

At a meeting of the ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE held in the CIVIC CENTRE on MONDAY, 18th JANUARY, 2010 at 6.00 p.m.

Present:-

Councillor Miller in the Chair

Councillors E. Gibson, Howe, Tye, Vardy, Wakefield, Whalen and Wood

Apologies for Absence

Apologies for absence were submitted on behalf of Councillors Kelly and Stephenson

Minutes of the Last Meeting of the Environment and Attractive City Scrutiny Committee held on 14th December, 2009

1. RESOLVED that the minutes of the previous meeting were agreed and signed as a correct record.

Declarations of Interest

There were no declarations of interest.

Chairman's Welcome

The Chairman advised Members that there were young people present who were taking part in the councillor shadowing scheme and were attending the meeting in order to gain experience of Council Committee meetings. He welcomed everyone to the meeting.

Comprehensive Area Assessment (CAA) Reports and Performance Update (April – September)

The Chief Executive and Executive Director of City Services submitted a report (copy circulated) which provided Members with the findings from the Comprehensive Area Assessment and provided a performance update which

included the areas identified by the Audit Commission as being the focus for improvement during 2010.

(For copy report – see original minutes)

Mike Lowe, Assistant Head of Performance Improvement, presented the report and advised Members of the findings from the assessment.

The area assessment was not scored and did not carry a star rating; it was a narrative report which provided an overview of progress against key priorities for the area as well as the overall successes and challenges. Green and Red flags could be awarded for exceptional performance or areas where there were significant concerns, there had not been any flags identified for Sunderland.

Councillor Wood commented on NI 195c the Improved street and environmental cleanliness (graffiti) not being on target. He asked Mr Lowe to explain what the percentages meant. He then asked for an explanation of why not applicable was the most appropriate update for some of the indicators.

Mr Lowe advised that the percentages were based on the number of failing streets and the lower the actual figure the better. Indicators were marked as not applicable where the information was not collected quarterly, this information would be provided by the end of the municipal year.

Councillor Wood then went on to ask whether it would be possible to reduce the length of time taken to rectify non-operational street lighting.

Mr Lowe agreed to provide the information to Councillor Wood in advance of the next meeting of the committee.

Councillor Tye asked whether there was a date set for the plan of recommended sites for the implementation of 20mph zones to be presented to the committee.

Mr Lowe agreed to liaise with City Services and provide this information.

Councillor Howe expressed concerns that it seemed that it had been suggested that some of the priorities were not important.

Mr Lowe advised that the assessment covered the whole Council. There had been a small number of priorities identified as these were key issues.

2. RESOLVED that the report be received and noted and that consideration be given to the areas requiring further development and the progress be noted.

Strategic Planning Process 2010/2011

The Chief Executive submitted a report (copy circulated) which informed and sought the views of Members on the proposals for the Strategic Planning Process for 2010/2011 and the role of the Committee in the process.

(For copy report – see original minutes)

Jon Beaney, Policy Manager, presented the report. There would be a new Corporate Improvement Plan produced which would be integrated with the Sunderland Strategy 2008-2025. The Scrutiny Committees would be engaged as part of the process and this report was the first stage of the engagement process.

The Chairman welcomed the report. He felt that it was long overdue and it was essential that there was engagement with the Scrutiny Committees.

3. RESOLVED that the report be received and noted.

Wastes Management and Recycling – Update

The Executive Director of City Services submitted a report (copy circulated) which advised the Committee of the bidders shortlisted to submit tenders in respect of the PFI supported contract for the provision of a strategic residual waste treatment facility.

(For copy report – see original minutes)

Peter High, Strategic Waste Project Director, presented the report and advised that the amount of municipal waste handled by the council had reduced by 13 thousand tonnes between 2004/5 and 2008/9. The reductions had continued into 2009/10. These reductions had come about as a result of reduced household spending due to the current economic climate and an increase in the amount of recycling taking place.

Mr High advised the Members of the proposals for the new recycling scheme which would see households provided with a blue bin the same size as the existing wheeled bins which would contain a caddy to separately store paper. The new system would see plastic bottles and card added to the materials able to be collected. There were also recycling facilities provided throughout the city and there had recently been new facilities provided.

Mr High advised of the amount of good food that was wasted by households and the financial implications of this waste. There was a 'Love Food, Hate Waste' campaign promoted by the Waste Resources Action Programme which had operated nationwide and involved road shows at supermarkets and encouraged people to submit recipes for leftover food.

Mr High advised the Members of the five submissions received for the green waste contract and stated that the contract award was expected to be confirmed in mid January 2010. The invitation to tender had been issued to 10 companies for the Waste management contract and it was expected that the contract would be awarded in February 2010. He also informed Members of the progress made regarding the procurement of the PFI for the residual waste facility.

Councillor Tye praised the officers for the work carried out. He was pleased to see that this programme was progressing quickly and advised that there was a need to ensure that everything was implemented.

Councillor Wood stated that it was good to see a reduction in the amount of waste however the reason behind the reduction was not so welcome. It was disappointing that there was such a poor level of participation in recycling; he hoped that the new blue bins would increase participation. He asked why Washington and the Coalfield area had been chosen as the pilot areas for the new recycling scheme.

Mr High advised that the recession had changed spending habits which had resulted in the reduction of waste. There were other reasons such as online news which had reduced the amount of newspapers distributed. The Coalfield and Washington areas had been chosen as they were discrete areas which could have a line drawn around them. Once the area had been dealt with there would be no need to return. The participation levels were not what had been hoped to have seen and it was hoped that the issues raised by people would be addressed by the new system. There would be an assisted collection service available for people who needed it.

Councillor Wood then asked Mr High how long it would be before the city benefited from the new contracts.

Mr High advised that it was hoped that the contracts would be completed by the end of the financial year.

Councillor E. Gibson stated that it was good that the report had highlighted how much food was wasted. It was important to teach people how to shop more sensibly.

Mr High advised that most people had started to shop more sensibly however there had been an increase in the amount of food wasted over the Christmas period.

The Chairman stated that he supported the work carried out by the Waste Resources Action Programme to reduce food waste. He had seen the campaign running in the summer and felt that it was good that the campaign was targeting such an important issue. He asked whether the Council would be carrying out a similar campaign in the future.

Mr High advised that the Council was looking to secure funding from the Waste Resources Action Programme to assist with the rollout of the recycling scheme.

Councillor Wakefield asked whether the storage of bins had been taken into account when developing the scheme and whether people could refuse to accept the bins.

Mr High advised that the public had asked for the blue bins. Consultation had been ongoing since the black boxes were introduced and the bins addressed the concerns. The bin would take up no more floor space than the black boxes. People would be encouraged not to refuse to accept the bins as everyone had a part to play in recycling.

Councillor Wakefield then asked how frequently the bins would be emptied and asked about breakout points in the PFI contract; it was likely that the levels of waste produced would reduce over the 25 years.

Mr High advised that the bins would be emptied on the same basis as the black boxes. The PFI contract did not have any breakout points built into it however the contracts were still being discussed and the maximum and minimum tonnage forecasts would be examined.

Councillor Tye asked whether it was intended for the Council to take the black boxes back and asked who would be responsible for green waste.

Mr High advised that he was currently unable to confirm who would be responsible for green waste. The black boxes would be taken back if people did not want them; this was the same strategy as was used when the wheeled bins were originally introduced to replace the old waste bins.

Councillor Vardy asked whether recycling points at supermarkets were a factor in the reduction in the amount of recycling collected.

Mr High advised that there was anecdotal evidence that there had been an increase in recycling at bottle banks due to the increase in alcohol consumption at home however there was no evidence to support this.

Councillor Vardy then asked whether there would be two different bin sizes available, as there was with the existing wheelie bins and would the new bins require the collection wagons to be replaced.

Mr High advised that there would be 140 litre and 240 litre bins available, the same sizes as the existing refuse bins. The households with the larger refuse bins would receive a larger recycling bin. The current wagons were designed for sorting at the kerbside; the move to bins would see the wagons replaced with bin lorry type wagons with a split body to separate paper and other recycling. The existing wagons were seven years old and were approaching the end of their expected life.

Councillor Vardy then asked whether these new wagons would provide a cost benefit over the existing wagons.

Mr High advised that the new wagons would cost more to buy however maintenance would be cheaper as they would be similar to the vehicles used for waste collection. These wagons were essential for the provision of the service as wheeled bins needed to be emptied using a rear loading wagon.

Councillor Wakefield congratulated the staff at Beach Street for their excellent work. Now that the site was managed by the Council the site was much cleaner and easier to use.

Mr High agreed to pass on Councillor Wakefield's compliment.

The Chairman advised that the recycling sites around the city were often very full. Residents looked at these sites as important and they needed to be emptied regularly. The sites in Washington were full.

Mr High advised that the Christmas before last there had been problems and it was disappointing to hear that the problems had returned.

4. RESOLVED that the report be received and noted.

Marine Walk Masterplan and Seafront Regeneration Strategy

The Deputy Chief Executive submitted a report (copy circulated) which advised the Committee of the responses received following public consultation on the draft Marine Walk Masterplan and the draft Seafront Regeneration Strategy and sought the Committee's comments on the revised Masterplan and Strategy.

(For copy report – see original minutes)

Keith Lowes, Head of Planning and Environment, presented the report and advised the Members of the outcome of the consultation sessions.

Councillor Howe welcomed the report; it had taken a number of years to get to this stage. There were comparisons with South Shields; he felt that the City should not just follow others. The funding of £1.5million was only a small amount considering the works to be done however it was a good starting point. There had been consultation although it seemed that the public had been ignored; there had been a swimming pool requested but the response had been that there was the Aquatic Centre and people could use this. There was a need for facilities at the sea front. There was a need to provide facilities for use in poor weather conditions.

Councillor E. Gibson also welcomed the report and stated that the Air Show attracted visitors from outside of the area. If there were enhanced facilities it could encourage these visitors to return.

The Chairman echoed Councillor Howe's comments. This report was the first step towards developing an Ocean Park for the city. He asked the young people present for their views on what facilities should be provided.

The young people stated that they thought that there needed to be leisure facilities such as a swimming pool and ice rink. The illuminations should be reinstated as in the past they had attracted large numbers of visitors.

5. RESOLVED that the report be received and noted and the Committee's comments be referred to Cabinet for consideration.

Flood Planning – Implications for the Scrutiny Function

The Chief Executive submitted a report (copy circulated) which informed Members of the implications of the Pitt Review on the scrutiny function and asked that Members agree to include flood planning as part of the remit of the Scrutiny Committee.

(For copy report – see original minutes)

Barry Frost, Security and Emergency Planning Manager, presented the report and advised Members that the Pitt Review had come about as a result of the floods of summer 2007 and was published in June 2008.

Councillor Wakefield asked whether this was a significant part of what the Environment Agency was responsible for.

Mr Frost advised that the Environment Agency was a major partner.

The Chairman advised that he had sat on the flood defence committee as a substitute for Councillor Blackburn; there was a lot of work going on with the partnership. Sunderland had a limited flood risk compared with other areas. He welcomed the move to introduce flood planning into the remit of the committee.

Councillor Tye commented that there was a lot of extra responsibility being given to Mr Frost as a result of this review. He advised that in paragraph 4.1 of the report the wording should have stated that the committee was responsible for scrutiny of flood planning rather than flood planning itself.

Councillor Howe asked what involvement Northumbria Water would have with dealing with inadequacies of drains.

Mr Frost advised that Northumbria Water was not a major partner of the Council however they were a partner of the Environment Agency. Recently there had been a survey of surface water drainage issues. Problems had been identified and £350,000 had been made available to improve drainage at

400 locations. This funding had been spent and further funding was being sought.

6. RESOLVED that:
 - a. The report be received and noted
 - b. The remit of the committee be amended to include Flood Planning
 - c. A further report be submitted to the committee detailing the measures to be taken to scrutinise flood planning as part of the work programme for 2010/11

Silksworth Hall Conservation Area: Character Appraisal and Management Strategy

The Deputy Chief Executive submitted a report (copy circulated) which advised Members of the responses received following consultation on the draft version of the Character Appraisal and Management Strategy and sought the Committee's comments on the revised document.

(For copy report – see original minutes)

Mark Taylor, Senior Conservation Officer, presented the report and advised that this was the tenth in a series of studies that would address all fourteen conservation areas in the City.

Councillor Gibson expressed concerns over the deterioration of Doxford House, this was an important building.

Mr Taylor stated that Doxford House had been closely looked at and was on the register of buildings at risk. The building had recently been put up for auction and there had been an enquiry from a developer who intended to use the building for a hotel and fitness centre.

The Chairman commented that he liked to see historic areas being given support.

7. RESOLVED that the report be received and noted and the comments made be included in the final document.

Review of Councillor Call for Action Mechanism and Introduction of a Selection Criteria for Dealing with Issues of Local Concern – Further Revisions to Initial Proposals

The Chief Executive submitted a report (copy circulated) which sought the views of the Committee on the proposed revision of the current Councillor Call for Action mechanism and proposed introduction of a Selection Criteria for dealing with non-mandatory referrals for use by the Sunderland Partnership,

Scrutiny Committees and Area Committees to address issues of local concern.

(For copy report – see original minutes)

Jim Diamond, Scrutiny Officer, presented the report and advised that there had been two local issues raised using the Councillor Call for Action mechanism in Sunderland and it was as a result of these that it became apparent that there was a requirement to review the current procedures. He welcomed comments or questions from Members.

Councillor Wood drew attention to an erroneous reference to Scrutiny Committees in the Area Committee branch of the procedure. Mr Diamond noted the error and agreed to ensure that the procedure was amended accordingly.

Councillor Wakefield advised that he had submitted one of the Councillor Calls for Action and he was disappointed that these changes to the mechanism were being looked at rather than the issues being addressed. The Call for Action had been submitted on 2nd April 2009 and there had been very little progress made since then. He was opposed to any change to the mechanism if it resulted in the existing calls for action being started again from the beginning.

Councillor Tye suggested that the new mechanisms be implemented only for new Calls for Action and that they were not applied retrospectively.

The Members agreed with this suggestion and agreed that it should be fed back to the Management Scrutiny Committee.

8. RESOLVED that the report be received and noted and that the Management Scrutiny committee be advised that the Committee feel that the new procedures should not be applied retrospectively.

Request for Inclusion of an Item on the Agenda

The Chief Executive submitted a report (copy circulated) which allowed Members to consider a request from Councillor Vardy to include an item on a future Committee agenda as follows “I wish to have the subject of gritting of roads and pavements on the agenda of the next scrutiny committee. I feel this is of such immediate concern to the City and its residents that it must be on the next agenda.”

(For copy report – see original minutes)

The Chairman invited Councillor Vardy to advise the Committee of what item he wanted including on the agenda and the reasons for his wanting the item to be included.

Councillor Vardy advised that following the recent spell of unprecedented snowy weather there were a number of questions and issues which needed to be given consideration. These included:

- Questions regarding the types of grit used.
- The government scheme requiring authorities to share grit and whether there was adequate compensation for this.
- The criteria used for deciding on the sites of grit boxes, there were four main points and it was felt that these needed to be examined again.
- The short time taken for the grit bins to empty after being filled.
- The number of grit bins in place and whether there was the possibility of more being installed.
- Drivers not giving way to gritter vehicles resulting in further traffic problems.
- The phasing of priorities when grit supplies run low and the lack of information provided to the emergency services regarding which routes would be gritted.
- There was a problem with people stealing grit boxes; they were apparently used for keeping pigeons.

The Chairman advised that Les Clark, Head of Street Scene, was in attendance and invited Mr Clark to address the issues raised.

Mr Clark advised that there would be a review of the programme in March and this would provide an opportunity to examine the full details of the programme. He also advised that:

- There were 15000 tonnes of salt stored in two locations, last year there had been 9000 tonnes used over the whole winter. This year the staff had been working 24 hours and there had been 13000 tonnes of salt used.
- A further 9000 tonnes had been ordered however there had been government intervention which had limited the replenishment to 6-7000 tonnes.
- There had been a 25percent reduction in grit spreading in the first week of January, this had been achieved by mixing the salt with road chippings to fill the grit bins and treat the non-priority routes. There were 1200km of roads in Sunderland and 630km had been covered by the winter maintenance programme.
- When there was changes in weather there needed to be real time changes to the programme. The treated roads were shown on the internet and there were plans to change the website to show the information graphically.
- There were 400 grit bins in the city and there had been a similar number of requests for additional bins. There was a need to balance resources. Additional grit bins would result in increased pressure on resources as there would be more staff needed to fill the bins and there would be more grit used to fill the bins.
- There was a need for the programme to be proportionate and this weather was an isolated event.

Mr Clark welcomed the opportunity to come back to the committee after winter. February was historically the worst month and it was hoped that the grit stocks would be replenished by then.

Councillor Wakefield thanked the gritting staff for their work in Newbottle, there were a lot of steep banks in Newbottle and the gritting had been excellent. He had concerns over people stealing grit, there was a bin near to his house situated at a traffic light controlled junction and people were loading vans with the grit from this bin. He asked that signs be displayed on the bins advising that this was theft.

Councillor Tye commented that it seemed that Councillor Vardy had requested something different to what he had spoken about.

Councillor E. Gibson advised that she had received requests for more grit bins. She agreed that if there were more grit bins there would be more resources needed to maintain them and this should be looked at as part of the review.

Councillor Whalen congratulated the staff for their hard work. He had called the gritters twice and both times they had arrived within the hour. An empty grit bin had been filled within 30 minutes.

Councillor Wood endorsed the support and praise for the staff for working 24 hours a day in difficult conditions. He felt that it was important that this report was presented to a future meeting of the Committee.

Councillor Howe advised that he had contacted the South Hylton depot on behalf of residents to get a steep bank gritted and he was told that it was not a priority route but he could go to the depot to buy grit. At the North Sunderland Area Committee this issue had been raised and there had been another Councillor who had phoned and had grit delivered within the hour. This seemed like preferential treatment and there was a senior officer looking into this.

Councillor Vardy commented that people were concerned over the potential for damage to their cars. He asked how much grit cost in winter compared with summer.

The Chairman queried the necessity for this to be discussed by the Committee, he felt that Mr Clark could provide the information directly to Councillor Vardy and did not see why there was an immediate need for this to be discussed. However he felt that it could be appropriate for the Committee to look at the provision of grit boxes and the increase in costs if more grit bins were to be provided.

Councillor Tye agreed with the Chairman's comments.

Councillor E. Gibson stated that the review should be looked at by the committee.

Councillor Wakefield suggested that a report be submitted to the Committee in March or later, once the bad weather had passed.

Councillor Howe expressed his support for a report to come to the Committee. He commented that if there was an increase in the number of gritters then there would be an increase in the number of people able to get to work.

The Chairman asked the Members to agree to receive a report to a future meeting. He also stated that this was not the request that had originally been made and in future the request brought to the committee is what would be discussed.

9. RESOLVED that there be a report submitted to a future meeting of the Committee.

Forward Plan – Key Decisions for the Period 1st January, 2010 – 30th April, 2010

The Chief Executive submitted a report (copy circulated) which enabled the Members to consider the Executive's Forward Plan for the period 1st January, 2010 to 30th April, 2010.

(For copy report – see original minutes)

The Chairman advised that since the agenda had been published an updated version of the plan covering the period 1st February – 31st May, 2010 had been published and the extract of relevant items had been circulated to Members.

Councillor Wood queried what Members would see and when they would receive information regarding the Highways Maintenance Programme.

The Chairman stated that this was an important item; he had spoken to Graham Carr who had advised that there had been a large number of potholes reported.

10. RESOLVED that the report be received and noted and consideration be given to the Forward Plan.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed) G. MILLER,
Chairman.

**ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE
15 FEBRUARY 2010**

REVIEW OF ACCESSIBLE BUS NETWORK - CONSULTATION

REPORT OF THE DIRECTOR GENERAL OF NEXUS

**Strategic Priorities: Attractive and Inclusive City and Prosperous City
Corporate Performance Objectives CI01**

1. Why has the report come to the Committee

- 1.1 To receive a report from Nexus on the review of accessible bus network in Sunderland.
- 1.2 This work should support the Council in achieving its strategic priorities of an Attractive and Accessible City by examining the factors constraining the growth of use of public transport.

2. Background

- 2.1 On 16 November 2010, the Committee received details on the consultation plan for the review of the accessible bus network currently being conducted by NEXUS. This is being undertaken in order to improve the accessibility of public transport across the district. As part of this consultation process, it was agreed that proposals for the network should be submitted to the February meeting of this Committee.
- 2.2 Mr Bernard Garner (Nexus Director General) will be in attendance to present the report.
- 2.3 Further papers outlining the proposals of Nexus will be circulated to members prior to the meeting.
- 2.4 At the November meeting of the Committee, Nexus provided details of the targets for accessibility included in the Bus Strategy for Tyne and Wear. The accessible bus network will be designed to help meet these targets.
- 2.4 The agreed targets for Sunderland are:

Sunderland

		Current Daytime	Proposed Daytime	Current Evening	Proposed Evening
Within 30 mins	Main Centres	62%	75%	56%	65%
	Local Service Centres (including GP surgery)	97%	100%	90%	93%
	3 Key Employment Sites	59%	75%	35%	50%
	General Hospital	53%	75%	33%	50%
Within 400m of a 10 minute bus service		77%	85%	28%	35%
Within 400m of a 15 minute bus service		86%	95%	67%	75%

3 Current Position - Consultation process

- 3.1 At the last meeting, it was proposed that the revised network for Sunderland be subject to a rigorous consultation process to ensure that the proposed network achieves the correct balance between public aspirations and available resources. The following consultation process was proposed:

	Step	Timescales
1	Approval of the consultation processes for Sunderland by EMT and Council Leader EMT requested sign off from Sarah Reed and Deborah Lewin	Presented for approval at EMT on 22 nd September 2009; sign-off Oct 2009
2	Presentation of the consultation plan to Environment and Attractive Cities Scrutiny Committee	16 th November 2009
3	Approval of the consultation processes and invitation to engage at Inclusive Communities partnership (3 Nov) and Attractive and Inclusive Cities partnership	Meetings to be held during November
4	Agreement of communications and consultation materials and detailed process by the Leader	Meeting with the Leader in early December
5	Proposed Network for Sunderland available	Early January 2010
6	Presentation of the Network to the Leader Presentation of the Network to the Cabinet	January 2010
7	Network presented to Scrutiny Committee and Members, then Area committees	February 2010
8	Public Consultation commences 4 public events – one in each regeneration area	March – May 2010

	5	
9	Presentation of the final network to the Leader	June - July 2010
10	Presentation of the final network to: <ul style="list-style-type: none"> - Cabinet - Environment and Attractive Cities Scrutiny Committee - Inclusive Communities Partnership - Attractive and Inclusive Cities Partnership - 	TBC circa July 2010
11	Communication with all members on the final network	July/September 2010
12	Communication with the public on the final network and feedback from the consultation process	August/September 2010

3. Recommendation

3.1 Members are asked to consider the evidence received.

4. Background Papers

Tyne and Wear Local Transport Plan 2006/11
 Sunderland Strategy
 Bus Services Across the UK – House of Commons Transport Committee
 Papers of the Environmental and Planning Review Committee – November 2006

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LOCAL AREA AGREEMENT DELIVERY PLANS

Report of the Attractive and Inclusive Delivery Partnership

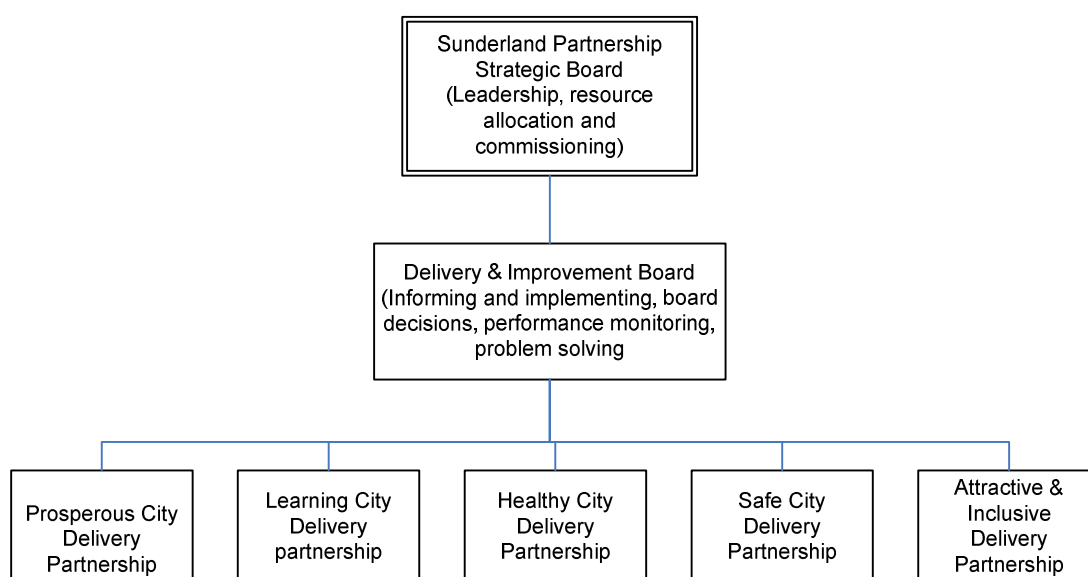
STRATEGIC PRIORITIES: SP5: Attractive and Inclusive City
CORPORATE PRIORITIES: CIO1: Delivering Customer Focused Services, CIO4: Improving Partnership Working to Deliver 'One City'.

1. Purpose of the Report

1.1 The purpose of the report is to provide Environment and Attractive City Scrutiny Committee with the Local Area Agreement Delivery Plan for those services delivered by partners who are members of the Attractive and Inclusive Delivery Partnership.

2. Background

2.1 The regeneration and development of the City is taken forward by the Council and its partners through the Sunderland Partnership, a body that was established in 1994. The Partnership in general operates at three levels: strategic, operational and delivery. The diagram below provides a brief summary of the key groups that make up the Partnership.



- 2.2 The five main delivery partnerships reflect the city's strategic priorities which underpin the long term vision for the future of Sunderland that is set out in the Sunderland Strategy (2008-2025). This document sets the context for the local area agreement (LAA) which sets out short term 3 year targets to deliver identified priorities. A key role of these Delivery Partnerships is the development and implementation of objectives, targets and actions and associated monitoring as part of the Sunderland Partnership's performance management framework.
- 2.3 Members will recall that a new national performance framework was implemented during 2008/2009. This includes 198 new National Indicators which replaces previous national performance frameworks. As part of this new framework 49 national indicators have been identified as key priorities to be included in the Local Area Agreement (LAA). Performance against the priorities identified in the LAA and associated improvement targets have been reported to Scrutiny committee throughout 2009 as part of the quarterly performance monitoring arrangements. They are also a key consideration in the Comprehensive Area Assessment (CAA), which was introduced in April 2009, to provide an independent assessment of how local public services are working in partnership to deliver outcomes for an area. The first results were reported to scrutiny committees in January 2010.

3. Progress to date

- 3.1 Significant work has been undertaken during recent months to develop links between the Councils scrutiny arrangements and its external partners who comprise the Sunderland Partnership and its associated delivery groups. This has included;
- Development and agreement of a protocol between the Sunderland Partnership and the Councils Scrutiny Committees to establish roles and responsibilities to ensure a shared understanding of aims of scrutiny in Sunderland
 - A meet and greet event between Scrutiny Chairs and Vice Chairs and members of the Sunderland Partnership to develop relationships and understanding of accountability in relation to the delivery of different aspects of the local Area Agreement
 - Development of scrutiny committees links with the Sunderland Partnership and area arrangements including signposting and escalation of local issues for resolution where appropriate
 - Provision of performance management training for members to enhance knowledge and expertise in terms of the principles of effective performance management to ensure members are better placed to maximise their role in terms of using performance information to inform decisions and drive improvement in service provision.

This work will further enhance the role of members in scrutinising progress towards delivery of targets and achievement of outcomes across the Sunderland Partnership in addition to council services.

- 3.2 The Sunderland Partnership's Delivery and Improvement Board have considered the CAA area assessment report, and in particular those areas identified as being in need of improvement, as part of a wider discussion on improvement priorities for the next year. As a consequence Delivery Plans have been refreshed to ensure that the work programme is targeting the right issues, and outcomes can be demonstrated, maximising the value of improvement activity during 2010/11 which is the final year of the LAA.
- 3.3 As a consequence of these developments and the increasing importance of the local area agreement in terms of external assessment the LAA Delivery plans are being presented to relevant Scrutiny Committees by the Lead Officer for each Delivery Partnership, accompanied with key partners. The aim is to ensure transparency in relation to accountability for delivery of targets and also enable members to maximise developmental work undertaken with the Sunderland Partnership to date to scrutinise those areas where we aren't doing as well to ensure that improvement activity will deliver the necessary outcomes and meet local need.
- 3.4 The Attractive and Inclusive Delivery Partnership's Plan is attached as **appendix 1**. A PowerPoint presentation will also be delivered outlining:
- What the key aims of the Delivery Partnership are
 - Which council services and key partners are involved
 - Key achievements to date
 - Key challenges
 - Key improvement activity during 2010/11

This is attached as **appendix 2**

4. Performance Monitoring and Reporting

- 4.1 Progress in relation to the delivery of the Attractive and Inclusive Delivery Partnerships plan will be reported on a quarterly basis as part of the performance monitoring arrangements in the committees work programme

5. Recommendation

- 5.1 That the committee considers the content of the Delivery Plan and where appropriate focussed its attention on those areas requiring further development to ensure that performance is actively managed



Attractive and Inclusive Delivery Partnership

Local Area Agreement Delivery Plan 2009/2011

Outcome 1: Sunderland is a clean, green city with a strong culture of sustainability that nurtures its natural, built and social environment

- **Development of a costed and resourced Green Infrastructure Strategy**
- **Develop plans to support development of community initiatives to encourage sense of place including green initiatives and shared meeting / social places**
- **Develop a plan to assist residential developments to improve the star rating of homes built**
- **Develop a surface Water management partnership with key agencies and a Surface Water management plan**

Key LAA aim: Continue to improve service delivery so that the city has a public realm that is well maintained, accessible, sustainable and functional

LAA Priority Performance Measures

NI 175 To improve access to services and facilities by public transport, walking and cycling

NI 192 Household Waste Recycled and composted

LAA Performance Measure	2008-09 outturn	2009/10 progress	LAA Target		Key actions	Completion date	Responsible Partner
			09/10	10/11			
NI 175: Access to services and facilities by public transport, walking and cycling							
(i) % of households within 20 minutes of closest secondary school	100%	n/a	100%	100%	Co-ordinate cycling expenditure and infrastructure development in line with the Cycling Strategy and Local Transport Plan (LTP) for Tyne and Wear. Projects include: <ul style="list-style-type: none"> • Barnes Park Cycleway • Northern Boundary cycleway • Washington Cycle network • Dame Dorothy and Roker cycleway • Pilot cycleway cleansing programme 	2010/2011	Cycle Network/Public Rights Of Way Officer, Sunderland City Council
(ii) % of households within 20 minutes of closest primary school	100%	n/a	100%	100%			
(iii) % of households within 30 minutes of closest (A&E) hospital	88.5%	n/a	88.2%	88.2%	Progress the Sunderland Strategic Transport corridor <ul style="list-style-type: none"> • New Wear Bridge, Wessington Way to European Way and Woodbine Terrace • Vaux Site and Farringdon Row route • Woodbine Terrace to Beach Street • A19 junction along Wessington Way to the New Wear Bridge • linkages to the Port and the Southern Radial from Wear Mouth Bridge 	Dec 2014	Project Executive Officer; and Project Director
(iv) % of households within 20 minutes of closest GP surgery	99.7%	n/a	99.8%	99.8%			
(v) % of households within 40 minutes of specific employment sites					Undertake Bus Network re-design to improve accessibility for local residential areas	Implement revised network April 2011	Nexus \ Sunderland City Council
(ii) Doxford	86.6%	n/a	86.9%	86.9%			
(iii) Nissan	78.3%	n/a	70.8%	70.8%			
(iv) Pattinson	74.3%	n/a	83.7%	83.7%			
(v) City Centre	85.8%	n/a	89.7%	89.7%			

LAA Performance Measure	2008-09 outturn	2009/10 progress	LAA Target		Key actions	Completion date	Responsible Partner
			09/10	10/11			
					Develop business case for and implement a programme of Bus Corridor improvements and bus priority measures. Projects to be completed include: <ul style="list-style-type: none"> • Wheatsheaf Gyrotory, Newcastle Road, Kier Hardy Way • Durham Road • Chester Road 		Sunderland City Council
NI 192: Household waste Recycled and composted	25.59% (08/09)	30.7% (Apr – Sept 09)	30%	32%	Continue the development of the South of Tyne and Wear Waste Management Plan (STWWMP) in respect of the procurement of the joint residual waste treatment facilities. <ul style="list-style-type: none"> • Progress the short term contract for treatments for residual waste (to cover the interim period prior to development of long term solution) and ancillary contracts to cover Dry recyclables, Green Waste and Landfill Contracts (current landfill contracts being extended by a further year) • STWWMP undertaking procurement process for contract to develop a joint waste management treatment facility (financial close of anticipated in 2012 with construction completed in 2015) • Commence ancillary contract arrangements covering Dry Recyclables, Green Waste and Landfill Contracts (three year period 2010-2013 with possibility of single year extensions) • Initial Planning for the replacement of Beach Street Civic Amenities Site linked to the outcome of the procurement of the strategic waste management solution 	2009 to 2015	Project Director Strategic Services, Sunderland City Council

Outcome 2: Sunderland is recognised by people inside and outside the city as an attractive and accessible place to live, work, study and visit

- Delivery of Legible city
- Assist delivery of City Centre partnerships proposals for the Central Area and use as a pilot for Legible city ideas
- Integrate digital challenge across the attractive and inclusive delivery partnerships work programme

Key LAA aim: Continue to improve service delivery so that the city has a public realm that is well maintained, accessible, sustainable and functional

LAA Priority Performance Measure: NI 195 Improved street and environmental cleanliness

LAA Performance Measure	2008-09 outturn	2009/10 progress	LAA Target		Key actions	Completion date	Responsible Partner
			09/10	10/11			
NI 195: Improved street and environmental cleanliness:					Introduce integrated neighbourhood refuse collection and recycling services, street cleaning and grounds maintenance services in the city of Sunderland	2009/2010	Sunderland City Council
a) levels of graffiti,	4	4	9	8	Develop the skill base of the Street Care Operations management and operatives in line with Improvement Programme Service Transformation Project timescales to increase employee morale by moving them out of pay protection and empowering them to take ownership and make decisions.	2009/2010	Sunderland City Council
b) litter,	5	5	7	6			
c) detritus and	4	4	3	3			
d) fly posting	0	0	1	1			
					Undertake an evaluation of service improvement realised by integrated service provision in South, East and West Sunderland.	2009/2010	Sunderland City Council
					Review service delivery arrangements to take account of the revision of local area arrangements.	2009/2010	Sunderland City Council
					Complete implementation of revised arrangements for bulky waste and graffiti removal.	2009/2010	Sunderland City Council
					Integrated Neighbourhood Services project complete. Refuse Collection (including Kerb It and Green It) re-zoned. Grounds Maintenance and Street Cleaning services re-scheduled and aligned with Refuse collection and grass cutting provided by Gentoo. Improvements in: <ul style="list-style-type: none"> • resource provision • perception of the city's image • resident satisfaction with the service • customer focused services, better VFM, sustainable and seamless service delivery. 	2010/2011	Sunderland City Council

Attractive & Inclusive Delivery Partnership

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

Local Area Agreement Delivery Plan

Draft presentation

Context

- What the key aims of the Delivery Partnership are
- Which council services and key partners are involved
- Key achievements to date
- Key challenges
- Key improvement activity during 2010/11

Purpose / Key aims

Key Purpose:

Connecting People & Places

Three Key Outcomes:

Sunderland is a clean, green city with a strong culture of sustainability that nurtures its natural, built and social environment

(Environment & attractive scrutiny committee)

Sunderland is recognised by people inside and outside the city as an attractive and accessible place to live, work, study and visit

(Environment & attractive scrutiny committee)

Sunderland has a high quality and welcoming social and physical environment

(Sustainable communities scrutiny committee)

Purpose / Key aims

LAA focus:

- Ensuring that the public realm is well maintained, accessible, sustainable and functional
- Improving access to services and facilities by public transport, walking and cycling
- Increasing the amount of household waste that is recycled and composting
- Improving street and environmental cleanliness

Who we are

Sunderland City Council

- Planning Policy
- Street Scene Services
- Sustainability team

South of Tyne and Wear Waste Management Partnership

- Nexus
- Gentoo
- Groundwork East Durham
- Sunderland Heritage Forum
- Sunderland Community Network

Key achievements

- Development of the Attractive & Inclusive thematic partnership and identification of three key outcomes to focus and coordinated the work of the group
- Bus network redesign progressing to improve accessibility
- High levels of satisfaction with public transport
- Cycling infrastructure developing – more network available
- Development of joint waste management treatment facility progressing – amount of waste recycled is increasing
- Street cleanliness is getting better and satisfaction with street cleanliness is improving

Key challenges

- Meeting challenging LAA targets
- To ensure that City Region actions deliver improved actions in relation to transport and skills.
- Increasing use of public transport
- Achievement of recycling targets

Key Improvement Activity 2010/11

Outcome: Sunderland is a clean, green city with a strong culture of sustainability that nurtures its natural, built and social environment

- Development of a costed and resources Green Infrastructure Strategy
- Develop plans to support development of community initiatives to encourage sense of place including green initiatives and shared meeting / social places
- Develop a plan to assist residential developments to improve the star rating of homes built
- Develop a surface Water management partnership with key agencies and a Surface Water management plan

Key Improvement Activity 2010/11

Outcome: Sunderland is a clean, green city with a strong culture of sustainability that nurtures its natural, built and social environment

Key LAA measure: NI 175 access to services by public transport, walking & cycling

- **Co-ordinate cycling expenditure and infrastructure development in line with the Cycling Strategy**
- **Barnes Park Cycleway**
- **Northern Boundary cycleway**
- **Washington Cycle network**
- **Dame Dorothy and Roker cycleway**
- **Pilot cycleway cleansing programme**
- **Progress the Sunderland Strategic Transport corridor including bus network redesign and associated improvements**
- **Develop business case for and implement a programme of Bus Corridor improvements. Projects include:**
- **Wheatsheaf Gyratory, Newcastle Road, Kier Hardy Way, Durham Road, Chester road**

Key Improvement Activity 2010/11

Outcome: Sunderland is a clean, green city with a strong culture of sustainability that nurtures its natural, built and social environment

Key LAA measure: NI 192 Household Waste Recycled and composted

- Continue the development of the Waste Management Partnership in respect of the procurement of the joint residual waste treatment facilities
- Procurement of the joint residual waste treatment facilities
- Progress the short term contract for treatments for residual waste

Key Improvement Activity 2010/11

Outcome: Sunderland is recognised by people inside and outside the city as an attractive and accessible place to live, work, study and visit

- Delivery of Legible city
- Assist delivery of City Centre partnerships proposals for the Central Area and use as a pilot for Legible city ideas
- Integrate digital challenge across the attractive and inclusive delivery partnerships work programme

Key Improvement Activity 2010/11

Outcome: Sunderland is recognised by people inside and outside the city as an attractive and accessible place to live, work, study and visit

Key LAA Measure NI 195: Improved street and environmental cleanliness

- Introduce integrated neighbourhood refuse collection and recycling services, street cleaning and grounds maintenance services
- Develop the skill base of the Street Care Operations management and operatives
- Local area arrangements
- Bulky waste and graffiti removal

STADIUM VILLAGE DEVELOPMENT FRAMEWORK

REPORT OF THE DEPUTY CHIEF EXECUTIVE

1.0 Purpose of Report

- 1.1 The purpose of this report is to advise Committee of the responses received following public consultation on the Stadium Village Draft Development Framework and to seek Committee's comments on the revised Development Framework.
- 1.2 The Committee's comments will be reported to Cabinet on 10 March 2010 when agreement will be sought to approve the Stadium Village Development Framework as a Supplementary Planning Document.

2.0 Background

- 2.1 Sunderland arc's Business Plan (2009) proposes that the Stadium Village area is developed for mixed-use leisure-led development.
- 2.2 Alteration Number 2 to the Unitary Development Plan (UDP) sets out adopted planning policy for the central area of Sunderland, including the designation of Stadium Park and Sheepfolds (collectively known as Stadium Village) as comprehensive development sites. Policy EC5A of Alteration No 2 requires the City Council to prepare a broad framework for each site.
- 2.3 Site specific policies for Stadium Village are set out in policies NA3A.1 and NA3A.2, these policies also indicate that a comprehensive masterplan should be prepared to cover both Stadium Park and Sheepfolds in order to ensure the integration of these sites. Stadium Park is identified as a leisure-led mixed-use site whilst for Sheepfolds the plan indicates that the council will support a comprehensive approach to mixed-use development.

3.0 Consultations on the draft Stadium Village Development Framework

- 3.1 Members will recall that an initial draft Stadium Village Development Framework and accompanying Sustainability Appraisal and Appropriate Assessment were subject to a public consultation between 7 January and 17 February 2009. Since this time a healthy interest has been expressed by the private sector to develop an indoor real snow Ski Centre within

Stadium Village on Site C, which was selected through discussion for a large leisure use in the amended draft framework.

- 3.2 Given the potential scale and attraction of this facility for the Sunderland and the North East Region, legal advice was taken with regard to the content of an amended draft development framework and the need for further consultation. It was considered necessary to make specific reference to the aspiration to develop a snow slope on Site C, reflecting market interest, within the amended draft development framework and Sustainability Appraisal in order to give stakeholders and the public the opportunity to make representations on this specific proposal.
 - 3.3 Accordingly, Cabinet approved an amended draft Stadium Village Development Framework for the purposes of consultation at its November 2009 meeting. The framework and accompanying Sustainability Appraisal and Appropriate Assessment were subject to a public consultation between 11 November and 22 December 2009.
 - 3.4 During this period all information relating to the consultation, including the draft Stadium Village Development Framework was made available online at www.sunderland.gov.uk/stadiumvillage.
 - 3.5 Letters were delivered to all households and businesses within the Stadium Village area and its immediate surroundings. The letter notified recipients of the consultation period, invited them to see the main proposals plan at exhibitions displayed at the Sunderland Civic Centre main reception, Sunderland Aquatic Centre, Washington Millennium Centre, the Hetton Centre and Leechmere Independent Living Centre. The letter also notified them that officers from the City Council and Sunderland arc would be on hand to discuss their views at the Sunderland Aquatic Centre (17, 26 November and 7 December 2009) and the Hetton Centre (1 December) as well as by appointment at Sunderland Civic Centre (during normal office hours). Comments slips were enclosed which could be returned by freepost and summary brochures of the framework were available at all venues as well as all local libraries across the city. Responses could also be made by email or by completing an online consultation form at the website www.sunderland.gov.uk/stadiumvillage.
 - 3.6 Statutory and formal consultees including a range of businesses, organisations and other individuals were consulted by letter asking them to respond formally.
- 4.0 Consultation Responses and Changes to the Development Framework**

- 4.1 In total 173 responses were received as a result of the consultations, 142 expressing support, 15 objecting, 6 supporting some elements and objecting to others, 5 providing comments expressing neither support nor objections and 5 making no observations.
- 4.2 12 responses were received from statutory and non-statutory consultees. These were generally supportive of the draft Stadium Village Development Framework. Consideration of representations submitted by the Environment Agency, Natural England, the Highways Agency and English Heritage have resulted in minor changes to sections of the framework.
- 4.3 The representations received, together with the City Council's response to them and details of any necessary changes to the development framework are available in the Member's library.

5.0 Key Consultation Issues

5.1 Stadium Village Parking

Issues were raised during the consultation in relation to problems of matchday parking on residential streets. A shortage of available car parking spaces and disabled car parking spaces at the Aquatic Centre was also repeated as an issue in particular in relation to match days.

5.2 Council response

Parking issues were also raised during the initial public consultation on the development framework (7 January and 17 February 2009). Since this time the City Council and Sunderland Football Club have:

- Agreed that disabled spaces immediately adjacent to the North West Corner of the Stadium (located opposite the Aquatic Centre) can be used on non-match days by Aquatic Centre users
- Changed traffic signs to show drivers that parking spaces adjacent to Black Cat House can be used by Aquatic centre users (on non-match days)

These steps have resulted in a lower number of comments being submitted in respect of day-to-day parking for the Aquatic Centre; however match day parking and a shortage of disabled parking remains an issue.

- 5.3 As set out in the Cabinet Report on the previous public consultation (November 2009), parking at the Aquatic Centre was considered through the reserved matters planning application for the site when it was concluded that available parking at Stadium Village was sufficient. On non-match days in addition to the parking available adjacent to the Aquatic centre, 566 spaces are available in the car park adjacent to Black Cat House (not including 187 spaces used by Sunderland AFC). Spaces also exist to the west of Stadium Way. Car parking is also available adjacent

- to the West Stand of the Stadium of light where 388 spaces are available. In addition to the existing disabled car parking to the north of the Stadium, an additional 7 disabled car parking spaces were provided specifically for the Aquatic Centre.
- 5.4 The above mentioned car parks are owned by One North East and are subject to a 125 year lease to the Sunderland AFC. This lease gives exclusive use to the Football club on match days and on a specified number of event days. There is also a Memorandum of Agreement between the Football club and the Council. This Agreement establishes that no special event is to occur at the Aquatic Centre at the same time/day as a match at the stadium. The Council manages the Memorandum of Agreement through its role as a member of the Stadium Safety Advisory Group Committee, which oversees matters in relation to safety on match days. The management of match day parking at the Stadium of Light and around the site will be kept under review with the football club.
- 5.5 In considering parking at the Aquatic Centre, regard was also had to the fact that the Stadium Park site has good public transport links. In addition to the available car parking on the site, two Metro stations and a number of bus routes serve the local area.
- 5.6 Any future development at Stadium Village will be subject to Policies T2 and T23A of the UDP Alteration No.2. Policy T2 requires a transport assessment and seeks to ensure that public transport is promoted. Policy T2 also requires that non-residential schemes prepare a travel plan to encourage greater use of public transport. Policy T23A sets out car parking standards and seeks to encourage increased use of public transport.
- 5.7 In light of existing planning policies, the good local public transport links and the extent of the existing car parking that is available, it is considered that car parking provision for the Aquatic Centre will be kept under review as the whole of Stadium Village is developed out in the future. It is acknowledged that careful consideration needs to be given to addressing parking needs on the basis of end user demand as and when development takes place. In particular the parking requirements around the aquatic centre should be carefully considered when the remainder of site A is developed
- 5.8 Massing and Scale in relation to surrounds
Concerns were raised by English Heritage and a member of the public regarding the potential scale of future development on site C and the impact that any large scale development may have on the nearby Listed Buildings and surrounding townscape. This issue is now particularly

relevant given the proposal for an indoor Ski Slope at Site C. Accordingly the issue is dealt with in more detail below.

5.9 Council Response:

The City Council and Sunderland arc have aspirations to secure a real snow Ski Centre within Stadium Village. Feasibility work has been undertaken and strong interest has been expressed by private sector developers and operators.

- 5.10 During the preparation of the amended draft development framework, a detailed site options analysis was undertaken to identify the most appropriate location for a Ski Centre within the Stadium Village site boundary. This analysis identified Site C as the best location particularly in terms of deliverability and physical impact on its surroundings. The amended draft Development Framework identifies a Ski Centre for Site C with a maximum height of up to 46m, considered to be the optimum height in achieving a balance between commercial viability of the scheme and minimising the impacts on the surrounding built environment.
- 5.11 It is recognised that the development of a building of the required scale and massing on Site C would need to be carefully considered in relation to the surrounding townscape and in particular the nearby Grade II* Listed Monkwearmouth Station Museum, the Grade II Listed Hebron Church (both located on North Bridge Street to the east of the site) and Grade II Listed Wearmouth Bridge and Monkwearmouth Railway Bridge to the south-east of the site. The relationship with the candidate World Heritage Site at St. Peter's also needs to be carefully considered.
- 5.12 The development framework sets out design principles to guide future masterplans for Stadium Village establishing the need for a high level of architectural design across all buildings. The framework sets parameters for the scale and massing of development proposals and in doing so particularly emphasises the need for development proposals on site C to respond to the setting of the Listed Buildings in and around the Stadium Village area.
- 5.13 To assist in this process a Ski Slope Design Code has also been prepared which sets out more detailed design guidance for developers bringing forward proposals for a ski slope development on Site C in order to achieve a high quality built form, and mitigate any adverse impacts upon the surrounding townscape and historic environment. Detailed guidance is provided in relation to the scale and massing of proposals, the elevational treatments and use of materials, the building frontages and design of the public realm. This Code will be used to assess submissions for the site prior to identifying a preferred developer as well as supporting the assessment of subsequent planning applications.

5.14 As part of the submission of a planning application for site C, the developer will be required to prepare a Heritage Statement. The Heritage Statement must include consideration of the potential impact of the proposed development on the historic environment and the Listed Buildings and demonstrate how these impacts will be mitigated. Applicants will be required to fully justify why any impacts on the historic environment should be acceptable in the context of national, regional and local policies relating to the management of change in the historic environment.

5.15 Overall it is considered that sufficient mechanisms are in place in the development framework, Design Code and planning application process to ensure that impacts on the setting of the surrounding townscape and historic environment will be fully considered and assessed by developers preparing development proposals and robust proposals to mitigate the impacts will be put in place.

5.16 Sustainability

Concerns were raised over the sustainability of the proposed Ski Slope and whether there is an opportunity to deliver heat source sharing between the Aquatic Centre and Ski Centre.

5.17 **Council Response:**

In general all new developments add to the carbon footprint to some degree (unless the schemes are carbon neutral). However, there are a number of mitigation measures that can be put in place to improve sustainability and reduce the environmental impact of the proposed Ski Centre.

5.18 The Stadium Village Development Framework sets development principles for the entire Stadium Village site and sets out a number of criteria which are designed to ensure that all new development meets current legislation that is in place to reduce the environmental impact of new development. These requirements include:

- 1) Achieving a BREEAM rating of very good (BRE Environmental Assessment Method). This is the recognised method for the environmental assessment of buildings and sets the standard for best practice in sustainable design
- 2) The use of water conservation methods and rainwater recycling techniques to reduce water consumption
- 3) The provision of a minimum of 10% energy supply from renewable energy generated on site

- 4) The use of sustainable drainage systems
- 5.19 The development of Site C will also require developers to comply with One North East's quality standards which serve to reinforce the development framework. These include:
- 1) Achieving a BREEAM rating of 'excellent'.
 - 2) A 22% reduction in carbon emissions above those required by Building Regulations.
 - 3) Green Travel Plans to be prepared for all appropriate schemes to ensure measures are put in place to reduce dependency on the car.
 - 4) Developments must derive at least 10% of the value of materials from recycled and reused content.
- 5.20 The Ski Slope Design Code also reflects ONE North East's quality standards relating to sustainability and in addition sets the requirement for potential developers to consider the feasibility of transferring waste heat energy to other energy users in and around the site. This process has successfully been used in other recently completed indoor Ski Centres. Potential developers will also be required to consider implementing a strategy allowing for the monitoring of energy consumption for individual areas of the building and ensure that the most sustainable building materials are used for construction of the building. The extent to which proposals satisfy the criteria of the Design Code including environmental performance will help to determine the selection of a preferred developer for the site.
- 5.21 In addition to the technical specifications of the building it is considered that the regionally central location of the site allows access by more sustainable modes of transport other than the car. The site is served by two nearby Metro stations and is easily accessible by bus or by foot. Most other facilities of this nature in the UK are located 'out of town' resulting in the majority of visitors travelling to them by car. Locating the Ski Centre in this accessible location will allow many visitors to travel by a range of transport modes, reducing the dependency on the car and reducing carbon emissions from car journeys.
- 5.22 With the requirements of the development framework, the site Design Code and One North East's Quality Standards the Council is confident that all reasonable steps to reduce the carbon footprint of the proposed Ski Centre as well as other buildings on the Stadium Village site will be accommodated.

6.0 Reasons for Decision

- 6.1 The adoption of the Stadium Village Development Framework as a Supplementary Planning Document will help facilitate the planning and regeneration of Stadium Village in accordance with the planning policies for the area. The framework is available for use by developers as a basis for preparing detailed proposals for Stadium Village and would be afforded weight as a material consideration when determining future planning applications.

7.0 Alternative Options

- 7.1 The alternative option is not to adopt the Stadium Village Development Framework. The consequences of this are likely to be an uncoordinated approach to the redevelopment of this area, resulting in a poor urban structure, poor access and movement arrangements, haphazard distribution of amenities and open space and a lost opportunity to create a comprehensively planned, attractive, sustainable, high quality environment. This option would also be contrary to policy (EC5A) in UDP Alteration No 2 for Central Sunderland which has been adopted by the council.

8.0 Recommendation

The Committee is recommended to consider the amended Stadium Village Development Framework and refer its comments to Cabinet for consideration

9.0 Background Papers

- a) Amended Stadium Village Development Framework Supplementary Planning Document, 2010
- b) Amended Stadium Village Supplementary Planning Document Sustainability Appraisal Report, 2010
- c) Stadium Village Supplementary Planning Document Task 1 Appropriate Assessment, Regulation 48 of the Conservation (Natural Habitats & c) Regulations 1994, 2009
- d) Sunderland Stadium Village Ski Centre Design Code, December 2009.
- e) Schedule of Representations received during public consultation and the City Council's response.

**ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE
15 FEBRUARY 2010**

POLICY DEVELOPMENT & REVIEW 2009/10 – TASK AND FINISH GROUP UPDATE

Report of the Chief Executive

STRATEGIC PRIORITIES: SP5: Attractive and Inclusive City

CORPORATE PRIORITIES: CIO1: Delivering Customer Focused Services, CIO4: Improving Partnership Working to Deliver ‘One City’.

1. Purpose of Report

- 1.1 To receive an update report on the work of the Committee’s Task and Finish Group on the introduction of 20mph zones.

2. Background

- 2.1 On 18 June 2009, the Committee agreed to undertake a policy review on issues relating to traffic issues and network management in the city.
- 2.2 The Committee also agreed to establish a Task and Finish Group to help undertake detailed research on this issue. The Group comprises Councillor E Gibson (Chair), Councillor John Kelly and Councillor Peter Wood. Over the year, the Group has met regularly and provided periodic progress reports on their work in order that it can feed into the final report of the Committee.

3 Task and Finish Group – Current Position

- 3.1 Councillor E Gibson, Chair of the Task and Finish Group will provide an update on the work of the Group.
- 3.2 On 19 January 2010, the Group visited North Tyneside Council to find out more about their experience of introducing 20mph zones and tour a number of sites order to view at first hand the signing and infrastructure in place. The visit was hosted by Paul Fleming (Team Leader, Traffic and Road Safety) and Andrew Flynn (New Development Manager).
- 3.3 North Tyneside Council is now in the fourth year of a five year programme to introduce 20mph zones into the city and these are now an integral part of the Council’s Road Safety Strategy and Council Plan. It was emphasised that the introduction of 20mph zones should not be seen in isolation but as part of a range of safety measures including education programmes, enforcement and infrastructure works. It was also important to recognise the links with other policy areas including environmental improvements, planning, the encouragement of cycling and walking and safety around schools. The introduction of 20mph zones reflected a proactive approach to speed management and road safety.

- 3.4 While the Council had divided the city into a number of areas, the introduction of 20mph zones had been progressed evenly across the city with priority given to schools and residential areas. It was anticipated that by 2010, there would be a 20mph zone outside all of the city's schools, with residential estates completed by 2012. All new developments and regeneration schemes were being designed to include appropriate safety measures for the introduction of 20mph.
- 3.5 With regard to the actual introduction of the 20mph zones, suitable areas were first identified and traffic speed surveys undertaken. If the average speed was 24mph or less then this was considered suitable for a 20mph zone (signs and roundels only). If average speed was above 24mph then traffic calming or other measures such as flashing lights needed to be considered. It was necessary that the schemes were self-enforceable as they will not be enforced by the Police.
- 3.6 In terms of consultation, North Tyneside used a standard consultation format, with initial consultation taking place with local ward members and local statutory bodies. Experience had shown the public were generally supportive of the introduction of the zones and that Ward Councillors a vital part of the consultation process. There had been initial objections in certain parts of the city and these areas were being revisited with a more comprehensive consultation exercise taking place, including residents meetings.
- 3.7 The Council had tried to use the minimum engineering solutions compatible with reducing road speeds, with treatments focused on the entrances of estates. This had helped to avoid the extensive use of often unpopular engineering solutions and resulted in less street clutter. The effect of the zones on road speeds are closely monitored and if they were shown to be not having the desired effect then additional engineering works would be considered. However, after survey have shown areas to be largely compliant.
- 3.8 The scheme had been introduced at relatively low cost, with around £200,000 being set aside in the Local Transport Plan. Every effort was also made to maximise available funding from developers as part of new development and regeneration schemes. The estimated cost of for a larger zone is around £5-6,000. This compared for around £30,000 for a fully traffic calmed area.
- 3.9 The effect of the zones on casualty reduction had not been closely examined. However, recent studies in London and Portsmouth had indicated their effectiveness on accident reduction. Evidence from British Medical Journal on the effect in London Borough's suggested a 40% reduction in road casualties, pedestrian injuries reduced by one third and a 17% reduction in cycle accidents. Portsmouth had seen a reduction in speed of 1mph which equates with a 5% reduction in accidents.
- 3.10 In relation to parking around schools, the Council had sought to take a pragmatic approach and try to balance the different priorities of car users and local residents. However, child safety was always the key factor and the Council were seeking to introduce camera cars to monitor and patrol problem areas.

4 Next Steps

The next meeting of the Task and Finish Group is scheduled for 18 February 2010 when the Group will receive a report from Richard Hibbert (Jacobs Consultants). It is anticipated the draft final Group will be reported to the Committee on 15 March 2010.

5. Recommendation

- 5.1 Members are recommended to consider the evidence provided as part of their study.

Background Papers

Local Transport Plan 2006-11
Sunderland City Council Parking Strategy

Contact Officer: Jim Diamond (0191 561 1006)
james.diamond@sunderland.gov.uk

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

FORWARD PLAN – KEY DECISIONS FOR THE PERIOD 1 FEBRUARY 2010 – 31 MAY 2010

REPORT OF THE CHIEF EXECUTIVE

15 FEBRUARY 2010

1. Purpose of the Report

- 1.1 To provide Members with an opportunity to consider the Executive's Forward Plan for the period 1 February, 2010 – 31 May, 2010.

2. Background

- 2.1 The Council's Forward Plan contains matters which are likely to be the subject of a key decision to be taken by the Executive. The Plan covers a four month period and is prepared and updated on a monthly basis.
- 2.2 Holding the Executive to account is one of the main functions of Scrutiny. One of the ways that this can be achieved is by considering the forthcoming decisions of the Executive (as outlined in the Forward Plan) and deciding whether Scrutiny can add value in advance of the decision being made. This does not negate Non-Executive Members ability to call-in a decision after it has been made.
- 2.3 The Forward Plan for the period 1 February, 2010 – 31 May, 2010 is attached marked **Appendix 1**. As requested by members at the last meeting, only those items which are under the remit of the Committee have been included. The remit of the Committee covers the following themes:-
- Building Control, Unitary Development Plan, Place Shaping, Local Transport Plan, Coast Protection, Cemeteries and Crematorium, Grounds Maintenance, Management and Highways Services, Allotments.
- 2.4 In the event of Members having any queries that cannot be dealt with directly in the meeting, a response will be sought from the relevant Directorate.

3. Recommendations

- 3.1 To consider the Executive's Forward Plan for the period 1 February, 2010 – 31 May, 2010.

4. Background Papers

None

Contact Officer : Jim Diamond 0191 561 1396
james.diamond@sunderland.gov.uk

Forward Plan: Key Decisions from - 01/Feb/2010 to 31/May/2010
Items which fall within the remit of the Environment and Attractive City Scrutiny Committee

No.	Description of Decision	Decision Taker	Anticipated Date of Decision	Principal Consultees	Means of Consultation	When and how to make representations and appropriate Scrutiny Committee	Documents to be considered	Contact Officer	Tel No
01293	To agree St Peter's Riverside & Bonnersfield Planning Framework draft Supplementary Planning Document for public consultation.	Cabinet	03/Feb/2010	Strategic partners, Portfolio Holders and Chief Officers	Meetings, briefings and email	Via contact officer by 20 January 2010 - Environment and Attractive City Scrutiny Committee	Cabinet report and St Peters Riverside and Bonnersfield Planning Framework: draft Supplementary Planning document.	David Giblin	5611540
01326	To adopt the Seafront Regeneration Strategy and Marine Walk Masterplan.	Cabinet	03/Feb/2010	Statutory consultees, people who live in, work in and visit Sunderland, Chief Officers, Members and Portfolio Holders.	Meetings, briefings, letters and memos, drop in sessions, workshops, exhibitions, sunderland.gov.uk	Via Contact Officer by 20 January 2010 - Environment and Attractive Scrutiny Committee	Cabinet report, Seafront Regeneration Strategy and Marine Walk Masterplan	Dave Giblin	5611540
01090	Approve submission document & sustainability appraisal for development in the Hetton Downs area to form part of the Council's Local Development Framework.	Cabinet	10/Mar/2010	Local residents, stakeholders, service providers, community reference group, Members	Meetings, briefings, letters, email, public exhibition, sunderland.gov .uk	Via contact officer by the 19 February 2010 - Environment and Attractive City Scrutiny Committee	Cabinet report, report on preferred option consultation responses, submission document for Hetton Downs Area Action Plan, formal sustainability report.	Dave Giblin	5531564

No.	Description of Decision	Decision Taker	Anticipated Date of Decision	Principal Consultees	Means of Consultation	When and how to make representations and appropriate Scrutiny Committee	Documents to be considered	Contact Tel No Officer
01353	To approve the Highway Maintenance Programme for 2010/11.	Executive Director City Services	15/Mar/2010	Member with Portfolio for Attractive and Inclusive City	Meetings	To contact Officer by 26th February 2010 - Environment and Attractive City Scrutiny Committee	Report ; Work Programme	Graham Carr 5611298

WORK PROGRAMME 2009-10

REPORT OF THE CHIEF EXECUTIVE

Strategic Priority : CIO1, CI04

1. Why has this report come to the Committee?

- 1.1 The report attaches, for Members' information, the current work programme for the Committee's work during the 2009-10 Council year.
- 1.2 The work of the Committee in delivering its work programme will support the Council in achieving its Strategic Priorities of Prosperous and Attractive City, support delivery of the related themes of the Local Area Agreement, and, through monitoring the performance of the Council's services, help the Council achieve its Corporate Improvement Objectives CIO1 (delivering customer focussed services) and C104 (improving partnership working to deliver 'One City').

2. Background

- 2.1 The work programme is a working document which Committee can develop throughout the year. The work programme allows Members and Officers to maintain an overview of work planned and undertaken during the Council year.

3. Current position

- 3.1 The work programme reflects discussions that have taken place at the Scrutiny Workshop and at the meeting of the Committee on 18 June 2009. The current work programme is attached as an appendix to this report.

4. Conclusion

- 4.1 The work programme developed from the meeting will form a flexible mechanism for managing the work of the Committee in 2009-10.

5 Recommendation

- 5.1 That Members note the information contained in the work programme and consider the inclusion of proposals for the Committee into the work programme.

6. Glossary

n/a

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james.diamond@sunderland.gov.uk

	JUNE 18.6.09	JULY 13.7.09	SEPTEMBER 21.9.09	OCTOBER 19.10.09	NOVEMBER 16.11.09	DECEMBER 14.12.09	JANUARY 18.1.10	FEBRUARY 15.2.10	MARCH 15.3.10	APRIL 26.4.10
Policy Review	Proposals for policy review (JD)	Scope of review – Highways and Network Management (Jim Diamond)	Baseline Report (JD)	Evidence Gathering	Evidence Gathering	Evidence Gathering	Evidence Gathering	Evidence Gathering	Draft report (JD) Policy Review – Progress Report on Previous Study	Final Report
Scrutiny		Lisburn Terrace Triangle Development Framework – Cabinet Consultation (Keith Lowes) Highways Maintenance Contingency- Prioritisation (Burney Johnson)	Parking Enforcement (B Johnson)	Civil Parking Enforcement (B Johnson) Holmeside Triangle Development Framework (K Lowes) Sunniside Conservation Area (K Lowes)	Public Transport Issues/Bus Network Redesign (NEXUS)	Local Development Framework – Progress Report (Neil Cole) Flood Planning (Barry Frost) Local Development Framework – Annual Report (Neil Cole)	Waste Management and Recycling (Peter High) Seafront Masterplan (Keith Lowes) Flood Planning (Barry Frost) Silksworth Conservation Area (Mark Taylor)	Bus Network Redesign (NEXUS) Stadium Development Village Development Framework (K Lowes)	Cemeteries (Peter High) Fawcett Street – Cllr Wood Item (Keith Lowes) Public Toilets (Les Clark)	Streetlighting (Aurora) Legible City – Better Signposting of the Gateways (Graeme Farnworth) Local Transport Plan – Progress on Action Plan (Stephen Pickering)
Scrutiny (Performance)			Performance Q1 (Mike Lowe)				Performance Q2 (Mike Lowe) Strategic Planning Process (Jon Beaney)	Environment and Attractive City Annual Delivery Plan (Sal Buckler)		Performance Framework Q3 (Mike Lowe)
Ref Cabinet										
Committee Business	Work Programme 2008/09 (JD)		Overview and Scrutiny Handbook (J Diamond)				Review of Councillor Call for Action Mechanism (J Diamond)			

CCFA/Members items/Petitions					Cllr P Wood – Condition of Fawcett Street		Cllr R Vardy – Gritting of Roads in Winter Weather			
Information										