhood spaces, or 'Home Zones' within and between

development blocks, and ensure that private courtyards are set back from routes through the site, combining hard and soft materials, with planting to soften their appearance;

- provide a high quality landscaped pedestrian boulevard along the eastern boundary, overlooking Galley's Gill, laid out so as to encourage walking and jogging. The boulevard should be a minimum of 4.5 metres in width and no greater than 11 metres;
- have street edges that are defined by built forms, walls or fences, avoiding dead spaces, and use building facades, entrances and boundary walls to clearly define the street;
- be laid out so that public and private areas are clearly defined, potentially through the use of hedges, walls and gates (SPG3);
- ensure a reasonable degree of privacy and adopt separation distances which maintain residential amenity (SPG3);
- be laid out so as to maximise daylight and sunlight to dwellings as far as possible (SPG3);



Cathedral Gardens, Manchester

4.19 The overall layout of Farringdon Row should therefore, be formulated to ensure that it:

- is flexible and adaptable and easy to move around;
- makes provision for attractive, lively, safe and accessible public spaces and routes;
- promotes accessibility, permeability and legibility, through ensuring that the different elements connect with each other and are easily navigable; and
- relates to Galley's Gill, with appropriate pedestrian links into the area



Picadilly Gardens, Manchester

Public Realm and Open Space

4.20 In order to ensure that flagship developments are delivered on the site, it is essential that proposals incorporate a high quality public realm. This should be designed to create the image and the reality of a vibrant city, where people who live, work, and visit will congregate. It should also provide an important amenity to occupiers of the residential and office uses, as well as visitors to the hotel and other supporting facilities.

4.21 While acknowledging the need for appropriate urban density, developments will also include a significant proportion of private amenity and public realm space. Specifically, developments are required which:

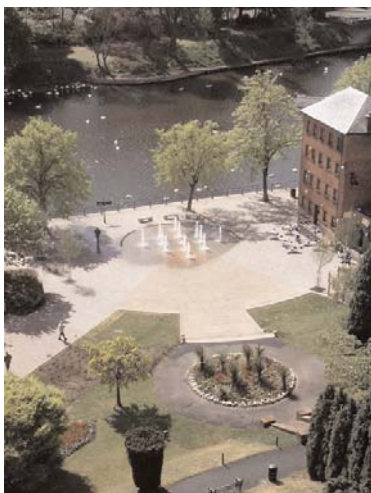


Miralles Park, Barcelona

- create lively and animated public space;
- where possible, provide access to gardens or balconies from the main living spaces;
- deliver attractive, safe and clearly defined public and private open spaces, landscaped to a high standard, and punctuated by furniture, tree planting and other features, with exceptionally high standards of ground textures to pedestrian routes;
- create new squares and viewing areas, integral to the commercial and residential areas, linked by ground level pedestrian crossings;
- embrace works of public art and other local character features, which enhance the image and attractiveness of the overall development;
- provide a series of viewing areas at strategic points on the public walkway on the Galley's Gill boundary of the site;

- provide for children's play space and other amenity open space in a suitable off-site location; and
- enhance the natural environment along the riverside corridor

4.22 The City Council and Sunderland arc are committed to completing a masterplan for the upgrading and improvement of Galley's Gill/Festival Park, in order to increase its usage and function as a provider of formal and informal recreation space for local residents. In lieu of providing play space within the Farringdon Row development, developers will be expected to contribute to the provision and /or improvement of playspace within Galley's Gill.



Quayhead Square, Worcester

Infrastructure, Servicing and Security

4.23 The following measures are necessary, in order to ensure appropriate servicing and security requirements for developments at Farringdon Row:

- overall, development proposals should promote a sense of safety and security and incorporate, where possible, natural surveillance (SPG3);

- all service areas should be concealed from view behind walls or gates, while allowing ease of collection / delivery access and away from main entrances, avoiding odours and noise affecting residents / visitors;
- building services should be located in visually impermeable, screened enclosures, that are integrated into the design of the buildings, and refuse storage provision should be made within buildings, with ease of access for all users, in accordance with the City Council's waste disposal requirements;
- a high level telecoms system should be provided to all buildings;
- underground services and conduits to all buildings should, wherever possible, be positioned so as to minimise future disruption to hard landscaping, and be of sufficient capacity to accommodate future services wherever this can reasonably be defined;
- security facilities and procedures (for example, CCTV) should be included in the scheme;
- external lighting should be designed to minimise light pollution and energy consumption, and be integrated into the design of buildings and the landscape. Facades on Silksworth Row and Farringdon Row should include floodlighting of buildings;
- service and delivery access to the different elements of the development, including the office, hotel, leisure and retail elements, should be incorporated into the design and layout of the scheme

Sustainable Development

4.24 In general, all design solutions should strive for environmentally conscious, energy conscious, sustainable and 'greener' architecture. Development proposals should, therefore:

- be constructed in high quality, durable and attractive building materials, using efficient and sustainable building techniques and sources;
- be designed to minimise maintenance, repair, energy and security costs over the lifetime of the building(s);
- embrace the principles of the Johannesburg Summit by cutting green house gas emissions, reducing pollutants, conserving resources, encouraging recycling and allowing a prosperous and secure economy to flourish;
- be designed so that their orientation maximises solar gain, to provide protection from prevailing winds and to respect the landscape and townscape context;
- Residential uses must be audited against the Code for Sustainable Homes, and as a minimum achieve ratings inline with current Government Guidance. It is proposed in the DCLG publication 'Building a Greener Future: Towards Zero Carbon Development' all homes developed post 2010 achieve at least code level 3, post 2013 level 4 and post 2016 level 6 all other uses must achieve Breeam rating of very good;
- Consider low energy solutions and alternative energy solutions, such as CHP plants, solar panels, Photo Voltaire cells,

wind power or biomass heating, heat exchangers etc. The relocation of overhead powerlines and the subsequent alteration in grid arrangements within site C can be seen as an opportunity to develop the sites capacity to generate energy on site via embedded renewable technologies;

- Have embedded a minimum of 10% energy supply from renewable sources as recommended by the draft Regional Spatial Strategy for the North East;



BedZED, Surrey

- minimise the heating demand in the heating season by use of solar gain principles;
- use daylighting or natural light (to minimise artificial lighting) through well designed windows and roof lights;
- incorporate recycling storage facilities for waste; and
- consider the use of water conserving devices and rainwater recycling in order to reduce water consumption;
- Utilise Urban Drainage Systems, more details of which can be found in PPS 25 Development and Flood risk

Accessibility and Connectivity


4.25 The vision for Farrington Row is that the comprehensive development benefits from a high level of connectivity, both within the development area itself, and with surrounding areas. The development should capitalise on the significant improvements in public transport accessibility in the city centre that have resulted from the opening of the Sunderland extension to the Tyne and Wear Metro.

4.26 The detailed requirements to ensure the connectivity and accessibility of the site for those travelling on foot, by cycle, by public transport and by car are set out below.



Greenbridge, Mile End Park, London

Movement

- developments should be integrated with movement routes, and have layouts that are well connected and which do not restrict people's choice of how to travel (SPG3);
 - development proposals should provide appropriate infrastructure within the site, which affords priority to pedestrian and cycle movements, and enhances access to and along the riverside;
 - connections should be provided from the site to longer distance pedestrian and cycle routes, and enhance linkages to the city centre across the A1231;
- 
- Piccadilly Gardens, Manchester
- priority should be afforded to pedestrian movement through the provision of segregated, safe and secure pedestrian routes linking the different phases of the overall development area, as well as the different elements of these phases, with provision for the mobility impaired;
 - provision should be made for improved public access to the riverside from the development area and the A1231 Trimdon Street, Silksworth Row to the south, via a choice of routes;
 - the existing footbridge linking Farrington Row with the Vaux Site to the east, across Galley's Gill, should be retained and enhanced;

- enhanced pedestrian routes should be provided to the wider city centre, as well as other areas surrounding the site, including the residential area of Millfield and the adjacent retail warehousing and commercial/industrial premises; and
- legible and attractive direction signs should be provided, in co-ordination with other public realm features, such as street furniture



Miralles Park, Barcelona

Public Transport

- the use of public transport should be encouraged, utilising the high levels of accessibility by bus and metro/rail available in the city centre;
- convenient pedestrian access should be secured to bus stands which are located along the A1231 Trimdon Street, Silksworth Row, and other services which run in the vicinity of the site

Cycling

4.27 The aim of maximising accessibility within, to and from the site on cycle will be promoted through;



University Metro, Sunderland

- the provision of an adequate number of cycle racks within each of the residential, office and hotel elements of the proposal, as well as the other supporting retail and leisure facilities;
- a cycle-friendly layout of the internal road through the development, with segregated routes where appropriate;
- connections with the existing cycle paths in the vicinity of the site, in order to link with the City's Strategic Cycle Network, other multi-use routes, and the National Cycle Network;
- enhancement of the existing footbridge across Galley's Gill to cater for cyclists;
- new and enhanced pedestrian and cycle linkages to other public transport facilities within Sunderland city centre, including Sunderland Central Station, and the Park Lane Public Transport Interchange



Cycle Storage

Vehicles and Car Parking

4.28 The level of car parking provision should be in line with relevant national and local policy guidance and balance urban regeneration, environmental and accessibility factors within the context of an integrated and sustainable transport system. Car parking provision for the different phases of the Farringdon Row development should reflect their location and proximity to the city centre and accessible alternative modes, particularly the Metro. In particular, it is essential that it reflects the need to promote use of non-car modes of transport as far as possible.

4.29 All developments will be required to avoid the establishment of an environment that is dominated by parked vehicles.

4.30 Specifically:

- car parking will be required to be integrated into the overall development of the area, so as not to lead to any detrimental visual impact when viewed from the surrounding area and approaches to the city centre (Policy SA55A.2);
- an average of 1 car parking space per dwelling should be provided if the development lies within 400 metres of a Metro Station, whilst an average of 1.25 car parking spaces should be provided for dwellings that are located between 400-800 metres of a Metro Station. These standards are maximum and are based on averages over the development site area;
- one cycle storage space should be provided per dwelling;
- one parking space per 50 sqm, and one secured cycle storage space per 200 sqm, of office space should be provided;
- car parking provision should take into account the needs of those living in the dwellings, and be well integrated with the overall layout and be secure, including on-street and/or communal parking (SPG3);
- car parking should not be visibly intrusive, when viewed from Silksworth Row or Farringdon Row, and any above ground car parking for commercial uses should be designed into the scheme;
- car park entrances should incorporate controlled access gates, and these and other elevational treatments to car parks should, where possible, be visually impermeable, in order to enhance security;

- measures should be implemented to reduce the level of non-essential traffic, both along Farringdon Row and within the site itself, in order to improve the quality of the pedestrian environment;
- access roads into the development area should be taken from a number of priority junctions along Farringdon Row, with no direct access from the A1231 Trimdon Street/Silksworth Row;
- improvements should be made to the junction of Trimdon Street and Silksworth Row along the A1231, as appropriate, to ensure that the traffic generated through the development can be accommodated;
- all highway works should be undertaken in a manner that integrates with future plans for improving the Trimdon Street corridor into the city centre (as part of the SSTC), with no direct access from the ring road.
- the operation of non-residential car parking will be the subject of arrangements to be agreed with the City Council, together with other measures identified by Travel Plans as appropriate (see Section 6.0)



Example of Public Transport

Gateways, Landmarks, Views and Vistas

4.31 In order to ensure that the development potential of the site is maximised, it will be important for the design and layout to have regard to gateways, landmark buildings, views and vistas. It will therefore, be necessary to ensure that:



Grovenor Place, London

- a high quality built form is achieved at the frontage corner of Silksworth Row and Farringdon Row, reflecting its 'gateway' location and creating a major sense of arrival;
- landmark structures are provided at appropriate and visually prominent locations within the development area, including the point where Galley's Gill meets the River Wear corridor;
- visual links, as well as physical connections, are reinforced by the use of surface materials and variations in finish and colour

Relationship with Surroundings

4.32 Farringdon Row overlooks the Galley's Gill area, which is located to the immediate west of the Vaux site. Galley's Gill is a heavily planted area, which serves as a significant green amenity space beside the River Wear. The former industrial use of the site, for loading coal onto barges, is still evident from archaeological remains, particularly at the river's edge.

4.33 The Vaux Site extends to about 10 hectares. A Master Plan for the site, prepared by CZWG architects on behalf of Sunderland arc, envisages tall buildings edged by new gardens towards the river, connecting to the existing riverside parkland. At the heart of the redevelopment of the Vaux Site will be a lively commercial area including bars, restaurants and other public facilities. The Vaux development is planned as a lively community within buildings of international quality, on a site with superb views over Sunderland and the River Wear and connected to the north bank of the river by a new footbridge.

4.34 It is crucial that the redevelopment of Farringdon Row maximises its connections with Galley's Gill, in order to provide new residents in the area with convenient access to the amenity afforded by this significant green space and the formal and informal play facilities within it.

4.35 In summary, therefore, development proposals will be required to:

- take into account the surrounding area and, in particular, the character, identity and density of nearby buildings (SPG3);

- have regard to the design and layout of emerging developments, on both sides of the River Wear, as well as that proposed on the former Vaux brewery site

4.36 At Figure 1.8, a 'Development Principles Plan' is set out. The plan identifies specific development principles across the Farringdon Row site, which are required to be incorporated into subsequent development proposals and planning applications. These requirements are borne out of the principles and parameters set out above

Development Principles

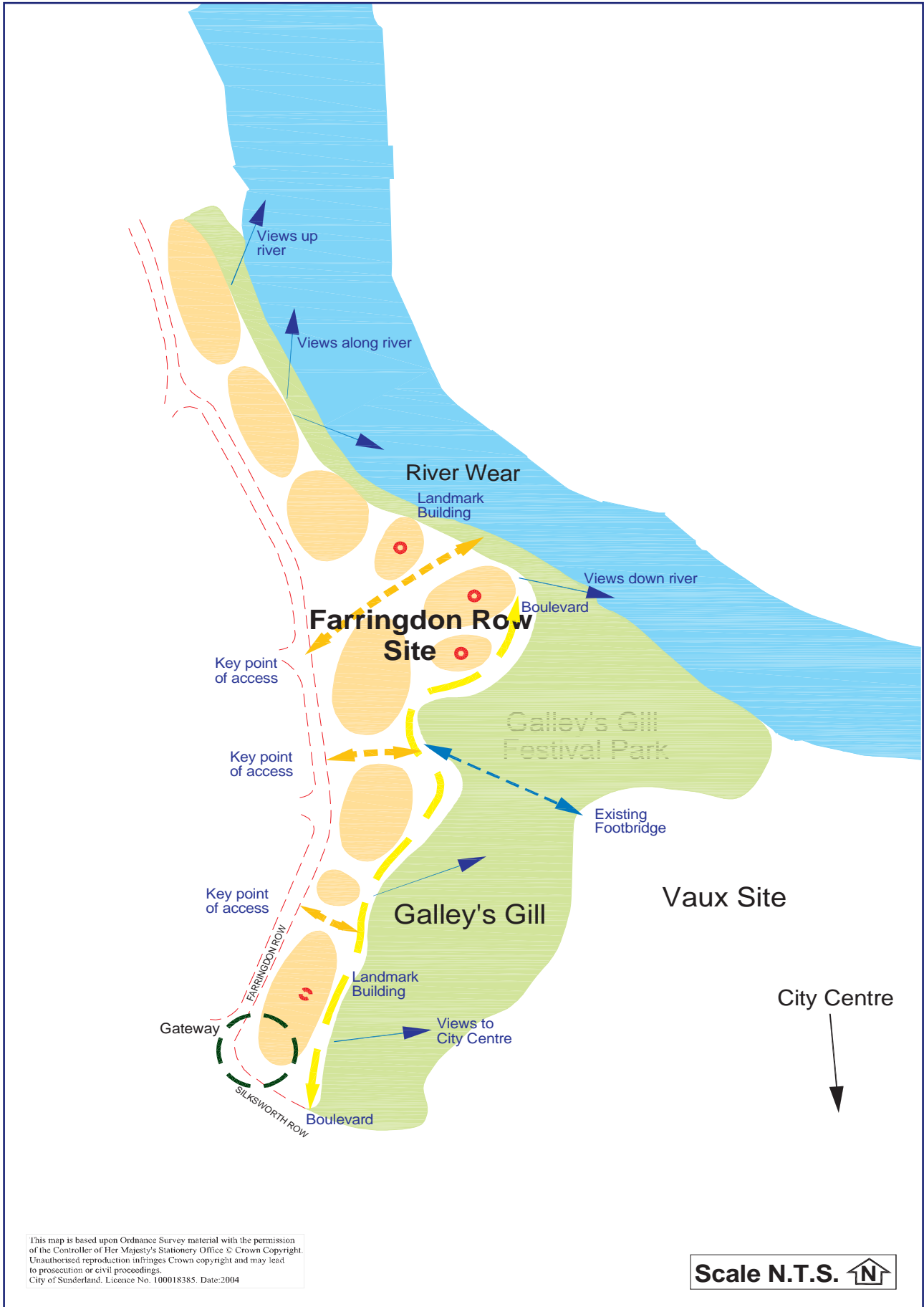


Figure 1.8 Development Principles

5.0 Phasing

The Need for Phasing

Building Sustainable Communities

Managing Housing Supply

Prematurity

5.0 Phasing

The Need for Phasing

5.1 The development of Farringdon Row will be progressed through a phased approach to delivery in accordance with Policies FR5 and FR6 below.

FR5

The redevelopment of Farringdon Row should be achieved in a planned and comprehensive manner. The City Council will give favourable consideration to proposals which demonstrate:

- That the proposed residential/business communities are fully integrated into the physical and social fabric of the area, avoiding the creation of isolated communities within "piecemeal" developments, which are remote from other residential areas, services and community facilities;
- That they will result in the assembly of land in a manner which avoids 'bad neighbour' development. The removal of existing industrial uses, particularly the vehicle scrap yard and timber yard is necessary in order to ensure that the amenity of new residents on adjacent land is not adversely affected; and
- That they would not adversely affect the programmed release of land in order to deliver around 365 dwellings up to 2012 and thereafter potentially a further 85 dwellings.

5.2 The overarching principle, in respect of the order of development at Farringdon Row, is that development will commence on the site at its southern end, (fronting Silksworth Row), and will then be rolled forward in consecutive phases northwards towards the riverside.

5.3 This consecutive order of phasing is essential in order to ensure that each stage of development is fully integrated with earlier stages and, in doing so, fosters the creation of inclusive communities. All stages and elements of the Farringdon Row development will have inter-relationships, and be fully inter-dependent, with each other. Piecemeal, isolated development within the area will not, therefore, be acceptable.

5.4 The redevelopment of Farringdon Row is expected to occur consecutively across the four adjoining sub-areas identified on Figure 1.9.

FR6

All development proposals at Farringdon Row should accord with the general principle that new development will be phased from the Silksworth Row frontage northwards to the river edge. Development proposals which would prevent a consecutive phasing of development across Farringdon Row, in this order, will not be supported by the City Council.

Planning applications will be required to comply with the phased approach as set out in this Development Framework, as illustrated on figure 1.9. Any applications not in accordance with this phased approach will not be permitted.

Phasing Plan

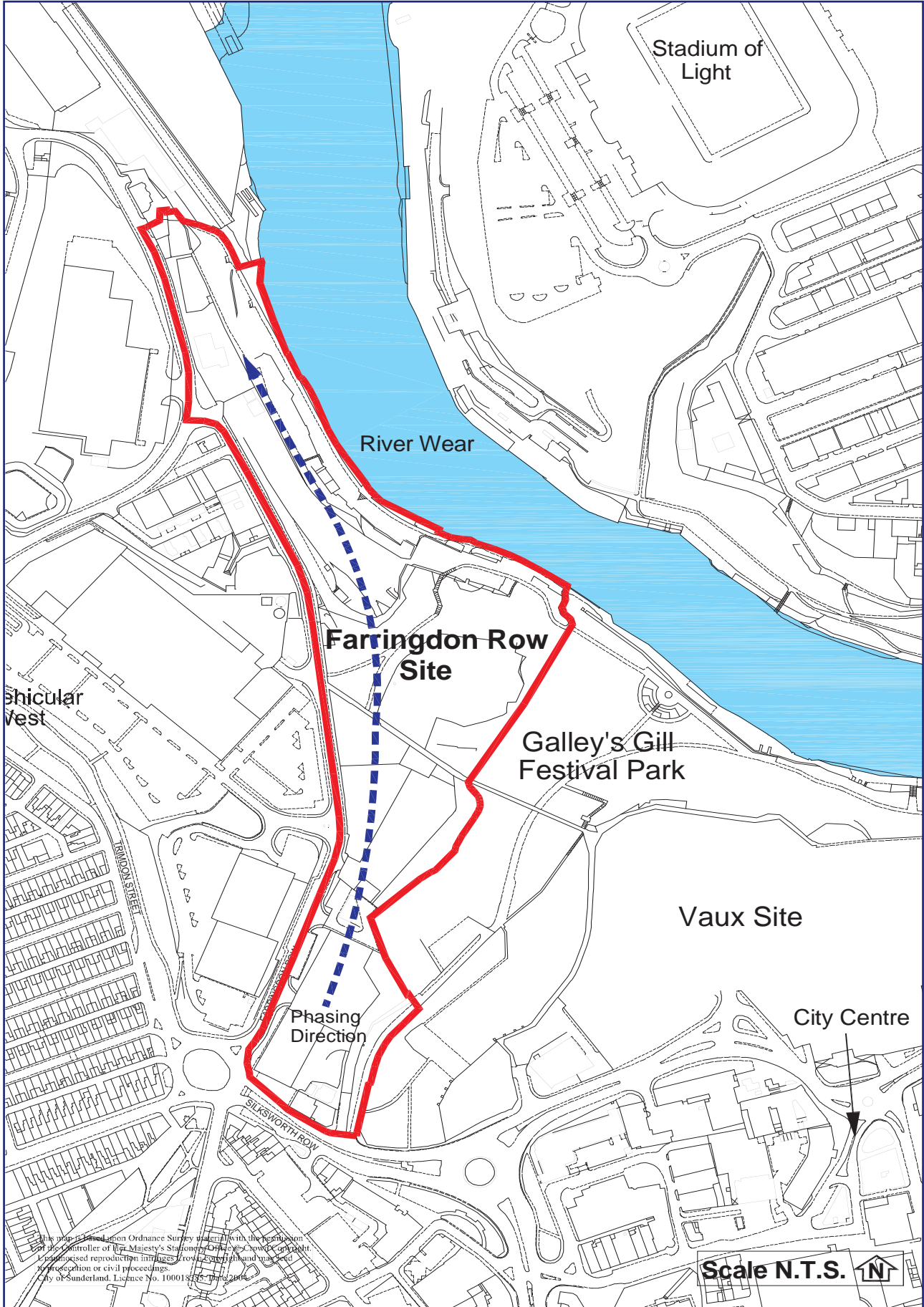


Figure 1.9 Phasing Plan

5.6 The sequential phasing of development of Farringdon Row across the four areas, A-D, from south to north, has also been governed by a number of other factors. These include:

- the fact that development in a south-north direction provides a logical and efficient development sequence where by, together with the Vaux site, both sides of Galley's Gill are developed in tandem for a mix of commercial and residential uses;
- the ability to acquire and assemble the necessary land;
- the ability to prepare the areas for redevelopment in a logical sequence, so as to reduce the need for off-site construction activities. For example, it is intended to cut and fill Area B, and utilise Area C for the storage of removed earth;
- the need to ensure that a logical and cost-effective approach is taken to providing necessary infrastructure throughout the area, including utilities (for example electricity, gas and water) being routed from the southern end of the development area, along Farringdon Row towards the northern end;
- the need to ensure that a comprehensive and co-ordinated network of foot and cycle paths are provided, which link each phase of development with Galley's Gill, as well as with new or existing foot and cycle path networks in the surrounding area;
- the need to ensure that a co-ordinated landscaping scheme across the comprehensive development site is achieved;

Building Sustainable Communities

5.7 Without development coming forward in a consecutive, phased approach, in a south to north direction (as illustrated at Figure 1.9), Areas C and D would not be suitable for housing development in isolation. Any proposals for the development of Areas C or D, prior to the redevelopment of Areas A and B (and Area C, in the case of Area D), would not be acceptable, given the need to build communities and to support new physical and social infrastructure, in accordance with PPS3.

5.8 Developing Farringdon Row from south to north will ensure that the new communities are created which are fully integrated into the existing and planned new social infrastructure. The new business and residential communities at the southern end of the development site will have convenient access to existing facilities and services within the wider Sunderland city centre and those which are to be developed on the Vaux Site. In the later stages, Areas C and D would have convenient access to facilities that are developed on Areas A and B.

5.9 Furthermore, the development of Areas A and B will incorporate new and enhanced pedestrian routes to link with developments which come forward in Areas C and D. These links will provide convenient and attractive access for new residents of Areas C and D to facilities and public transport in the surrounding area.

Managing Housing Supply

5.10 PPS3 confirms that local authorities should manage the release of sites for housing development over the lifetime of the Development Plan in order to control the pattern and speed of urban growth, and to ensure that the required new infrastructure is co-ordinated with new development. In order to ensure that any housing market renewal or regeneration strategies in Sunderland are not put at risk, the City Council is, therefore, committed to carefully planning, monitoring and managing the supply of new housing.

5.11 Policy H5A of UDP Alteration No. 2. allocates numbers of dwellings for each of the strategic redevelopment sites in central Sunderland. The policy confirms that residential development at Farringdon Row will be phased in order to ensure that no more than 365 units are constructed up to 2012, and that no more than 85 units are developed thereafter.

5.12 In this context, it is vital for the redevelopment of Farringdon Row to be phased in a consecutive order, as set out on Figure 1.10, so as to manage the release of land in the most sustainable, efficient and logical manner.

Prematurity

5.13 Given the need to comprehensively develop Farringdon Row, any planning application proposals within the site, which do not accord with the phasing requirements set out in this Development Framework, would be considered premature. Accordingly, any such

planning application would be refused by the City Council.

5.14 If planning permission is refused on the grounds of prematurity, the City Council will provide reasons as to why the grant of planning permission would prejudice the outcome of the Development Plan Document preparation process.

6.0 Delivery and Implementation

Delivery Vehicle

Role of Sunderland arc

Next Stages

Planning Application Requirements

Review

6.0 Delivery and Implementation

Delivery Vehicle

- 6.1 This Development Framework is central to the delivery of the City Council's and Sunderland arc's vision for the development of Farringdon Row, and the comprehensive regeneration of the Vaux, Galley's Gill and Farringdon Row site, as illustrated on the Masterplan Strategy Diagram at Figure 1.2.
- 6.2 This Development Framework is formulated in order to provide specific guidance in relation to the timing, nature and quality of development. This will ensure that a high quality development is delivered, capable of raising the profile of central Sunderland and assisting in realising the economic renaissance city as a whole. It is also important to provide a link to, and more detailed guidance upon, the overarching provisions of the relevant policies in UDP Alteration No. 2.
- 6.3 It is envisaged that Sunderland arc will play a lead role in delivering the comprehensive development of Farringdon Row.

Role of Sunderland arc

- 6.4 The wider Farringdon Row, Vaux and Galley's Gill site is one of a number of priorities for development in the first years of Sunderland arc. Sunderland arc's Business Plan identifies the potential of Farringdon Row for major 'flagship' mixed-use residential and office-led redevelopment, also including a hotel, with ancillary retail, leisure and food and drink uses.
- 6.5 Sunderland arc will carry out the introduction of infrastructure, assembly and improvement of land, which facilitates

the creation of developable plots. This, in turn, will enable the private sector to complete the constituent parts of the scheme within the parameters of this Development Framework.

- 6.6 As Farringdon Row is developed out, Sunderland arc's involvement with the area will diminish incrementally over the course of time. The City Council and Sunderland arc will continue to monitor the build out of the development until the completion of the final phase, ensuring that the standards laid out in this Development Framework are achieved.

Next Stages

- 6.7 As set out in Section 5.0, development of Farringdon Row will be coordinated and rolled out over a 10 year period. It will therefore be necessary to periodically review this Development Framework in order to take account of the changes that will inevitably take place.
- 6.8 Where land ownership presents a constraint to the implementation of this comprehensive and phased approach to redevelopment, compulsory purchase powers to bring forward appropriate development may be used. In view of the phasing requirements set out in section 5.0, and given the requirement of Policy H5A to deliver 85 dwellings on the site after 2012, the City Council is committed to ensuring the early assembly of Areas A-C.

Planning Application Requirements

6.9 Planning applications which come forward pursuant to this Development Framework are to be accompanied by documentation which fully assesses the implications of the development upon the physical and natural environment. It is recommended that a request for an Environmental Impact Assessment Screening Opinion(s) be submitted by applicants to the City Council prior to the submission of planning applications for developments proposed within Areas B, C or D. Pursuant to any such request, where the City Council confirms that the proposal warrants such assessment, an Environmental Statement will be prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

Where an Environmental Statement is not required, planning applications should be accompanied by:

- Transportation Assessment and Travel Plan;
- Sustainability Statement;
- Design and Access Statement
- Consultation Statement; and
- Noise Assessment

It may also be necessary to prepare a Sustainability Statement, where other application documentation does not provide detail on how the proposal would contribute towards achieving sustainable development.

Transport Assessment

6.10 In accordance with UDP Alteration No. 2. Policy T2A, Transport Assessments should accompany planning applications for development proposals at Farringdon Row.

These should illustrate accessibility to the site by all modes, and provide details of measures to improve accessibility by public transport, walking and cycling, to reduce the need for parking, and mitigate transport impacts. More particularly, they should include an analysis of the potential to:

- improve pedestrian accessibility to public transport nodes and maximise connectivity within the area and to its surroundings;
- reduce travel demand and change user patterns, by peak spreading and mode shifts, and
- provide safe, convenient and legible temporary routes during extended periods of phased implementation

6.11 In addition, and more specifically, they will also be required to demonstrate that:

- any highway improvements required to mitigate the impact of the developments can be satisfactorily achieved by means of a combination of new signalisation and local improvement schemes to existing junctions; and
- the proposed realigned St Mary's Way, Silksworth Row and Trimdon Street, together with associated junctions, will operate satisfactorily in terms of safety, access to the site and overall capacity

6.12 In order to provide a comprehensive approach to sustainable transport, Travel Plans should also be prepared for the proposals. These will include site specific modal split targets and measures to be implemented to achieve such targets.

Design and Access Statement

6.13 The circular 'Guidance on Changes to the Development Control System', effective from 10th of August 2006, set out the requirement for major planning applications to be accompanied by a Design and Access Statement. This applies to all applications within Farringdon Row with the exception of changes in use, engineering or mining operations, development to existing dwellings or applications relating to advertisement control, tree preservation orders or storage of hazardous substances. The purpose of a Design and Access Statement is to help to achieve high-quality development which is informed by an understanding of access issues, design principles and concepts.

6.14 There are four recommended steps for producing such a Statement:

- Site assessment, including an analysis of relevant national and local planning policy;
- Involvement of the relevant professionals and the local community;
- Evaluation of the information collected;
- Designing the scheme

6.15 These steps should feed into the Statement to illustrate how the proposed development has been informed by and is appropriate to the sites characteristics, its immediate surroundings and the wider urban setting. This information should be broken down into the following sections:

- Land use
- Amount
- Layout
- Scale

- Landscaping
- Appearance
- Impact upon any Conservation Area or Listed Building in proximity to the application site.

6.16 Access relates to all the above sections, but may need to be referred to separately. The Statement should demonstrate how the site and its access points and routes respond to the road layout and public transport provision, and how the site can be used equally by all groups. Accurate and informative illustrations should be included where relevant. Further guidance is given in the Commission for Architecture and the Built Environment's (CABE) guide to Design and Access Statements: How to write, read and use them (2006).

6.17 Applicants should undertake pre-application discussions with the Council to determine the exact content and detail of the Design Statement. However, they should demonstrate that the developments proposed have regard to the various design principles set out in section 4.0

Archaeological Assessment

6.18 Despite the fact that the majority of the Farringdon Row site falls outside of an 'Area of Potential Archaeological Importance', as designated in the Sunderland UDP, the area is considered by the Tyne and Wear County Archaeologist to be of considerable archaeological potential. Evidence of pre historic activity have been recorded on Area A of the Farringdon Row site whilst Bronze Age remains have been found at the former Vaux brewery site. In addition, the overall site is considered to be of industrial archaeological interest.

6.19 In this context, archaeological field evaluations will be required to be undertaken across the Farringdon Row site, prior to the granting of planning permission. These field evaluations will provide the local planning authority with information sufficient enough to determine an appropriate course of action in order to protect and record archaeological remains. These measures may include the wider excavation of the site, and / or preparation of a watching brief during construction, and depending upon the results of the fieldwork, the recording of the results within an archaeological journal.

6.20 The case for the preservation of in-situ archaeological remains must be assessed on the individual merits of each case, taking into account archaeological policies contained within the Development Plan, together with all other relevant policies and material considerations, including the importance of the remains when weighed against the need for the proposed development.

Noise Assessment

6.21 A noise assessment will be required in order to accompany any planning applications for residential dwellings or hotels proposed on the site. These assessments shall detail the ambient and background noise levels measured on the site and set out the implications on the external building fabric to achieve acceptable internal levels and meet appropriate planning guidance and policy. Conditions may be attached to the granting of planning permission which would ensure that appropriate mitigation measures against noise are secured.

An outline of considerations to be taken into account in determining planning applications for noise sensitive developments is given in PPG24: Planning and Noise.

Consultation Statement

6.22 At the pre-application stage, the applicant should undertake discussions with the City Council's Development and Regeneration Services. Applications should be accompanied by a Consultation Statement, which sets out the methods and nature of pre-application consultation with local residents, amenity groups and other relevant interested parties, such as statutory consultees. The Consultation Statement should set out how the methods employed comply with the provisions of the Council's Statement of Community Involvement (SCI).

Other Documents

6.23 Although largely dependent on the exact nature and scale of the uses proposed, and the findings of any more detailed site investigation works, other required documents may include:

- Retail and Leisure Assessments, considering issues raised by PPS6, (including need, scale, the sequential approach, impact and accessibility);
- Ecological Assessments;
- Land Contamination Studies; and
- Flood Risk Assessments/SUDS Statements

6.24 Where the documentation accompanying a planning application (as set out above) does not address the following matters, it will be necessary to prepare a Sustainability Statement, should an Environmental Impact Assessment also not be required:

- Regeneration;
- Economic sustainability;
- Community engagement;
- Sustainable communities;
- Movement and transport;
- Landscape and environment;
- Sustainable building design and layout;
- Minimising resource consumption; and
- Public realm

6.25 Given the industrial heritage of the site, a desktop survey and, if necessary, intrusive investigations shall be undertaken across the site before development commences. These surveys shall determine the site history and any sources of land contamination and likely contaminants. In addition, the surveys shall provide details of a proposed scheme for the decontamination of the site.

6.26 Conditions are likely to be attached to the grant of planning permissions across the Farringdon Row site which ensure the preparation of land contamination surveys and their submission to, and approval by, the local planning authority prior to commencement of development. Such conditions will also ensure that all earth works associated with any required decontamination are undertaken by a suitably qualified person. Written validation that the works have been completed in a manner to ensure future safety of occupiers of the development will be required to be submitted to the local planning authority for approval.

6.27 The incorporation of Sustainable Urban Drainage System (SUDS) into any development proposals should be considered at an early stage during the site evaluation process. Where appropriate, planning applications should be accompanied by a statement which demonstrates how SUDS measures should be incorporated into development proposals, and for detailed design matters to be submitted to the Council at the appropriate stage.

Securing Community Benefits

6.28 At pre-application submission stage, the City Council will seek to advise developers of the facilities which will be necessary to serve the new communities that the development proposals would create. This may include infrastructure improvements and the provision of off-site public open space both informal and formal/equipped, in accordance with Planning Policy Guidance Note 17: 'Planning for Open Space and Recreation.' Further information on the likely scope of Developer contributions to community benefits can be seen in Appendix 2.

Affordable Housing

6.29 The City Council's Interim Strategy for Housing Land (2006) identifies an imbalance in the quality of the city's housing stock, with a large proportion of low value housing and shortage of 'high value' houses. New city-living opportunities at Farringdon Row will assist in addressing this imbalance. However, the need to achieve balanced communities in new, large-scale residential developments is acknowledged. Therefore, residential developments within Areas B, C and D at Farringdon Row may need to provide an element of affordable housing, should a need be identified in an up-to-date Housing Needs Study.

Flood Risk

6.30 In March 2006 JBA Consulting was commissioned by Sunderland City Council, in partnership with the regional councils, to undertake the Tyne and Wear Strategic Flood Risk Assessment (SFRA). The SFRA is a planning tool that enables the council to select and develop sustainable allocations away from vulnerable flood risk areas. The study found zones C and D of the Farringdon Row Development Framework area partly fall within Flood Zones 2 and 3, as identified in Figure 1.10. The area at risk will partly be required for riverside parkland and public access. A minimum 8 metre strip along the river bank will be retained for maintenance purposes which will be void of development. An indication of this buffer zone is given in figure 1.10.

Land Stability Assessment

6.31 The stability of land is a material consideration which will be taken into account by the local authority when determining a planning application. Developers should refer to Planning Policy Guidance 14 (PPG14): Development on unstable land, which provides Government Guidance on the effects of instability on development and land use. PPG14 states the responsibility of determining whether land is suitable for a particular purpose rests primarily with the developer. The developer must make a thorough investigation and assessment of the ground within its geographical context to ensure that it is stable or that any potential instability can be overcome by appropriate remedial, preventative or precautionary measures. Where there are reasons for suspecting instability, the developer should determine by appropriate site

investigations and geotechnical appraisal whether:-

- The land is capable of supporting the loads to be imposed
- The development will be threatened by unstable slopes on or adjacent to the site
- The development will initiate slope instability which may threaten its neighbours
- The site could be affected by ground movements due to natural cavities
- The site could be affected by ground movements due to past, present or foreseeable future mining activities.

6.32 This research must be carried out by a party with the relevant expertise to design and interpret the necessary site investigations and to design and execute and necessary remedial, preventative or precautionary measures. In addition where relevant the British Coal Corporation and other mining organisations, the Mineral Valuers of the Valuation Office, Inland Revenue, and the Health and Safety Executive should also be consulted.

Review

6.33 Given the timescale over which Farringdon Row is anticipated to be developed, there is a need for this Development Framework to be periodically reviewed, at least every 3 years, if not more frequently. This will allow amendments to be made to reflect future changes in national and regional planning policy guidance, local planning policies and other economic and regeneration objectives relevant to Sunderland and the wider north east area.

Flood Plan

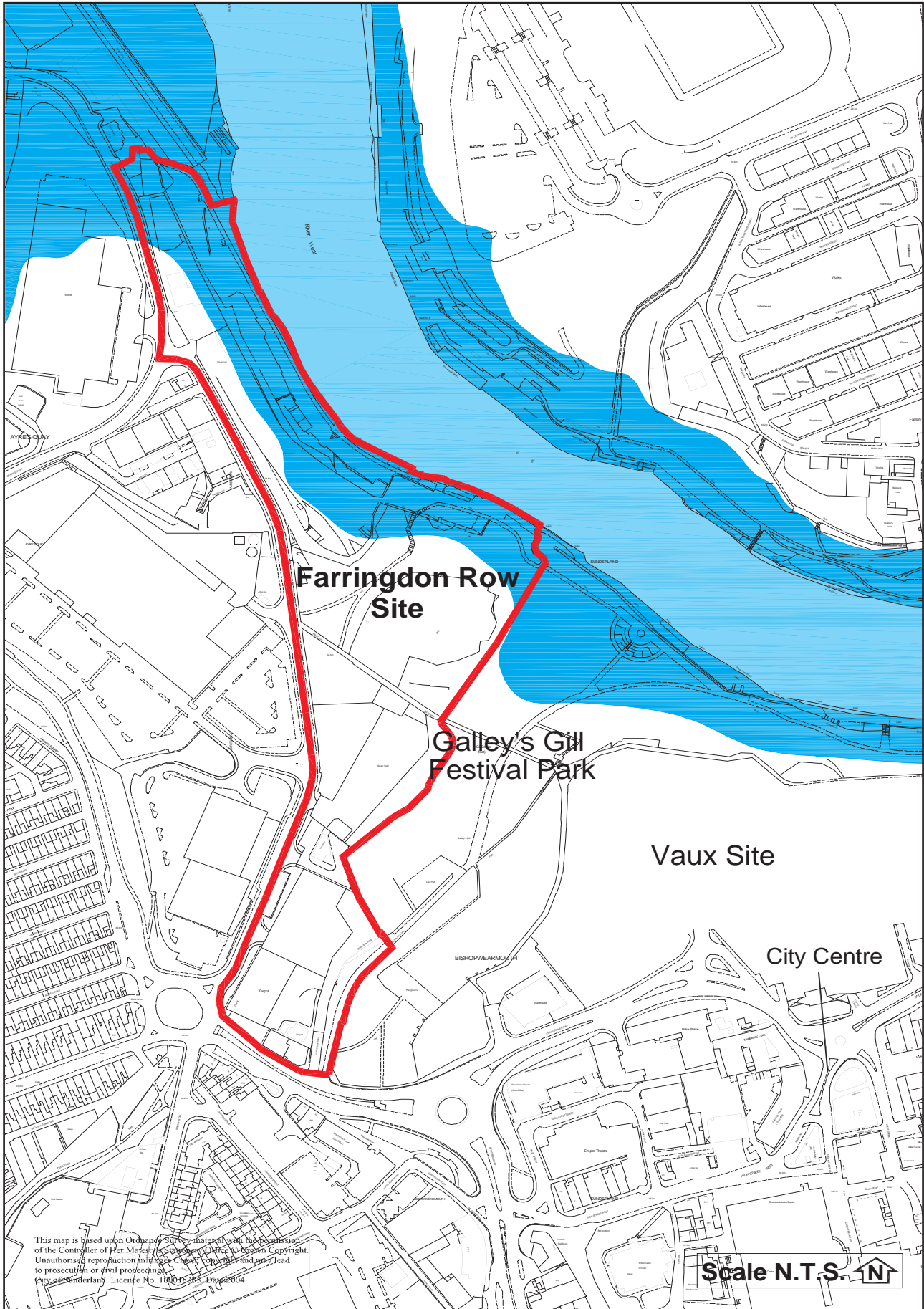


Figure 1.10 Flood Plan

Appendix 1.0: Policy Context

Appendix 2.0: Development Contributions

Appendix 1.0: Policy Context

1. This planning policy context to the redevelopment of the Farringdon Row development site is set out in this Appendix and provides a summary of the planning and other economic and regeneration policy which has influenced the overall development strategy for the area, including those within both the UDP and UDP Alteration No. 2.

Planning and Economic Context

2. The planning policy context, against which this Development Framework has been prepared, comprises national planning policy, regional planning policy, economic and regeneration strategies and the statutory Development Plan for the Sunderland area. The relevant planning policy documents comprise:
 - Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005);
 - Planning Policy Statement 3 (PPS3) Housing (2006);
 - Planning Policy Guidance note 4 (PPG4): Industrial and Commercial Development and Small Firms (1992);
 - Planning Policy Statement 6 (PPS6): Planning for Town Centres (2005);
 - Planning Policy Statement 12 (PPS12): Local Development Frameworks; and
 - Planning Policy Guidance note 13 (PPG 13): Transport (2001);
 - Planning Policy Guidance note 14 (PPG14): Development on Unstable Land (1990);
 - Planning Policy Guidance note 24 (PPG 24): Planning and Noise (1994);
3. Relevant strategies comprises:
 - Regional Planning Guidance for the North East (2002) (which now forms part of the Statutory Development Plan);
 - Draft Regional Spatial Strategy for the North East (RSS1) (2005);
 - North East of England Regional Spatial Strategy the Secretary of States proposed changes (May 2007)
 - Making it Happen: The Northern Way (2004);
 - The Regional Economic Strategy (RES) Leading the way (2006);
 - The Draft North East Regional Housing Strategy (RHS) (2005);
 - The Tyne and Wear City Region Development Programme: Moving Forward: the Northern Way (2005);
 - The Tyne and Wear Economic Strategy (2005);
 - The Tyne and Wear Partnership Investment Plan (2004);
 - The City of Sunderland Unitary Development Plan (1998);
 - City of Sunderland Unitary Development Plan: saved policies (March 2007);
 - UDP Alteration No. 2 (Central Sunderland) (2007);
 - Sunderland Local Development Scheme (2007);
 - The City of Sunderland Housing Strategy (2002);

- The Interim Strategy for Housing Land (2006);
 - The Sunderland Strategy 2004-2007 (2004);
 - The Evening Economy Strategy (2007);
 - The Vaux, Galley's Gill and Farringdon Row Master Plan Strategy (2004);
 - the Sunderland arc Business Plan (April 2007)
 - Central Area Urban Design Strategy (2008)
3. Developers should update themselves on amendments to these documents and the emerging Local Development Framework following the publication of this framework.
 4. The issues and requirements arising from all of these documents are summarised under a number of key themes below.

Economic Growth in the North East

5. One of the most important themes driving the development of planning policy and other strategies in the north east at the current time is the need for economic growth to achieve parity with other regions of the country.
6. The recently published Making it Happen: The Northern Way provides a new growth strategy for the north of England, encompassing the A1 and A19 corridors. Key aims of this strategy are to accelerate the pace of regenerative change, and to spread growth beyond the core cities into the wider regional economy.
7. Focusing upon the North East region, RPG1 aims to accelerate the renaissance of the Tyne, Wear and Tees conurbations. The Regional Economic Strategy provides a more detailed framework for sustainable and inclusive economic growth, and seeks

to, inter alia, build an adaptable, highly skilled workforce. The Tyne and Wear Economic Strategy seeks to accelerate economic growth, and two of the four key spatial priorities relate to the economic regeneration of the Wear Corridor and the A19 corridor. It also highlights the potential for Sunderland arc to bring forward key sites within the core riverside areas, to enhance the economy, infrastructure and quality of life, and develop a vibrant city centre office market. In addition, the Tyne and Wear Partnership Investment Plan emphasises their support for various Sunderland arc projects, including Farringdon Row.

8. The vision set out in the Sunderland Strategy, is that:

"Sunderland will be a prosperous international city, a desirable and secure place to live and work, study and visit and where people can reach their full potential."

9. The document recognises that Sunderland is in transition following the rapid decline of its traditional industries and, whilst significant progress has been made, there are major regeneration challenges ahead. Principal among these are the need to create more jobs and arrest the continuing decline in population that is due, in large part, to outward migration.

Increasing Housing Choice

10. In order to sustain economic growth in Sunderland and the north east, it is important that a sufficient range and choice of housing opportunities are provided for the workforce.
11. National planning guidance within PPS3: Housing seeks to ensure that economic growth is not frustrated by a lack of homes for those wishing to take up employment

opportunities. The Draft Regional Housing Strategy acknowledges that the attraction and retention of highly skilled workers is vital to future economic growth. The Regional Economic Strategy also states that the quality of housing and living environments offered by the North East will be internationally recognised as a competitive advantage for the region by 2016. In the local context, the Tyne and Wear City Region Development Programme, the Sunderland Housing Strategy, and the Sunderland Strategy all promote quality, choice and sustainability in the housing stock, to meet 21st century aspirations and needs.

12. RPG1 seeks to ensure a greater choice of housing in sustainable locations and to stem population loss from the region, particularly through the reversal of net out-migration. Furthermore, planning policy at both the regional and local levels provides guidance on the numbers of dwellings required in order to, in inter alia, achieve these objectives. In particular:
 - the adopted RPG1 sets an annual average rate of provision in Sunderland of 400 dwellings, over the period 2002-2006, rising to 500 post-2006;
 - the Draft RSS recommends that there should be an average net provision of 655 dwellings per annum in Sunderland over the period 2004 - 2021; and
 - the Draft Interim Strategy for Housing Land seeks to identify and support the release of land to accommodate around 10,250 additional dwellings between 2001 and 2016, and 15,100 to 2021. It also identifies a shortfall of high value, 'executive' houses in the order of 700 dwellings

13. Following on from national planning policy, set out in PPS3, RPG1 establishes a requirement for local planning authorities to adopt a 'plan, monitor, manage' approach to ensuring that land is released for housing development at the appropriate time and in the appropriate quantities, in order to avoid under or over-provision of housing.
14. In an update of PPG3, issued in January 2005, advice is given for Local authorities to consider favourably proposals for new housing or mixed use development which concern land allocated for industrial and commercial uses in 'saved' policies (such as the site-specific policy for Farrington Row contained in the Sunderland UDP), but where this land is no longer needed for such uses. PPS 3 goes on to recommend Local Planning Authorities identify previously developed land for housing development. The Farrington Row site is an example of land that is no longer required to be exclusively reserved for industrial and /or commercial uses and, alternatively, is suitable for residential use (subject to achieving an integrated, comprehensive mixed use redevelopment).

Sustainable Development

15. The aim of achieving sustainable patterns of development are at the heart of the planning system, and PPS1 sets out policies and guidance on how it can be delivered. In particular, it states that new development should help contribute towards the creation of safe, sustainable, liveable and mixed communities. It also identifies a need for positive planning by, inter alia:
 - making suitable land available for development in line with economic, social and environmental objectives, to improve the quality of life;

- bringing vacant and underused previously developed land and buildings back into beneficial use;
 - promoting more efficient use of land, through higher density, mixed use development, allowing the creation of linkages between different uses, and creating more vibrant places; and
 - providing improved access for all to jobs, by ensuring that new development is located where everyone can have access on foot, bicycle or public transport; and
 - reducing the need to travel and actively managing patterns of urban growth to make the fullest use of public transport, focusing development in existing centres and near to major public transport interchanges
16. PPS3 also seeks to promote sustainable developments, recommending housing developments are located on sites with good access to jobs, key services, infrastructure and public transport. PPS3 recommends minimum dwelling densities of 30 dwellings per hectare, until local density policies are in place. The guidance of the Urban Task Force report by Lord Rogers, the precursor to the establishment of urban regeneration companies like Sunderland arc, again advocates appropriate urban scale and density.
17. PPS1 explains that good design ensures usable, durable and adaptable places, and is a key element in achieving sustainable development. It also explains that local planning authorities, such as Sunderland City Council, should plan positively for high quality and inclusive design for all development. In relation to housing in particular, PPS3 states good design is fundamental to the development of high quality housing.
18. PPG4 seeks to ensure that there is sufficient land available for economic development which is readily capable of development and well served by infrastructure. It also encourages new development in locations:
- which minimise the length and number of trips, especially by motor vehicles;
 - that can be served by more energy efficient modes of transport, particularly in the case of new offices likely to have large numbers of employees
19. The Tyne and Wear Economic Strategy seeks to develop a competitive infrastructure, including improved transport, and recommends that all communities are linked to the major centres of employment. In addition, the Tyne and Wear City Region Development Programme recommends the provision of housing in strategic locations, defined as core urban areas located around public transport nodes, to create sustainable environments. Within this context, the Draft RSS sets out a number of key regeneration projects being developed as major mixed-use schemes in the region, including the Sunderland Central Area Framework, which includes Farringdon Row.
20. In addition, consideration should be given to draft Policy 40 of the draft RSS which relates to renewable energy generation. In particular, the draft policy seeks strategies, plans and programmes which facilitate the generation of at least 10% of the region's consumption of electricity from renewable energy sources within the region by 2010. In this regard, the draft Policy requires new developments to have a minimum of 10% energy supply from renewable energy sources. Policy 40, when finalised in due course, will be of relevance to proposals at Farringdon Row.

Providing a High Quality Environment

21. PPS1 explains that good design ensures usable, durable and adaptable places, and is a key element in achieving sustainable development. It also explains that local planning authorities, such as Sunderland City Council, should plan positively for high quality and inclusive design for all development. In relation to housing in particular, PPS3 states good design is fundamental to the development of high quality housing.
22. The need for good design is also highlighted in regional planning guidance, which now forms part of the statutory Development Plan. Policy ENV22 establishes the requirement for strategies to be brought forward which seek to ensure a high standard of built environment and design throughout the region. High quality contemporary architecture or local styles are to be promoted, where appropriate to the development and the location.
23. The Draft RSS also seeks to maintain and enhance the quality, diversity and local distinctiveness of the environment throughout the north east by promoting a high quality of design in all development and redevelopment. It also seeks to promote development that is sympathetic to its surroundings.
24. The Tyne and Wear Economic Strategy also aims to improve the quality of places and provide a high quality physical environment, in order to underpin the development of a competitive economy. The Sunderland Strategy seeks to promote a green, clean, attractive and stimulating city, by securing continuous environmental improvements and achieving a step change in the quality, pace and scale of physical regeneration. Similarly, the Evening Economy Strategy seeks to improve the public realm at night, in terms of permeability, safety, natural surveillance and ambience.

Enhancing Sunderland City Centre

25. The need to promote and enhance existing centres, including Sunderland is another key theme of national, regional and local planning policy. PPS6 provides guidance on planning for town centres, and its key objectives include the need to promote and enhance their vitality and viability, by planning for growth and development. However, it also contains a number of other important themes, including:
 - delivering more sustainable patterns of development, ensuring that locations are fully exploited through high density, mixed use development, and promoting high quality and inclusive design;
 - enhancing consumer choice, by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community;
 - providing easily accessibly shopping, local services and community facilities to meet people's day to day needs; and
 - the regeneration and employment benefits that may arise from new development
26. RPG1 aims to adapt and revitalise the region's town and city centres, and seeks to ensure that they continue to be the focus for a wide range of activities and uses that will maintain their vitality and viability, encourage investment and support sustainable development.
27. The Evening Economy Strategy identifies a number of opportunities to support the city's overall regeneration strategy by encouraging more residents to visit the

city centre in the evenings. This could be achieved through, inter alia, encouraging new investment in evening activities, and maintaining and improving the activity mix and diversity in land uses along key streets. In addition, a number of the key profiles for action set out in the Sunderland Strategy are also relevant, including those which seek:

- to continue the development of a thriving city centre, at the heart of the city, as an attractive, safe, vibrant, and welcoming place and focus for investment; and
- to encourage a lively and distinctive cultural life

28. The Tyne and Wear Economic Strategy also supports major mixed use developments which expand Sunderland city centre and open up frontage to the River Wear on both the Farringdon Row and Vaux sites.

The Development Plan

Sunderland Unitary Development Plan (1998)

29. Along with RPG1, the adopted Unitary Development Plan (UDP) for Sunderland (1998) and UDP Alteration No 2. (Central Sunderland) form the current statutory Development Plan Documents for the Sunderland area. Under the transitional arrangements for the new Sunderland LDF, the policies of the UDP have been saved with the exception of those replaced within UDP Alteration No 2. The City Council prepared a Schedule of policies that have been saved or deleted in March 2007.

30. The Main Strategic Aims of the UDP, as set out para. 1.24, include:

- reducing the net level of out-migration, principally through policies for housing and economic development;
- increasing the range and number of accessible employment opportunities within the city;
- extending the diversity, number and quality of homes;
- enhancing social, cultural and recreational facilities to benefit residents and visitors;
- protecting and enhancing the best features of both the built and natural environment;
- developing a transportation system which emphasises accessibility, minimising traffic movements, whilst allowing a choice of more environmentally acceptable modes of transport

31. In relation to residential development in particular, Policy H1 states that new housing will be provided which:

- maximises locational choice, subject to environmental and infrastructure constraints, whilst allowing for a variety of needs in appropriate environments;
- caters for reduced out-migration and increasing household formation;
- assists in the regeneration of existing residential areas;
- secures the re-use of vacant and derelict land wherever possible

32. Policy EC3 explains that the City Council will support new and existing economic activity through a range of measures. These measures include the development and improvement of existing infrastructure, and the creation of a higher quality environment for industry, business and the workforce.
33. The UDP designates a significant proportion of the Farringdon Row development site, along with the southern most part of Galley's Gill, under land-use Policy SA55. This policy states:

Policy EC3

"Land between Livingstone Road and Beach Street (10ha) will be reserved as a 'City Opportunity Site' for a mixed commercial development which will be complementary to activities existing or proposed for the city centre. The principal uses appropriate are food and drink (A3), business (B1), hotel (C1), leisure (D1, D2) and car sales and servicing. Development should take account of its likely impact on the amenity of the surrounding area in terms of design, pedestrian and vehicular access, traffic generation and noise.

- (i) it must be designed to enhance the image of the city, taking into account that the site is at a 'gateway' to the city centre and is prominent in views from across the River Wear;
- (ii) it must include provision for a landscaped open space with multi-user link (SA93.2) to Festival Park from Livingstone Road and the high level footpath link (SA93.1);

- (iii) where the uses proposed have the potential to generate substantial access by pedestrian and public transport users, attractive and convenient links from the city centre and public transport stops to the main buildings must be provided;
- (iv) adequate on-site car parking and servicing will be required in accordance with the development control guidance;
- (v) the layout will make allowance for the provision of a second (eastern) carriage way to trimdon street as part of the proposed new wear bridge approaches. Development including key town centre uses should only be allowed on this site where:
 - (A) the lack of a suitable alternative location either in the city centre or edge of centre is demonstrated; and
 - (B) it does not solely or cumulatively with other recent developments or outstanding permissions divert investment from existing centres so as to threaten their vitality and viability; and
 - (C) it contributes to a balanced distribution of facilities accessible to all sectors of the community (particularly to those with low levels of personal mobility) by public transport, on foot or cycle as well as by car, and not have an adverse effect on overall travel and car use."

34. Other policies of the UDP which are relevant to the Farringdon Row development site include:
- Policies B14, CN21 and CN23, which allocate northern parts of the site as within an Area of Potential Archaeological Importance, a Site of Nature Conservation Importance, and a Wildlife Corridor respectively;
 - Policy T10, which seeks to upgrade existing footpaths, such as that running east west through the site, as well as identify new ones;
 - Policy SA38.1, which seeks to protect and, where possible, enhance, views of the River Wear Valley from various points;
 - Policy SA48.1, which identifies a number of multi-user routes, including that from the east end to the former Penshaw-Pallion line, via the riverside and Lisburn Terrace; and
 - Policy SA93.2, which seek to enhance the footpaths/multi-user route along the Panns Bank riverside to link with Festival Park

UDP Alteration No. 2 Central Sunderland (2007)

35. UDP Alteration No. 2 sets out land-use policies for major development sites and provides an overall framework for development within that part of the central Sunderland area, coincident with the operational area of Sunderland arc. The policies contained within Alteration No.2 have been prepared in the context of current national planning policy guidance and statements, as well as a number of the other strategies, studies and initiatives summarised above.
36. The overarching policy for 'Comprehensive Development Sites' such as Farringdon Row, Policy EC5A, states:

Policy EC5A

Within the comprehensive development sites, as defined on the proposals map, the City Council will require that re-development proposals deliver:

i) a mix of land uses incorporating the following uses:

- A1 retail
- A2 financial and professional services
- A3 restaurants and cafes
- A4 drinking establishments
- A5 hot food take-aways
- B1 business
- B2 general industry
- B8 storage or distribution
- C1 hotels
- C3 housing
- D1 non- residential institutions
- D2 assembly and leisure

ii) provision of the infrastructure elements specified in part 2; and

ii) a fine grained intensive pattern of development appropriate for an inner urban setting and making effective use of previously developed land.

iii) for each site, the City Council will prepare a broad framework document setting out key principles to be reflected in each comprehensive masterplan.

Development proposals should conform to a comprehensive master plan for the whole development site, to be agreed with the City Council, having regard to UDP Supplementary Planning Guidance.

Where land ownership presents a constraint to the implementation of comprehensive development proposals, the City Council will consider the use of its compulsory purchase powers to help deliver appropriate development.

Development proposals will need to incorporate measures to promote non-car modes of transport in accordance with policy T2A.

Proposals for Town Centre uses on comprehensive development sites will be assessed against policy S2A.

37. Policy SA55A.2 States that:

Policy SA55A.2

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

Land use

The following land uses will be:

Required

B1 business
C3 housing - Potential Total Capacity 1450 dwellings (subject to the requirements of policy 5A)

Acceptable

A1 retail (of an ancillary scale and function to the required uses as stated above, unless justified against the requirements of policy S2A)
A2 financial and professional services and
A3 (restaurants, snack bars, cafes)
A4 (pubs and bars)
D2 assembly and leisure
C1 hotels

Unacceptable

B2 general industry
B8 storage and distribution

Proposals for land uses not referred to above will be considered on their individual merits, having regard to other policies of the UDP.

Infrastructure and public realm components

- i) Redevelopment proposals for the former Vaux, Galleys Gill and Farringdon Row site should incorporate the following key components, while complying with the aims of policy T20A:
- ii) proposals to integrate the development with the city centre retail core including improved, at-grade connections;

- iii) improved public access to the riverside via a choice of pedestrian routes leading from St Mary's Way, through the Vaux site and through Galleys Gill and improved access along the river;
- iii) a retained element of open space adjoining the river which is easily accessible to members of the public;
- iv) land should be safeguarded for the route of the SSTC and associated facilities;
- v) retention and enhancement of Galleys Gill as public open space;
- vi) provision should be made for the route of a pedestrian and cycle footbridge over the River Wear, linking the site with Sheepfolds.

Design requirements

Development proposals for the former Vaux, Galleys Gill and Farringdon Row site should demonstrate the following design qualities:

- i) the provision of a high quality pedestrian environment with active frontages along St Mary's Way and areas fronting public realm. Consideration should be given to the realignment of St Mary's Way, in order to improve the pedestrian environment and reduce traffic impact;
- ii) development of an urban scale, character and mass;
- iii) on the former Vaux site, car parking for all uses except disabled and essential operational requirements, should be concentrated in informal multi-storey or undercroft car parking blocks. Car parking associated with developments on the Farringdon Row site will be required to be integrated into the overall development of the area so as not to lead to any detrimental visual impact when viewed from the surrounding area and approaches to the city centre."

38. Policy H5A allocates sites within the central Sunderland area for residential development. In accordance with the City Council's 'plan, monitor, manage' approach to housing land release, provision of housing on these sites will be acceptable and expected to deliver the amounts of housing within set phasing periods. In relation to Farringdon Row, an allocation of 365 dwellings has been set between 2004-12, with potentially a further 85 thereafter between 2012 and 2016, providing 450 dwellings in total.

39. The site specific allocations for the period 2004-2021 are consistent with the draft RSS. Sites within the central Sunderland area also have the potential to make a significant contribution towards meeting the housing aims of the Sunderland Strategy 2004-2007, and the Interim Strategy for Housing Land. In addition, new residential development in the river corridor will also enhance the image of the area, secure environmental improvements, stimulate investment, and support and enhance community and commercial facilities.

40. Policy EC10A explains that the City Council will support the regeneration activities and programme of the Sunderland Urban Regeneration Company - Sunderland arc - and, with in central Sunderland, will seek to:

- maximise investment in employment, housing, leisure and tourism and education; and
- strengthen the retail function of the city centre.

41. It also explains that the City Council will seek to resist development that detracts from efforts to encourage regeneration within the area, or that has a negative impact upon the vitality and viability of the city centre

42. Policy B2A: Sustainable Urban Design, is particularly relevant to this Development Framework, and states:

Policy B2A

"The City Council will seek to secure the highest possible quality of built environment and the creation of desirable places to live, work, shop and visit.

To achieve high standards of urban design, all new development will be required to:

- i) reinforce or enhance the established (or proposed) urban character;
- ii) respond to and reinforce the scale, form, massing and patterns of townscape development which make a positive contribution to the distinctive townscape and architectural qualities of the area;
- iii) ensure the arrangement of buildings define the enclosure of the street, with street frontages as continuous as possible with the minimum of gaps between buildings;
- iv) contribute to a safe and secure environment by providing surveillance for paths, streets and public spaces;
- v) integrate with the existing street pattern as appropriate and provide choice and convenience of movement for pedestrians and cyclists;
- vi) ensure parking provisions is considered as an integral element of the design;
- vii) developments will be required to conform with the Council's Supplementary Planning Guidance including design criteria set out in SPG No. 3 - Residential Design. Specific guidance for the central area / city centre will be prepared in the form of a city centre design strategy;

- viii) be accompanied by a design statement for all significant forms of development, setting out the design principles of a proposed development;
- ix) respect and enhance the best qualities of nearby properties and the locality and retain acceptable levels of privacy (including proposals for extensions to existing buildings);
- x) Ensure sustainable urban drainage techniques (SUDS) are incorporated into development proposals, unless it can be demonstrated that this is not feasible.

All new major developments will be encouraged:

- i) To achieve 10% embedded energy supply from renewable sources, unless it can be demonstrated that this is not feasible; and
- ii) To achieve high energy efficiency and to minimise consumption so that they achieve Breeam and eco-homes very good or excellent rating (to include the redevelopment of existing buildings).

- 43 Although policy B2A refers to Breeam eco-homes ratings they have now been superseded by code for sustainable homes. The equivalent code for sustainable homes criteria are set out in section.4.0
44. Policy B2B seeks to guide the development of buildings that are:
- over 20 metres in height; or
 - that significantly exceed the height of surrounding buildings; or
 - that are located on high ground and will be visible from the wider area

- "i) make a positive contribution to the character of the site and the wider area;
- ii) form a positive relationship with the sky line and topography of the site and the surrounding area;
- iii) will not detract from established views of important buildings, structures and landscape features;
- iv) have a proper relationship with the street (or ground);
- v) avoid generating adverse climatic conditions, particularly wind and overshadowing."

45. Policy T23A sets out the approach to car parking provision for central area sites,

Policy T23A

Residential

Developments lying within 400 metres of a metro station - average 1 space per dwelling; and

Developments lying between 400 and 800 metres of a metro station - average 1.25 spaces per dwelling.

Business (B1):

Developments lying within 500 metres of a metro station - 1 space per 50m² gross floor space.

The standards are maxima and are based on averages over the development site area. For mixed use development, the relevant standard shall apply to each separate category of development.

Conversions to residential within the city centre will not be required to provide on site car parking.

46. The complete set of revised policies for the central Sunderland area are set out in the Unitary Development Plan (Alteration No. 2.) Central Sunderland, 2007, which can be obtained from the City Council.

- 47 Developers are advised to consider changes to the local development plan as a result of the emerging Local Development Framework which will in time replace the UDP. Details of the LDF Programme can be found in the city's Local Development Scheme.

Appendix 2.0 Developer Contributions

- 1 In order to ensure the successful implementation of UDP Alteration No 2 policy SA55A.2, the City Council will be required to support the mixed-use development of the Vaux, Galleys Gill and Farringdon Row site. In addition, the policy will require the Council to ensure that any necessary infrastructure, public realm components and urban design requirements are met.
- 2 SA55A.2 makes specific reference to the retention and enhancement of Galleys Gill as public open space. This portion of the overall site is highlighted as having the potential to become an important recreational facility for the city and provides the opportunity to better integrate the adjacent Farringdon Row and Vaux development sites.
- 3 Saved Unitary Development Plan Policy R3 sets out that where the effects of development would require additional off-site infrastructure (including open-space and formal recreation) or where certain important features of the site are affected which cannot be controlled by planning conditions, the developer will normally be expected to enter into a planning obligation with the City Council to enable suitable provision, protection or investigation to be made.
- 4 Developers of residential property within the Farringdon Row site are required to provide children's play space and recreational amenity in a suitable off-site location, namely Galleys Gill. It is crucial that the redevelopment of Farringdon Row maximises its connections with and contributes to the improvement of Galleys Gill. This will ensure that new residents are provided with an accessible, safe, and good quality amenity.
- 5 The City Council will prepare an indicative masterplan strategy for Galleys Gill. The Galleys Gill Masterplan will take into account the necessary play, recreation and open space requirements resulting from the redevelopment of the Farringdon Row and Vaux sites and will provide outline costings and an implementation plan. The ability to secure contributions from development within the area covered by UDP Policy SA55A.2 will be vital in ensuring the delivery of proposed works to Galleys Gill.

Pooled Contributions for Improvements to Galley's Gill

- 6 Circular 05/2005 indicates that where the combined impact of a number of developments creates the need for infrastructure, it may be reasonable for the associated developers' contributions to be pooled, in order to allow the infrastructure to be secured in a fair and equitable way. The area covered by policy SA55A.2 will see significant change over the coming years. In particular the introduction of communities into the area will create a need for good quality open space and recreation facilities to support the needs of incoming residents. This is particularly important given the current national health agenda and the desire to promote the opportunity for active lifestyles and the concept of 'wellness'.
- 7 Financial contributions will be sought from developers at Vaux and Farringdon Row towards the implementation of the Galleys Gill Masterplan. This will be calculated using a formula that takes into account the future population across the development site and the cost of implementing the masterplan proposals.

It is intended that developer contributions will be pooled to finance the phased development of the Galleys Gill scheme in line with the masterplan. In order to do so, a standard charge needs to be set at a level that reasonably relates to the open space, play and recreation need arising from the future development of Vaux and Galleys Gill. In this instance a contribution of £500 per head of population is considered reasonable. The standard charge will be monitored and altered when appropriate to reflect the rate of inflation.

8 Proposed Calculation

The following calculation will be used:
 $C=A*B$

Where:

C = Developer Contribution

A = the estimated population arising from the development based on average household size

B = the standard charge per head of population towards the redevelopment of Galleys Gill (to meet costs set out in an approved masterplan for Galleys Gill)

- 9 An example of a typical calculation for a development consisting of 200 housing units would be as follows:
- 10 Where development involves the sale of public land to a third party, it is envisaged that the contribution for improvements to Galleys Gill will be built into relevant development agreements.
- 11 The City Council will investigate the potential to secure additional funding beyond that available through developer contributions in order to ensure the delivery of a high quality scheme in this important strategic location.
- 12 It should be noted that there may be additional infrastructure requirements, beyond those listed above, for which developer contributions might be sought. (see paragraph 6.28).

	Number of Units	Average Household Size*	Estimated Population	Proposed Contribution per Head of population (£)	Total (£)
1bed	50	1	50	500	25000
2bed	75	2	150	500	75000
3 bed	60	3	180	500	90000
4+ bed	15	4.2	63	500	31267.2
Total	200		200	500	221267

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