




THE CABINET

AGENDA

Meeting to be held in the Civic Centre (Committee Room No. 1) on Wednesday, 14th April, 2010 at 2.00 p.m.

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Report of the Deputy Chief Executive (copy herewith).

N.B. Members are requested to note that copies of the Hendon East End Regeneration Framework are available for inspection in Members' Services or alternatively the document can be viewed on-line at :-

<http://www.sunderland.gov.uk/committees/CmisWebPublic/Meeting.aspx?meetingID=1605>

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Local Government (Access to Information) (Variation) Order 2006

The reports contained in Part II of the Agenda are not for publication as the Cabinet is considered likely to exclude the public during consideration thereof as they contain information relating to any individual, which is likely to reveal the identity of an individual, the financial or business affairs of any particular person (including the Authority holding that information) or to consultations or negotiations in connection with labour relations matters arising between the Authority and employees of the Authority (Local Government Act 1972, Schedule 12A, Part I, Paragraphs 1, 2, 3 and 4).

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| | (Copy herewith). | |

20.  **Disposal of Land at Camberwell Way, Doxford
International Business Park, Sunderland**

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Report of the Deputy Chief Executive (copy herewith).

 **Denotes Key Decision.**

*** Denotes Rule 15 Notice issues – item which is a key decision which is not included in the Forward Plan.**

R.C. RAYNER,
Chief Solicitor.

Civic Centre,
SUNDERLAND.

6 April, 2010.

CABINET MEETING – 14 APRIL 2010
EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

MINUTES, PART I

Author(s):

Chief Solicitor

Purpose of Report:

Presents the minutes of the last meeting held on 10th March, 2010 Part I.

Action Required:

To confirm the minutes as a correct record.

At a meeting of the CABINET held in the CIVIC CENTRE (COMMITTEE ROOM NO. 1) on WEDNESDAY, 10TH MARCH, 2010 at 2.00 p.m.

Present:-

Councillor P. Watson in the Chair

Councillors Allan, Anderson, Blackburn, Charlton, P. Smith, Trueman, D. Wilson and N. Wright.

Part I

Minutes

The minutes of the meeting of the Cabinet held on 10th February, 2010, Part I (copy circulated) were submitted.

(For copy report – see original minutes).

1. RESOLVED that the minutes of the last meeting be confirmed and signed as a correct record.

Receipt of Declarations of Interest

The following Councillors declared personal interests in the undermentioned reports as Members of the various bodies indicated:-

Item 6 – Comprehensive Area Assessment (CAA) Use of Resources Improvement Plan	Councillors P. Watson and D. Wilson	Sunderland Partnership Safer Sunderland Partnership
	Councillor F. Anderson	Sunderland Partnership, South Tyne and Wear Waste Management Joint Executive Committee (substitute)
	Councillors Blackburn and Trueman	South Tyne and Wear Waste Management Joint Executive Committee

Item 10 – City of Sunderland Local Development Framework Core Strategy Revised Options	Councillors P. Watson and F. Anderson	Sunderland Partnership
Item 12 – Stadium Village Development Framework	Councillor P. Watson	Sunderland arc, ANEC
	Councillor F. Anderson	Sunderland arc (substitute), ANEC
	Councillors Allan, Trueman and D. Wilson	ANEC
Item 14 – School Admission Arrangements – September 2011	Councillors Anderson, Allan, Blackburn, Charlton, P. Smith, Trueman, D. Wilson and N. Wright	Governors of Primary and Secondary Schools in the City
Item 15 – Building Schools for the Future (BSF) Submission of the BSF Wave 2 Strategy for Change (SFC) Business Case	Councillors Anderson and Blackburn	Grandchildren attend Hetton School

Apologies for Absence

An apology for absence was submitted to the meeting on behalf of Councillor Gofton.

Local Area Agreement Annual Review Process 2009/2010

The Chief Executive submitted a report (copy circulated) to outline the outcome of the Local Area Agreement Review 2009/2010 and to seek approval to revised targets for several priority indicators.

(For copy report – see original minutes).

The Chairman highlighted that the Government had provided the opportunity of using the 2009/10 Local Area Agreement Review process to refresh certain targets in the Agreement. He reported that specifically the Council was able to revise those targets that were likely to have been affected by the recent economic recession, particularly those that were associated with the working age benefit claimant rate. He advised that the rationale for revising targets for a number of indicators and a recommended position in respect of each of those targets was set out in the report.

The Chairman reported that by revising the targets so that they reflected the impact of the recession and were more realistically achievable in the current prevailing conditions would enable the Council to maximise the potential Performance Reward Grant associated with the LAA. He added that the targets proposed in the report would be used as the basis for negotiations with Government Departments and the outcome of the negotiations would be communicated with Cabinet in due course.

Consideration having been given to the report, it was:-

2. RESOLVED that:-

- (i) the new and revised Local Area Agreement targets be approved as set out in the report; and
- (ii) the Council Leader and Chief Executive, in discussion with the Chair of the Sunderland Partnership be authorised to approve any changes in the targets that may result from the negotiations with Government Office North East.

Comprehensive Area Assessment (CAA) Use of Resources Improvement Plan

The Chief Executive submitted a report (copy circulated) to seek approval for the Council's CAA Use of Resources Improvement Plan, which detailed the Council's priorities for improvement in the management and use of its resources. This would support the Council in its ambition of improving its CAA use of resources assessment scores in 2010 towards an ultimate ambition of securing level 4 performance overall.

(For copy report – see original minutes).

The Chairman advised that the improvement plan was in response to the Council's recent CAA Use of Resources assessment and would support the Council on its improvement journey, enabling it to more effectively and efficiently manage and use its resources, thus delivering value for money and better and sustainable outcomes for local people. He reported that this should in turn result in the Council achieving improved scores within the use of resources assessment, which would enable the Council to continue to be recognised as a high performer in the management of its resources. He added that the improvement plan included improvement activity related to financial planning and management, procurement, and risk management as well as asset management, and natural resources.

Consideration having been given to the report, it was:-

3. RESOLVED that the Use of Resources Improvement Plan be approved.

The Difference Engine – Investment Fund

The Chief Executive and the Director of Financial Resources submitted a joint report (copy circulated) to seek approval to make a contribution to the Difference Engine Investment Fund.

(For copy report – see original minutes).

Councillor Charlton highlighted that this initiative would provide another resource to attract and support new potentially high growth businesses in the City and complement the City Council's existing financial assistance scheme. He explained that ONE North East was joining with Sunderland and Middlesbrough Councils' to take the best examples of enterprise development from around the world and apply them in the region. The Council's £100,000 contribution would lever £150,000 from ONE North East. He reported that the three partners were leading the way in trying to develop innovative ways and using best practice examples to attract high tech sustainable businesses.

Cabinet Members having been advised that they would receive regular reports on the progress of the scheme, it was:-

4. RESOLVED that a contribution of £100,000 to the Difference Engine Investment Fund be approved.

Development of Sunderland Software Centre

The Chief Executive and the Director of Financial Resources submitted a joint report (copy circulated) on the development of the Sunderland Software Centre project and to seek approval to the funding package and proposed method of procurement.

(For copy report – see original minutes).

Councillor Allan highlighted that the Software City Initiative would develop a new high tech sector for Sunderland and bring with it high quality jobs and growing prosperity in the City. He reported that the development of the Software Centre would provide a focus for activity, provide high quality accommodation for over 30 businesses and a landmark building would give a further boost to Sunnyside and the City Centre.

Councillor Allan reported that the project so far had demonstrated excellent partnership working with the University, the BIC, Codeworks and ONE North East who had provided substantial single programme and ERDF funding to enable the scheme to progress. He added that it was important that the benefits of Software City extended to all parts of the community and it had been agreed with Software City to engage with the local community to ensure their involvement as the project progresses.

Councillor Allan having reported that he looked forward to seeing this building constructed and expected to see a start on the site within the year, it was:-

5. RESOLVED that:-

- (i) approval be given for a contribution of £2.6 million to be met from the Working Neighbourhoods Fund;
- (ii) the building be located on the site of the Tavistock Place Car Park; and
- (iii) the Deputy Chief Executive be authorised to procure the building in accordance with the details set out in the report.

Supporting the Efficiency Agenda – Through the Implementation of Further Key Projects

The Chief Executive submitted a report (copy circulated) to outline work undertaken to date to deliver the Council's efficiency agenda and to recommend options to approve expenditure to further develop and improve value for money. This work was within the context of changing customer expectations and the need to deliver, with increased scale and pace, efficiency and effectiveness.

(For copy report – see original minutes).

Councillor Allan drew attention to paragraph 3.1 of the report and highlighted that Sunderland had, in fact, the lowest Council Tax in the North East not just Tyne and Wear. He highlighted that the efficiency agenda had been gathering pace and tremendous savings had been achieved across all Directorates and Portfolios. He explained that the contributions would enable the implementation of a number of efficiency projects in order to deliver both efficient and improved customer services.

Consideration having been given to the report, it was:-

6. RESOLVED that:-

- (i) expenditure of up to £2,000,000 from the Revenue Budget Contingency provision for Strategic Priorities be approved for the Invest to Save Improvement Programme budget to enable the implementation of a number of efficiency projects; and
- (ii) the Chief Executive be authorised to undertake all necessary procurement and contractual arrangements in consultation with the Leader and Resources Portfolio Holder.

City of Sunderland Local Development Framework: Core Strategy Revised Preferred Options

The Deputy Chief Executive submitted a report (copy circulated) to seek a recommendation to Council to approve the Sunderland Core Strategy Revised Preferred Options for public consultation.

(For copy report – see original minutes).

Councillor Charlton highlighted that the Core Strategy would sit at the heart of the City's Local Development Framework (LDF) and it would also be one of the key delivery tools of both the Sunderland Strategy and the emerging Economic Masterplan. He reported that the Core Strategy would provide a spatial vision for the City until 2026 and set out the broad City wide distribution of new housing, employment, retail and waste developments. It also provided detailed policies for bringing forward Vaux, Farringdon Row, Holmeside Triangle and land North of Nissan as strategic development sites.

Councillor Charlton explained that the Core Strategy must pass through a number of statutory consultation stages prior to its adoption, programmed for November 2011. He added that the report detailed the consultations completed to date including the first "The Issues and Options" draft, the Preferred Options Draft and more recently consultation into the most sustainable approach to distribute development, "The Alternative Approaches". This included the first proposals to identify strategic sites.

Councillor Charlton advised that all the consultations had been used to inform the Revised Preferred Options Policies. The main elements of this document were to:-

- Prioritise the regeneration of Central Sunderland and the City Centre, with the majority of new development being largely concentrated within the conurbation of Sunderland and Washington whilst allowing for the sustainable growth of the coalfields settlements,
- Promote the distribution of some 17,000 new houses and 250 hectares of new employment across the City in line with the Regional Spatial Strategy,
- Protect the roles of the City's key centres for retailing and commerce, and
- Promote the sustainable regeneration of the City's coastline.

Cabinet Members were advised that the Core Strategy would eventually be 'tested' at an independent Examination. To ensure full compliance at this Revised Preferred Options stage, discussions would continue with the Government Office for the North East regarding the precise policy wording which was recognised nationally as best practice.

Consideration having been given to the report, it was:-

7. RESOLVED that it be recommended to Council to:-

- (i) note the representations received to the Core Strategy Alternative Options Consultation and agree the Offer recommendations to each response as set out in Annex 1,
- (ii) approve the attached Sunderland Core Strategy Revised Preferred Options (including the Sustainability Appraisal and Appropriate Assessment reports) for the purposes of public consultation and as a material consideration in assessing planning applications, pending its finalisation following public consultation, and
- (iii) authorise the Deputy Chief Executive, in consultation with the Portfolio Holder for Prosperous City, to make any required amendments to the attached Sunderland Core Strategy Preferred Options (including the Sustainability Appraisal and Appropriate Assessment reports) as necessary prior to its publication for public consultation.

St. Peter's Riverside and Bonnersfield Planning Framework – Draft Supplementary Planning Document

The Deputy Chief Executive submitted a report (copy circulated) to seek approval of the Draft St. Peter's Riverside and Bonnersfield Planning Framework and accompanying Strategic Environmental Assessment for the purposes of consultation.

(For copy report – see original minutes).

Councillor Charlton reported that St. Peter's Riverside and Bonnersfield were key development sites on the River Wear close to the City Centre, both being affected by major current and future development proposals, including mixed use development at Bonnersfield and the University's plans for its St. Peter's campus. He explained that the area was identified as a Strategic Location for Change in the Council's UDP Alteration Number 2, which required the preparation of a Development Framework for the area. The Framework would set out key principles to guide the subsequent preparation of masterplans for future development.

Councillor Charlton advised that the area formed part of the established 'buffer zone' of St. Peter's candidate World Heritage Site and the Framework must therefore balance the successful development of the area for a mix of uses, including housing, non-residential education and business uses, with the need to protect and enhance the candidate World Heritage Site. He added that as a result, the area covered by the Framework had been extended to include all of the 'buffer zone' and therefore included land on both sides of the river.

Cabinet Members were advised that a draft Framework had now been prepared, reflecting national, regional and local policies. It supplemented existing planning policy and provided further guidance, placing particular emphasis on the sympathetic design of new development in relation to the candidate World Heritage Site.

Councillor Charlton highlighted that before the Planning Framework could be adopted as a Supplementary Planning Document it must undergo a formal six-week public consultation process to enable all interested parties to comment on its content and it was proposed that this take place in February and March 2010. Following this, an appropriately revised final draft of the Framework would be submitted to Cabinet for adoption. In the meantime, the draft Framework could be used as planning guidance.

Consideration having been given to the report, it was:-

8. RESOLVED that:-

- (i) the Draft St. Peter's Riverside and Bonnersfield Planning Framework Supplementary Planning Document and accompanying Strategic Environmental Assessment be approved for the purposes of consultation, and
- (ii) the Draft St. Peter's Riverside and Bonnersfield Planning Framework Supplementary Planning Document be approved as planning guidance, pending its finalisation following consultation.

Stadium Village Development Framework

The Deputy Chief Executive submitted a report (copy circulated) to advise of the responses received following public consultation on the draft Stadium Village Development Framework and to seek approval to adopt the revised Stadium Village Development Framework as a Supplementary Planning Document.

(For copy report – see original minutes).

Councillor Charlton highlighted that Stadium Village was one of Sunderland arc's priority City Centre development sites proposed for mixed-use development providing leisure and other commercial facilities and that this accorded with the Council's adopted planning policies for the area. He reported that following the first round of public consultation, a healthy interest had been received from the private sector to develop an indoor ski slope within Stadium Village.

Councillor Charlton explained that given the potential scale and attraction of an indoor ski slope it was considered necessary to amend the Framework and accompanying Sustainability Appraisal and Appropriate Assessment. A second round of public consultation was held to give stakeholders and the public the opportunity to make representations on this specific proposal. He added that the main issues that were raised through the consultation process were the level of parking available at the site and match-day parking on nearby residential streets, the scale of the Ski Slope and its potential impacts on the surrounding townscape and Grade II* Listed Monkwearmouth Station, and the sustainability of the proposed Ski Slope. He advised that these issues had been addressed, particularly around parking provision where a plan, monitor and manage approach would be taken in relation to identifying the requirements of each new development as it comes forward in the context of the overall provision for Stadium Village. The approach would seek

to balance the opportunities for car parking management in Stadium Village including for large scale events such as football matches and concerts with the excellent location of Stadium Village in relation to the public transport network and its proximity to the City Centre. These issues were raised in both the Planning and Highways Committee and the Environment and Attractive City Scrutiny Committee.

Cabinet Members were advised that the adopted Framework would have the status of a Supplementary Planning Document (SPD) to guide the planning and regeneration of Stadium Village and represented another important step in the continuing regeneration of Sunderland.

Consideration having been given to the report, it was:-

9. RESOLVED that:-

- (i) the amendments made to the draft Stadium Village Development Framework in light of responses received during the public consultation on the document and other considerations be noted, and
- (ii) the amended Stadium Village Development Framework be adopted as a Supplementary Planning Document.

Children and Young People's Plan (CYPP) 2010-2025

The Executive Director of Children's Services submitted a report (copy circulated) on the final version of the Children and Young People's Plan (CYPP) 2010-2025 Strategy and 3 year Delivery Plan 2010-2013 as set down in Article 4 of the Council's Constitution.

(For copy report – see original minutes).

Councillor Smith highlighted that the CYPP was an Article 4 Plan, under the Council's Constitution and was the primary document for the Children's Trust partnership to set out how it would deliver its priorities to achieve better outcomes for children, young people and their families. She reported that the CYPP 2010-2025 set out the vision, values and principles of the Children's Trust, the key aims and milestones to be achieved, the governance to deliver, monitor and evaluate the strategy and the resources required.

Turning to the CYPP three year delivery plan, Councillor Smith explained that this document provided information about each of the 17 priority outcomes, which were also noted within the report on the agenda.

Councillor Smith advised that the final versions included information missing from the Consultation Drafts presented to Cabinet in February 2010. She added that an additional priority outcome to 'provide decent homes' had emerged from the consultation exercise and all comments and amendments derived from consultation with Cabinet, Scrutiny Committee, Children's Trust partners, managers, staff, children, young people and other stakeholders had been incorporated into the CYPP planning and writing processes.

Consideration having been given to the report, it was:-

10. RESOLVED that it be recommended to Council to approve the final Draft of the CYPP 2010-2025 Strategy and three year delivery plan 2010-2013.

School Admission Arrangements – September 2011

The Executive Director of Children's Services submitted a report (copy circulated) which sought approval of the school admission arrangements for September 2011.

(For copy report – see original minutes).

Councillor Smith advised Cabinet Members that all Local Authorities must consult, determine and publish their admission arrangements, in accordance with the School Admissions Code. She explained that this report related to the school admission arrangements for September 2011 which were required prior to submission to DCSF and publication for parents making application for school places for September 2011.

Councillor Smith highlighted the information in the report on the arrangements for processing admissions and the timescales that would be applied to applications for school places, namely that:-

- applications for secondary schools must be received by 29th October 2010, national offer day of 1st March
- applications for primary schools must be received by 17th January 2011, parents notified of place offered on 20th April 2011.

Cabinet Members were also advised of the published admission numbers (PANs) for each school and the criteria that would be applied if there were more applications than there were places available.

Consideration having been given to the report, it was:-

11. RESOLVED that approval be given to:-

- (i) the admission policy and procedures,
- (ii) details of the oversubscription criteria, and
- (iii) published admission numbers (PANs).

Building Schools for the Future (BSF) Submission of the BSF Wave 2 Strategy for Change (SfC) Business Case

The Executive Director of Children's Services submitted a report (copy circulated) to seek approval for the submission of the Council's BSF Wave 2 Strategy for Change to Partnerships for Schools (PfS) by 12th March, 2010.

(For copy report – see original minutes).

Councillor Smith highlighted that this report requested approval of the Council's Wave 2 BSF Strategy for Change for submission to Partnerships for Schools by 12th March, 2010. She reported that the Strategy sets out the strategic objectives for the next wave of the programme including the transformational vision of both the Council and schools, and the broad scope of works for each school, including outline indicative costs. She added that it was an important document because it was the first formal stage in the approvals process for Wave 2 and following approval of the Strategy for Change all proposals would be worked up to a much greater level of detail for the Outline Business Case (OBC).

Councillor Smith drew attention to the financial position referred to in paragraphs 7.1 to 7.4 of the report and advised that although at this stage this was dealt with at high level, the sums available, known as the Funding Allocation Model or FAM, for construction and ICT had been revised in the Strategy for Change document from those stated in the Cabinet report. The construction FAM had increased from £113,358,355 to £115,252,900 and the ICT allowance had decreased from £13,906,950 to £13,854,750. She explained that this was a result of a further refinement to pupil numbers since the Cabinet report had been prepared. These figures would continue to change the Wave 2 programme progressed and would not be finally agreed until Outline Business Case at which point the scope of works must be confirmed as affordable within the funding available. Cabinet Members were advised that the Strategy for Change showed that the overall cost of the outline scope of the works was affordable within available funding.

Consideration having been given to the report, it was:-

12. RESOLVED that:-

- (i) the BSF Wave 2 Strategy for Change (SfC) Business Case be approved for submission to Partnerships for Schools (PfS) by 12th March, 2010, and
- (ii) the Executive Director of Children's Services be authorised, following the Cabinet meeting, to complete the SfC in consultation with the Chief Executive, the Director of Financial Resources, the Leader of the Council and Lead Members for Children's Services and Resources prior to the deadline.

Sunderland City Council and SAFC Foundation Strategic Partnership Agreement

The Executive Director of Children's Services and the Executive Director of City Services submitted a joint report (copy circulated) on a proposal to enter into a Strategic Partnership Agreement with SAFC Foundation.

(For copy report – see original minutes).

Councillor Smith reported that the SAFC Foundation was the charitable arm of the football club and had a unique place in the Sunderland community. It was recognised that both the Council and the SAFC Foundation shared some similar aims and there was an excellent track record of working together in pursuit of these shared aims.

Councillor Smith explained that some of the current arrangements with the Foundation appeared to be commissioned service delivery but it was recognised that the Foundation had the ability to access funding to enhance what the Council was doing and sometimes provided as much funding to support a project as the Council did. She added that a Strategic Partnership Agreement would formally recognise the current position whereby the Council and Foundation work in partnership to improve outcomes and requested that the proposal be approved in principle and a further report including the detail of the agreement be received by Cabinet by July 2010 with the aim of the Agreement being operational from September 2010 if approved.

Councillor Allan requested that references in the report to the 'Sunderland Athletic Football Club' be amended to the 'Sunderland Association Football Club'.

Cabinet Members having welcomed the report and being delighted to support the proposals, it was:-

13. RESOLVED that approval be given, in principle, to progress the Partnership proposal and to receive a further report including the detail of the agreement by July 2010 with the aim of the Agreement being operational from September 2010 if approved.

Houghton-le-Spring – Primary Care Centre Development

The Executive Director of City Services submitted a report (copy circulated) seeking approval for investment in the Houghton Primary Care Centre (PCC).

(For copy report – see original minutes).

Councillor Blackburn highlighted the report which proposed a £2.4m investment in the PCC at Houghton-le-Spring to develop a physical link between Houghton Sports Complex and the Primary Care Centre including access to shared community and catering facilities and enhanced Council facilities. He reported that provision had been included within the recommended Capital Programme 2010/2011 for this scheme in the sum of £2,400,000 and was proposed to fund this contribution as follows with £2 million from a revenue contribution to capital and £400,000 from prudential borrowing.

Councillor Blackburn explained that co-located services between the Council and the TPCT would have a significant impact on participation in exercise and wellness in the Coalfield Area. He added that the investment would provide a new Wellness Centre that the Council would operate as well as a relocated and much improved Skate Park provision that would enhance the leisure offer in the Coalfield Area together with a new Multi Use Games Area. The development would also address DDA and access compliance issues at the Houghton Sports Complex Site and would

deliver a much needed building and general landscape improvements to the Houghton Sports Complex.

Consideration having been given to the report, it was:-

14. RESOLVED that:-

- (i) approval be given to the £2.4 million capital allocation to:-
 - (a) develop a physical link between Houghton Sports Complex and the Primary Care Centre including access to shared community and catering facilities,
 - (b) provide a contribution towards a new purpose built Wellness Facility,
 - (c) improve access to the Houghton Sports Complex by establishing a new entrance and reception, car parking arrangements, hard surfacing and landscaping, and
 - (d) improve the customer experience through providing refurbished changing facilities and general décor, and
- (ii) authority be delegated to the Executive Director of City Services in consultation with the Deputy Chief Executive, Director of Financial Resources, the Chief Solicitor and Portfolio Holder for Resources to:-
 - (a) agree a 50 year lease of 108m² of accommodation within the new Primary Care Centre, Houghton-le-Spring from the Teaching Primary Care Trust (TPCT) for use as a Wellness Centre (together with operating rights in consultation with the TPCT) at an annual rent of one pound representing a peppercorn rent and otherwise on terms and conditions to be agreed by the Head of Land and Property, and
 - (b) agree terms of contract with the TPCT main contractor on site.

Home Improvement Agency (HIA) – Tender for Through Floor Lifts and Ceiling Tracking Hoists

The Executive Director of Health, Housing and Adult Services submitted a report (copy circulated) to seek approval to invite contractors to tender for the installation of through floor lifts and ceiling tracking hoists.

(For copy report – see original minutes).

Councillor Trueman highlighted that the report was seeking approval to invite contractors to tender for a contract to supply and install through floor lifts and ceiling tracking hoists in the homes of people with disabilities and to award the contract to the contractor supplying the most advantageous tender. He reported that currently

once a disabled persons need had been identified, the Occupational Therapist would forward the assessment onto the home improvement agency and the equipment could be provided through a disabled facilities grant (DFG) under the Housing Grants Construction and Regeneration Act 1996. He added that in order to deliver this service as quickly and as economically as possible a contract was introduced. This contract was awarded on 1st April 2009 and would expire on 31st March 2010. The contract had proven to be successful in reducing unit cost and improving the timescales for installations.

Councillor Trueman reported that it was proposed to award this contract for two years and have an option to extend for a third year. This extension would be subject to the contractor's performance. He added that the cost of this contract would be funded from the DFG budget and was expected to be in the region of £170,000 per annum.

Cabinet Members were advised that the proposal ensured that a more efficient service was provided to customers both in terms of cost and timescales and that the scheme represented very little risk to the Council as it would tie the Council to one contractor. However if the contractor failed to perform the contract could be terminated under the terms of the contract.

Consideration having been given to the report, it was:-

15. RESOLVED that approval be given to the invitation of contractors to tender for a two year contract for the installation of through floor lifts and ceiling tracking hoists with the option to extend a further year by the Council only.

Local Government (Access to Information) (Variation) Order 2006

At the instance of the Chairman, it was:-

16. RESOLVED that in accordance with the Local Government (Access to Information) (Variation) Order 2006 the public be excluded during consideration of the remaining business as it was considered to involve a likely disclosure of information relating to any individual, which is likely to reveal the identity of an individual, the financial or business affairs of any particular person (including the Authority holding that information) or to consultations or negotiations in connection with labour relations matters arising between the Authority and employees of the Authority (Local Government Act 1972, Schedule 12A, Part 1, Paragraphs 1, 2, 3 and 4).

(Signed) P. WATSON,
Chairman.

Note:-

The above minutes comprise only those relating to items during which the meeting was open to the public.

Additional minutes in respect of other items are included in Part II.

CABINET MEETING – 14TH APRIL 2010
EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

Report of the meeting of the Personnel Committee, Part I held on 25th March 2010

Author(s):

Chief Solicitor

Purpose of Report:

Presents the report of the meeting of Personnel Committee, Part I

Action Required:

The Cabinet is requested to note the report of the meeting of the Personnel Committee held on 25th March 2010, Part I

At a meeting of the PERSONNEL COMMITTEE held in the CIVIC CENTRE on THURSDAY, 25TH MARCH, 2010 at 5.30 p.m.

Present:-

Councillor M. Smith in the Chair

Councillors Allan, M. Forbes, J. Walton, Trueman, S. Watson and A. Wilson.

Part I

Apologies for Absence

Apologies for absence were submitted to the meeting on behalf of Councillors Gofton, P. Watson, A. Wright and T. Wright.

Receipt of Declarations of Interest

There were no declarations of interest.

Report of the Meeting of the Personnel Committee

The report of the meeting of the Personnel Committee held on 25th February, 2010, Part I (circulated) was submitted and consideration given thereto.

(For copy report – see original minutes).

1. RESOLVED that the report of the meeting be noted, confirmed and signed as a correct record.

Designation of Scrutiny Officer

The Director of Human Resources and Organisational Development submitted a report (circulated) to consider a proposal in relation to the designation of the position of Scrutiny Officer.

Members of the Committee were advised that the Local Democracy Economic Development and Construction Act received Royal Assent on 12th November, 2009. The Act sought to create greater opportunities for local people to become involved in local decision making and in shaping local services and to give greater responsibility to local authorities to promote economic development, helping communities respond to local challenges.

As these new legislative changes would help strengthen the ongoing development work of Scrutiny within Sunderland it was proposed that the current Head of Overview and Scrutiny should be designated as the Scrutiny Officer in accordance with the provisions of the Local Democracy Economic Development and Construction Act 2009. Members were reminded that there were no financial implications associated with the proposal.

It was:-

2. RESOLVED that the Head of Overview and Scrutiny, Charlotte Burnham, be appointed as Scrutiny Officer under Section 31 of the Local Democracy Economic Development and Construction Act 2009, effective from 1st April, 2010.

Local Government (Access to Information) (Variation Order) 2006

At the instance of the Chairman, it was:-

2. RESOLVED that in accordance with Section 100(A)4 of the Local Government Act 1972, the public be excluded during consideration of the remaining business as it is considered to involve a likely disclosure of exempt information relating to an individual or information which is likely to reveal the identity of an individual or information relating to any consultations or negotiations, or contemplated consultations or negotiations in connection with any labour relations matters arising between the Authority and its employees (Local Government Act 1972, Schedule 12A, Part I, Paragraphs 1, 2 and 4).

(Signed) M. SMITH,
Chairman.

Note:-

The above minutes comprise only those relating to items during which the meeting was open to the public.

Additional minutes in respect of other items are included in Part II.

<p>CABINET MEETING – 14th APRIL 2010</p> <p>EXECUTIVE SUMMARY SHEET – PART I</p>	
<p>Title of Report: Port of Sunderland Governance Arrangements</p>	
<p>Author(s): Deputy Chief Executive</p>	
<p>Purpose of Report: This report updates members with regard to the progress on the appointment of a new Port Director and the establishment of the Port Board, and seeks approval to the terms of reference for the Board and the details of its proposed composition.</p>	
<p>Description of Decision: That Cabinet agrees to;</p> <ul style="list-style-type: none"> i) Recommend to full Council for its approval the terms of reference for the Port Board and the details of the Board's proposed composition as set out in this report, to operate in the new Civic Year 2010/11. ii) Authorise the Deputy Chief Executive to assess the expressions of interest received for the positions of co-opted Board members and to make recommendations to full Council in due course for the formal appointment of the relevant individuals. 	
<p>Is the decision consistent with the Budget/Policy Framework? *Yes</p>	
<p>If not, Council approval is required to change the Budget/Policy Framework</p>	
<p>Suggested reason(s) for Decision: To ensure that the governance and business management arrangements in respect of the Port are fit for purpose and accord with best practice recommendations as set out in the Municipal Ports Review. To ensure that the operation of the new Board coincides with the commencement of the employment of the new Port Director.</p>	
<p>Alternative options to be considered and recommended to be rejected: The alternative options were set out and fully explored in the Cabinet report of the 25 June 2009, attached for information.</p>	
<p>Is this a “Key Decision” as defined in the Constitution? Yes</p>	<p>Relevant Scrutiny Committee: Management</p>
<p>Is it included in the Forward Plan? Yes</p>	

Port of Sunderland Governance Arrangements

Report of the Deputy Chief Executive

1.0 Purpose of Report

1.0 This report updates members with regard to the progress on the appointment of a new Port Director and to the establishment of the Port Board, and seeks approval to the terms of reference for the Board and the details of its proposed composition.

2.0 Description of Decision

2.1 That Cabinet agrees to;

- i) Recommend to full Council for its approval the terms of reference for the Port Board and the details of the Board's proposed composition as set out in this report to operate in the new Civic Year 2010/11.
- ii) Authorise the Deputy Chief Executive to assess the expressions of interest received for the positions of co-opted Board members and to make recommendations to full Council in due course for the formal appointment of the relevant individuals.

3.0 Background

3.1 At its meeting in November 2009 the full Council agreed to re-designate Port functions as Council functions and also agreed that a new Port Board be established as a committee of the Council to be responsible for the discharge of operational Port functions. Expressions of interest were subsequently sought through public advertisement for the appointment of co-opted members for the new Board and also for a new Port Director to manage the day-to-day operations at the Port.

3.2 In line with best practice as set out in the Municipal Ports Review the new Port Board will comprise of Council member appointees and co-opted appointees. As a Council committee the normal political balance provisions will apply to the Council member appointments.

4.0 Current Position

- 4.1 At its meeting on the 5th February 2010 the Personnel Committee appointed a new Port Director who will take up his post on the 1st June 2010.
- 4.2 Following advertisement of the Port Board opportunity, a number of expressions of interest have been received from persons wishing to be considered as co-opted members to the Board. Officers will now assess the applications received against a person specification for the position that has been developed with specialist consultancy support. It is anticipated that the establishment of the Board will take place at the commencement of the new civic year, 2010/11. This will enable the new governance arrangements previously approved by Cabinet and full Council in November 2009 to become effective.
- 4.3 In relation to the proposed composition of the Board, it is considered that the Board should consist of a relatively small number of members, sufficient so as to be responsive when speedy decisions may be required, but also sufficient to maintain a quorum. Accordingly, it is proposed that the Board should comprise of 5 Council members and 2 co-opted appointees.

5.0 Terms of Reference

- 5.1 The Port Board will be responsible for the discharge of the Council's statutory and commercial functions in relation to the Port, and will be charged with budget management and developing new business opportunities in line with the Port's Business Improvement Plan. Generally it is proposed that the Deputy Chief Executive will retain the delegated officer functions for the Port and the current officer delegation limits as set out in the Council's Procurement Procedure Rules for the award of Port contracts will continue to apply. The Port Director reporting to the Port Board will operate within a Directorate delegation scheme as agreed by the Deputy Chief Executive.
- 5.2 However it is proposed that the following three operational matters are specifically delegated to the Port Director which are "local choice functions" namely:
- to exercise the Council's jurisdiction under S.14 of the Sunderland as harbour undertakers within the port.

- to exercise the duties of the Council under S.15 to provide, to maintain, operate and improve the facilities of the port facilities and generally under Part III of the Act.
- to exercise the powers of the Council in relation to docks contained within Part V of the Act and generally in relation to all other matters under the Act including the exercise of powers pursuant to Byelaws made under sections 63 and 65.

There will need to be a consequential amendment to the delegated power 2.55 of the Deputy Chief Executive to state, "Subject to those matters delegated to the Port Director, to secure the discharge of the statutory obligations of the Council as Port Authority in compliance with such legislation or guidance as may, from time to time, be published by Government".

5.3 It is proposed that the terms of reference for the Board will be as follows;

- (i) to exercise all of the Council's functions in respect of the Port under the Harbours Act 1964, the Sunderland Corporation Act 1972, the Pilotage Act 1987 and all other relevant statutory provisions;
- (ii) to manage the Port business and to take commercial decisions in relation to the Port business, including entering into contracts with existing and prospective Port users and the procurement of works, services and supplies for the Port, in accordance with the Council's budget and policy framework and the Port budget and business plan approved by Council (subject to delegations to officers);
- (iii) to manage and maintain the Port assets and estate, namely the maintenance of the existing assets, the acquisition of new assets, and the disposal of leasehold interests in accordance with the agreed budget and business plan;
- (iv) to act as duty holder in relation to the exercise and discharge of the Council's functions and duties under the Port Marine Safety Code and all other legislation or guidance as may from time to time be published by the Government;
- (v) to submit reports to Council on an annual basis regarding the performance of the Port during the preceding year in light of the agreed budget and business plan.

6.0 Alternative Options

- 6.1 The alternative options were set out and fully explored in the Cabinet report of the 25 June 2009, attached for information.

7.0 Reason for Decision

- 7.1 To ensure that the governance and business management arrangements in respect of the Port are fit for purpose and accord with best practice recommendations as set out in the Municipal Ports Review.
- 7.2 To ensure that the operation of the new Board coincides with the commencement of the employment of the new Port Director.

8.0 Consultations

- 8.1 The Chief Solicitor and Director of Financial Resources have been consulted and their comments are contained in the body of the report.

9.0 Background papers

- 9.1 Port of Sunderland file held in the Office of the Chief Executive

<p>CABINET MEETING – 14 APRIL 2010</p> <p>EXECUTIVE SUMMARY SHEET – PART I</p>	
<p>Title of Report: Disposal of land at Camberwell Way, Doxford International Business Park, Sunderland.</p>	
<p>Author(s): Report of the Deputy Chief Executive.</p>	
<p>Purpose of Report: This report seeks approval to the disposal of the Council's freehold interest in 1.29 acres of land at Camberwell Way, Doxford International Business Park, Sunderland.</p>	
<p>Description of Decision: Cabinet is recommended to agree to the disposal of the Council's freehold interest in 1.29 acres of land at Camberwell Way, Doxford International Business Park, Sunderland to Cloverleaf Restaurants Limited for the price set out in the report on Part II of this agenda and otherwise on terms to be agreed by the Deputy Chief Executive.</p>	
<p>Is the decision consistent with the Budget/Policy Framework? Yes</p>	
<p>If not, Council approval is required to change the Budget/Policy Framework</p>	
<p>Suggested reason(s) for Decision: To enable the development of a site for a use that is complementary to adjacent business park uses, and to secure further investment in the City.</p>	
<p>Alternative options to be considered and recommended to be rejected: The alternative options are: (i) To decline the application whereupon the development will not proceed; (ii) To release the site on the open market which may lead to the proposed development not proceeding. Both of these options have been considered and are not recommended.</p>	
<p>Is this a "Key Decision" as defined in the Constitution? Yes</p>	<p>Relevant Scrutiny Committee: Management</p>
<p>Is it included in the Forward Plan? Yes</p>	

DISPOSAL OF LAND AT CAMBERWELL WAY, DOXFORD INTERNATIONAL BUSINESS PARK, SUNDERLAND

REPORT OF THE DEPUTY CHIEF EXECUTIVE

1.0 Purpose of the Report

- 1.1 This report seeks approval to the disposal of the Council's freehold interest in 1.29 acres of land at Camberwell Way, Doxford International Business Park, Sunderland.

2.0 Description of Decision

- 2.1 Cabinet is recommended to agree to the disposal of the Council's freehold interest in 1.29 acres of land at Camberwell Way, Doxford International Business Park, Sunderland to Cloverleaf Restaurants Limited for the price set out in the report on Part II of this agenda and otherwise on terms to be agreed by the Deputy Chief Executive.

3.0 Background

- 3.1 The Council acquired land at Doxford Park for the development of the business park and the majority has now been developed. There is, however, a relatively small area which has not been developed and has been retained.
- 3.2 An application has been received from Cloverleaf Restaurants Limited to develop the site detailed for a business park amenity restaurant with 270 covers, around 90 car parking spaces and associated landscaping.
- 3.3 Business park occupants and visitors will be the main core business. It is estimated that the development will generate in the region of 65-70 jobs, a third of which will be full time.
- 3.4 Cloverleaf Restaurants Limited have illustrated that they have full site acquisition and development funding readily available. They specialise in the provision of amenity restaurants within business parks and have carried out nine similar developments including Sheffield, Bury, Doncaster, Nottingham and Derby.

3.5 The proposal has been considered in conjunction with relevant officers and is considered acceptable in principle. In addition to its own job creation, the facility will be beneficial to the business park. In particular it will improve its attractiveness by offering restaurant and business meeting facilities in support of existing businesses.

3.6 The net developable site area extends to 1.29 acres. The Council has retained part of the northern area of the site adjoining City Way and Camberwell Way to cater for future highway improvement works.

4.0 Planning

4.1 The area is allocated in the Unitary Development Plan for uses ancillary to primary uses on the remainder of the Doxford International site.

5.0 Reason for Decision

5.1 To enable the development of a site for a use that is complementary to adjacent business park uses, and to secure further investment in the City.

6.0 Alternative Options

6.1 The alternative options are:-
(i) To decline the application whereupon the development will not proceed;
(ii) To release the site on the open market which may lead to the proposed development not proceeding.
Both of these options have been considered and are not recommended.

7.0 Relevant Consultations

7.1 The Chief Solicitor and the Director of Financial Resources have been consulted and their comments incorporated into the report.

8.0 Background Papers

Property file held by the Head of Land and Property at 50 Fawcett Street.





 Sunderland
 City Council
 Office of the Chief Executive
 50 Fawcett Street
 Sunderland SR1 1RF

Land at
 Camberwell Way
 Doxford Park
 Sunderland

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Map Ref:	NZ 3652 NE
Scale:	1:1250



<p>CABINET MEETING – 14 April 2010</p> <p>EXECUTIVE SUMMARY SHEET – PART I</p>	
<p>Title of Report: Procurement of Combined Heat and Power Unit at Washington Leisure Centre</p>	
<p>Author(s): Deputy Chief Executive</p>	
<p>Purpose of Report: To approve the procurement of a replacement Combined Head and Power Unit (CHP) at Washington Leisure Centre.</p>	
<p>Description of Decision: Cabinet is recommended to authorise the Deputy Chief Executive to commence the procurement of a CHP unit under a no capital cost discount energy purchasing arrangement as part of the planned refurbishment programme at Washington Leisure Centre.</p>	
<p>Is the decision consistent with the Budget/Policy Framework? *Yes</p>	
<p>If not, Council approval is required to change the Budget/Policy Framework</p>	
<p>Suggested reason(s) for Decision: The existing leased unit at Washington Leisure Centre is 17 years old is coming to the end of its useful life and is to be removed by the leasing company.</p>	
<p>Alternative options to be considered and recommended to be rejected: To retain the existing equipment. This is not an option as the leasing company is to remove the existing equipment. Capital purchase is not recommended as it transfers the operation risk of the specialist equipment to the Council.</p>	
<p>Is this a “Key Decision” as defined in the Constitution? Yes</p> <p>Is it included in the Forward Plan? Yes</p>	<p>Relevant Scrutiny Committee: Environment and Attractive City</p>

Report of the Deputy Chief Executive

PROCUREMENT OF A COMBINED HEAT AND POWER UNIT AT WASHINGTON LEISURE CENTRE

1.0 Purpose of the Report

- 1.1 To approve the procurement of a replacement Combined Head and Power Unit (CHP) at Washington Leisure Centre.

2.0 Description of Decision

- 2.1 Cabinet is recommended to authorise the Deputy Chief Executive to commence the procurement of a CHP unit under a no capital cost discount energy purchasing arrangement as part of the planned refurbishment programme at Washington Leisure Centre.

3.0 Proposal

- 3.1 Washington Leisure Centre is shortly to undergo a major refurbishment. To ensure that the energy costs and carbon emissions from the building are kept to a minimum it is proposed to install a CHP unit that will meet the majority of the Centre's electricity requirements.
- 3.2 The existing Centre has a leased CHP unit installed. However, this unit is at the end of its expected lifespan and will be removed by the owner (Energ) by the end of 2010 due to high maintenance costs. A replacement CHP unit is required to be installed to meet the future requirements of the Centre.
- 3.3 The preferred method of financing the CHP unit is via a 10 year Discount Energy Purchasing (DEP) lease arrangements rather than capital purchase. Under a DEP arrangement the CHP unit is provided at no capital cost to the Council and the Council enters into an agreement to purchase the electricity generated. This electricity is produced by the unit at a lower price than the electricity supply company. All the operational risk and maintenance charges lie with the CHP provider rather than the Council under a DEP arrangement. This arrangement mirrors the procurement option chosen for the Aquatic Centre, and Hetton and Silksworth pools.
- 3.4 Officers from the Corporate Procurement Team will work with the Head of Land and Property in order to ensure the most appropriate CHP unit is chosen to secure the best value for money and to minimise energy usage.

3.5 A schedule of DEP costs along with machine reliability and suitability and delivery times will provide the basis on which the suppliers will be evaluated.

4.0 Reason for Decision

4.1 The existing leased unit at Washington Leisure Centre is 17 years old is coming to the end of its useful life and is to be removed by the leasing company.

5.0 Alternative Options

5.1 To retain the existing equipment. This is not an option as the leasing company is to remove the existing equipment. Capital purchase is not recommended as it transfers the operational risk of the specialist equipment to the Council.

6.0 Relevant Considerations/Consultations

6.1 The Director of Financial Resources and the Chief Solicitor have been consulted and their comments are contained in the body of the report.

7.0 Background Papers

7.1 Washington CHP file held by Property Services.

CABINET – 14TH APRIL 2010

EXECUTIVE SUMMARY SHEET – PART I

Title of Report: Strategic Investment Plan - Building Management System	
Author: Deputy Chief Executive	
Purpose of Report: This report requests approval to release up to £100,000 from funding provided to implement the Strategic Investment Plan, to fund the upgrade of the Building Management Systems in 34 Council operational properties.	
Description of Decision: Cabinet is requested to approve expenditure of £100,000 to meet the costs of the Building Management System upgrade programme.	
Is the decision consistent with the Budget/ Policy Framework? Yes	
If not, Council approval is required to change the Budget/ Policy Framework	
Suggested reason(s) for Decision: Approval of the expenditure will progression of the programme to meet funding external deadlines. The proposed system upgrades will deliver efficiency savings through reduced maintenance and energy costs. The installation of the new Building Management System will also contribute to the Council's long term carbon reduction target of a 30% reduction in emissions by 2020.	
Alternative options to be considered and recommended to be rejected: Alternative options, in terms of financing the development of the Building Management System sites have been appraised. The proposed option to be taken forward represents the best approach in terms of long term financial and environmental gains.	
Is this a “Key Decision” as defined in the Constitution? No	Relevant Scrutiny Committee: Sustainable Communities
Is it included in the Forward Plan? No	

STRATEGIC INVESTMENT PLAN – BUILDING MANAGEMENT SYSTEM**REPORT OF THE DEPUTY CHIEF EXECUTIVE****1 Purpose of the Report**

- 1.1 This report requests approval to release £100,000 from the Strategic Investment Plan, to fund the upgrade of the Building Management Systems in 34 Council operational properties.

2 Description of Decision

- 2.1 Cabinet is requested to approve expenditure of £100,000 to meet the costs of the Building Management System upgrade programme.

3 Strategic Investment Plan – Background

- 3.1 In March 2008, through the Strategic Investment Plan (SIP), Cabinet agreed to fund a “Sustainable City” project that aims to provide high-visibility demonstration of how Sunderland City Council is meeting its own sustainability goals with respect to cutting carbon emissions in the Council and throughout the City.
- 3.2 A total of £655,000 was allocated to four projects to achieve this aim; the Wood Fuel Programme, a Building Management System (BMS) upgrade project, funding for the Low Carbon City campaign and the Wind Energy Programme.
- 3.3 The BMS programme was allocated £100,000 of SIP funding to part finance the upgrade and installation of new BMS system for controlling and managing building heating systems.
- 3.4 Initial scoping work has identified that there are 34 Council buildings requiring BMS upgrades to enable the energy controls to function efficiently. The existing controls on these sites are now obsolete which may result in problems, if or when, a breakdown occurs as it is not possible to obtain replacement parts.

4 Current position

- 4.1 Budget costs have been obtained from the energy controls company responsible for the maintenance of the BMS on the 34 sites. The estimated cost to upgrade these systems is £132,000. It is proposed to fund this from the £100,000 SIP allocation plus £32,000 from the Council’s Salix energy conservation fund.
- 4.2 The Salix fund cannot finance the entire scheme as the financial criteria for carbon savings is outside the scope of this scheme. This is due to the majority of savings being delivered by reduced maintenance charges and service improvements due to current reliability issues.

- 4.3 All of the sites utilise British Telecom phone lines to send communications from 50 Fawcett Street. This also means the sites can be remotely accessed to identify how efficiently boiler plants etc. are operating and remedy problems or breakdowns. By upgrading the BMS and using network communications it will no longer require phone lines for remote access. This will save rental costs of £160 per annum for each line with a total saving of £5,440 per annum.
- 4.4 Savings of approximately £8,000 per annum will also be made due to less time required for maintenance and breakdown visits to the sites as some of these existing BMS systems are over 30 year old.
- 4.5 The more efficient BMS system is also expected to deliver savings of 5% of gas currently used for heating and hot water purposes on the 34 sites totalling some £12,000 per annum.
- 4.6 In summary therefore capital expenditure of £132,000 is proposed funded from the funding provided to implement the Strategic Investment Plan (£100,000) and the Salix energy conservation fund (£32,000). It is estimated that this investment will generate annual revenue savings of £25,440 resulting in a payback of just over 5 years.

5 Consultation

- 5.1 The Director of Financial Resources and the Chief Solicitor have been consulted and their comments are contained in the body of the report.

6 Reason for Decisions

- 6.1 The existing BMS are obsolete and replacement parts are becoming increasingly difficult and expensive to source, often resulting in heating systems being used inefficiently while parts are sought to make repairs.
- 6.2 The proposed system upgrades will deliver efficiency savings due to reduced maintenance and energy costs. The installation of the new BMS will also contribute to the Council's long term carbon reduction target of a 30% reduction in emissions by 2020

7 Alternative Options

- 7.1 To not implement the system upgrades. This will increase the risk of system failures and will not secure the efficiency savings that have been identified.

8 Background Papers

- 8.1 Quotation from Schneider for BMS upgrade.
- 8.2 Cabinet report dated March 2008 detailing the original Strategic Investment Programme bid.

CABINET MEETING – 14 April 2010

EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

Hendon and East End Regeneration Framework

Author(s):

Deputy Chief Executive

Purpose of Report:

The purpose of this report is to present to Cabinet the completed Hendon and East End Regeneration Framework.

Description of Decision:

Cabinet is recommended to accept the Hendon and East End Regeneration Framework as a community plan to be considered in the preparation of the city's Local Development Framework.

Is the decision consistent with the Budget/Policy Framework?

Yes

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason(s) for Decision:

Accepting the Hendon and East End Regeneration Framework as a community plan will enable its contents to be taken into account in the preparation of relevant documents as part of the city's Local Development Framework – in accordance with government's Planning Policy Statement 12 – giving it the potential to influence proposals and land uses in the area to help realise the framework's vision and objectives.

Alternative options to be considered and recommended to be rejected:

The alternative option is not to accept the Hendon and East End Regeneration Framework as a community plan. This will mean the framework will have very little weight in influencing the future planning policy of the area and could be interpreted as not reflecting the wishes and aspirations of the local community, contrary to the council's duties relating to community involvement.

Is this a "Key Decision" as defined in the Constitution?

No

Relevant Scrutiny Committee:

Environment and Attractive City Scrutiny Committee

Is it included in the Forward Plan?

No

Planning and Highways Committee

HENDON AND EAST END REGENERATION FRAMEWORK

REPORT OF THE DEPUTY CHIEF EXECUTIVE

1.0 Purpose of Report

- 1.1 The purpose of this report is to present to Cabinet the completed Hendon and East End Regeneration Framework.

2.0 Description of Decision

- 2.1 Cabinet is recommended to accept the Hendon and East End Regeneration Framework as a community plan to be considered in the preparation of the city's Local Development Framework.

3.0 Background

- 3.1 In 2005 consultants were commissioned by Back on the Map and its partners – including the City Council – to undertake a Baseline Study to identify current issues and opportunities to address them in a regeneration framework for the New Deal for Communities area.
- 3.2 Work on the framework was temporarily suspended while the Middle Hendon Neighbourhood Renewal Assessment (NRA) was completed but recommenced in 2008 incorporating the findings of the NRA.
- 3.3 The production of the Framework has involved extensive consultation with community representatives, interest groups, stakeholders, public agencies, the local business community and other key consultees.
- 3.4 Copies of the Regeneration Framework are available for inspection in the Members' rooms.

4.0 Vision and key themes

- 4.1 The Framework presents the following vision for Hendon and the East End that recognises the current strengths of the area while recognising the need for change:

“Hendon and the East End – neighbourhoods between the city centre and the sea”

‘To bring to the fore the unique qualities of living and working by the sea for a community with roots in the past but with an eye to the future.

People will aspire to live in the Hendon East End area. Residents will have decent homes in a clean and pleasant environment and will feel safe from crime and anti-social behaviour. They will thrive and achieve their potential in a community where there are greater opportunities for employment, education and lifelong learning. The East End and Hendon will be a place where local people enjoy good health and well-being’.

- 4.2 To address the challenges faced by the area, the Framework proposes a range of improvements grouped under five themes, below.
- 4.3 **Community Legacy and Heritage** recognises the need to integrate the separate historical identities and community heritage of Hendon and the East End – including locally important features – to make sure they have a place in the area’s future as an attractive place to live and work.
- 4.4 **Accessible Local Amenities** identifies opportunities to provide better local centres (including improving the range of facilities available and their accessibility), to reconnect local neighbourhoods to the sea by improving local routes and to improve the quality of, and access to, open space and parks in the area.
- 4.5 **Great Streets for People** aims to reclaim the area’s main roads and streets for the pedestrian and cyclist through traffic management, boulevarding, tree planting, new paving and street furniture, and other improvements.
- 4.6 **Welcoming, Safe Neighbourhoods** seeks to create an attractive, walkable, clean and safe living environment to make the area a welcoming and desirable place for existing and future residents. It aims to address the attractiveness of the housing environment including improvements to property, environmental improvements to local streets and enhancing and supplementing open space provision.
- 4.7 **Supporting Local Employment** supports the operation of existing businesses – recognising the importance of local employment opportunities to the resident population – while showing how the type and character of employment areas can be increased and improved to attract new, modern employment opportunities to ensure a strong link between the availability of jobs and housing continues into the future. This theme also acknowledges the link between the framework and the council’s emerging Economic Masterplan.
- 4.8 In addition the framework identifies key aspects of what shapes the local community and the community’s expressed desire to preserve and enhance them. These include:

- Key buildings, such as the Barracks, Donnison School and the Sunderland Orphanage
- A strong community spirit
- Sense of place
- Living close to where you work
- Thriving centre for enterprise
- The continued development of the port and its links to the area
- Local amenities for local people, particularly shops and local facilities
- Being well connected to the surrounding areas

5.0 Status of the Framework

- 5.1 The Framework has been prepared against a background of consultation with the local community and others and taking into account national, regional and local policy. However, it cannot be adopted by the local planning authority as a Supplementary Planning Document (SPD), as part of the Local Development Framework (LDF), because it has not undergone the necessary statutory process – including the preparation of an Appropriate Assessment and Strategic Environmental Assessment in accordance with European Union law – that would enable its formal adoption. In addition, it seeks to allocate land for particular uses which can not be done in an SPD – land use allocations can only be made in a higher level Development Plan Document (DPD) which itself must be subject to public consultation including a public examination before an independent planning Inspector.
- 5.2 Nevertheless, Planning Policy Statement 12 (Local Spatial Planning) acknowledges non-statutory community plans and their potential contribution in terms of deepening community involvement. Whilst not carrying the same weight in planning terms as either a DPD or SPD, local planning authorities would be required to pay close attention to the contents of “community plans” as part of their community involvement.
- 5.3 The Framework can therefore be considered as a community plan to be integrated with the evidence base for the LDF emerging Core Strategy Allocations DPD. In this way, the Framework can be seen to be informing the emerging planning policy for the city and the Hendon and East End area in particular. It could also be used to inform priorities in the council’s Local Area Plan for Sunderland East, of which Hendon and East End are part.

5.4 Therefore, where possible, the content of the Hendon and East End Regeneration Framework would be used to inform spatial planning policies and proposals in a way that reflects the community's aspirations where possible, unless the council has sound over-riding planning justification to do otherwise. However, the acceptance of the framework should not in itself be interpreted as an endorsement of its proposals nor as a formal commitment by the council or its partners to deliver them – this would be subject to the preparation of future policies and funding programmes.

6.0 Reasons for Decision

6.1 Accepting the Hendon and East End Regeneration Framework as a community plan will enable its contents to be taken into account in the preparation of relevant documents as part of the city's Local Development Framework – in accordance with government's Planning Policy Statement 12 – giving it the potential to influence proposals and land uses in the area to help realise the Framework's vision and objectives.

7.0 Alternative Options

7.1 The alternative option is not to accept the Hendon and East End Regeneration Framework as a community plan. This will mean the framework will have very little weight in influencing the future planning policy of the area and could be interpreted as not reflecting the wishes and aspirations of the local community, contrary to the council's duties relating to community involvement.

8.0 Background papers

Back on the Map: Hendon and East End Regeneration Framework (Ove Arup and Partners) (October 2009).

Back on the Map

Hendon and East End

Regeneration Framework

Executive Summary

OCTOBER 2009



Back on the Map

Hendon and East End

Regeneration Framework

October 2009

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IT IS NOT INTENDED FOR AND
SHOULD NOT BE RELIED UPON BY
ANY THIRD PARTY AND NO
RESPONSIBILITY IS UNDERTAKEN
TO ANY THIRD PARTY

JOB NUMBER 118669

Executive Summary

Introduction

This is the executive summary of the Hendon and East End Regeneration Framework, and should be read alongside the full report.

Background

The Hendon and East End area of Sunderland City has historically suffered from high rates of unemployment; a poor quality, industrial environment; high crime rates; poor accessibility; poor health indicators; and inadequate standards of housing. In an effort to address these issues in a co-ordinated and focused manner, the East End and Hendon New Deal for Communities Partnership (termed 'Back on the Map' following community consultation) was created as part of the second round of the Government's key regeneration initiative in 2001. Just under £54 million of funding was made available to cover the period 2001 – 2011.

The stated aims of the 'Back on the Map' (BotM) partnership include reducing the area's unemployment and crime, improving health and housing and increasing community involvement. Over the last seven years, the work of the BotM community-led partnership has resulted in a notable improvement in many of these areas. BotM was set 44 outcome targets to achieve by March 2011 across 6 thematic areas. Each target is generally expressed as a gap against a national or City Centre wide level of performance. Investment through the NDC programme has aimed to close these gaps, lifting communities out of the level of disadvantage they face.

The targets consist of a mix of hard data provided by external bodies, and qualitative data taken from anonymous surveys of local residents. The performance for each target is assessed against the rate of improvement required each year.

BotM has 7 key outcomes, the most important to Government, and of these 5 are green, 1 amber and 1 red based on 2008 data. Across the 44 targets some 25 are green, 14 amber and 5 red. The majority are on trajectory to meet their targets for 2011. This performance is impressive given the area was one of the most disadvantaged out of the 39 NDC partnerships.

Achievements include:-

- Residents who view void properties as a problem down 6% since 2002
- Virtually 100% decent homes standard – target achieved
- Average house prices now 93% of the City Centre average from only 51% in 2002 – target exceeded
- Residents satisfied with the area as a place to live up by 13% to 74%
- Over 20ha of underused or derelict land improved – target exceeded
- Smoking rate reduced by 7%
- Pupils achieving 5 grade A-C at GCSE up from 22% to 50%
- Pupils who are NEET (Not in Education, Employment or Training) down 9% since 2006 in the face of national figures increasing – target exceeded
- Total crime rate down from 261.58 in 2002 to 142.6 in 2008 (figures expressed per 100,000 head of population) – target exceeded
- People feeling part of the community has improved by 28% up to 56%
- People who feel the BotM has improved the area up 15% to 72% - target exceeded

Arup, with Matrix and King Sturge were commissioned in 2005 to undertake a Baseline Study to identify the issues and opportunities to address them in a subsequent Regeneration Framework of the NDC area. This Regeneration Framework will guide the regeneration, management, promotion and, where appropriate, the redevelopment of Hendon and the East End. The Regeneration Framework will seek to realise investment in the area by both private and public bodies while providing a clear structure for continued community involvement throughout the process. Although the work commenced in 2005, it became necessary to suspend work while the Middle Hendon Neighbourhood Renewal Assessment was completed. Work commenced on this project in June 2006. The work of the Regeneration Framework recommenced in spring 2008, with a review of the Baseline and initial Issues and Options work, prior to commencing work on the Regeneration Framework itself.

The production of this comprehensive Regeneration Framework has involved consultation with community representatives, interest groups, stakeholders, public agencies, business community and other key consultees. The study partners anticipate that the Hendon and East End Baseline Study and Regeneration Framework will provide the evidence base for the future planning policy framework for the area, and continue to inform the regeneration of the area when the NDC programme ends in 2011.

Vision and Key Themes

Vision

The vision for Hendon and the East End sets out the clear ambition for the regeneration of the area. The vision recognises the current strengths of the area while at the same time recognising the need for change.

“Hendon and the East End – Neighbourhoods between the City Centre and the Sea”

‘...To bring to the fore the unique qualities of living and working by the sea for a community with roots in the past but with an eye to the future...’

People will aspire to live in the Hendon and East End area. Residents will have decent homes in a clean and pleasant environment and will feel safe from crime and anti-social behaviour. They will thrive and achieve their potential in a community where there are greater opportunities for employment, education and lifelong learning. The East End and Hendon will be a place where local people enjoy good health and well-being.’

Hendon and the East End has many natural assets, but there are also a number of challenges which must be overcome for the vision to be realised. To address these challenges, a series of improvements needs to be in place. These improvements are described later in the Framework document and have been grouped under a number of themes for action:

- Community Legacy and Heritage;
- Accessible Local Amenities;
- Great Streets for People;
- Welcoming, Safe Neighbourhoods; and
- Supporting Local Employment.

Theme 1: Community Legacy and Heritage

History is a key feature of Hendon and the East End that contribute to the area’s own unique identity. Some of these are structures which represent different functions or activities that were important to the history of the area. Some features derive from the strong community that grew around the port related industries that dominated in the past.

Not all of the historic structures are of exceptional quality or positive character but are important locally. Those of a weaker character should be focused upon as areas for enhancement within the broader historical setting they form (e.g. Long Streets).

Historically Hendon and the East End have been two separate areas with two different cultures. These communities grew alongside the export of coal from the port and its position as one of the largest shipbuilding towns in the world. Following the decline of the heavy industries in the North East, Hendon and the East End has become one of the most deprived areas in Sunderland. The Regeneration Framework builds on the communities' heritage to make sure that they have a place in the future where people can continue to live and work.

Theme 2: Accessible Local Amenities

Ensuring that local residents have access to good local shops, education, health, public transport, leisure, recreation and other community facilities is a fundamental requirement of successful places. At present the Hendon area in particular suffers from a lack of easily accessible and walkable local shopping and services. Parts of the Long Streets area fall outside of a 5-10min walk to the local centre at Villette Road, while the facilities at Suffolk Street are poor and do not provide an adequate level of provision for local residents.

In addition to local shops and services, the amenities to support local neighbourhoods also include the provision of employment/jobs, the quality and usability of public open spaces (including the sea front), and the location of cultural facilities. High quality open spaces are a requirement of successful places. They provide locations for informal recreation, and for play as well as other more formal organised sports. Our demand for ever more sophisticated forms of recreation impact on the types of open space that are necessary to meet these demands.

Sunderland and particularly Hendon and the East End has a strong history linked to the working port, through a marked decline in the employment density at the port has undermined the functioning of local neighbourhoods that once served the port. New business has emerged along Commercial Road, though the larger business and industrial parks serving Sunderland are now located beyond the City Centre fringe towards Washington at Doxford and Rainton Bridge. The coastline is a major asset and despite recent significant improvements, it is still largely inaccessible to local communities.

The Regeneration Framework seeks to address these shortcomings through identifying opportunities to provide better local centres, including an enhanced range of shops as well as repositioning the location of centres to make them more accessible.

Reconnecting local neighbourhoods to the sea through upgrading local routes and redeveloping key sites next to these routes is an important consideration addressed in the framework. Highlighting the need to improve the quality of and access to open spaces and parks is also a key aim of the Regeneration Framework.

Theme 3: Great Streets for People

Streets form the backbone to any urban area; they facilitate movement but are also 'places' in their own right. As such they must provide for a range of different uses and users. There are many streets within the study area that do not meet these basic requirements but only encourage heavy vehicular traffic movement (e.g. Commercial Road). Other streets are perceived as unsafe and have low quality design standards (e.g. the 'back' alleys to the Long Streets area). Villette Road does not prioritise the pedestrian even though it is a local, walkable shopping centre. Connections east to the sea are weak, unattractive and not maintained well while roundabout junctions discourage pedestrian crossing. In short, there are many issues to be addressed across the study area.

Key areas of focus within the framework therefore include the main roads through the area including Commercial Road, White House Road, Villette Road, and Gray Road. Other local

streets including Barrack Street, the 'back alleys' in the Long Streets area, and links eastwards to the coast are also addressed in the framework. The type of improvements to streets varies, e.g. traffic management, boulevardisation and tree planting along Commercial Road, or new pavements, benches and planting to the Long Streets, access to the coast and coastal improvements and upgrading of the back alleys environments generally.

Theme 4: Welcoming, Safe Neighbourhoods

The framework area has 3 distinct neighbourhoods – the East End; Middle Hendon; and, the Long Streets. These give rise to an overall structure and character to the area. The quality of the living environment within each neighbourhood varies markedly, and upgrading to all 3 areas in different ways is needed. This, broadly, includes housing refurbishment and new housing construction where feasible; open space enhancement and new provision; environmental upgrades to streets; addressing safety and security issues; and, the general attractiveness of the housing environment. Proposals for improvements of this nature are already well advanced for parts of Middle Hendon.

The fundamental premise of the framework is to create an attractive, walkable, clean and safe living environment which contributes to a welcoming and desirable place to live for existing residents but also for future new populations.

The area has many assets to build upon and the basic attributes of a wonderful place to live – it is close to the sea and promenade with excellent access into the city centre and all the amenities that has to offer, good rail transport connections, relatively high density housing in parts, local shops and unique historic features. The strategy is to ensure that all these assets perform at a higher level than they do at present and to retain the underlying community /social links and networks that exist – particularly in established areas such as the Long Streets.

Theme 5: Supporting Local Employment

Historically, the employment opportunities in Hendon and the East End (most notably the port / ship building) have led to the need for housing to allow people to live close to their work. This relationship is still present today, although a lot of the housing is perhaps better at meeting the needs of the residents of the past.

As the significance of the port as an employer to Hendon and the East End has dwindled, the importance to residents of the service-based economy within Hendon and the East End and in the neighbouring city centre, and the industrial type business space stretching from the port, south along Commercial Road has increased.

The Regeneration Framework supports the operation of existing businesses while showing how the type and character of employment areas can be improved upon. Much of the industrial space in the zone between Commercial Road and the port railway line exhibits a poor public realm quality that may be suitable for current uses but is less attractive to any future diversified employment function. The framework therefore proposes a revised layout for the area that directs the heavier industrial processes to the east of the zone. It also provides for development of new premises to the west and especially along Commercial Road that will be suitable for the needs of, and therefore help to attract, new, more modern business.

New employment locations are also proposed at the Southern Gateway to the area and at White House Road to help attract a wider range of companies. Encouraging the provision of new and expanded services in the local centres for the residents will maintain Hendon and the East End's ability to provide a choice of work locally. Improvements to the pedestrian routes which link to the city centre will also help to increase the access to employment opportunities for residents of Middle Hendon and the East End.

Combined with action to provide a wider and better choice of housing for the families of today, this will ensure a strong link between the availability of jobs and housing continues to exist in the area.

Sunderland City Council has recently commissioned work to set out the future economic strategy for the wider city region that will assist in clarifying the role, type and level of accommodation of employment space that should be provided at Hendon and the East End. The Regeneration Framework will therefore need to evolve to reflect the strategy set out in the Economic Masterplan when this becomes available later in 2009.

Regeneration Framework

The Framework has been produced to guide the regeneration, and where appropriate the redevelopment of Hendon and the East End. This document has been produced in accord with local, regional and national policy. It is the aspiration of BotM that this piece of work will ultimately form a part of the future planning policy framework of the area. The Regeneration Framework seeks to direct investment in the area by both public and private bodies.

Key aspects of what shapes the 'community' have been identified and the desire expressed that these should be preserved and or enhanced through the Regeneration Framework. These include:

- Key buildings, such as the Barracks, the Donnison School and the Boys' orphanage;
- A strong community spirit;
- Sense of place;
- Living close to where you work;
- Thriving centre for enterprise;
- The continued development of the port and its links to the area;
- Local amenities for local people, particularly shops and sporting facilities; and
- Being well connected to the surrounding areas.

The Overall Spatial Framework shown overleaf draws together into a single plan the actions proposed under each of the 5 themes. Overall, the spatial framework seeks to establish a comprehensive approach to regenerating the Hendon and East End area. It addresses the area's shortcomings and maximises existing assets.

Overall Spatial Framework



Delivery Strategy

The strategy for delivering the scale of physical change that continues to be required in Hendon and the East End is intertwined with the development market nationally and locally.

The potential funding sources that may contribute to the delivery of the framework are considered, particularly those outside the development market. Those relevant to each project are identified, along with the likely timescales for delivery.

Public funding can be secured from a variety of sources most of which are constrained. The conclusions from a check on what might realistically be available is summarised in the table below. This table is not intended to be fully comprehensive but to provide an indication of the most likely sources of public funding.

Short and Medium Term Public Funding Opportunities

Source	Conclusion
Sunderland City Council Capital Budget	Budgets are committed in the short/medium term. Opportunities for long term funding will be determined by the contribution that projects make to achievement of the objectives of the Sunderland Strategy and the Council's improvement priorities.
Sunderland City Council Revenue Budget	Revenue budgets are under pressure and are likely to remain so in the current climate.
Future Section 106 contributions	In the short term no future contributions are assumed. In the medium term contributions could be obtainable from new residential development if the statutory planning policies support this. However, development values in Hendon and the East End make this unlikely to be a major source. Government Circular 05/2005 on Planning Obligations (Section 106) provides for contributions from individual developers to be 'pooled' to enable the provision of the infrastructure and facilities required to address the cumulative impacts of development.
Business Rate Supplement	This could be introduced as envisaged in CLG's recent consultation paper. This is not envisaged to be a source of funding in the short term.
Homes and Communities Agency (HCA)	The HCA aims to help local authorities bring together their housing and regeneration priorities into a single, comprehensive plan; addressing four key themes of activity: <ul style="list-style-type: none"> • Growth • Affordability • Renewal • Sustainability Current budgets are committed to priorities including Sunnyside, Vaux, Holmeside and Gentoo's renewal programme. Opportunities may exist in the medium/longer term to enable delivery of mixed communities on the larger sites in the framework area.
One North East	The Regional Funding Advice (2009) identifies the following priorities for the RDA support in Sunderland: <ul style="list-style-type: none"> • Improving the supply and quality of the residential offer; developing long terms plans for sustainable housing supply in Hendon. • Creating an integrated and effective transport network, including the Sunderland Strategic Transport Corridor to facilitate regeneration of the south bank of the River Wear and facilitate connectivity between the port, city centre and national road network. There may be opportunities to exploit funding being directed at broader based actions such as support for access by communities at the margins of economic activity to new economic opportunities and increasing the skills

	levels available in the workforce, ensuring that they meet employer needs.
Sunderland Arc	Investment in the Hendon Industrial Area is identified as a Priority Three project. The Business Plan (2008) notes that limited resources will initially be directed towards Priority One and Priority Two projects. There may be the opportunity for support in the medium/long term.
Lottery and Charity	The Lottery programmes change all the time. There may also be the opportunity for a variety of charitable and business sources.
Working Neighbourhoods Fund	The new fund will replace Communities and Local Government's Neighbourhood Renewal Fund and incorporates the Department for Work and Pension's Deprived Areas Fund to create a single fund.
European funding available through One NE	For the 2007-13 period, the Government is delegating the implementation of the European Regional Development Fund (ERDF) to One North East. ERDF is economic development funding for regions which are encouraging structural economic change. The region is to receive about £255m from ERDF up to 2013.
Community Infrastructure Levy	Detailed proposals for the introduction of the Community Infrastructure Levy (CIL) were published for consultation by the Government in July 2009. There could be potential funding from the CIL which will be a new charge which local authorities in England and Wales will be empowered, but not required, to charge on most types of new development in their area. CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it. The proceeds of the levy will be spent on local and sub-regional infrastructure to support the development of the area.

General Approach and Delivery Mechanisms

Funding regeneration interventions, particularly development activity will be a challenge for Hendon and East End in the foreseeable future. Due to testing market conditions, the private sector will be less willing to invest, particularly in terms of upfront spend associated with assembling sites, undertaking remediation and bringing forward redevelopment on the ground. Falls in rental and sale values will reduce the level of planning gain receipts, which may have been achievable in a better market.

Securing an appetite in public partners to intervene in the area will therefore be important to ensuring that momentum is not lost to regenerate the area. It is clear that the funding and resources needed to deliver the projects identified in the Framework will not be available in easily predictable quantities and timing. The ramifications of this are anticipated in the approach which aims to:

- Avoid excessive interdependencies.
- Develop a modular programme that can be delivered on a phased basis as and when resources are available.
- Create opportunities to attract third party funding.
- Limit dependency on large 'statement' projects that might not be deliverable and which would imply a need to risk large sums in project development work.

Priorities

Reflecting the priorities for change, the priorities for implementation during the short term (to 2012) include:

Implementation Priority Actions

Strategic Change	Action
Enable Development sites	<ul style="list-style-type: none"> Subject to the outcome of the city Retail Study, produce development brief for White House Road, incorporating convenience retail, community and residential uses; promote the site through the Core Strategy,¹ Allocations Development Plan Document (DPD)², development management policy and marketing; assemble the site and undertake site preparatory work. Working with the landowner, produce a development brief for the Southern Gateway site, incorporating residential, community/local retail and employment uses.
Retail Improvements	<ul style="list-style-type: none"> Design proposals for revised parking arrangements and streetscape on Villette Road, alongside a financial grant to encourage investment in the frontages, to increase footfall.
Housing improvements/renewal	<ul style="list-style-type: none"> Secure a start on the proposed housing development on the Amberley/Harrogate Street site; Complete the 'Transforming Hendon' housing renewal programme for Middle Hendon; Pilot improvements to a Long Street back alley.
Employment generation	<ul style="list-style-type: none"> Develop to planning approval stage a proposal for an incubator/managed workspace development within the existing employment zone, on Commercial Road.
Environmental/accessibility improvements	<ul style="list-style-type: none"> Develop transformational proposals for further landscaping and artwork along Commercial Road/ the Southern Distributor Road to improve the pedestrian/cyclist experience and the gateway role of the route.

The improvement projects which have been identified are set out below (by project reference) with the timescale for implementation and likely funding source identified for each. The timescales indicated are as follows:

- Short - by 2012
- Medium – 2012 – 2016
- Long – 2016 onwards

Funding and Timescale for Implementation

Reference	Project	Timescale	Funding
Theme 1: Legacy & Heritage			
LH1	Design Guidance	Short	SCC
LH2	Design Briefs	Short-Medium	SCC/ Private
LH3	Retention and re-use of historically important buildings	Medium-Long	SCC/ Private/ Sunderland Arc/ Lottery/ Charity
LH4	Sporting Facilities	Medium-Long	SCC

¹ The Core Strategy is the key Local Development Framework Document which sets out the spatial vision and objectives for the development of the city and thus identifies areas for regeneration.

² The Allocations Development Plan Document (DPD) is another key element of the Local Development Framework (LDF) and identifies appropriate development sites to deliver the objectives of the Core Strategy.

Reference	Project	Timescale	Funding
LH5	Detail Characterisation	Short	SCC
LH6	Community History and Legacy project	Short	SCC/ Charity
Theme 2: Local Amenities			
Open Space			
LA1	Upgrading the Allotments	Short-Medium	BotM/ SCC
LA2	Upgrading Parks	Medium-Long	SCC
LA3	Long Streets Public Space	Medium	SCC
LA4	Town Moor	Short-Medium	SCC/ Groundwork Trust
LA5	Other Public Space	Short-Medium	SCC/ Groundwork Trust
LA6	Hendon Beach Water Quality	Long	Environment Agency/ Northumbria Water
LA7	Open Space Maintenance	Medium/Long	SCC
Local Centres			
LA8	Re-use of former Health Centre	Short-Medium	SCC/ PCT/ Private Sector
LA9	Villette Road - Parking & access	Short-Medium	SCC
LA10	Villette Road - Public Realm	Short-Medium	SCC
LA11	Villette Road - upgrade to premises	Short-Medium	SCC
LA12	Middle Hendon Retail	Short-Medium	SCC
LA13	Middle Hendon Retail – Site identification/ assembly/ promotion	Medium	SCC/ Private Sector
LA14	Middle Hendon Retail	Medium-Long	SCC/ Private Sector/ HCA
Accessibility			
LA15	Southern Gateway Site	Medium-Long	SCC/ Private Sector/ HCA
LA16	Public Transport 'community transport'	Medium	SCC
LA17	Public Transport School Access	Medium	SCC
LA18	Coast and Promenade	Medium-Long	SCC/ Private Sector
Theme 3: Great Streets for People			
Streetscape			
GS1	Streetscape - Local Centres	Medium	SCC
GS2	Streetscape - Residential Areas: Long Streets.	Medium	SCC

Reference	Project	Timescale	Funding
GS3	Streetscape - Other Residential Areas	Short-Medium	NDC for 'Transforming Hendon' programme in Middle Hendon and the former Harrogate and Amberley Street housing scheme
GS4	The Spine	Medium	SCC
GS5	Upgrading Public Space	Medium	SCC/ Sunderland arc
Gateways			
GS6	Gateways – Primary	Medium	SCC/ Private Sector
GS7	Gateways – Secondary	Medium	SCC/ Private Sector
GS8	Gateways – Tertiary	Medium	SCC/ Private Sector
Southern Radial Route			
GS9	Southern Radial Route Artwork	Long	SCC/ Sunderland arc/ Private Sector
GS10	Southern Radial Route	Short-Medium	SCC/ Sunderland arc/ Private Sector
Parking			
GS11	Parking - East End	Short	SCC
GS12	Parking – security	Medium	SCC/ Private Sector/ RSLs
Strategic Links			
GS13	Strategic Links from City Centre/Grangetown to Hendon and East End	Medium-Long	SCC
GS14	Links to Coast	Long	SCC/ Private Sector/ Sunderland arc
Theme 4: Safe & Welcoming Neighbourhoods			
Improving Existing Stock			
SN1	Housing Adaptation Design Guide	Short	SCC
SN2	Selective Licensing of Private Landlords and Tenant Accreditation	Short	SCC
SN3	Residential Areas - stock improvements	Short-Long	NDC/ SCC/ HCA/ Private
Wider Housing Choice			
SN4	Middle Hendon - new housing sites	Short-Medium	NDC/ SCC/ HCA/ Private
SN5	Southern Gateway	Medium	Private/ HCA
SN6	UDP Defined Site	Medium	Private
SN7	Intensification - Other Infill / Gap Sites	Medium	NDC/SCC/HCA/Private

Reference	Project	Timescale	Funding
SN8	Wider Housing Choice - Full Cost Homes	Medium-Long	SCC/Private/HCA/One North East
SN9	Wider Housing Choice: Facilitation of 'intermediate market' sector housing	Short-Medium	SCC/Private/HCA/One North East/RSL
Safe and Welcoming			
SN10	Community Safety	Short-Medium	NDC/SCC
SN11	Public Realm Improvements	Short-Medium	SCC/Private
Theme 5: Local Employment			
Existing Employment Zone			
LE1	Employment Zone	Medium	SCC/Sunderland arc
LE2	Incubator / 'Grow On Space' / Managed Work Space	Medium	SCC/ Sunderland arc/ One North East
LE3	New Business Premises	Medium	SCC/ Sunderland arc/ One North East
LE4	SPZ	Short	SCC
New Employment Locations			
LE5	Southern Gateway Site: Preparation of a development brief	Short-Medium	SCC/ Private Sector
LE6	Southern Gateway Site: investigate the viability	Short-Medium	SCC/ Private Sector
LE7	White House Road	Short-Medium	SCC
Supporting Local Employment			
LE8	Local Centres Employment	Short-Medium	SCC
LE9	Addressing Worklessness	Short-Medium-Long	SCC/ PCT/ One North East
LE10	Skills Development - Schools	Short-Medium-Long	SCC
LE11	Skills Development - Post 16	Short-Medium-Long	SCC/ One North East
LE12	Skills Development - Entrepreneurs	Short-Medium-Long	SCC/ One North East/ SES
LE13	Skills Development - retail/other services	Short-Medium-Long	SCC/ One North East

Embedding the Regeneration Framework in Planning Policy

It is anticipated that the Hendon and East End Regeneration Framework will contribute towards the evidence base for the future planning policy framework for the area, and will continue to inform the regeneration of the area when the NDC programme ends in 2011.

BotM are keen that this comprehensive Regeneration Framework is used to help shape the future planning of Hendon and the East End. Sunderland City Council has advised that the Council may have resources to support the preparation of a Supplementary Planning Document (SPD) or a community plan based on the Regeneration Framework. If an SPD is pursued, the document cannot allocate specific sites for specific uses and the plan must expand on policy set out in the Core Strategy or Site Allocations Development Plan Document (DPD).

Sunderland City Council has recently revised the programme to bring forward the Local Development Framework for the City. The Core Strategy is planned to be adopted in November 2011.

SPDs may take the form of design guides, area development briefs, a masterplan or issue-based documents. The process means that SPDs can be adopted without an examination, making it a more streamlined process than other planning documents such as Area Action Plans.

As part of the Local Development Framework, SPDs cannot override adopted policies, but they must be taken into consideration when determining planning applications and consequently can have a large influence on decisions made in an area. If prepared in the right way, they can also provide an impetus for change if there is sufficient focus on delivery to ensure that proposals are achievable.

Should some form of SPD be brought forward for Hendon and the East End, it will therefore be for Sunderland City Council to decide whether or not a SA should be carried out. However, in accordance with best practice there would still be the need for at least a screening under EU Directives on Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA), possibly requiring either or both as a result. As with the SA, this should be carried out at the outset to help inform the option generation for the SPD. It is still necessary for the draft SPD to be subject to public consultation.

Co-ordinated Service Delivery

The improvement of service delivery by local authorities has been a common theme over recent years, with a view to improving efficiency as much as providing better services. The Local Government White Paper (2000) proposed that authorities should be required to develop community strategies

Sunderland City Council has embraced this process and has been working within the Sunderland Partnership (the Local Strategic Partnership since 2002) since 1994. This has a broad membership representing key stakeholders in the city. The partnership (and therefore SCC) is working towards the achievement of a long term vision for the city set out in the Sunderland Strategy and has adopted the five priorities it contains as its own Corporate Priorities (alongside four other improvement objectives).

The Council's annual strategic planning process requires the Council's directorates to demonstrate how the service improvement activity they undertake contributes to the priorities of the Sunderland Strategy, thereby strengthening the Council's strategic planning and the activity undertaken to deliver the Sunderland Strategy.

The Local Area Agreement (LAA) for Sunderland provides a shorter term focus for partnership activity and resource allocation. It also sets a framework for targeting activity at the agreed priorities and the development of further, improved joined up working at a local level.

The Council has recently restructured their longstanding Local Area Committees across the city, to support delivery of the LAA and provide a better link between residents, councillors and the council and to ensure that local views are represented. Hendon and the East End lies within the 'East' Local Area. A Local Area Plan has been prepared covering the period to 2011. This has involved extensive consultation with local people to identify the priorities

for action to address the five themes of the Sunderland Strategy and also focus activity and resources on the key issues for the area in which they live. This will allow both the council and its partners to continue to make a demonstrable difference in the quality of people's lives within their own community, in other words – ***local priorities focusing on local people.***

The vision and actions proposed in the Regeneration Framework for Hendon and the East End echo the priorities for the City Council as a whole and thus their implementation will benefit from the moves towards increased co-ordination of activity both within the Council and where it works with partners at the city and local area levels.

Back on the Map

Hendon and East End

Regeneration Framework

OCTOBER 2009



Back on the Map

Hendon and East End

Regeneration Framework

October 2009

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Executive Summary

Introduction

This is the executive summary of the Hendon and East End Regeneration Framework, and should be read alongside the full report.

Background

The Hendon and East End area of Sunderland City has historically suffered from high rates of unemployment; a poor quality, industrial environment; high crime rates; poor accessibility; poor health indicators; and inadequate standards of housing. In an effort to address these issues in a co-ordinated and focused manner, the East End and Hendon New Deal for Communities Partnership (termed 'Back on the Map' following community consultation) was created as part of the second round of the Government's key regeneration initiative in 2001. Just under £54 million of funding was made available to cover the period 2001 – 2011.

The stated aims of the 'Back on the Map' (BotM) partnership include reducing the area's unemployment and crime, improving health and housing and increasing community involvement. Over the last seven years, the work of the BotM community-led partnership has resulted in a notable improvement in many of these areas. BotM was set 44 outcome targets to achieve by March 2011 across 6 thematic areas. Each target is generally expressed as a gap against a national or City Centre wide level of performance. Investment through the NDC programme has aimed to close these gaps, lifting communities out of the level of disadvantage they face.

The targets consist of a mix of hard data provided by external bodies, and qualitative data taken from anonymous surveys of local residents. The performance for each target is assessed against the rate of improvement required each year.

BotM has 7 key outcomes, the most important to Government, and of these 5 are green, 1 amber and 1 red based on 2008 data. Across the 44 targets some 25 are green, 14 amber and 5 red. The majority are on trajectory to meet their targets for 2011. This performance is impressive given the area was one of the most disadvantaged out of the 39 NDC partnerships.

Achievements include:-

- Residents who view void properties as a problem down 6% since 2002
- Virtually 100% decent homes standard – target achieved
- Average house prices now 93% of the City Centre average from only 51% in 2002 – target exceeded
- Residents satisfied with the area as a place to live up by 13% to 74%
- Over 20ha of underused or derelict land improved – target exceeded
- Smoking rate reduced by 7%
- Pupils achieving 5 grade A-C at GCSE up from 22% to 50%
- Pupils who are NEET (Not in Education, Employment or Training) down 9% since 2006 in the face of national figures increasing – target exceeded
- Total crime rate down from 261.58 in 2002 to 142.6 in 2008 (figures expressed per 100,000 head of population) – target exceeded
- People feeling part of the community has improved by 28% up to 56%
- People who feel the BotM has improved the area up 15% to 72% - target exceeded

Arup, with Matrix and King Sturge were commissioned in 2005 to undertake a Baseline Study to identify the issues and opportunities to address them in a subsequent Regeneration Framework of the NDC area. This Regeneration Framework will guide the regeneration, management, promotion and, where appropriate, the redevelopment of Hendon and the East End. The Regeneration Framework will seek to realise investment in the area by both private and public bodies while providing a clear structure for continued community involvement throughout the process. Although the work commenced in 2005, it became necessary to suspend work while the Middle Hendon Neighbourhood Renewal Assessment was completed. Work commenced on this project in June 2006. The work of the Regeneration Framework recommenced in spring 2008, with a review of the Baseline and initial Issues and Options work, prior to commencing work on the Regeneration Framework itself.

The production of this comprehensive Regeneration Framework has involved consultation with community representatives, interest groups, stakeholders, public agencies, business community and other key consultees. The study partners anticipate that the Hendon and East End Baseline Study and Regeneration Framework will provide the evidence base for the future planning policy framework for the area, and continue to inform the regeneration of the area when the NDC programme ends in 2011.

Vision and Key Themes

Vision

The vision for Hendon and the East End sets out the clear ambition for the regeneration of the area. The vision recognises the current strengths of the area while at the same time recognising the need for change.

“Hendon and the East End – Neighbourhoods between the City Centre and the Sea”

‘...To bring to the fore the unique qualities of living and working by the sea for a community with roots in the past but with an eye to the future...’

People will aspire to live in the Hendon and East End area. Residents will have decent homes in a clean and pleasant environment and will feel safe from crime and anti-social behaviour. They will thrive and achieve their potential in a community where there are greater opportunities for employment, education and lifelong learning. The East End and Hendon will be a place where local people enjoy good health and well-being.’

Hendon and the East End has many natural assets, but there are also a number of challenges which must be overcome for the vision to be realised. To address these challenges, a series of improvements needs to be in place. These improvements are described later in the Framework document and have been grouped under a number of themes for action:

- Community Legacy and Heritage;
- Accessible Local Amenities;
- Great Streets for People;
- Welcoming, Safe Neighbourhoods; and
- Supporting Local Employment.

Theme 1: Community Legacy and Heritage

History is a key feature of Hendon and the East End that contribute to the area’s own unique identity. Some of these are structures which represent different functions or activities that were important to the history of the area. Some features derive from the strong community that grew around the port related industries that dominated in the past.

Not all of the historic structures are of exceptional quality or positive character but are important locally. Those of a weaker character should be focused upon as areas for enhancement within the broader historical setting they form (e.g. Long Streets).

Historically Hendon and the East End have been two separate areas with two different cultures. These communities grew alongside the export of coal from the port and its position as one of the largest shipbuilding towns in the world. Following the decline of the heavy industries in the North East, Hendon and the East End has become one of the most deprived areas in Sunderland. The Regeneration Framework builds on the communities' heritage to make sure that they have a place in the future where people can continue to live and work.

Theme 2: Accessible Local Amenities

Ensuring that local residents have access to good local shops, education, health, public transport, leisure, recreation and other community facilities is a fundamental requirement of successful places. At present the Hendon area in particular suffers from a lack of easily accessible and walkable local shopping and services. Parts of the Long Streets area fall outside of a 5-10min walk to the local centre at Villette Road, while the facilities at Suffolk Street are poor and do not provide an adequate level of provision for local residents.

In addition to local shops and services, the amenities to support local neighbourhoods also include the provision of employment/jobs, the quality and usability of public open spaces (including the sea front), and the location of cultural facilities. High quality open spaces are a requirement of successful places. They provide locations for informal recreation, and for play as well as other more formal organised sports. Our demand for ever more sophisticated forms of recreation impact on the types of open space that are necessary to meet these demands.

Sunderland and particularly Hendon and the East End has a strong history linked to the working port, through a marked decline in the employment density at the port has undermined the functioning of local neighbourhoods that once served the port. New business has emerged along Commercial Road, though the larger business and industrial parks serving Sunderland are now located beyond the City Centre fringe towards Washington at Doxford and Rainton Bridge. The coastline is a major asset and despite recent significant improvements, it is still largely inaccessible to local communities.

The Regeneration Framework seeks to address these shortcomings through identifying opportunities to provide better local centres, including an enhanced range of shops as well as repositioning the location of centres to make them more accessible.

Reconnecting local neighbourhoods to the sea through upgrading local routes and redeveloping key sites next to these routes is an important consideration addressed in the framework. Highlighting the need to improve the quality of and access to open spaces and parks is also a key aim of the Regeneration Framework.

Theme 3: Great Streets for People

Streets form the backbone to any urban area; they facilitate movement but are also 'places' in their own right. As such they must provide for a range of different uses and users. There are many streets within the study area that do not meet these basic requirements but only encourage heavy vehicular traffic movement (e.g. Commercial Road). Other streets are perceived as unsafe and have low quality design standards (e.g. the 'back' alleys to the Long Streets area). Villette Road does not prioritise the pedestrian even though it is a local, walkable shopping centre. Connections east to the sea are weak, unattractive and not maintained well while roundabout junctions discourage pedestrian crossing. In short, there are many issues to be addressed across the study area.

Key areas of focus within the framework therefore include the main roads through the area including Commercial Road, White House Road, Villette Road, and Gray Road. Other local

streets including Barrack Street, the 'back alleys' in the Long Streets area, and links eastwards to the coast are also addressed in the framework. The type of improvements to streets varies, e.g. traffic management, boulevardisation and tree planting along Commercial Road, or new pavements, benches and planting to the Long Streets, access to the coast and coastal improvements and upgrading of the back alleys environments generally.

Theme 4: Welcoming, Safe Neighbourhoods

The framework area has 3 distinct neighbourhoods – the East End; Middle Hendon; and, the Long Streets. These give rise to an overall structure and character to the area. The quality of the living environment within each neighbourhood varies markedly, and upgrading to all 3 areas in different ways is needed. This, broadly, includes housing refurbishment and new housing construction where feasible; open space enhancement and new provision; environmental upgrades to streets; addressing safety and security issues; and, the general attractiveness of the housing environment. Proposals for improvements of this nature are already well advanced for parts of Middle Hendon.

The fundamental premise of the framework is to create an attractive, walkable, clean and safe living environment which contributes to a welcoming and desirable place to live for existing residents but also for future new populations.

The area has many assets to build upon and the basic attributes of a wonderful place to live – it is close to the sea and promenade with excellent access into the city centre and all the amenities that has to offer, good rail transport connections, relatively high density housing in parts, local shops and unique historic features. The strategy is to ensure that all these assets perform at a higher level than they do at present and to retain the underlying community /social links and networks that exist – particularly in established areas such as the Long Streets.

Theme 5: Supporting Local Employment

Historically, the employment opportunities in Hendon and the East End (most notably the port / ship building) have led to the need for housing to allow people to live close to their work. This relationship is still present today, although a lot of the housing is perhaps better at meeting the needs of the residents of the past.

As the significance of the port as an employer to Hendon and the East End has dwindled, the importance to residents of the service-based economy within Hendon and the East End and in the neighbouring city centre, and the industrial type business space stretching from the port, south along Commercial Road has increased.

The Regeneration Framework supports the operation of existing businesses while showing how the type and character of employment areas can be improved upon. Much of the industrial space in the zone between Commercial Road and the port railway line exhibits a poor public realm quality that may be suitable for current uses but is less attractive to any future diversified employment function. The framework therefore proposes a revised layout for the area that directs the heavier industrial processes to the east of the zone. It also provides for development of new premises to the west and especially along Commercial Road that will be suitable for the needs of, and therefore help to attract, new, more modern business.

New employment locations are also proposed at the Southern Gateway to the area and at White House Road to help attract a wider range of companies. Encouraging the provision of new and expanded services in the local centres for the residents will maintain Hendon and the East End's ability to provide a choice of work locally. Improvements to the pedestrian routes which link to the city centre will also help to increase the access to employment opportunities for residents of Middle Hendon and the East End.

Combined with action to provide a wider and better choice of housing for the families of today, this will ensure a strong link between the availability of jobs and housing continues to exist in the area.

Sunderland City Council has recently commissioned work to set out the future economic strategy for the wider city region that will assist in clarifying the role, type and level of accommodation of employment space that should be provided at Hendon and the East End. The Regeneration Framework will therefore need to evolve to reflect the strategy set out in the Economic Masterplan when this becomes available later in 2009.

Regeneration Framework

The Framework has been produced to guide the regeneration, and where appropriate the redevelopment of Hendon and the East End. This document has been produced in accord with local, regional and national policy. It is the aspiration of BotM that this piece of work will ultimately form a part of the future planning policy framework of the area. The Regeneration Framework seeks to direct investment in the area by both public and private bodies.

Key aspects of what shapes the 'community' have been identified and the desire expressed that these should be preserved and or enhanced through the Regeneration Framework. These include:

- Key buildings, such as the Barracks, the Donnison School and the Boys' orphanage;
- A strong community spirit;
- Sense of place;
- Living close to where you work;
- Thriving centre for enterprise;
- The continued development of the port and its links to the area;
- Local amenities for local people, particularly shops and sporting facilities; and
- Being well connected to the surrounding areas.

The Overall Spatial Framework shown overleaf draws together into a single plan the actions proposed under each of the 5 themes. Overall, the spatial framework seeks to establish a comprehensive approach to regenerating the Hendon and East End area. It addresses the area's shortcomings and maximises existing assets.

Overall Spatial Framework



Delivery Strategy

The strategy for delivering the scale of physical change that continues to be required in Hendon and the East End is intertwined with the development market nationally and locally.

The potential funding sources that may contribute to the delivery of the framework are considered, particularly those outside the development market. Those relevant to each project are identified, along with the likely timescales for delivery.

Public funding can be secured from a variety of sources most of which are constrained. The conclusions from a check on what might realistically be available is summarised in the table below. This table is not intended to be fully comprehensive but to provide an indication of the most likely sources of public funding.

Short and Medium Term Public Funding Opportunities

Source	Conclusion
Sunderland City Council Capital Budget	Budgets are committed in the short/medium term. Opportunities for long term funding will be determined by the contribution that projects make to achievement of the objectives of the Sunderland Strategy and the Council's improvement priorities.
Sunderland City Council Revenue Budget	Revenue budgets are under pressure and are likely to remain so in the current climate.
Future Section 106 contributions	In the short term no future contributions are assumed. In the medium term contributions could be obtainable from new residential development if the statutory planning policies support this. However, development values in Hendon and the East End make this unlikely to be a major source. Government Circular 05/2005 on Planning Obligations (Section 106) provides for contributions from individual developers to be 'pooled' to enable the provision of the infrastructure and facilities required to address the cumulative impacts of development.
Business Rate Supplement	This could be introduced as envisaged in CLG's recent consultation paper. This is not envisaged to be a source of funding in the short term.
Homes and Communities Agency (HCA)	The HCA aims to help local authorities bring together their housing and regeneration priorities into a single, comprehensive plan; addressing four key themes of activity: <ul style="list-style-type: none"> • Growth • Affordability • Renewal • Sustainability Current budgets are committed to priorities including Sunnyside, Vaux, Holmeside and Gentoo's renewal programme. Opportunities may exist in the medium/longer term to enable delivery of mixed communities on the larger sites in the framework area.
One North East	The Regional Funding Advice (2009) identifies the following priorities for the RDA support in Sunderland: <ul style="list-style-type: none"> • Improving the supply and quality of the residential offer; developing long terms plans for sustainable housing supply in Hendon. • Creating an integrated and effective transport network, including the Sunderland Strategic Transport Corridor to facilitate regeneration of the south bank of the River Wear and facilitate connectivity between the port, city centre and national road network. There may be opportunities to exploit funding being directed at broader based actions such as support for access by communities at the margins of economic activity to new economic opportunities and increasing the skills

	levels available in the workforce, ensuring that they meet employer needs.
Sunderland Arc	Investment in the Hendon Industrial Area is identified as a Priority Three project. The Business Plan (2008) notes that limited resources will initially be directed towards Priority One and Priority Two projects. There may be the opportunity for support in the medium/long term.
Lottery and Charity	The Lottery programmes change all the time. There may also be the opportunity for a variety of charitable and business sources.
Working Neighbourhoods Fund	The new fund will replace Communities and Local Government's Neighbourhood Renewal Fund and incorporates the Department for Work and Pension's Deprived Areas Fund to create a single fund.
European funding available through One NE	For the 2007-13 period, the Government is delegating the implementation of the European Regional Development Fund (ERDF) to One North East. ERDF is economic development funding for regions which are encouraging structural economic change. The region is to receive about £255m from ERDF up to 2013.
Community Infrastructure Levy	Detailed proposals for the introduction of the Community Infrastructure Levy (CIL) were published for consultation by the Government in July 2009. There could be potential funding from the CIL which will be a new charge which local authorities in England and Wales will be empowered, but not required, to charge on most types of new development in their area. CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it. The proceeds of the levy will be spent on local and sub-regional infrastructure to support the development of the area.

General Approach and Delivery Mechanisms

Funding regeneration interventions, particularly development activity will be a challenge for Hendon and East End in the foreseeable future. Due to testing market conditions, the private sector will be less willing to invest, particularly in terms of upfront spend associated with assembling sites, undertaking remediation and bringing forward redevelopment on the ground. Falls in rental and sale values will reduce the level of planning gain receipts, which may have been achievable in a better market.

Securing an appetite in public partners to intervene in the area will therefore be important to ensuring that momentum is not lost to regenerate the area. It is clear that the funding and resources needed to deliver the projects identified in the Framework will not be available in easily predictable quantities and timing. The ramifications of this are anticipated in the approach which aims to:

- Avoid excessive interdependencies.
- Develop a modular programme that can be delivered on a phased basis as and when resources are available.
- Create opportunities to attract third party funding.
- Limit dependency on large 'statement' projects that might not be deliverable and which would imply a need to risk large sums in project development work.

Priorities

Reflecting the priorities for change, the priorities for implementation during the short term (to 2012) include:

Implementation Priority Actions

Strategic Change	Action
Enable Development sites	<ul style="list-style-type: none"> Subject to the outcome of the city Retail Study, produce development brief for White House Road, incorporating convenience retail, community and residential uses; promote the site through the Core Strategy,¹ Allocations Development Plan Document (DPD)², development management policy and marketing; assemble the site and undertake site preparatory work. Working with the landowner, produce a development brief for the Southern Gateway site, incorporating residential, community/local retail and employment uses.
Retail Improvements	<ul style="list-style-type: none"> Design proposals for revised parking arrangements and streetscape on Villette Road, alongside a financial grant to encourage investment in the frontages, to increase footfall.
Housing improvements/renewal	<ul style="list-style-type: none"> Secure a start on the proposed housing development on the Amberley/Harrogate Street site; Complete the 'Transforming Hendon' housing renewal programme for Middle Hendon; Pilot improvements to a Long Street back alley.
Employment generation	<ul style="list-style-type: none"> Develop to planning approval stage a proposal for an incubator/managed workspace development within the existing employment zone, on Commercial Road.
Environmental/accessibility improvements	<ul style="list-style-type: none"> Develop transformational proposals for further landscaping and artwork along Commercial Road/ the Southern Distributor Road to improve the pedestrian/cyclist experience and the gateway role of the route.

The improvement projects which have been identified are set out below (by project reference) with the timescale for implementation and likely funding source identified for each. The timescales indicated are as follows:

- Short - by 2012
- Medium – 2012 – 2016
- Long – 2016 onwards

Funding and Timescale for Implementation

Reference	Project	Timescale	Funding
Theme 1: Legacy & Heritage			
LH1	Design Guidance	Short	SCC
LH2	Design Briefs	Short-Medium	SCC/ Private
LH3	Retention and re-use of historically important buildings	Medium-Long	SCC/ Private/ Sunderland Arc/ Lottery/ Charity
LH4	Sporting Facilities	Medium-Long	SCC

¹ The Core Strategy is the key Local Development Framework Document which sets out the spatial vision and objectives for the development of the city and thus identifies areas for regeneration.

² The Allocations Development Plan Document (DPD) is another key element of the Local Development Framework (LDF) and identifies appropriate development sites to deliver the objectives of the Core Strategy.

Reference	Project	Timescale	Funding
LH5	Detail Characterisation	Short	SCC
LH6	Community History and Legacy project	Short	SCC/ Charity
Theme 2: Local Amenities			
Open Space			
LA1	Upgrading the Allotments	Short-Medium	BotM/ SCC
LA2	Upgrading Parks	Medium-Long	SCC
LA3	Long Streets Public Space	Medium	SCC
LA4	Town Moor	Short-Medium	SCC/ Groundwork Trust
LA5	Other Public Space	Short-Medium	SCC/ Groundwork Trust
LA6	Hendon Beach Water Quality	Long	Environment Agency/ Northumbria Water
LA7	Open Space Maintenance	Medium/Long	SCC
Local Centres			
LA8	Re-use of former Health Centre	Short-Medium	SCC/ PCT/ Private Sector
LA9	Villette Road - Parking & access	Short-Medium	SCC
LA10	Villette Road - Public Realm	Short-Medium	SCC
LA11	Villette Road - upgrade to premises	Short-Medium	SCC
LA12	Middle Hendon Retail	Short-Medium	SCC
LA13	Middle Hendon Retail – Site identification/ assembly/ promotion	Medium	SCC/ Private Sector
LA14	Middle Hendon Retail	Medium-Long	SCC/ Private Sector/ HCA
Accessibility			
LA15	Southern Gateway Site	Medium-Long	SCC/ Private Sector/ HCA
LA16	Public Transport 'community transport'	Medium	SCC
LA17	Public Transport School Access	Medium	SCC
LA18	Coast and Promenade	Medium-Long	SCC/ Private Sector
Theme 3: Great Streets for People			
Streetscape			
GS1	Streetscape - Local Centres	Medium	SCC
GS2	Streetscape - Residential Areas: Long Streets.	Medium	SCC

Reference	Project	Timescale	Funding
GS3	Streetscape - Other Residential Areas	Short-Medium	NDC for 'Transforming Hendon' programme in Middle Hendon and the former Harrogate and Amberley Street housing scheme
GS4	The Spine	Medium	SCC
GS5	Upgrading Public Space	Medium	SCC/ Sunderland arc
Gateways			
GS6	Gateways – Primary	Medium	SCC/ Private Sector
GS7	Gateways – Secondary	Medium	SCC/ Private Sector
GS8	Gateways – Tertiary	Medium	SCC/ Private Sector
Southern Radial Route			
GS9	Southern Radial Route Artwork	Long	SCC/ Sunderland arc/ Private Sector
GS10	Southern Radial Route	Short-Medium	SCC/ Sunderland arc/ Private Sector
Parking			
GS11	Parking - East End	Short	SCC
GS12	Parking – security	Medium	SCC/ Private Sector/ RSLs
Strategic Links			
GS13	Strategic Links from City Centre/Grangetown to Hendon and East End	Medium-Long	SCC
GS14	Links to Coast	Long	SCC/ Private Sector/ Sunderland arc
Theme 4: Safe & Welcoming Neighbourhoods			
Improving Existing Stock			
SN1	Housing Adaptation Design Guide	Short	SCC
SN2	Selective Licensing of Private Landlords and Tenant Accreditation	Short	SCC
SN3	Residential Areas - stock improvements	Short-Long	NDC/ SCC/ HCA/ Private
Wider Housing Choice			
SN4	Middle Hendon - new housing sites	Short-Medium	NDC/ SCC/ HCA/ Private
SN5	Southern Gateway	Medium	Private/ HCA
SN6	UDP Defined Site	Medium	Private
SN7	Intensification - Other Infill / Gap Sites	Medium	NDC/SCC/HCA/Private

Reference	Project	Timescale	Funding
SN8	Wider Housing Choice - Full Cost Homes	Medium-Long	SCC/Private/HCA/One North East
SN9	Wider Housing Choice: Facilitation of 'intermediate market' sector housing	Short-Medium	SCC/Private/HCA/One North East/RSL
Safe and Welcoming			
SN10	Community Safety	Short-Medium	NDC/SCC
SN11	Public Realm Improvements	Short-Medium	SCC/Private
Theme 5: Local Employment			
Existing Employment Zone			
LE1	Employment Zone	Medium	SCC/Sunderland arc
LE2	Incubator / 'Grow On Space' / Managed Work Space	Medium	SCC/ Sunderland arc/ One North East
LE3	New Business Premises	Medium	SCC/ Sunderland arc/ One North East
LE4	SPZ	Short	SCC
New Employment Locations			
LE5	Southern Gateway Site: Preparation of a development brief	Short-Medium	SCC/ Private Sector
LE6	Southern Gateway Site: investigate the viability	Short-Medium	SCC/ Private Sector
LE7	White House Road	Short-Medium	SCC
Supporting Local Employment			
LE8	Local Centres Employment	Short-Medium	SCC
LE9	Addressing Worklessness	Short-Medium-Long	SCC/ PCT/ One North East
LE10	Skills Development - Schools	Short-Medium-Long	SCC
LE11	Skills Development - Post 16	Short-Medium-Long	SCC/ One North East
LE12	Skills Development - Entrepreneurs	Short-Medium-Long	SCC/ One North East/ SES
LE13	Skills Development - retail/other services	Short-Medium-Long	SCC/ One North East

Embedding the Regeneration Framework in Planning Policy

It is anticipated that the Hendon and East End Regeneration Framework will contribute towards the evidence base for the future planning policy framework for the area, and will continue to inform the regeneration of the area when the NDC programme ends in 2011.

BotM are keen that this comprehensive Regeneration Framework is used to help shape the future planning of Hendon and the East End. Sunderland City Council has advised that the Council may have resources to support the preparation of a Supplementary Planning Document (SPD) or a community plan based on the Regeneration Framework. If an SPD is pursued, the document cannot allocate specific sites for specific uses and the plan must expand on policy set out in the Core Strategy or Site Allocations Development Plan Document (DPD).

Sunderland City Council has recently revised the programme to bring forward the Local Development Framework for the City. The Core Strategy is planned to be adopted in November 2011.

SPDs may take the form of design guides, area development briefs, a masterplan or issue-based documents. The process means that SPDs can be adopted without an examination, making it a more streamlined process than other planning documents such as Area Action Plans.

As part of the Local Development Framework, SPDs cannot override adopted policies, but they must be taken into consideration when determining planning applications and consequently can have a large influence on decisions made in an area. If prepared in the right way, they can also provide an impetus for change if there is sufficient focus on delivery to ensure that proposals are achievable.

Should some form of SPD be brought forward for Hendon and the East End, it will therefore be for Sunderland City Council to decide whether or not a SA should be carried out. However, in accordance with best practice there would still be the need for at least a screening under EU Directives on Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA), possibly requiring either or both as a result. As with the SA, this should be carried out at the outset to help inform the option generation for the SPD. It is still necessary for the draft SPD to be subject to public consultation.

Co-ordinated Service Delivery

The improvement of service delivery by local authorities has been a common theme over recent years, with a view to improving efficiency as much as providing better services. The Local Government White Paper (2000) proposed that authorities should be required to develop community strategies

Sunderland City Council has embraced this process and has been working within the Sunderland Partnership (the Local Strategic Partnership since 2002) since 1994. This has a broad membership representing key stakeholders in the city. The partnership (and therefore SCC) is working towards the achievement of a long term vision for the city set out in the Sunderland Strategy and has adopted the five priorities it contains as its own Corporate Priorities (alongside four other improvement objectives).

The Council's annual strategic planning process requires the Council's directorates to demonstrate how the service improvement activity they undertake contributes to the priorities of the Sunderland Strategy, thereby strengthening the Council's strategic planning and the activity undertaken to deliver the Sunderland Strategy.

The Local Area Agreement (LAA) for Sunderland provides a shorter term focus for partnership activity and resource allocation. It also sets a framework for targeting activity at the agreed priorities and the development of further, improved joined up working at a local level.

The Council has recently restructured their longstanding Local Area Committees across the city, to support delivery of the LAA and provide a better link between residents, councillors and the council and to ensure that local views are represented. Hendon and the East End lies within the 'East' Local Area. A Local Area Plan has been prepared covering the period to 2011. This has involved extensive consultation with local people to identify the priorities

for action to address the five themes of the Sunderland Strategy and also focus activity and resources on the key issues for the area in which they live. This will allow both the council and its partners to continue to make a demonstrable difference in the quality of people's lives within their own community, in other words – ***local priorities focusing on local people.***

The vision and actions proposed in the Regeneration Framework for Hendon and the East End echo the priorities for the City Council as a whole and thus their implementation will benefit from the moves towards increased co-ordination of activity both within the Council and where it works with partners at the city and local area levels.

1 Introduction

1.1 Background

The Hendon and East End area of Sunderland City has historically suffered from high rates of unemployment; a poor quality, industrial environment; high crime rates; poor accessibility; poor health indicators; and inadequate standards of housing. In an effort to address these issues in a co-ordinated and focused manner, the East End and Hendon New Deal for Communities Partnership (termed 'Back on the Map' following community consultation) was created as part of the second round of the Government's key regeneration initiative in 2001. Just under £54 million of funding was made available to cover the period 2001 – 2011.

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The programme that has delivered this change has been running since 2001 and consists of a large number of diverse interventions. Some key projects that are worthy of note are:-

- Construction of 2 new primary schools and extension and extensive refurbishment of another

- Conversion of a derelict building into a Construction Trades Learning Centre
- Conversion of a listed building into a Living History Centre
- Improvements to a huge stretch of promenade and hinterland along the coast
- Provision of new play areas, and improvements to the Town Moor
- Housing Improvement Grant scheme, with a multi million pound refurbishment scheme to over 400 homes planned
- Pre-Gateway and NEET support for targeted pupils
- Community Decorators – provision of apprenticeships through a painting and decorating service for local residents
- Contact Your Future – real contracted call centre training scheme
- HELP@SR1 – targeted support for residents facing difficult barriers to employment
- Childcare People Hendon – training local people in childcare as an employment or enterprise option
- Neighbourhood Policing – now fully mainstreamed and rolled out across the city.
- Fear of Crime – positive communication and interventions to ensure a balanced view of actual safety is held by residents
- Hendon Youth Intervention – diversionary activity for young people including access to the Raich Carter sports centre
- Health Trainers – local residents trained to provide support to residents in a broad range of health issues. Now fully mainstreamed and rolled out across the city.

Although there are just a few years of the NDC's time remaining, there remains much work to be done, particularly with regards to housing and the environment.

Arup, with Matrix and King Sturge were commissioned in 2005 to undertake a Baseline Study and subsequent Regeneration Framework of the NDC area. This Regeneration Framework will guide the regeneration, management, promotion and, where appropriate, the redevelopment of Hendon and the East End. It is the aspiration of the NDC that this piece of work will ultimately form a part of the future planning policy framework for the area. The Regeneration Framework will seek to realise investment in the area by both private and public bodies while providing a clear structure for continued community involvement throughout the process. Although the work commenced in 2005, it became necessary to suspend work while the Middle Hendon Neighbourhood Renewal Assessment was completed. Work commenced on this project in June 2006. The work of the Regeneration Framework recommenced in spring 2008, with a review of the Baseline and initial Issues and Options work, prior to commencing work on the Regeneration Framework itself.

The production of this comprehensive Regeneration Framework has involved consultation with community representatives, interest groups, stakeholders, public agencies, business community and other key consultees. The study partners anticipate that the Hendon and East End Baseline Study and Regeneration Framework will provide the evidence base for the future planning policy framework for the area, and continue to inform the regeneration of the area when the NDC programme ends in 2011.

Consultation with the public and key stakeholders has been ongoing throughout this project. This has included consultation on:

- Report on Original Issues and Options 2006
- Revised Baseline Report, Summer 2008
- Revised Issues and Vision Report, November 2008

- Draft Regeneration Framework themes and masterplan, December 2008 and March 2009

1.2 The Framework Area

Hendon and the East End of Sunderland is located to the east of the City Centre, bounded by the River Wear to the north, the North Sea Coast to the east and with Ryhope lying to the south. Historically, the East End and Hendon formed the centre of Sunderland City. Figure 1.1 illustrates the study area.

The study area boundary covers three main sub-areas, which are physically and socially distinct from each other. The sub-areas comprise the East End, Middle Hendon and South Hendon (the Long Streets), which have a combined resident population of over 10,000. The Port of Sunderland lies to the East; and Sunnyside and the 'Civic Quarter' to the west. Although these areas are beyond the study's boundaries, it is important to recognise the relationship between these areas, the adjacent City Centre and Hendon and the East End, and between the substantive regeneration schemes and proposals currently underway.

Several major initiatives are operating in the wider Sunderland area that will have an influence upon any activities proposed for Hendon and the East End, notably the activities of Sunderland arc, the city's Urban Regeneration Company responsible for the regeneration of a number of major sites and areas along the River Wear corridor and in the city centre. These include Sunnyside, immediately adjoining the NDC boundary to the north-west, and the Port to the north-east.

Although the future operation of the Port is still to be decided, the regeneration of Sunnyside is an ongoing arc priority project, aiming to "deliver an urban renaissance.....through the definition and development of a revitalised mixed use City Centre quarter which is an efficient, accessible and vibrant place". The delivery of regeneration activity in the area is led by the Sunnyside Partnership, founded by the City Council, the arc, ONE NorthEast (the regional development agency) and Homes and Communities Agency. Several multi-million pound public realm and development projects have already been completed, mostly in the historic core of Sunnyside where much of the historic fabric – including landmark buildings and elegant Georgian and Victorian terraces – has also been restored or improved. Guided by an adopted planning and design framework to support high quality new development, activity is now focussed on the transformation of the low-grade commercial areas of East Sunnyside into an attractive residential and business community.

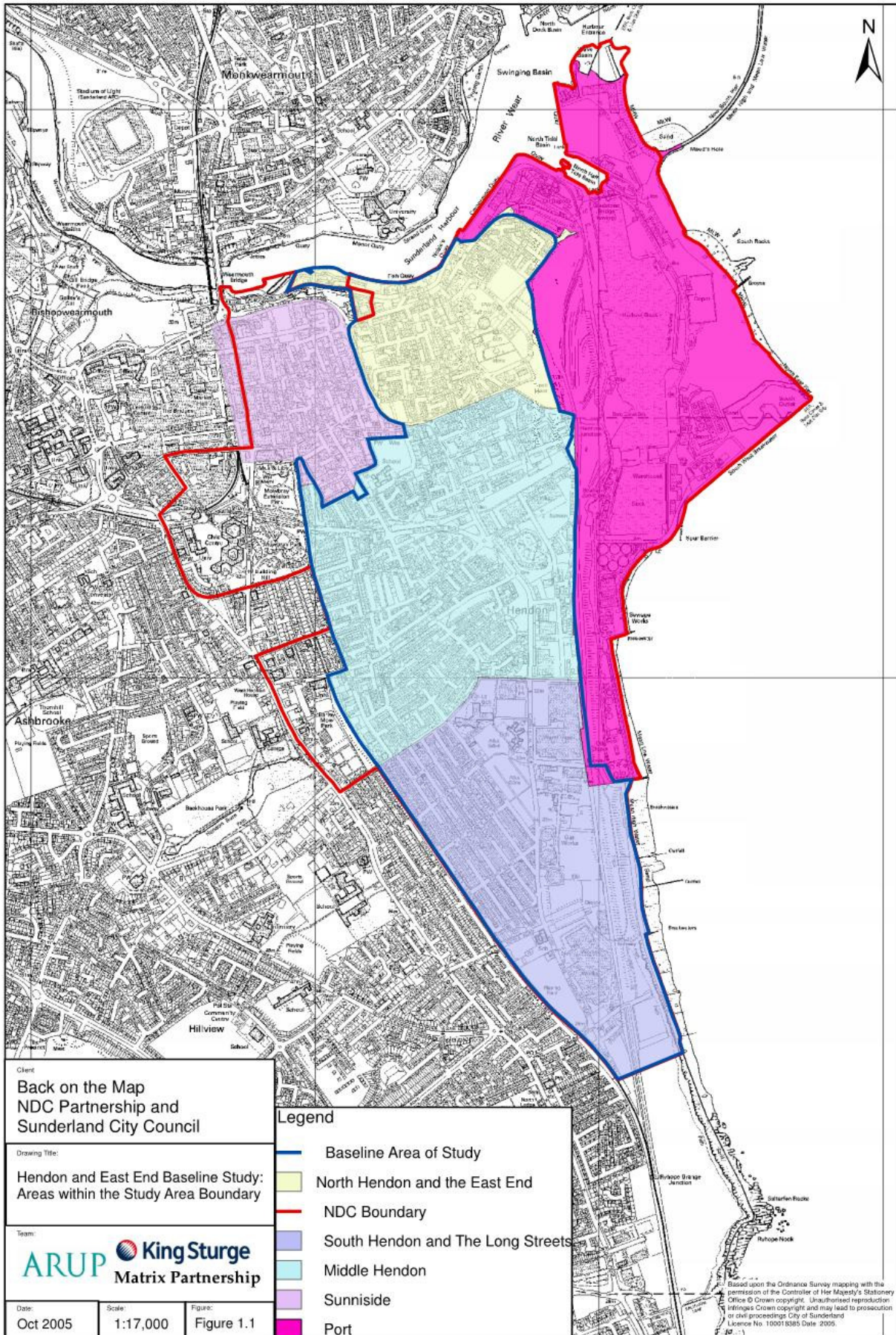
1.3 History of the area

Hendon and the East End today is the product of its long history, which has shaped the physical character of the area, and its economic and community role.

The communities about the mouth of the Wear merged to become Sunderland during the Anglo-Saxon period. It is from this period that the name Hendon (the valley of hinds) originated. Little is known about the history of the area to the south of the river because the land did not belong to the monastery, but to the Bishop Hugh de Puiset and records about his landownership are described as 'confusing'. At this time, the settlements remained small, and the port at Hendon was occupied by small fishing boats and merchant vessels which landed goods for the Bishop. It was not until the entrepreneur Robert Bowes leased a strip of land south of the river and began the export of coal and salt that other industries began to locate in the area to imitate his success.

A number of different features have shaped the development of Hendon and the East End, as we see them today. The first and most important of these was the development of the port, shipbuilding and heavy industries. Initially the port developed as a coal port, but it was Sunderland's development into the largest shipbuilding town in the world that gave the town its fame.

Figure 1.1 Hendon and East End Regeneration Framework Boundary



The first recorded shipbuilder was Thomas Menville at Hendon in 1346. By 1790 around nineteen ships per year were being built in Sunderland, and it became the most important shipbuilding centre in the country in the 1830s. By 1840 there were 65 shipyards, and over 150 wooden vessels were built in 1850 when 2,025 shipwrights worked in the town. A further 2,000 were employed in related industries. Sunderland's first iron ships were built from 1852 and wooden shipbuilding ceased here in 1876. Sunderland shipbuilders included Austin and Son (1826), William Pickersgill (1851) and William Doxford (1840).

The historical significance of the East End is reflected in the designation of adjoining Conservation Areas – Old Sunderland and Old Sunderland Riverside – centred on High Street East. Old Sunderland Conservation Area contains the Town Moor and important buildings around it. Old Sunderland Riverside Conservation Area stretches east along the south bank of the River Wear from Wearmouth Bridge and also includes part of the north-east sector of Sunnyside.

Other important features that have shaped the development of Hendon and the East End include **the Barracks** located near the south docks, near present-day Warren Court (formerly known as Warren Street). The East End of Sunderland was home to the barracks until shortly after the end of the Second World War in 1945. After the Barracks were demilitarized, they were used as housing for retired people.

The Donnison School is another significant landmark and is the oldest building in Hendon. It was established in the late 1700s following a provision made by Elizabeth Donnison in her will (1778). The school was established under the church in Sunderland Parish, and offered free education for 36 poor girls between the ages of seven and sixteen. Today the school and schoolhouse lie within the Old Sunderland Conservation Area and are listed (grade II). On Church Walk, they lie between Holy Trinity Church (listed grade I) and the Trafalgar Square Almshouses (listed grade II). Following a fire in May 2002 both the School and School House were classified as 'at risk' by the council. However, the school was recently restored as part of the Old Sunderland Townscape Heritage Initiative (jointly funded by the City Council and Heritage Lottery Fund) with additional funding from BotM and the Included Communities Fund. It has been transformed into the new headquarters of Living History North East, a charitable organisation dedicated to the collection and dissemination of oral history.

In the 1840s a **boys' orphanage** was established on the edge of the town moor (Moor Terrace/The Quadrant). It was the Freemen of Sunderland who gave this piece of land so that the orphanage could be built. Due to the location and history of the area, the orphanage was home to boys who had lost fathers at sea. It is said that for training purposes there was a half-sized fully rigged ship called Victoria set up near the grounds, where the boys were taught seamanship. Although the building and its surrounding land has most recently fallen into a state of disrepair the City Council is actively seeking an alternative appropriate use.

The growth in the population of the area led to the provision of many **local shops** to serve the community's need. The main shopping areas were along Hendon Road, Coronation Street and High Street. Sunderland's most famous surviving department store Joplings was first opened in the East End in the 1820s. In the 1880s the business was bought out and traded as Hedley, Swan and Co but still used the name Joplings. These premises were moved further up the High Street after the First World War, where they remained until a devastating fire in 1954, which forced them to move to John Street where they remain today. Today the main shopping areas are west into Sunderland City Centre, and more locally along Vilette Road.

The growing communities of Hendon and the East End gave rise to a number of **sporting activities**. Notably the area was home to Sunderland AFC's first ground, The Blue House Field. The club was founded at the nearby Hendon Board School in 1879 by James Allen who taught at the school. On this site today is the Raich Carter Sports Centre, named in honour of the famous footballer who was born in the area.

The **Masonic Hall**, also known as 'Thornhill Lodge' on Queen Street East is a Grade 1 listed building built in 1785 to replace the original 1778 hall which was destroyed by a fire. It is the oldest purpose built Masonic Hall, although the entrance lobby and offices were added in 1925. It was originally used by the Phoenix Lodge but has been the home of the Thornhill Lodge since 1907.

As demonstrated Hendon and the East End has a rich past and there are a number of key aspects that should be preserved and or enhanced through the Regeneration Framework. Examples of past successes of the area include:

- Protection, enhancement and productive use of key buildings, such as the Barracks, Masonic Hall and the boys' orphanage
- A strong community spirit
- Sense of place
- Living close to where you work
- Thriving industrial centre
- The continued development of the Port and its links to the area
- Providing local amenities for local people, particularly shops and sporting facilities
- Being well connected to the surrounding areas

1.4 What is the Regeneration Framework?

It is intended that the Regeneration Framework for Hendon and the East End will be used to inform the future planning policy framework for the area beyond the life of BotM. The Regeneration Framework will help to encourage investment in the area by both private and public bodies. Preparation of the Regeneration Framework has involved members of the community and organizations interested in the future of the area.

The Hendon & East End Regeneration Framework will act as a sustainable regeneration framework for the improvement of the area and includes proposals for how this can be achieved. Interventions are proposed in the following areas:

- **Economic Development** – including proposals for the future use and improvement of existing industrial areas.
- **Housing** - an outline of future housing requirements, priority areas for improvement, development and redevelopment. Mechanisms to encourage and develop involvement of house builders in the area, in developing a range of housing types, including affordable housing.
- **Neighbourhood Centres** – bringing forward proposals to improve the provision of retail and community facilities in local centres to better serve the needs of existing people living in the area and newcomers.
- **Landscape and Streetscape** - detailing environmental improvements over the Hendon & East End Baseline Study timeframe.
- **Transport and Accessibility** - aiming to improve links within the area and between Hendon and the East End, the City Centre and strategic employment areas.
- **Service Improvement** - outlining proposals for service enhancement. Potential opportunities for co-location and other forms of joint working which may assist the regeneration of the area are included.
- **Implementation and Delivery** – identifying the key delivery issues and providing guidance to overcoming these. Recommendations on appropriate delivery approaches

will be set out to provide confidence to the client team and ensure that projects can be taken forward.

- **Community involvement** – showing how the community will be involved in shaping the future of the area.

1.5 Planning Context

The strategic policy guidance relating specifically to the Hendon and East End of Sunderland NDC area is wide ranging and is prescribed at several different levels.

At the top of the planning policy hierarchy are Planning Policy Statements (PPS), published by the Department for Communities and Local Government (DCLG). These documents, which are being introduced to replace Planning Policy Guidance Notes, present the government's views on general issues relating to planning policy and how Local Authorities should interpret this strategic policy at local level. Certain PPSs can form a material planning consideration in the decision making process.

Following the 2004 reforms in the planning system, regional planning policies are now contained within the Regional Spatial Strategy (RSS) (North East of England Plan, 2008). Hendon and the East End lie within the North East of England and as such the area is subject to the policies within the North East of England Plan, 2008. Following the Planning and Compulsory Purchase Act (2004) RSSs are now part of the statutory Development Plan. The Regional Spatial Strategy for the North East (July 2008), RSS, currently provides the strategic planning policy guidance for the wider Sunderland area. Whilst the RSS makes no direct policy reference to Hendon or the East End, it sets out a number of policies that are applicable to the study area, including:-

- The need to prioritise regeneration within the River Wear corridor in Central Sunderland
- supporting the integrated housing market renewal initiatives and programmes within the Sunderland Arc area
- supporting the sustainable growth of the Port of Sunderland

The local planning policy framework for Hendon and the East End of Sunderland is currently provided by the Sunderland City Unitary Development Plan (UDP) adopted in 1998 and the UDP Alteration Number 2: Central Sunderland (2007). This provides the planning policy basis for much of the future development works in areas of the Port and Sunniside and sets out changes to the Adopted UDP from 1998. Significant changes to this planning framework are being made following the government's wide ranging review of the planning system and the commencement of the Planning and Compulsory Purchase Act 2004. However, key policies from the current UDP are saved until the Core Strategy has been adopted, which is forecast to take place in 2011. The Alteration encompasses the Sunniside area, all of the Port area and much of the adjacent industrial area. It does not include the Long Streets in South Hendon, the residential East End of Sunderland, nor the residential areas of Middle Hendon.

The Core Strategy is a Development Plan Document (DPD) and is one of the documents that form part of the Local Development Framework (LDF). The Core Strategy sets out the vision and strategic spatial objectives for the spatial development of the District. This includes the amount of and broad locations for future housing and employment use. Policies within the Core Strategy apply to the whole of the local authority area and are not site-specific. Sitting under the Core Strategy, an Allocations Development Plan Document (DPD) will be brought forward setting out detailed site specific allocations.

1.5.1 The Emerging Spatial Planning Picture of Sunderland

Covering an area of 137 square kilometres, and with a population of 282,000, Sunderland is the largest city between Leeds and Edinburgh.

There are 3 distinct parts of the city:

- to the east of the A19 is the main built up area of Sunderland (177,500 population) that includes Sunderland city and Hendon and East End;
- to the north-west is Washington New Town (58,000);
- to the south-west are a number of former mining towns and villages around Houghton-le-Spring (46,500) connected by the A182.

More than 50 percent of the city is green space, consisting of statutorily designated Green Belt, countryside, and open space and there are 83 sites on the city's Nature Conservation Register, including 16 Sites of Special Scientific Interest.

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

While there has been a notable economic recovery, there remains in Sunderland a range of significant social issues, many of which are clearly evident with Hendon and the East End:

- Wealth per head of population is amongst the lowest in the UK
- Unemployment, whilst at a 25 year low, is consistently higher than the national average
- The health of residents is well below the national average;
- Education attainment, though improving, remains below the national average and
- Though crime levels are falling, they are still too high and fear of crime persists in the community.

There is a notable difference in housing types in Sunderland compared with England and Wales as a whole. Sunderland is dominated by terraces and semi-detached properties and there is a significant shortage of detached dwellings, whereas in England and Wales there is a more even spread of housing types. Two thirds of all homes fall in the lowest Council Tax bracket, compared to only a quarter nationally. The lack of choice in the range of house types has been a major reason as to why the City's population has steadily declined over recent years. House prices are also much lower than the national average, though recent surges combined with below average income indicate an increasing 'affordable housing' issue.

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

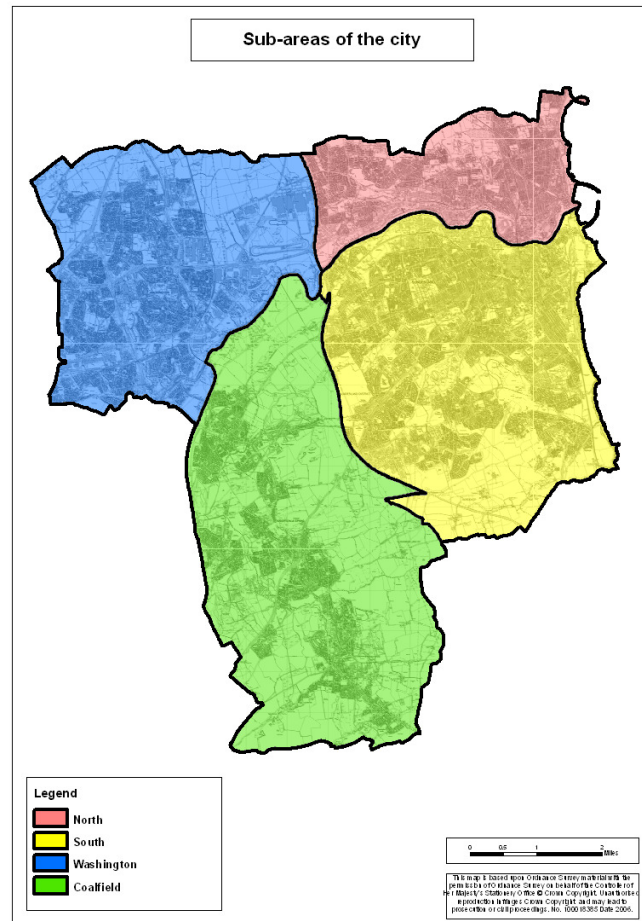
Given this broad spatial picture of the City, the emerging Core Strategy will provide greater detail as to how the spatial requirements of the Regional Spatial Strategy will be delivered in Sunderland over the next 15 years. This will include how the some 15,000 new houses and 225 hectares of employment land will be broadly distributed across the City.

Furthermore, the Core Strategy will be the one the principle mechanisms to deliver the following five priorities of the Sunderland Strategy (2008-2025):

- A Prosperous City
- A Healthy City
- A Safe City

- A Learning City
- An Attractive and Inclusive City

To facilitate this process, the emerging Core Strategy has divided the City into four sub-areas as shown on the following map.



The sub-areas are based on a number of factors including physical and functional boundaries and broadly defined housing market areas. Hendon and the East End falls within the Sunderland South sub area. “Central Sunderland” as defined in both the RSS and in Alteration No.2 falls primarily within the South Sunderland sub-area. Delivering the sustainable regeneration of this area remains a key priority as it will act as a catalyst for wider economic growth across the City.

Sunderland City Council has recently revised the programme to bring forward the Local Development Framework for the City. Further consultation into the Core Strategy Issues and Options will commence in September 2009 and more detailed drafts of the Core Strategy will follow setting out in more detail strategic policies for the future development across the City. The Core Strategy is planned to be adopted in November 2011.

Sitting under the Core Strategy, an Allocations Development Plan Document (DPD) will be brought forward setting out detailed site specific allocations for housing, employment, open space, retail and transport proposals. Initial consultation on this document will take place in mid-2010.

Presently Issues and Options for the Core Strategy are being drawn together as to how each of the four sub-areas could develop over the coming years to deliver the sustainable regeneration of the City as a whole. Implicit within the each option will be the need to

prioritise and make the best use of brownfield land, maximise development opportunities around key transport nodes and public transport corridors.

1.5.2 Use of the Regeneration Framework within the Planning System

The production of this comprehensive Regeneration Framework has involved consultation with community representatives, interest groups, stakeholders, public agencies, business community and other key consultees. The study partners anticipate that the Hendon and East End Baseline Study and Regeneration Framework will contribute towards the evidence base for the future planning policy framework for the area. The Regeneration Framework will continue to inform the regeneration of the area when the NDC programme ends in 2011.

BotM are keen that this comprehensive Regeneration Framework is used to help shape the future planning of Hendon and East End. To this end, there are several potential options that could be explored:-

Evidence to Support Emerging Development Plan Documents

All development plan documents must be firmly grounded in evidence. Therefore, where appropriate and relevant, the Regeneration Framework will complement other research prepared by the City Council or can be used to inform and provide evidence for proposals relevant to Hendon and the East End within the emerging development plan documents.

Supplementary Planning Documents

Supplementary Planning Documents (SPDs) are used to expand or add details to policies laid out in development plan documents, or a saved policy in an existing development plan. SPDs should not be prepared with the aim of avoiding the need for the examination of policy which should be examined.

SPDs may take the form of design guides, area development briefs, a masterplan or issue-based documents. The process means that SPDs can be adopted without an examination, making it a more streamlined process than other planning documents such as Area Action Plans.

If an SPD is pursued, the document cannot allocate specific sites for specific uses and must expand on policy set out in the Core Strategy or Allocations DPD.

In order for Sunderland City Council to take this Regeneration Framework forward as an SPD there are amendments which will need to take place. In its current form, the Regeneration Framework is too detailed as the document allocates specific sites and creates policy that may not be part of the forthcoming Core Strategy. For the Regeneration Framework to be an SPD, a new masterplan would need to be produced which is at a much higher level, and policies must not be site specific.

As part of the Local Development Framework, SPDs cannot override adopted policies, but they must be taken into consideration when determining planning applications and consequently can have a large influence on decisions made in an area. If prepared in the right way, they can also provide an impetus for change if there is sufficient focus on delivery to ensure that proposals are achievable.

The original guidance on SPD preparation stated that they must be subject to public consultation and include a Sustainability Appraisal (SA). However, provision in the Planning Act, which came into force in 26th November 2008, removes the requirement for SAs of SPDs. Should some form of SPD be brought forward for the Hendon and East End, it will therefore be for Sunderland City Council to decide whether or not a SA should be carried out. However there would still be the need for at least a screening under EU Directives on the need to undertake a Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA), possibly requiring either or both as a result. As with an SA, this should be carried out at the outset to help inform the option generation for the SPD. It is still necessary for the draft SPD to be subject to public consultation.

A Community Plan

Bringing forward the Regeneration Framework as the basis for an SPD relies on the resources of Sunderland City Council to achieve this. However, the City Council's main priority is to deliver both the Core Strategy and Allocations DPDs.

As an interim measure, BotM (or its subsequent successor) could look to take the Regeneration Framework forward as a Community Plan. Whilst not carrying the same weight as an SPD, local authorities are required to pay close attention to the content of non-statutory community plans. It still remains important that a Community Plan is produced in consultation with its community and key stakeholders and conforms to the relevant national regional and more localised planning policies.

The Community Plan could therefore fulfil a number of roles: -

- Be used by BotM as evidence for making its own representations (in support or against) policies and proposals set out in consultations drafts of DPDs or even other SPDs
- As a baseline to respond to planning applications within or adjacent to the Regeneration Framework's study area
- The Regeneration Framework and accompanying baseline evidence also draws on other issues which are not directly related to land use planning. As such it could be further used to inform other City Council services or those of its partners.

1.6 Structure of the Framework

The Regeneration Framework document has been structured in such a way so as it is easy to identify the priorities for the regeneration of the area. The sections are arranged as such:

- **Introduction** – Providing a brief introduction to the background to the project, what a Regeneration Framework is and why it is needed in Hendon and the East End.
- **Progress and Work Undertaken** – This section provides a summary of the work which has been completed to provide the evidence base for the Regeneration Framework.
- **Overarching Vision, Themes and Aims** – The vision for Hendon and the East End has developed throughout the project. The themes and aims which underpin the project are outlined within this section.
- **Regeneration Framework** – This section contains the details of the Regeneration Framework. Included are the priorities for regeneration and key projects.
- **Delivery Strategy** - for the Regeneration Framework.

The production of this comprehensive Regeneration Framework has involved consultation with community representatives, interest groups, stakeholders, public agencies, business community and other key consultees. Consultation on the different elements of the Regeneration Framework has been ongoing through the production of the document. The consultation provided valuable feedback which has influenced the content and layout of the final Regeneration Framework plan.

Please note that this report should be read in conjunction with the following documents:

- Revised Baseline Report
- Revised Issues and Vision Report
- Report on Consultation

2 Process and Work Undertaken

2.1 Introduction

The Hendon and East End Regeneration Framework has been developed through site assessments, document reviews, consultation with a wide range of stakeholders and regular comments from the project steering group. Although the work commenced in 2005, it became necessary to suspend work in 2006 whilst the Neighbourhood Renewal Assessment (NRA) was completed for the Middle Hendon Area. The work recommenced in spring 2008, with a review of the Baseline and initial Issues and Options work, prior to development of the Regeneration Framework. A series of documents have been produced for the steering group during the course of the development of the Framework. These documents have comprised:

- Baseline Report, April 2006;
- Issues and Options Report, May 2006;
- Revised Baseline Report, September 2008;
- Revised Issues and Vision Report, March 2009;
- Consultation Report, June 2009
- Final Regeneration Framework, September 2009.

Consultation was undertaken at each stage of the process and is described in Section 2.2.

2.1.1 Baseline Report (April 2006)

The first stage of the Framework involved the production of a Baseline Report. This document sets out the 'Evidence Base' upon which the Framework was to be developed. The Baseline Study, reported on a comprehensive audit of the area, focusing on:

- **Planning Policy and Regeneration Context** – a review of the current regeneration policies for the area. This includes, the regional and local regeneration policies;
- A **socio-economic audit**, analysing demographic trends and forecasts; accessibility; economic activity; education, health and crime;
- A review of the **streetscape, townscape, urban design** and general environmental condition of the study area;
- A **Geotechnical Land Contamination and Environmental Health Review** was undertaken to consider the landuse history, ground conditions and potential implications for contamination;
- An audit of **planning permissions and proposals**;
- A **land use audit** – profiling land uses in the area and clearly identifying where there are conflicting uses, where there is under use or vacancy and where there is potential to change uses for community, economic and environmental benefit;
- A **strategic stock condition audit** – identifying properties that are under-utilised, and where there may be opportunities for re-use or change of use to improve the condition of the areas residential, commercial and industrial property;
- An audit of existing **utility provision** within the area (including the Port), including any planned provision and maintenance improvements, and the potential for provision;
- A **transport and accessibility audit** – detailing links between the area, the City Centre and employment opportunities in other parts of Sunderland and beyond;
- A review of **industrial and commercial property** – identifying key sectors and trends within them. The review must include an assessment of future potential;

- A **neighbourhood centres assessment** – examining the viability and condition of existing retail and service provision in local centres;
- A detailed **housing assessment**, defining housing priorities in the area, considering stock condition issues, supply and demand across all tenures, constraints to development and infrastructure issues;
- An assessment of the **legal constraints** to developing sites and properties within the area;
- The preparation of a **service delivery baseline** for the area, outlining the range and volume of services provided in the area, and a review of service priorities, indicating the relative priority of the East End and Hendon, and including a brief assessment of the programmes and policies of the various agencies involved in the area; and
- A review of **previous and existing initiatives** in the area.

At the end of each themed assessment, a series of key issues were identified to be addressed in the Issues and Options Report.

2.1.2 Issues and Options Report (May 2006)

The survey work and consultations which were undertaken as part of the baseline stage revealed a range of issues and opportunities to be taken forward in more detail at the issues and options stage of the analysis. The purpose of the report was to address these issues through a series of thematic and site-based options for the regeneration of Hendon and the East End of Sunderland NDC area. The report should be read in conjunction with the aforementioned Baseline Report, which provides a more detailed appraisal of the area and the specific issues raised.

2.1.3 Revised Baseline Report (September 2008)

The purpose of the revised Baseline report was to review key areas of the original Baseline report and identify key areas which require updating following the suspension of the project to allow completion of the Middle Hendon Neighbourhood Renewal Assessment. Key areas of the baseline report which were updated include:

- Planning Policy and Regeneration Context
- Socio-Economic Audit
- Audit of Planning Permissions and Proposals
- Land Use Audit
- Industrial and Commercial Property Audit
- Housing Assessment
- Service Delivery Audit

It should also be noted that Sunderland City Council has been bringing forward a series of baseline research on a city wide basis that will provide essential evidence to support the emerging Local Development Framework. Of particular relevance since the completion of the revised Baseline in September 2008, the following has been completed or is in the process of being completed:

- A Strategic Housing Land Availability Study
- A Strategic Housing Market Assessment
- An Employment Land Review
- A Retail Capacity Study
- A Greenspace Strategy

2.1.4 Revised Vision and Issues Report (March 2009)

Following the update of the Baseline report, it was necessary to update the Issues and Options report to take into account any updates. In addition to this, it was necessary to review the funding sources and timescales for delivery of the proposed interventions. Following discussions with the steering group, it was felt that it was more appropriate to change the name of this report to the Vision and Issues report.

2.1.5 Regeneration Framework Themes and Masterplan (November 2008)

Following consultation on the Issues and Options report draft themes for the Regeneration Framework were produced. The document contained also set out an overall Regeneration Framework plan, and addressed issues associated with delivery and funding. This document was used to consult with the key stakeholders and forms the basis of this final Framework.

2.2 Consultation

A number of consultation methods and events were undertaken at critical junctures in the study programme:

- **Steering Group Meetings:** 10 steering group meetings were undertaken. Members of the Steering Group included representatives from BotM and also Sunderland City Council.
- **Community Workshops on Issues and Options December 2005:** these events took the form of three half day workshops that took place in Hendon and the East End on consecutive days over the second and third weeks of December 2005. The workshops were intended to provide local residents with the opportunity to comment on the draft Issues and Options produced from the initial stages of the Hendon and East End Regeneration Framework. The events, hosted by Arup with BoTM, took place in the following locations in Hendon and the East End:
 - Grangetown Primary School, Monday 19th December 2005;
 - Hudson Road Primary School, Tuesday 20th December 2005;
 - Hendon Bangladeshi Centre, Wednesday 21st December 2005.
- **Stakeholder Consultation Event December 2008:** this event took place on 9th December 2008 at the Stanfield Business Centre, Hendon between 11am and 2pm. Invitations were sent to 51 key stakeholders, and the event comprised of a presentation to the attendees between 12-1pm, with drop in sessions between 11-12am and 1-2pm. These drop in sessions provided stakeholders with the opportunity to review the boards, emerging framework proposals and ask any questions they may have to members of the team. In total approximately 30 stakeholders attended the event. Feedback forms and handouts of the boards were given out at the event, and also sent out to attendees who were unable to attend the event.
- **Community Consultation March 2009:** this event, took place on Monday 23rd March 2009 at the Bangladeshi Centre, Hendon in the heart of the Framework area. The event provided a key opportunity to explore local residents' views on the draft Regeneration Framework. The event was open to all and provided the opportunity to discuss the issues in detail with staff from BotM and members from the design team. Twenty members of the public attended the consultation event. The event featured an exhibition detailing the themes of the Framework, and a draft of the final Framework plan. Key members of the team were on hand throughout the day to discuss elements in greater detail, whilst attendees were encouraged to complete feedback forms.

The events and feedback has been summarised in a separate report on the consultation.

- **Consultation Report May 2009:** Following the preparation of the draft Regeneration Framework two consultation events were held. These included a stakeholder workshop and presentation and a manned public exhibition. The main aim of the public and stakeholder consultation events was to present the themes, Vision and draft Regeneration Framework. This allowed the public and stakeholders to focus on the most important themes to them, and enable them to make suggestions to inform the final Regeneration Framework. A consultation report has been prepared to summarise the findings of the two exhibitions.

2.3 Issues to be addressed by the Framework

This section provides a succinct summary of the key issues and opportunities for Hendon and the East End which have arisen from the research undertaken at the Baseline stage and through public and stakeholder consultation. These have informed the identification of the projects proposed in the Regeneration Framework for Hendon and the East End:

2.3.1 Housing

There is an inherent weakness in the housing market in Hendon and East End, and this is a key challenge for SCC and BotM:

- The area is characterised by a narrow property market, which contains an over-supply of social rented housing. Privately-rented dwellings comprise nearly 4 times the percentage of housing stock relative to the City. There is, however, a limited choice of property types within the private sector to meet the aspirations of a range of household types. The need to create more balanced housing markets by improving the choice of type, tenure, size and affordability of housing within neighbourhoods is a key aim of the RSS, RHS and the emerging Sunderland LDF.
- Environmental quality is poor, with a poor quality and an under-utilisation of open sites.
- Stock condition, the incidence of vacant housing and the layout of properties is a significant constraint to the development of a stable housing market in many areas.
- Feedback from local agents suggests that continued negative perceptions of the area and poor image are a significant issue.
- The amount of new housing allocated in the emerging planning framework is unlikely to secure a significant shift in the tenure mix or create significant improved choice within the study area.
- There is a disproportionate amount of social housing in certain areas, which does not align with aspirations for more balanced neighbourhoods.

In Hendon and East End, the current housing stock indicates that the area provides for lower income families who have limited spend capacity to support local retail and leisure facilities. Whilst recognising that future housing investment will need to continue to meet the housing requirements of the vulnerable and needy in the local community, there is also a requirement to create more sustainable and stable communities in the study area.

2.3.2 Environment and Streetscape

The Hendon and East End area of Sunderland lacks an overall structure to integrate land uses and the surrounding streetscape. This limits the extent to which different uses can co-exist and causes conflicts at the boundaries between industry and residential properties. The Hendon and East End NDC area is also identified as having a deficiency in both playing field provision and types of amenity open space. The Baseline study looked at a range of environmental constraints, including ground contamination, utilities, noise and water quality.

Examples of some of the issues include:

- The industrial spine, which separates residential communities from the waterfront and open space.
- A poor quality environment throughout the NDC area, with improvements required in most streets and open spaces, which are themselves poorly defined and under-utilised.
- Unattractive internal streets and alleys, with exposed garage lock-ups and refuse collection generating extreme local measures for securing premises. Specific and sensitive design issues are present in the Long Streets area in particular, with their extensive exposed back areas.
- There is a lack of an identifiable street hierarchy and a general lack of green links across the study area.
- Poor quality industrial environment, which limits the potential for alternative employment activities/businesses to locate here.
- Numerous industrial land uses are or have been present within the area, predominantly in the eastern and northern portions of the site, and there is the potential that contamination of ground or groundwater may have occurred.
- Utilities: the sewage treatment works in Hendon serves the whole of the Sunderland area. Development close to the treatment works would be problematic, as it could give rise to complaints over odours, storm water overflows or the works reaching capacity.

2.3.3 Socio Economic Characteristics of Local Residents

Assessment of the socio-economic characteristics of the study area identified the following key issues:

- The population of the City of Sunderland as a whole is declining. Overall out migration from the city continues to prevail, however, the level of decline is falling.
- Ethnic minority groups, and particularly the Bangladeshi community, represent around 12% of NDC residents.
- The NDC area falls within the most deprived quartile of areas in Sunderland, and is rated one of the most deprived in England in terms of employment and crime. However, the key crime categories in the Back on the Map Community Safety Strategy, whilst higher than average, continue to show a decrease.
- Almost 50% of NDC residents of working age are economically inactive.
- Average household income is approximately 65% of the national average and 44% of households claim to have an income of less than £200 per week.
- 45% of the NDC resident population have no qualifications.
- 39% of residents say they have a limiting long term illness, health problem or disability which limits their daily activities or the work they can do.
- There are high mortality rates in the area particularly for males from coronary heart disease. The levels of hospital admissions are also above average.
- In education, attainments at KS1 and KS2 levels are below average, as are the GCSE results.

2.3.4 Employment

Hendon and the East End has a long tradition of heavy industry, with the Port of Sunderland remaining as a focus for development alongside the Hendon industrial area. Much of the industry is, however, located in close proximity to residential areas, and presents particular challenges for the future integration within the wider Hendon and East End area. Particular issues involve:

- **Accessibility** – although the completion of the Southern Radial Relief Road has improved accessibility and secured better connection of the study area, the beneficial impacts of this development have not served to increase the attractiveness of available industrial/ workspace premises in the area. Local agents are reporting no marked increase in terms of demand for industrial premises within the study area.
- **Environmental/ image** – lack of an attractive environment and negative image due to incidences and fear of crime affect the ability of the area to attract new development and investment.
- **Existing local initiatives supporting improvements to industrial areas:** it is believed that the level of interest expressed by businesses in relation to security improvement schemes provides a base from which to explore the potential for developing a Green Business Parks initiative.
- **Layout, capacity and quality of existing stock** – There are limitations with the existing layout and the quality of buildings which serve as a major constraint to inward investment in the study area, with the scale and capacity of premises unable to accommodate modern industrial and office requirements.
- **External competition** – the shortfalls of the Hendon and East End area have been compounded by the development of modern industrial estates and business parks elsewhere in the City, which are better placed to meet the changing demands of modern business. i.e. pleasant and secure environment, close proximity to major road networks, high quality units with broadband connectivity.

2.3.5 Access and Mobility

Improving accessibility to employment, retail, education, health and social facilities is a key element in the strategy to improve living standards, to tackle social exclusion and to contribute to the quality of life in Hendon and the North East. Key issues include:

- Hendon and East End currently has two significant road infrastructure programmes being further developed for implementation at a later date, namely the Port Access Road, linking Hendon Road to the South Docks and the Sunderland Strategic Transport Corridor.
- The Southern Radial Route (SRR) has recently been completed. Although this has improved connections and reduced traffic on Ryhope Road, it will increase the level of through traffic using Commercial Road through the study area and may lead to a degree of severance for residents living to the west of the SRR who wish to access the employment and beach areas.
- The alignment of the passenger railway line is a barrier to pedestrian and cycle movement between the residential areas around Ryhope Road and the study area.
- There are issues over pedestrian/vehicle conflicts and the provision of safe, accessible routes for pedestrians throughout the NDC area should be a priority.
- Some residents in the north of the study area have relatively poor access to primary schools and secondary school access is also relatively poor.
- Residential areas within the study area are reasonably well provided with bus services although the number of other destinations is limited.
- Existing cycle facilities within the study area are restricted to a traffic free east-west route into Mowbray Gardens and a network of advisory cycle routes along minor roads.

2.3.6 Social Infrastructure and Local Retail Centres

The general level of access to services in the NDC area is fragmented and, in many areas, inadequate for the needs of the local population. Particular key issues to be addressed include the following:

- **Retail:** Hendon is identified in the UDP as being an area lacking in local convenience provision. There are presently several areas that do not have ease of access to a range of local shopping facilities, particularly at the extremities of the NDC area. At a general level, close proximity to city centre services and supermarket developments outside the study area have served to undermine the trading prospects of the study area. Villette Road is identified in the local planning framework as the main service centre, offering a mix of traders, a number of which have a historic association with the area. However, the physical layout of the centre also affects the ability of the centre to attract and sustain businesses, with limited prominence and road access, insufficient parking provision and the small and outdated layout of premises ill-suited to modern operator requirements.
- The **other local centres** in the study area, at Suffolk Street and High Street East, vary considerably in quality and patronage. The Suffolk Street neighbourhood centre has several vacant units, is poorly laid out, and lacks a defined residential catchment area.
- **Community Facilities:** there is a general lack of structure to community facilities in the NDC area, which results in poor distribution and competition, with some thriving whilst others decline. Initiatives are required to strengthen and broaden the amenity base of local centres, linking these with quality open spaces (urban and green) and access to waterfront. The overall layout of many of the buildings is not designed to maximise and project their benefits in the most effective way.
- **Play Facilities:** There is a limited range of play provision in the study area and access to play facilities locally, especially play spaces for toddlers and many are ad hoc and not suitably provided for (in terms of safety, surfaces etc.) Generally there is a lack of informal recreation and play space not associated with school provision and many opportunities exist to introduce playgrounds on areas of underperforming open space.
- **Youth Provision:** Middle Hendon currently lacks static youth provision, with several of the centres that do exist, such as the Sans Street Youth and Community Centre, in great need of refurbishment.
- **General Service Provision:** Services in the Hendon and East End area are generally of a scattered nature, and there is no clustering of similar facilities in one defined location that can be readily accessed by public transport. However, it should be recognised that whilst centralisation can be a benefit in terms of accessibility for strategic services, the study area's linear nature may benefit from a dispersed model for certain specific services, such as local shops and post offices.
- **Health:** Although currently GPs in the Hendon and East End area are not oversubscribed, there is an issue over their premises, in that several are sub-standard in terms of size and general condition.
- Aside from Age Concern, which is based at Stockton Road, no other direct **elderly person services** are located in the Hendon East End Area, although all services are available city wide.
- **Training** in the area appears to be mainly directed towards first entry level jobs reaching up to NVQ level 2. Very few training opportunities are offered for further advancement beyond this level.

2.3.7 Other Considerations

Part of the framework area is located within a COMAH³ Zone. To the south east of the area lies the site of three gasholders which has been designated a COMAH Zone by the Health and Safety Executive (HSE) and encompasses the south east section of the masterplan site.

The HSE designated the gasholders a COMAH Zone after assessing the risks and likely effects of a major accident at the gasholders and the perceived risk this would have to the public.

The COMAH Zone is made up of three areas: Inner Consultation Zone, Middle Consultation Zone and Outer Consultation Zone, the Inner Consultation Zone being the closest to the gasholders.

The level of development permitted by the HSE in each of the Consultation Zones is set out in the PADHI (Planning Advice for Developments near Hazardous Installations) guidance (updated August 2009), with the implications for the development types proposed in the Regeneration Framework summarised below. It should be noted that there are a number of rules, such as the straddling rule which can vary the amount of development permitted in each zone. The information below should therefore be taken as a guide, and each detailed development proposal should be developed with reference to the PADHI Guidance.

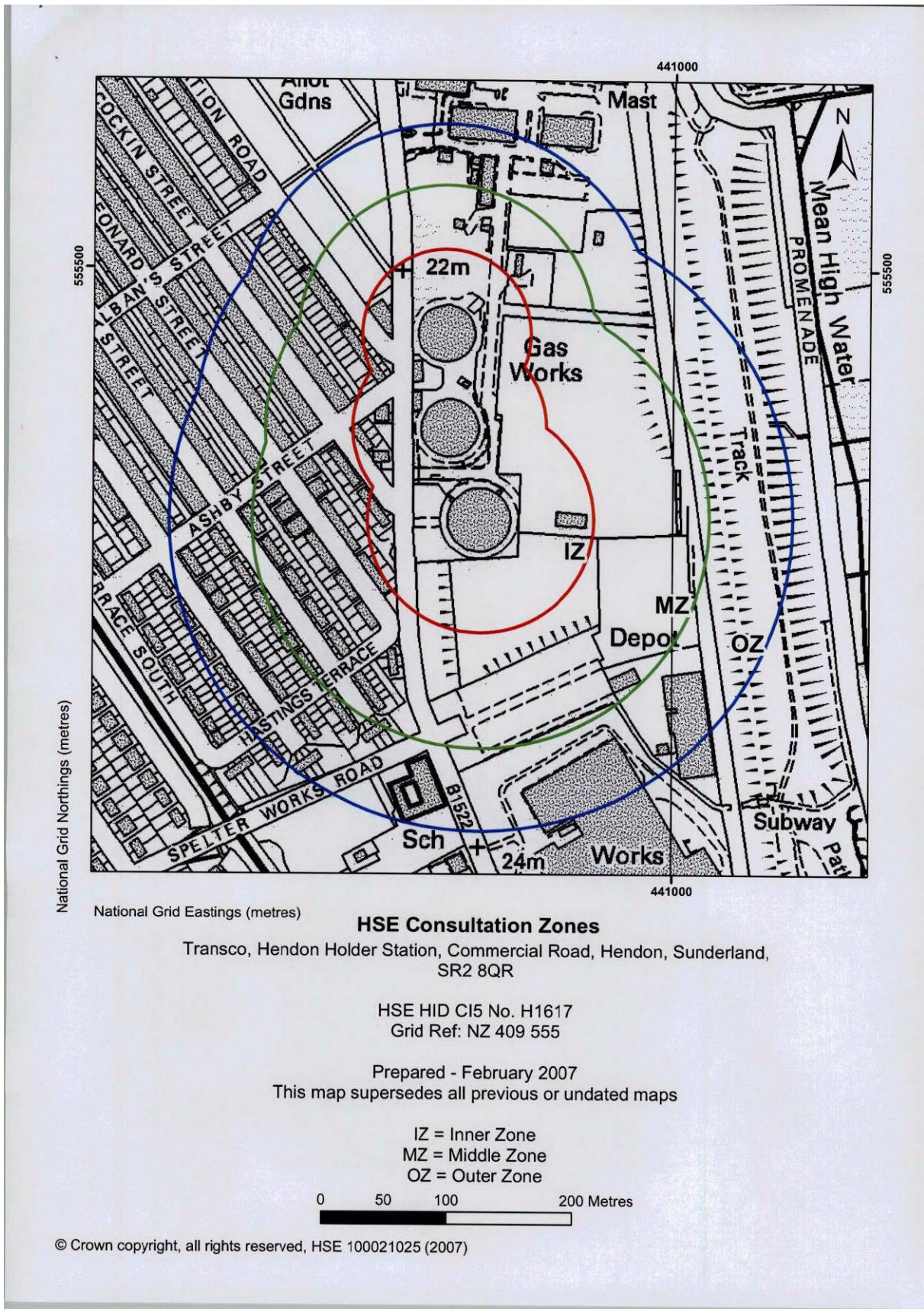
The development of the framework has taken a conservative approach within these zones, proposing no development in the inner zone, and retaining the existing open space in the middle zone. Actual development proposals for the Edward Thompson site may be able to include some housing within the middle zone, subject to complying with the guidance on numbers and density.

Zone	Implications for Development in Hendon
Inner	Development opportunities are severely restricted, therefore no new development is proposed in this zone in the Hendon and East End Regeneration Framework.
Middle	Residential properties are acceptable where developments are up to and including 30 dwelling units and at a density of no more than 40 per hectare. Open space is permitted within this zone provided that at no one time there were more than 100 people using the space.
Outer	Residential developments are generally appropriate as is open space where no more than 1,000 people will gather at one time.

The COMAH zones can be seen in Figure 2.1 below.

³ Control of Major Accident Hazard

Figure 2.1: HSE Consultation Zones



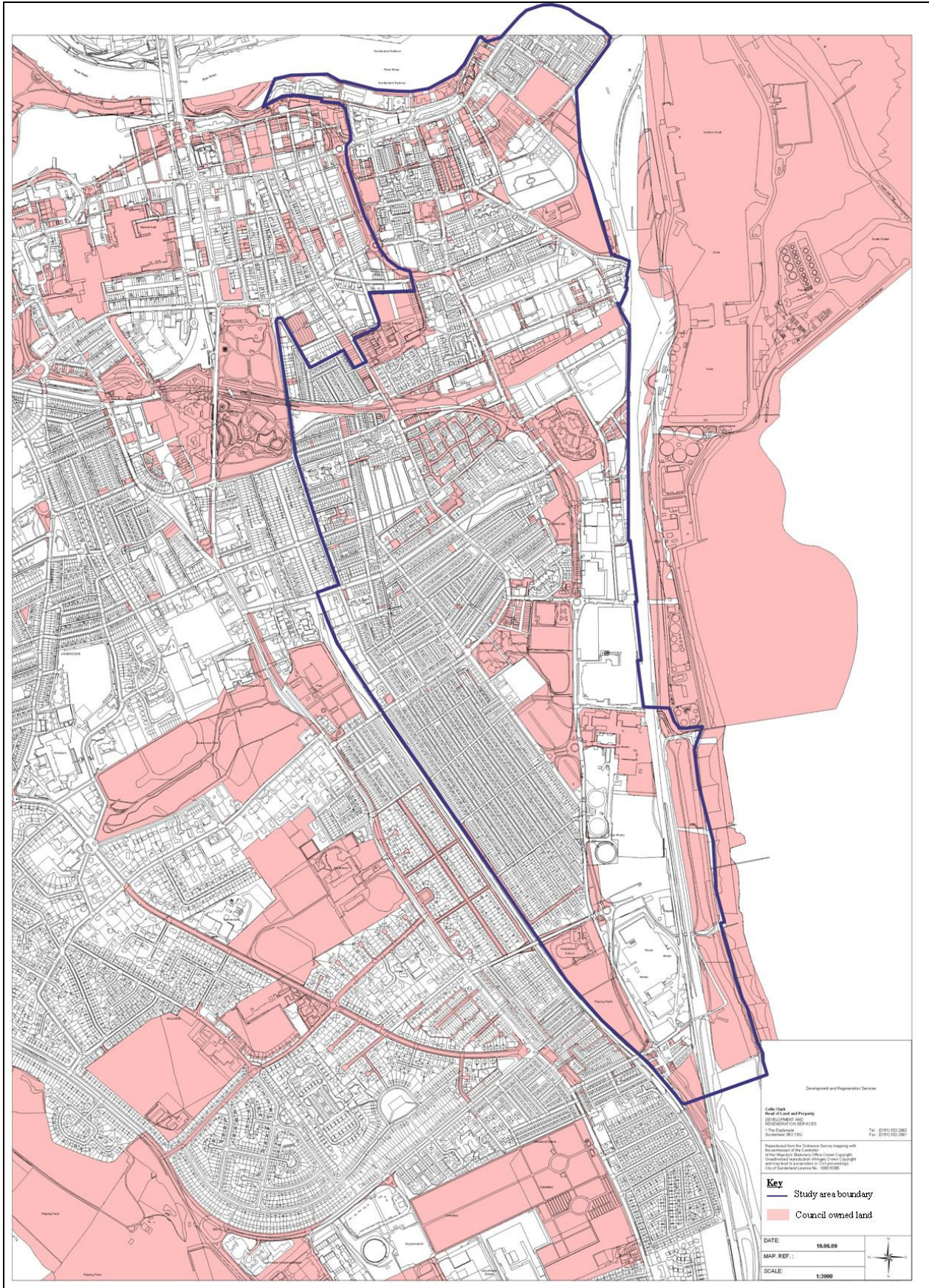
2.3.8 Opportunity Areas

There are several opportunity sites and areas of opportunity in the study area that could be further exploited for new, well designed development should circumstances arise.

- The under-utilised **Edward Thompson and Network Rail sites** on Commercial Road provide an opportunity for improving access to the Hendon seafront for residents in the long-streets area. The former site also has considerable potential to exploit its commercially attractive position overlooking the sea and Hendon Beach.
- BotM own a considerable land asset at the former **Harrogate and Amberley Street** site, which is earmarked for a residential scheme. This provides the opportunity for the development of a high quality, well designed scheme that can incorporate the public space lacking in the area, as well as diversifying the housing offer.
- **Public sector ownership** of employment land-use sites is most prominent within the Hendon industrial corridor (Commercial Road) and Port area, which provides scope for the investment and redevelopment of sites in these areas.
- **SCC** do not control sites of any significance in the Vilette Road, but do have control of sites in the Middle Hendon area, which could be used to help facilitate reconfiguration and delivery of new retail/ neighbourhood amenities, with close linkages to the housing redevelopment programme.
- In terms of market demand, the economic downturn has supported continued growth for food operators at the more affordable end of the market and many are actively pursuing new store opportunities. The more established 'big four' brands (Tesco, Sainsbury, Asda and Morrison) are also actively pursuing smaller food stores in town centre and edge-of-town sites. Such activity may present an opportunity to Hendon and East End in looking to facilitate such development to better meet the local service needs of the area. Under improved market conditions such a development would also generate development gain contributions which can then be directed to other local regeneration projects.
- The **under-utilisation of listed buildings** in the East End area provides an opportunity to capitalise on these physical assets.

Details of the Council landownership can be seen in Figure 2.2 below.

Figure 2.2: Council Landownership in Hendon and the East End



3 Overarching Vision, Themes and Aims

3.1 Introduction

Based upon the findings of the Baseline Report and the aspirations of the BotM NDC Partnership, a Vision was developed for the future of Hendon and the East End of Sunderland. It draws strongly upon the published Sunderland Strategy (2008-2025), and particularly the strategies of the NDC Partnership. The Vision and associated key elements have been prepared in the context of:

- The Sunderland Strategy (2008-2025);
- BotM's Delivery Plan and associated thematic strategies;
- BotM's vision and key themes;
- Sunderland City Council's Adopted Unitary Development Plan (1998) and subsequent Alterations Nos. 1 and 2;
- The North East of England Plan (Regional Spatial Strategy (RSS)) July 2008
- The Regional Economic Strategy; and
- National Planning Policy Statements.

It is recognised that the vision and supporting thematic objectives are highly aspirational, and BotM will seek to work with Sunderland City Council to ensure their delivery.

3.2 Vision Development

3.2.1 Emerging Vision

The emerging vision which was developed following the original baseline report and issues and options report is outlined below.

'Hendon and the East End will be an area where residents are proud of where they live and feel confident that both they and their families will have benefited from, and will continue to experience, lasting improvements to their neighbourhood and quality of life.'

'People will aspire to live in the Hendon and East End area. Residents will have decent homes in a clean and pleasant environment and will feel safe from crime and anti-social behaviour. They will thrive and achieve their potential in a community where there are greater opportunities for employment, education and lifelong learning. The East End and Hendon will be a place where local people enjoy good health and well-being.'

3.2.2 Final Vision

Following the re-start of the Regeneration Framework study in the spring of 2008 it was identified that the vision needed to be updated. The revised vision incorporates feedback which was received following engagement with the key stakeholders.

The refined vision for Hendon and the East End sets out the clear ambition for the regeneration of the area. The vision recognises the current strengths of the area while at the same time recognising the need for change.

"Hendon and the East End – Neighbourhoods between the City Centre and the Sea"

'...To bring to the fore the unique qualities of living and working by the sea for a community with roots in the past but with an eye to the future...'

People will aspire to live in the Hendon and East End area. Residents will have decent homes in a clean and pleasant environment and will feel safe from crime and anti-social behaviour. They will thrive and achieve their potential in a community where there are

greater opportunities for employment, education and lifelong learning. The East End and Hendon will be a place where local people enjoy good health and well-being.'

Hendon and the East End has many natural assets, but there are also a number of challenges which must be overcome for the vision to be realised. To address these challenges, a series of improvements needs to be in place. These improvements are described later in the Framework document and have been grouped under a number of themes for action:

- Community Legacy and Heritage;
- Accessible Local Amenities;
- Great Streets for People;
- Welcoming, Safe Neighbourhoods; and
- Supporting Local Employment.

3.3 Themes and Aims

The five themes identified above have been refined following consultation with the key stakeholders. It is these refined themes which now help to express the Vision and shape the Regeneration Framework for Hendon and the East End.

Theme 1 - Community Legacy and Heritage

The Hendon and East End of today is a modern environment, but one with strong roots in the past. Key aspects of the Regeneration Framework will be the identification, protection and improvement of heritage features.

Historically Hendon and the East End have been two separate areas with two different cultures, joined together by their determination to succeed. The communities grew alongside the export of coal from the port and its position as one of the largest shipbuilding cities in the world. Following the decline of the heavy industries in the North East, Hendon and the East End has become one of the most deprived areas in Sunderland. The Regeneration Framework wants to build on the communities' heritage to make sure that they have a future place where people can continue to live and work.

Theme 2 - Accessible Local Amenities

Good access to quality local shops and services as well as open spaces is what makes an area liveable. Vilette Road performs well but its street design is poor. The shops along Suffolk Street are failing and the neighbourhoods do not connect well to the seafront promenade.

Sunderland and particularly Hendon and the East End has a strong history linked to the working Port. The coastline is also a major asset. Despite recent significant improvements, it is still largely inaccessible to local communities. Reconnecting local neighbourhoods to the sea through upgrading local routes and redeveloping key sites next to these routes will be addressed in the Regeneration Framework.

Good local shops, education, health, public transport and community facilities are also important to regenerate Hendon and the East End. The Framework will re-establish a network of easily accessible amenities throughout the area and identify appropriate locations for new shops and services.

Theme 3 - Great Streets for People

Hendon and the East End sits between the City Centre and the sea. The importance of connections and links are therefore very important. However, many of the streets are of poor quality and traffic dominated. Turning these into attractive places that support a variety of uses is key.

Many of the streets in the NDC area have heavy traffic, and are not safe for pedestrians and cyclists. In many instances the streets are unattractive and not maintained well. Key areas of focus within the Regeneration Framework will include the main roads through the area including Commercial Road, White House Road, Villette Road, and Gray Road. Other local streets including Barrack Street, the 'back alleys' in the Long Streets area, and links eastwards to the coast will also be addressed in the Regeneration Framework. The type of improvement to streets will vary, e.g. tree planting along Commercial Road, or new pavements, benches and planting to the Long Streets and upgrading of the back alleys.

Theme 4 - Welcoming, Safe Neighbourhoods

Many of the local neighbourhood areas are not attractive. Exposed 'backs' of properties, a lack of tree planting and dereliction all contribute to an unwelcoming image. The Regeneration Framework will address these problems, and incorporate the very best aspirations for quality living.

The Regeneration Framework area has several distinct neighbourhoods – the East End; Middle Hendon; and, the Long Streets. These give an overall structure and character to the area. The quality of the living environment within each neighbourhood varies, and upgrading is needed. This could include housing refurbishment; open space; streets; safety / security issues; and, the general quality of the environment. This is already about to start in parts of Middle Hendon. An attractive, walkable, clean and safe place is needed which contributes to creating welcoming neighbourhoods.

Theme 5 - Supporting Local Employment

The culture of local employment in the area is strong, and continues today. The importance of retaining local jobs is understood and the Regeneration Framework seeks to improve the type of accommodation space and its relationship to adjacent streets and residential areas.

Historically the employment opportunities in Hendon and the East End have led to the need for housing to allow people to live close to their work. This relationship is still present today, although a lot of the housing is perhaps better at meeting the needs of the residents of the past. The Regeneration Framework will support the existing businesses while showing how the current employment areas can be improved. New employment locations are also proposed to help attract a wider range of companies. New services for the residents will maintain Hendon and the East End's ability to provide a choice of work locally. With a wider and better choice of housing for the families of today, this will ensure a strong link between jobs and housing continues to exist in the area.

4 Regeneration Framework

4.1 Introduction

The section of the report presents the Regeneration Framework for Hendon and the East End. The Framework has been produced to guide the regeneration, and where appropriate the redevelopment of Hendon and the East End. This document has been produced in accord with local, regional and national policy. Details of this can be seen in section 1.5. It is the aspiration of BotM that this piece of work will ultimately form a part of the future planning policy framework of the area. Sections 5.6 and 5.7 demonstrate how this document will be embedded in future planning policy and also how it will be delivered. The Regeneration Framework seeks to direct investment in the area by both public and private bodies.

This chapter is divided into the following sections:

- Overall Spatial Framework
- Priorities for Regeneration
- Key Projects

4.2 Overall Spatial Framework

Hendon and the East End are parts of Sunderland with a valuable historical legacy and strong sense of community. Many of the positive qualities of the place today originated during former times when the great ship building and sea trade activities were at their peak.

Communities sprang up around the port where dense areas of tightly knit residential neighbourhoods flourished. The plans below are from the late 19th century.



Today the story is different, with a decline in port-related employment, the spreading of industrial and 'bad neighbour' type businesses along the coast dividing local neighbourhoods from the sea and a deterioration in the quality of the housing stock. The area is much in need of a new vision to help guide action to restore the vibrant community that typified the Hendon and East End of the past.

Key aspects of what shapes the 'community' have been identified and the desire expressed that these should be preserved and or enhanced through the Regeneration Framework.

These include:

- Key buildings, such as the Barracks, the Donnison School and the Boys' orphanage;
- A strong community spirit;
- Sense of place;

- Living close to where you work, which requires new businesses and industries to be established in the area;
- Thriving industrial centre;
- The continued development of the Port and its links to the area;
- Local amenities for local people, particularly shops and sporting facilities; and
- Being well connected to the surrounding areas.

To address these and many other issues identified in the early stages of the study, a new spatial framework has been developed underpinning the vision, as follows.

“Hendon & the East End - Neighbourhoods between the City Centre and the Sea”

‘...To bring to the fore the unique qualities of living and working by the sea for a community with roots in the past but with an eye to the future...’

People will aspire to live in the Hendon and East End area. Residents will have decent homes in a clean and pleasant environment and will feel safe from crime and anti-social behaviour. They will thrive and achieve their potential in a community where there are greater opportunities for employment, education and lifelong learning. The East End and Hendon will be a place where local people enjoy good health and well-being.’

The spatial framework diagram in Figure 4.1 draws together into a single plan actions proposed under each of the 5 themes. Overall, the spatial framework seeks to establish a comprehensive approach to regenerating the Hendon and East End area. It addresses the area’s shortcomings and maximises existing assets. Key features of the framework are:

Community Legacy and Heritage

- Retention/enhancement of historic buildings, where they contribute to an understanding of the heritage of Hendon and the East End. This is particularly important where this can bring back into productive use property that is currently empty and therefore likely to be at risk of deterioration.
- Access to a network of community facilities including sports facilities, reflecting the cultural and sporting heritage of the area.

Accessible Local Amenities

- Investment is urgently required in the local neighbourhood centres at Vilette Road and Suffolk Street to ensure that they provide a quality public realm and environment, retail and community facilities for local residents. The range of local independent shops on Vilette Road needs to be supported by dramatic enhancements to its ‘high street’ character through a range of streetscape improvements and upgrades to the quality of the shop premises. Suffolk Street is in need of complete redevelopment and that may possibly be re-provided at an alternative location within new development proposed at White House Road.
- Upgrading open green spaces to the north of the study area, ensuring all spaces are named and with a well defined role and use. Improved play spaces for children of all ages will be provided along with appropriate development along the edges/overlooking the space.
- Support for improvements to access to the sporting facilities located throughout the area.
- Improvements to the allotment areas addressing their poor quality visual amenity and boundary/edge treatment.
- Improvement to the Beach to capitalise on investment in improved access points. This will include further improvements to vehicular and pedestrian/cycle connections with the

wider area, an upgraded promenade and the encouragement of new leisure activities along the promenade.

Great Streets for People

- Improvements to the attractiveness to pedestrians and cyclists of the key movement arteries running through the area, through landscaping, improved crossing points and lighting. This applies especially to the north-south Commercial Road spine where a 'boulevardisation' approach is envisaged.
- Provision of high quality landmark buildings, or public realm or public art features to create positive gateways at key focal points within the area. This will contribute to an overall positive perception and image associated with the regenerated Hendon.
- Environmental improvements ranging from improved maintenance of public and vacant spaces to investment in enhanced landscaping, furniture and facilities provided in the open spaces and parks and the setting of residential areas.

Welcoming, Safe Neighbourhoods

- Selective development in the East End area between the City Centre and the Port, retaining the fine grain of existing mixed use development and intensifying the area through, predominantly, new housing opportunities.
- The former Harrogate and Amberley Street housing scheme incorporated into the future vision.
- Upgrading the street environment to the Long Streets area, introducing new small open play spaces and providing enhanced street space including tree planting and other green landscaping, surface treatment, parking organisation for residents.
- Upgrading back alleys – these are a key feature of the Long Streets area in particular need to be a positive resource for the residents. Improving security and landscaping while maintaining access is a priority.
- New housing development along the coast to the south of the study area on previously developed industrial land, benefitting from excellent access and magnificent sea front amenity. Also, to include a small amount of mixed use development with frontage onto Commercial Road (B1522).

Supporting Local Employment

- Restructuring the employment area running north-south along the, but are also important elsewhere in the Framework area, and coast (Commercial Road), retaining existing businesses; providing opportunities for new employment space within a higher quality, accessible street and open space network.

The 5 key themes outlined earlier encompass a range of projects at different locations across the study area. It is helpful, therefore to capture the essence of each theme and its overarching objectives as a way of steering the general direction for each individual project – thereby ensuring each project delivers part of the greater spatial framework.

Figure 4.1 Overall Spatial Framework



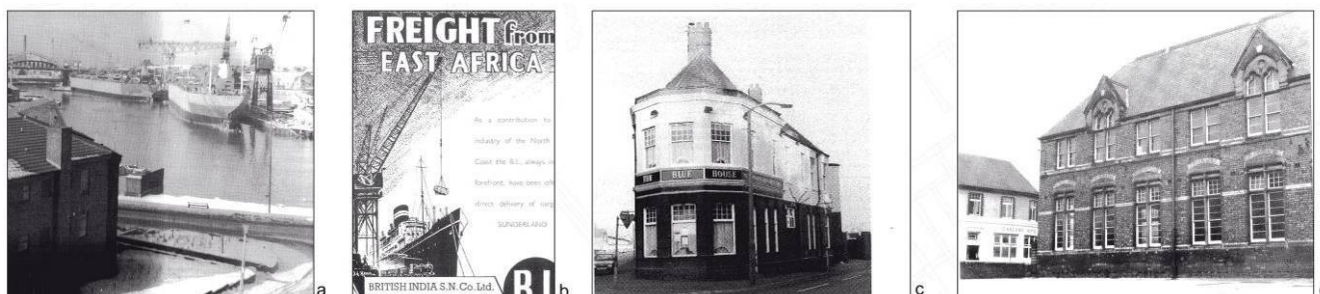
4.3 Proposals by Theme

4.3.1 Theme 1: Community Legacy and Heritage

Section 1.3 refers to the key features of Hendon and the East End that contribute to the area's own unique identity. Some of these are structures which represent different functions or activities that were important to the history of the area. Some features derive from the strong community that grew around the port related industries that dominated in the past.

The plan (Figure 4.2) indicates some of the remaining historic built features of the Hendon and East End area. These occur either as individual structures/buildings, as areas of structured open space (including the Church Graveyard and Town Moor), or as groups of buildings forming contiguous settings.

Not all of these historic elements are of exceptional quality or positive character but are important locally. Those of a weaker character should be focused upon as areas for enhancement within the broader historical setting they form (e.g. Long Streets).



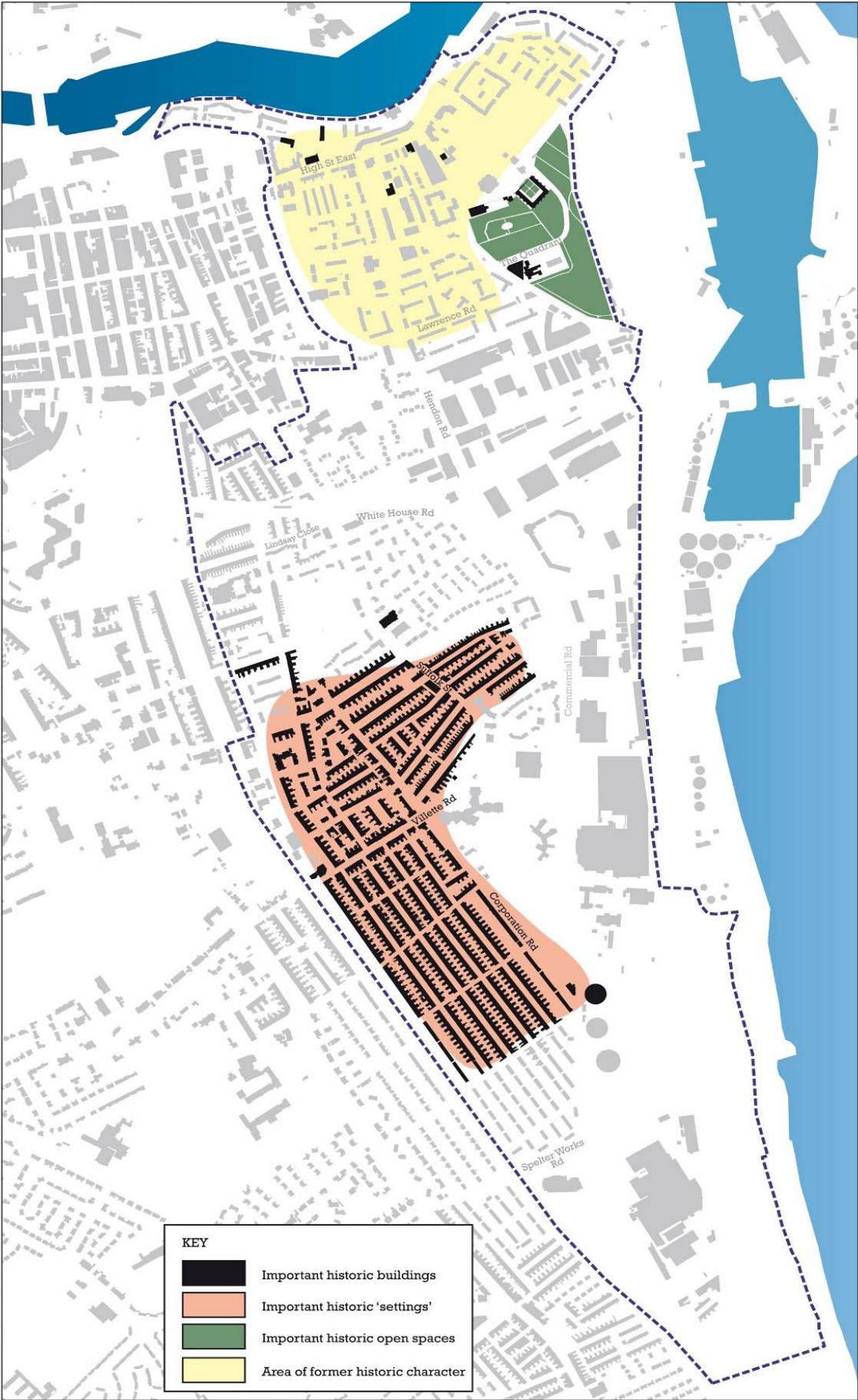
The images above illustrate former times from the study area - a: ship fitting out at Sunderland Port; b: Sunderland's deep water docks created significant local employment; c: traditional pubs still standing today; and, d: 1879, Senior Boys Board School at Hendon.

Historically Hendon and the East End have been two separate areas with two different cultures. These communities grew alongside the export of coal from the port and its position as one of the largest shipbuilding towns in the world. Following the decline of the heavy industries in the North East, Hendon and the East End has become one of the most deprived areas in Sunderland. The Regeneration Framework builds on the communities' heritage to make sure that they have a place in the future where people can continue to live and work.

The plan at Figure 4.2 describes:

- The Long Streets area and the area north of and including the Vilette Road local centre. These indicate street patterns from the late 1890's that have continued into the present day. They include houses that are typical Sunderland Cottages types; the streets show a lack of tree planting and street furniture; and, the area provides the opportunity to develop new environments for safe and pleasant living;
- The northern East End Area that has retained much of its fine grain, mixed use pattern of development and unique character. Though considerably less dense today than in the 19th century, the arrangement of streets with their orientation running down to the river Wear provide the skeleton on which the area can intensify and reclaim much of its dense, vibrant urban character;
- A number of individual structures/buildings remain that are to be protected and enhanced in the future plan for the area.
- All streetscape, open space and other environmental improvements will be completed to high design standards, incorporating robust natural and locally relevant materials and which contribute to a distinct 'sense of place.'

Figure 4.2: Existing heritage features



4.3.2 Theme 2: Accessible Local Amenities

The plan at Figure 4.3 describes the approach taken towards the provision of amenities for Hendon and the East End.

Ensuring that local residents have access to good local shops, education, health, public transport, leisure, recreation and other community facilities is a fundamental requirement of successful places. At present the Hendon area in particular suffers from a lack of easily accessible and walkable local shopping and services. Parts of the Long Streets area fall outside of a 5-10min walk to the local centre at Vilette Road, while the facilities at Suffolk Street are poor and do not provide an adequate level of provision for local residents.

In addition to local shops and services, the amenities to support local neighbourhoods also include the provision of employment/jobs, the quality and usability of public open spaces (including the sea front), and the location of cultural facilities. High quality open spaces are a requirement of successful places. They provide locations for informal recreation, and for play as well as other more formal organised sports. Our demand for ever more sophisticated forms of recreation impact on the types of open space that are necessary to meet these demands.

Sunderland and particularly Hendon and the East End has a strong history linked to the working Port, through a marked decline in the employment density at the port has undermined the functioning of local neighbourhoods that once served the port. New business has emerged along Commercial Road, though the larger business and industrial parks serving Sunderland are now located beyond the City Centre fringe towards Washington at Doxford and Rainton Bridge. The coastline is a major asset and despite recent significant improvements, it is still largely inaccessible to local communities.

The framework therefore seeks to address these shortcomings through identifying opportunities to provide better local centres, including an enhanced range of shops as well as repositioning the location of centres to make them more accessible.

Reconnecting local neighbourhoods to the sea through upgrading local routes and redeveloping key sites next to these routes is an important consideration addressed in the framework. Highlighting the need to improve the quality of and access to open spaces and parks is also a key aim of the framework.

The key proposals include:

Local Centres

- The enhancement of the Vilette Road local centre with improved streetscape/high street character through new surface treatment, parking organisation, planting, widened pavements, new street furniture as well as an intensification of retail provision;



Streetscape enhancements

to Vilette Road

- The redevelopment of the Suffolk Street local centre in conjunction with the planned former Harrogate and Amberley Street housing scheme to the west of the centre;
- The provision of new local shops and facilities to the south of the study area along Commercial Road as part of the proposed mixed use scheme on former industrial land; and,
- The provision of significant new retail facilities along White House Road.

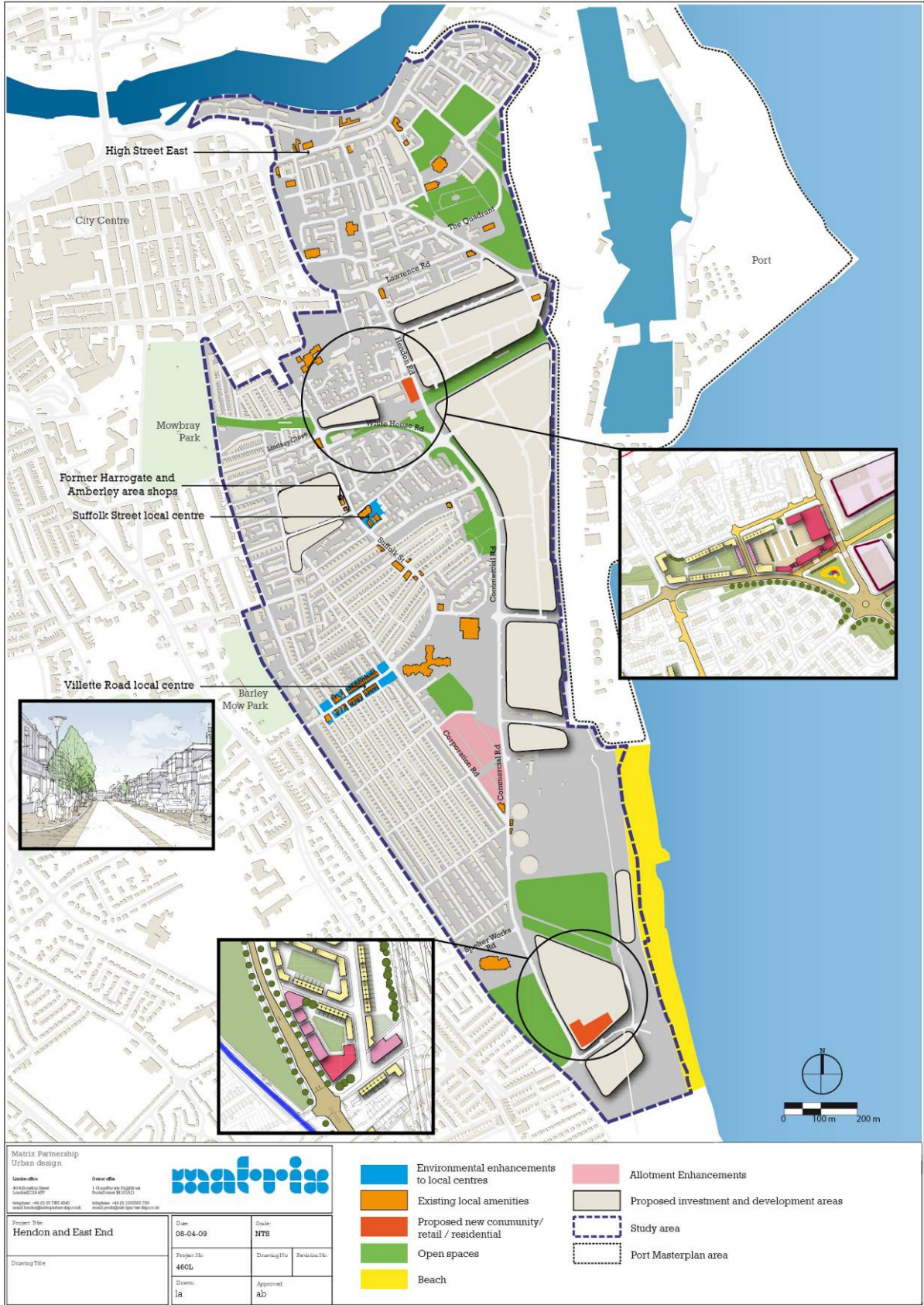
Open Space

- **Environmental upgrades to the beach and promenade** supporting recent investment by the 'Back on the Beach' project including new landscape treatment to the promenade, new pedestrian links to the foreshore, improvements to the quality of routes linking to the sea front particularly the proposed extension to Spelter Works Road eastwards and enhancement to Ocean Road.
- **Improvements to the allotments along Corporation Road.** These currently present an untidy appearance and reduce the visual amenity of the area. They do, however, provide an important local facility and will be retained. Suggested changes will improve the allotment organisation particularly with respect to fences and hut location and design. The aim is to upgrade and provide a more consistent overall character.
- **Long Streets:** This area lacks open space/play space facilities. The introduction of at least one new pocket park-type space should be considered. This space should be centrally located and will require selective re-organisation/demolition of several derelict and or dilapidated housing units. Replacement dwellings would be re-provided as well as new green play space.
- **Town Moor:** To the north of the study area located around The Quadrant / Adelaide Place / Moor Terrace are large areas of open green space. These areas, however, are underperforming/somewhat barren, and do not provide a high quality open space environment. This is largely due to their lack of clear purpose. In line with current proposals, the Regeneration Framework suggests these areas are retained but enhanced as usable, productive open green space providing for a range of activities including children's play areas, sporting facilities as well as informal recreation that will be attractive to families and individuals, young and old.
- **White House Road Port link:** Connecting eastwards towards the Port the Plan proposes to create a usable linear open green space link in the area between Henry Street East and Glaholm Road. This would incorporate a road but utilise the significant width of space available to create new open space supporting the local business environment that is otherwise devoid of quality informal recreational space for users.
- **Former Harrogate and Amberley Street site:** This area to the west of the existing local centre at Suffolk Street is planned for redevelopment. The development also should include new open green spaces to support the existing and new residences in the immediate area.
- **Vacant land** under Council ownership will be brought back into productive use and well planned, defensible open space/recreational land, including 'pocket sites', will form high quality recreational opportunities for local residents.

Accessibility

- Ensuring the availability of a choice of employment in Hendon and the East End is a priority, addressed mainly through actions under the 'Supporting Local Employment' theme.

Figure 4.3: Amenity provision across the study area



- Actions are proposed to improve the safety and attractiveness of routes to link residential areas to the local centres and community facilities such as schools, leisure and recreational facilities, medical facilities, places for worship and community centres. This will involve subtle use of signage and other visual guides, as well as improvements to the physical environment of the routes, indicated on Figure 4.4 (Great Streets for People).

Jobs

- Encouraging the availability of new jobs by ensuring a supply of premises appropriate to modern business needs; and
- Supporting initiatives to improve the employability of local residents, young and older.

Maintenance

- Action to prevent the current blights of commercial and domestic litter and fly tipping by improved monitoring and enforcement against such activities as well as rapid clearing of litter will contribute to the improvement of the wider environment;
- Enforcement against incidences of vandalism, graffiti and other deliberate damage to property will also contribute to reducing the frequency and severity of these activities. Measures to improve surveillance of vulnerable locations from surrounding properties will also help to dissuade those involved;
- Long term maintenance and site management of open spaces and the general streetscape will be prioritised and actioned in a methodical and prompt manner by the agencies involved; and,
- Hendon and the East End's public realm, buildings and environment will be of a high quality to stimulate a positive step change in the general public's perception of the area.

4.3.3 Theme 3: Great Streets and Spaces for People

The plan at Figure 4.4 describes the overall approach to movement corridors across Hendon and the East End.

Streets form the backbone to any urban area; they facilitate movement but are also 'places' in their own right. As such they must provide for a range of different uses and users. There are many streets within the study area that do not meet these basic requirements but only encourage heavy vehicular traffic movement (e.g. Commercial Road). Other streets are perceived as unsafe and have low quality design standards (e.g. the 'back' alleys to the Long Streets area). Vilette Road does not prioritise the pedestrian even though it is a local, walkable shopping centre. Connections east to the sea are weak, unattractive and not maintained well while roundabout junctions discourage pedestrian crossing. In short, there are many issues to be addressed across the study area.

Key areas of focus within the framework therefore include the main roads through the area including Commercial Road, White House Road, Vilette Road, and Gray Road. Other local streets including Barrack Street, the 'back alleys' in the Long Streets area, and links eastwards to the coast are also addressed in the framework. The type of improvements to streets varies, e.g. traffic management, boulevardisation and tree planting along Commercial Road, or new pavements, benches and planting to the Long Streets, access to the coast and coastal improvements and upgrading of the back alleys environments generally.

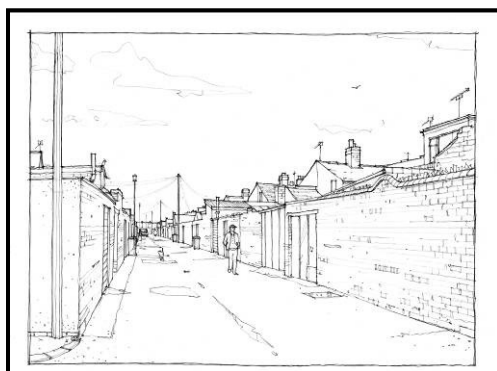
More detailed setting out of the transport and access proposals can be found later at Section 4.5.3.

The key projects to create safer and attractive roads and streets are:

- **The Southern Radial Route/Commercial Road:** This road is a major artery through the area whose design character needs to reflect more than just traffic movements

which dominate at present. The overall design intention is to create an urban boulevard which would incorporate new forest-sized tree planting, quality pedestrian and cycle routes and a consistent streetscape package of materials and furniture. Critically this approach will foster a better balance between the priority given to traffic, pedestrians and cyclists.

- **Long Street alleyways:** Proposals are put forward to improve the public realm quality of the alleyways along the backs of the Long Streets properties (an indicative scheme is shown in the illustrations below). The alleyways represent a real blight on the area for local residents, prompting various unappealing security measures and creating an overall negative impression. Proposals include: property extensions to the rear to 'overlook' the alley, enclosure at ground level of the rear courtyards to create garage and waste storage space with new upper level deck space, streetscape upgrade and new tree planting.



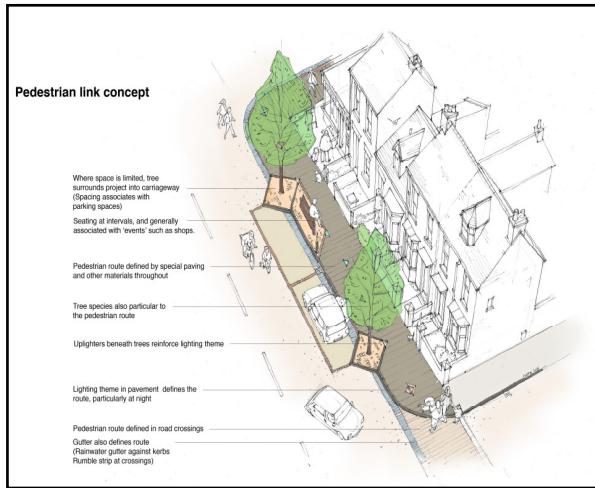
Before and after images showing enhancements to the Long Streets back alleys

- **White House Road:** This is a key route linking westwards to the city centre and Mowbray Park. It will enable redevelopment of the proposed retail/mixed use scheme south of Chaytor Grove fronting onto White House Road. This route includes large areas of 'left over' green space along its edges and it is proposed that these green areas are planted with trees to create a stronger street linking to Mowbray Park.
- **Villette Road:** This street provides access to the local centre at Villette Road but is dominated by vehicular movement. This is proposed to be improved by creating a pedestrian/cycle prioritised high street that integrates both sides of Villette Road's retail offer. This will incorporate new, high quality streetscape design and landscaping and tree planting with a new palette of street furniture.
- **Gray Road and Suffolk Street:** Both these streets are important local access routes but neither exhibit high quality streetscape design and instead convey a barren feel with little or no green landscape/tree structure. Suffolk Street in particular must perform better if it is to support the enhanced local centre and planned former Harrogate and Amberley Street housing scheme. The width of the street would support new tree planting, widened pavements, cycle lanes and more frequent pedestrian crossings at key locations.
- **Local streets to the north east promontory including Barrack Street:** Many of the streets in this area are somewhat bleak and uninviting. Barrack Street/Prospect Row in particular have a 'windswept' feel of cleared/vacant character. Much is needed to remedy this situation that streetscape enhancements alone will not address. New development proposals to better define the public/private boundaries and provide street enclosure will be critical. A strong street tree planting strategy would assist in improving the character of these routes.

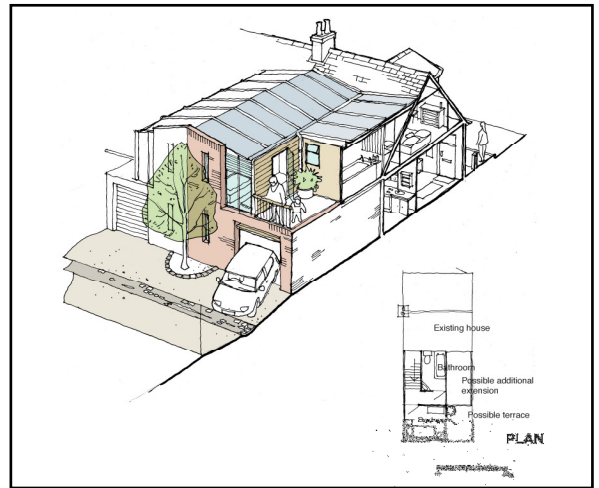
Figure 4.4: Great Streets for People



- **Coastal Links:** Most of the east-west coast links are industrial in character and of poor quality. These must be addressed if Hendon’s fundamental relationship with the coast is to change, although access must avoid the operational port to ensure no conflicts arise. Streetscape enhancements combined with new adjacent redevelopment are therefore proposed for Ocean Road, Promenade and the extension of Spelter Works Road. The promenade itself will be subject to improvements to further increase the attractiveness of the coast as a recreational destination.
- **Gateways:** high quality and distinctive design in development and landscaping at identified gateway locations will help to redefine the area’s image in a positive light.



Addressing the pedestrian environment in residential areas



Potential extension of traditional houses – Long Streets

4.3.4 Theme 4: Welcoming, Safe Neighbourhoods

The plan at Figure 4.5 describes the approach taken towards the housing environment for Hendon and the East End.

The framework area has 3 distinct neighbourhoods – the East End; Middle Hendon; and, the Long Streets. These give rise to an overall structure and character to the area. The quality of the living environment within each neighbourhood varies markedly, and upgrading to all 3 areas in different ways is needed. This, broadly, includes housing refurbishment and new housing construction where feasible; open space enhancement and new provision; environmental upgrades to streets; addressing safety and security issues; and, the general attractiveness of the housing environment. Proposals for improvements of this nature are already well advanced for parts of Middle Hendon.

The fundamental premise of the framework is to create an attractive, walkable, clean and safe living environment which contributes to a welcoming and desirable place to live for existing residents but also for future new populations.

The area has many assets to build upon and the basic attributes of a wonderful place to live – it is close to the sea and promenade with excellent access into the city centre and all the amenities that has to offer, good rail transport connections, relatively high density housing in parts, local shops and unique historic features. The strategy is to ensure that all these assets perform at a higher level than they do at present and to retain the underlying community /social links and networks that exist – particularly in established areas such as the Long Streets.

Key features of the proposed projects include:

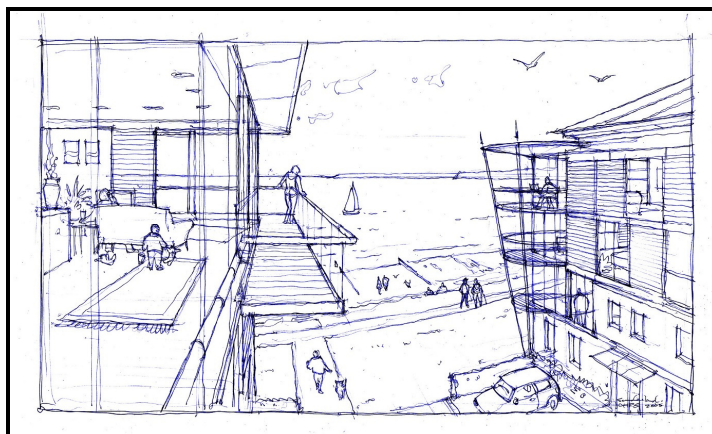
- Creation of a better balance in the housing market to counter social segregation and attract new households from outside the area. The main mechanism available is through providing a greater mix of properties within the area, in terms of the tenure and value of housing; the type and design of housing, and the layout and environment for housing.
- Making the best use of underdeveloped or vacant land within the East End area, seeking to re-establish the tight-knit relationship between different uses and reinforce the routes north to the river Wear.



**Artist impression of potential housing
on typical infill site within study area**

- To improve the accessibility through the relatively new housing areas that lie along the southern edge of the city centre and south of White House Road by introducing new pedestrian and cycle routes where possible. Intensification of uses in this low density city centre location would be beneficial, through higher density development of infill and vacant sites which integrate with the existing character.
- New mixed use housing development at White House Road.
- Planned former Harrogate and Amberley Street housing development.
- Range of enhancements to the housing stock, in the existing housing areas of Middle Hendon and north and south of Villette Road. These will range from the refurbishment of properties, to repairs to the external fabric and boundaries. This to be combined with upgrading of the wider street and open space environment.
- New housing and mixed use development to the south of the framework area on former industrial land.

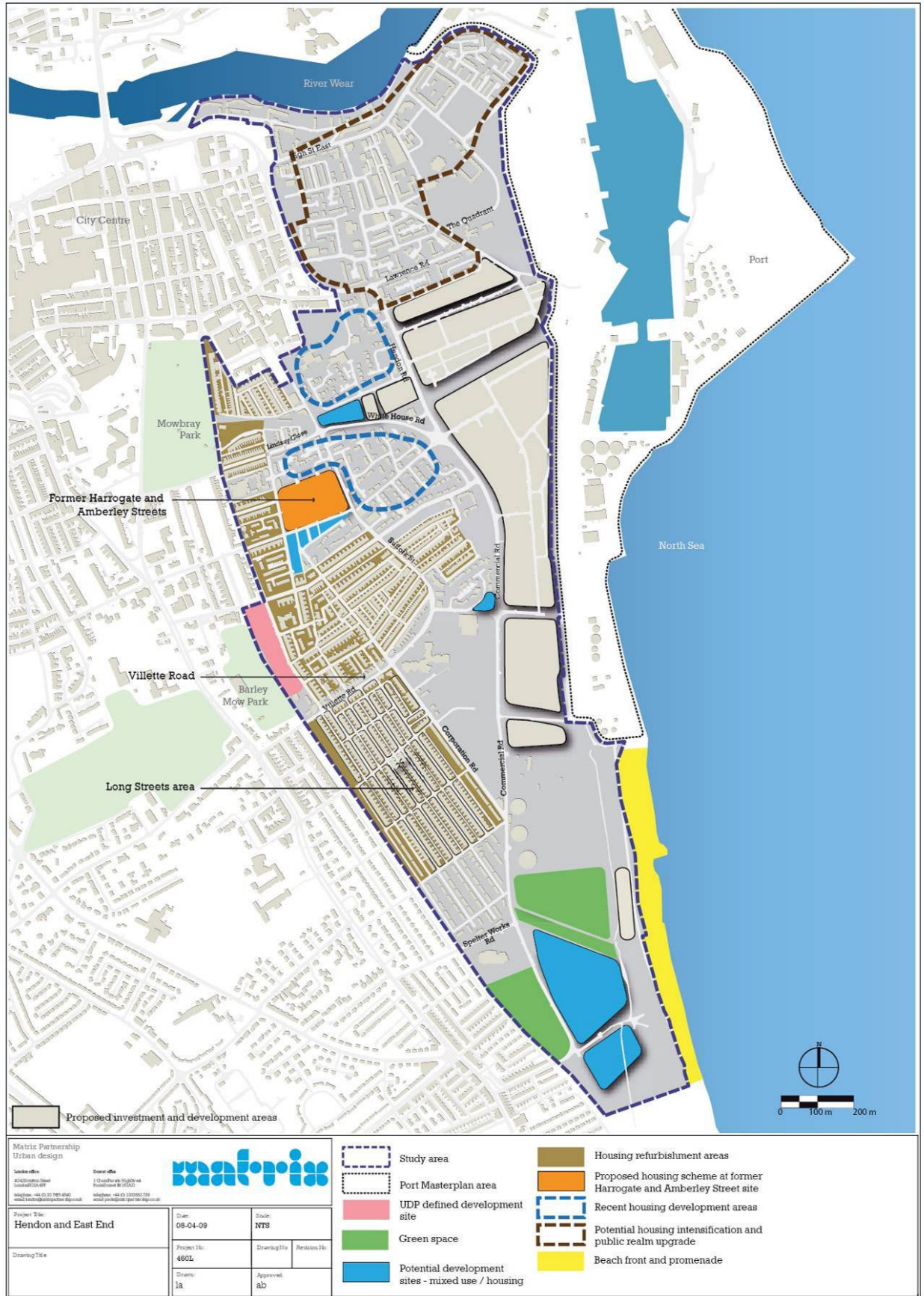
Further details on projects contributing to the creation of Welcoming Safe Neighbourhoods can be found at Section 4.5.4 later in this document.



housing overlooking the sea

Artist impression of potential

Figure 4.5: Welcoming Safe Neighbourhoods



4.3.5 Theme 5: Supporting Local Employment

The plan at Figure 4.6 describes the approach taken towards the support for employment in Hendon and the East End.

Historically, the employment opportunities in Hendon and the East End (most notably the port / ship building) have led to the need for housing to allow people to live close to their work. This relationship is still present today, although a lot of the housing is perhaps better at meeting the needs of the residents of the past.

As the significance of the port as an employer to Hendon and the East End has dwindled, the importance to residents of the service-based economy within Hendon and the East End and in the neighbouring city centre, and the industrial type business space stretching from the port, south along Commercial Road, has increased.

The Regeneration Framework supports the operation of existing businesses while showing how the type and character of employment areas can be improved upon. Much of the industrial space in the zone between Commercial Road and the port railway line exhibits a poor public realm quality that may be suitable for current uses but is less attractive to any future diversified employment function. The framework therefore proposes a revised spatial layout for the area that directs the heavier industrial processes to the east of the zone. It also provides for development of new premises to the west and especially along Commercial Road that will be suitable for the needs of, and therefore help to attract, new, more modern business.

New employment locations are also proposed at the Southern Gateway to the area and at White House Road to help attract a wider range of companies. Encouraging the provision of new and expanded services in the local centres for the residents will maintain Hendon and the East End's ability to provide a choice of work locally. Improvements to the pedestrian routes which link to the city centre will also help to increase the access to employment opportunities for residents of Middle Hendon and the East End.

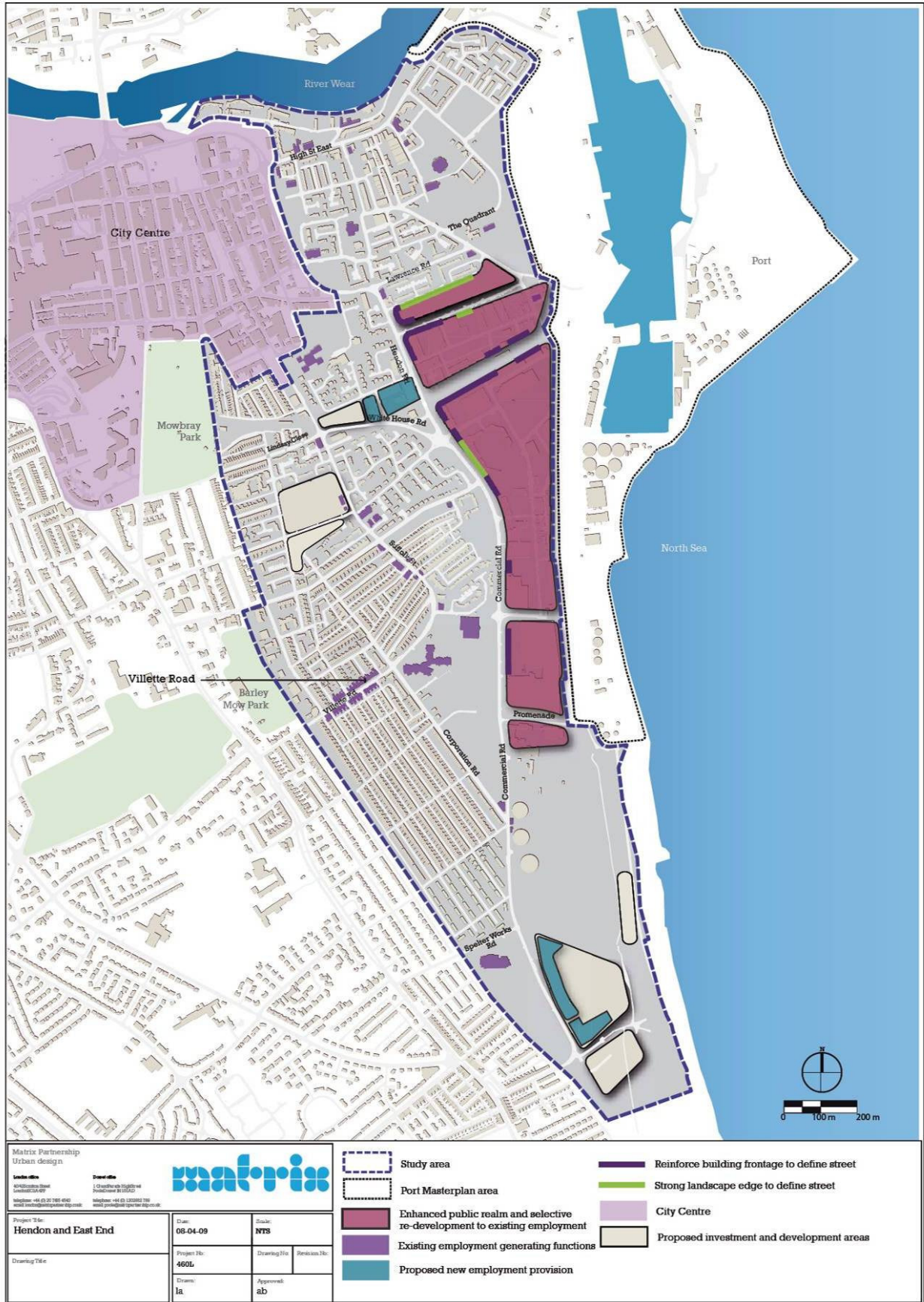
Combined with action to provide a wider and better choice of housing for the families of today, this will ensure a strong link between the availability of jobs and housing continues to exist in the area.

Sunderland has recently commissioned work to set out the future economic strategy for the wider city region that will assist in clarifying the role, type and level of accommodation of employment space that should be provided at Hendon and the East End. The Regeneration Framework will therefore need to evolve to reflect the strategy set out in the Economic Masterplan when this becomes available later in 2009.

Key proposals are:

- Promotion of the development of new employment premises as part of the mixed use developments at the Southern Gateway site and at White House Road;
- Restructuring the employment area running north-south along the coast (Commercial Road), retaining existing businesses; providing opportunities for new employment space within a higher quality, accessible street and open space network;
- Better landscaping and environment for the Commercial Road employment zone, focussing on the Commercial Road frontages. This will build on the success of activities implemented by BotM focused on crime prevention and security measures; and
- Supporting the vitality of the local centres to support the provision of employment in businesses located there.

Figure 4.6: Local Employment



4.4 Priorities for Regeneration

The work undertaken has identified a number of priority intervention areas and emerging redevelopment and physical renewal projects, partly to inform the emerging planning framework for the City, but also to set out a programme of actions and next steps required to investigate more thoroughly the financial viability and regeneration impacts of these.

There are many projects proposed which will only be implemented over the longer term. Some of these will be less fundamental in stimulating the longer term change in the fortunes of Hendon and the East End. The five key areas that need addressing in order to promote the lasting change that is desired by the community are:

- 1 **Enable Development sites** – involving land assembly or possibly public sector ownership, surveys of utilities and constraints on each site, promotion of development through the Core Strategy, development control policy and marketing.
- 2 **Retail improvements** – involving measures to improve the vitality of local centres (particularly Vilette Road and the opportunity for new development at White House Road) and increase employment opportunities through investment in the accessibility, appearance (streetscape and premises).
- 3 **Employment generation** – counter the trend towards ‘out of town’ business parks by offering better provision, with better access and better local amenities through investment in existing areas and developing opportunity sites.
- 4 **Housing improvements/renewal** – investing in existing stock and their surroundings, the development of new stock to provide an attractive choice. Key sites for new development are the formerly Harrogate and Amberley Street site and the Southern Gateway. Key areas for renewal are Middle Hendon and Long Streets.
- 5 **Environmental/accessibility improvements** – improving the public realm and investing in a catalytic project (such as Commercial Road or the Promenade). Ensuring investment in the basics of maintenance and renewal of public spaces and parks is high quality (‘the environmental service’). Develop design guidance to ensure new development enhances the character and fabric of the area.

Overall, the above priorities should help to re-establish community pride, since there has been too much erosion of community cohesion reflected in physical environment problems. Furthermore, in undertaking these priorities it is vital to appreciate the character of the area and what differentiates it, ensuring that its positive assets are exploited.

4.5 Key Projects

The plans set out under each of the themes for action illustrate a number of physical changes that need to be implemented in Hendon and the East End for the overall vision to be achieved. These changes are identified in greater detail in the tables below. This sets out the key physical projects together with other supporting actions that need to be implemented to ensure that the impact of investment in the physical environment is maximised.

In all cases further work is required prior to projects being deliverable ‘on the ground’. The aim of the Framework is to show how the series of projects across all themes are linked. The projects can be progressed in isolation from each other, although each provides one part of the jigsaw and thus the overall impact will be greater as more of these pieces are put into place.

4.5.1 Theme 1: Community Legacy and Heritage

The projects set out in the table below will help to ensure that development proposals in the area protect and enhance the physical heritage and also the social heritage of the area.

Reference	Projects	Priority
LH1	Design Guidance - Provision of specific design guidance for Hendon and the East End to ensure that the history of the area is reflected in the built environment. This will apply to the layout of the Long Streets, the area to the north of Villette Road and parts of the East End (see Figure 4.2 on existing heritage features) as well as to important buildings and structures.	High
LH2	Design Briefs: Provision of design briefs for the main development opportunity areas including the Southern Gateway site and the White House Road site. This will help to ensure that development proposals in Hendon and the East End protect and enhance the physical heritage and also the social heritage of the area.	Medium
LH3	Retention and re-use of historically important buildings. Secure funding to support the refurbishment of historic buildings to support their re-use, for employment, residential or community uses. A number of buildings which are connected with the historical evolution of the area are under used or vacant and are deteriorating. Priorities are: <ul style="list-style-type: none"> •The Barracks •Boys Orphanage •Public Houses 	Medium
LH4	Sporting Facilities: maintain the quality of the sporting facilities in the area to reinforce the strong historic role as a focus for sporting activities.	Medium
LH5	Detail Characterisation: Prepare a detailed Building Type and Materials Characterisation Study to identify those historic aspects of the area that are positive and those that undermine the area - i.e. that need enhancement/ change/ removal etc.	Medium
LH6	Community History and Legacy project: Carry out targeted consultation with local residents to develop a 'Story' of the place - this will draw out the history of occupation of the land and the evolution of the 'cultural marks' left on the landscape by that occupation. The intention is to define both Identity and Values that would lead towards a new/future 'Brand' for the area.	Medium

4.5.2 Theme 2: Accessible Local Amenities

We have identified a need to improve the access of residents and businesses to the amenities that contribute to a good quality of life: shops, leisure and recreational facilities; other services; the public areas including street, pedestrian routes and open spaces. The projects identified below will improve the range and quality of the amenities available within Hendon and the East End. They will also improve how residents can get to and use these facilities.

Reference	Projects	Priority
Open Space		
LA1	Upgrading the Allotments: Continuation of programme to improve the access, appearance and security of the allotments in Hendon, especially on Corporation Road.	Medium

Reference	Projects	Priority
LA2	Upgrading Parks: Identify the priorities for improvements to the parks and recreation spaces which have not been the subject of recent investment by BotM and Sunderland City Council. Design proposals to enable funding to be sought. Initial focus of investment to be on those parks to the north of the study area at The Quadrant, including new tree planting and general landscape enhancements to define areas for particular uses. New street furniture and surface treatments. Inclusion of dedicated formal play space for a range of ages. The parks most in need of improvements will be identified using the findings of a PPG 17 study (within the evidence base of the Core Strategy).	High
LA3	Long Streets Public Space: introduce new open and play space to the Long Streets	Medium
LA4	Town Moor: further investment to build on the recent upgrade, to secure its use for open space/play and sports facility.	High
LA5	Other Public Space: introduce a programme of investment to utilise vacant land within SCC ownership as open space (even where this is temporary).	Medium
LA6	Hendon Beach Water Quality: Review and improve the capacity of the existing sewage treatment works, in particular the storm water capacity. BotM have invested in a project (which is largely complete) aiming to increase usage of the beach and reconnect it to the Long Streets area via the Edward Thompson site. However, the attractiveness of the beach as a recreational resource may be limited without improved water quality.	Medium
LA7	Open Space Maintenance: Preparation of long term proposals for the maintenance and management of new/improved public space in Hendon and the East End.	High
Local Centres		
LA8	Re-use of former Health Centre: Investigate the potential for the reuse or redevelopment of the old Health Centre. The facility may provide affordable, available accommodation for local services, however, its reuse (rather than redevelopment) may fail to provide the wider regenerative benefits which are sought for Middle Hendon.	Medium
LA9	Villette Road - Parking & access: design and consult on options for providing on-street parking to serve Villette Road which minimises the impact of vehicles, while maintaining access for users and businesses.	High
LA10	Villette Road - Public Realm: Reconsider the approach to parking and allocation of road space for vehicles along Villette Road to balance the relationship between pedestrians and vehicles. New surface treatment including raised surfaces and the full range of furniture would further enhance the streetscape and improve consistency along the street. Removing street clutter and consolidating existing features would offer a 'cleaner', friendlier shopping environment. New street tree planting.	High
LA11	Villette Road - upgrade to premises: investigate options for establishing a 'townscape' scheme to support improvements to the shop front design and quality on Villette Road.	High
LA12	Middle Hendon Retail: promote the outcome of the retail capacity work being undertaken by SCC if it identifies scope for new retail provision to serve Middle Hendon/East End.	High

Reference	Projects	Priority
LA13	Middle Hendon Retail – Site identification/assembly/promotion: SCC to include an allocation in LDF. Depending on the outcome of the retail capacity study being undertaken on behalf of SCC, consideration should be given to the redevelopment of a new centre, which may include local retail (potentially including food retail) and service facilities, along with other community/ health uses. There is limited potential to physically expand Vilette Road, thus from a market perspective, a site at White House Road would benefit from improved access, frontage, and close proximity to the southern radial relief road. Operator demand would indicate an opportunity for the food store element of between 10,000 – 17,000 sq.ft.	High
LA14	Middle Hendon Retail: Upgrade to the Suffolk Street parade to the west of the study area. If the relocation of a local centre to serve the Middle Hendon area to the vicinity of White House Road is not pursued there needs to be investment in the current Suffolk Street site. To ensure success, this is likely to require comprehensive redevelopment. Consider further retail provision and connections to the west in conjunction with the planned former Harrogate and Amberley Street scheme.	High
Accessibility		
LA15	Southern Gateway Site: Establish feasibility of providing a community facility as part of a mixed use scheme on the Southern Gateway Site. This scheme is to include new retail at ground floor with residential above. Maximise the relationship to the coast through an enhanced Ocean Road link.	Medium
LA16	Public Transport ‘community transport’: investigate improvements in routes/services to better connect the East End and community facilities in Middle Hendon. BotM currently have a community public transport project, but additional alternative community-based solutions to transport problems such as car sharing, volunteer drivers, and car or scooter clubs should also be encouraged.	Medium
LA17	Public Transport School Access: review current timetable and routes and recommend improvements to services connecting the East End/northern parts of Middle Hendon with primary and secondary schools.	Medium
LA18	Coast and Promenade: A major project to exploit the amenity of the coastline. To include improved vehicular and pedestrian/cycle connections, an upgraded promenade, new leisure activities along the promenade in conjunction with proposed adjacent coast development.	High

4.5.3 Theme 3: Great Streets for People

The Regeneration Framework identifies a wide range of projects relating to the improvement of the public realm across Hendon and the East End, including both routes (streets / pedestrian ways) and open spaces (the latter dealt with under the preceding Theme 2).

A quality street network is fundamental to improving the well being, enjoyment and usability of a place for residents, business and visitors. It is also critical to supporting a range of sustainable regeneration activities and to enabling and attracting investment. Potential ‘bad neighbour’ uses can potentially be resolved through an appropriate street network and streetscape design.

This section sets out the various key intervention areas and projects proposed under this theme. These are illustrated on Figure 4.5 Great Streets for People.

Reference	Projects	Priority
Streetscape		
GS1	Streetscape - Local Centres: (Villette Road, Suffolk Street, High Street East) Improvements to both street surfacing and furniture would further enhance the streetscape and improve consistency along the street in all the above locations. Reconsider the approach to parking and allocation of road space for vehicles along Villette Road to balance the relationship between pedestrians and vehicles. Removing street clutter, providing local shop front guidance including signage and consolidating existing features would offer a 'cleaner', friendlier local shopping centre.	High
GS2	Streetscape - Residential Areas: Long Streets. A set of specific streetscape enhancements to dramatically improve the environments along the back alleys throughout the Long Streets area - tree planting (to one side only), new surface treatment, ground level parking enclosure, new street furniture and artwork. To the 'front' streets these will require re-organisation of parking spaces to alleviate long rows of parking, new tree planting, consistent boundary treatments, and upgraded pavements. Streetscape scheme to assist with local differentiation across these streets to aid legibility (e.g. variation in materials and junction treatments).	High
GS3	Streetscape - Other Residential Areas: Each neighbourhood area has a different spatial pattern, street network and variation in housing type and requires a specific response. The key neighbourhoods are: Long Streets (mentioned above); Middle Hendon north of Villette Road; housing between Gray Road and White House Road; housing to the western edge of the ARF area that contains a mixed use component; planned housing at the former Harrogate and Amberley Street scheme where the public nature of the routes must be maintained (danger of 'internalised semi-public character'); housing north of White House Road; housing North East of Hartley Street; and housing in the East End between Lawrence Road and High Street East.	High
GS4	The Spine: this route is proposed to run broadly north-south through Hendon and the East End along the line of Walton Road, Hendon Road, (to the junction with Woodbine Street), then heading west towards Suffolk Street connecting then with Corporation Road before towards Spelter Works Road and then connecting through the Southern Gateway site to the coast. It is indicated as the enhanced pedestrian route on Figure 4.4. Provision of safe facilities for cycling and walking, waymarking, paving, lighting and tree planting along this key route which connects key community facilities and residential areas. Adequate surveillance needs to be provided. Specific consideration must also be given to the provision of suitable crossing points over the Southern Relief Road. This initiative should build on the BotM Hendon and East End Community Transport System.	Medium
GS5	Upgrading Public Space: Establish a programme for investment in public space, prioritising improvements along the edges of the existing allotments/interface with public street; the beach front/promenade; quality of pedestrian connections; new linear open space link from White House Road east towards the Port to provide green space within the existing employment area; new play facilities to broaden the usability of spaces; New urban space with play facilities at junction of White House and Commercial Roads.	High
Gateways		
GS6	Gateways – Primary: Provision of high quality landmark buildings, or public realm or public art features to create positive gateways at key focal points within the area. For example there is potential for a project at the gateway between Hendon and Sunnyside. This will contribute to the overall positive perception and image associated with the regenerated Hendon. The primary gateways are identified on Figure 4.4.	High

Reference	Projects	Priority
GS7	Gateways – Secondary: Provision of high quality landmark buildings, or public realm or public art features to create positive gateways at key focal points within the area. This will contribute to the overall positive perception and image associated with the regenerated Hendon. The secondary gateways are identified on Figure 4.4.	Medium
GS8	Gateways – Tertiary: Provision of high quality landmark buildings, or public realm or public art features to create positive gateways at key focal points within the area. This will contribute to the overall positive perception and image associated with the regenerated Hendon. The tertiary gateways are identified on Figure 4.4.	Medium
Southern Radial Route		
GS9	Southern Radial Route Artwork: introduction of artwork along the route. In order to lessen the visual impact of the upgraded road, and to increase its attractiveness as a gateway to Sunderland, a programme of landscape enhancements has been carried out by SCC. These additional features would reinforce the 'gateway role' of the route to the city centre.	Medium
GS10	Southern Radial Route: environmental improvements/boulevard tree planting, artwork, pedestrian crossings, wider footways, new and specific lighting scheme, car parking organised to moderate through traffic speeds.	Medium
Parking		
GS11	Parking - East End: Consult (and implement if a positive response) on the provision of a residents' parking scheme in the East End. The accelerating regeneration at Sunnyside increases pressure for on street parking spaces.	Medium
GS12	Parking - security: Inclusion of secure parking provision in design proposals for public realm improvements and development projects.	High
Strategic Links		
GS13	Strategic Links from City Centre/Grangetown to Hendon and East End: Implementation of measures to identify safe, attractive and convenient routes to these centres, connecting to the Spine. Although outside of the study area, these centres perform an important role in supporting residential communities to the north and south of the study area. Measures to include: <ul style="list-style-type: none"> ▪ identification of clear cycle and pedestrian routes ▪ signage/route-marking. 	Medium
GS14	Links to Coast: Coastal links should be reinforced with a clear, strong building frontage. The routes should be clean and uncluttered to ensure easy access to the coastal amenities - e.g. along Ocean Road and at junctions with Commercial Road.	Medium

4.5.4 Theme 4: Welcoming, Safe Neighbourhoods

Overcoming the inherent weaknesses in the housing market in Hendon and East End remains a key challenge for SCC and BotM. Limited housing choice, an over supply of small terraced housing, and a lack of medium to larger properties equates to a narrow housing market, which offers limited choice and a range of housing to meet the needs of a range of prospective purchasers.

The creation of welcoming safe neighbourhoods is not only achieved through providing a choice of attractive, affordable, safe houses; the availability of an attractive, secure

environment (the streets, open spaces) is also key if an area is to be attractive to new residents.

The projects set out below identify where the existing stock can be improved and where there are opportunities for new housing to be provided.

Reference	Projects	Priority
Improving Existing Stock		
SN1	Housing Adaptation Design Guide: Provision of standard design solutions for the conversion / extension of properties within the area. The lack of diversity and flexibility within the area's housing stock is a weakness and this would assist in enabling changes to stock to meet residents' needs.	High
SN2	Selective Licensing of Private Landlords and Tenant Accreditation: This is an initiative which is currently being examined by SCC and BotM. Consultation undertaken to date has suggested that an increasing proportion of homes are being acquired by private landlords and let to a wide range of new tenants. Coordinated action will be required by a range of agencies to ensure that these changes do not give rise to a deterioration of the neighbourhood.	High
SN3	Residential Areas - stock improvements: Further upgrading, extension, enclosure, Decent Homes' and other 'group repair' programmes should be pursued to support improvements to local housing market conditions. These should be prioritised where neighbourhoods are considered to have a long term, sustainable future.	High
Wider Housing Choice		
SN4	Middle Hendon - new housing sites: Proposals are advanced for the former Harrogate and Amberley Street site, where the former Harrogate and Amberley Street housing scheme aims to offer flexible ownership options. Development to the south of this site for housing that contributes to the broadening of the offer in the area should also be promoted.	High
SN5	Southern Gateway: Residential use should be explored as a potential component of the redevelopment of the Edward Thompson site to the south of the study area. The redevelopment of this site would create a strong gateway adjacent to the Southern Relief Road, and also facilitate the creation of an improved connection to the Beach.	High
SN6	Site on Toward Road: this site is currently allocated in the UDP for employment uses (light industry, offices, research and development (B1), Storage and Distribution (B8) subject to size and impact on the amenity of the area), but has in part been developed for residential uses. It would provide a scarce opportunity for further new housing development within this part of Hendon.	Medium
SN7	Intensification - Other Infill / Gap Sites: undertake a detailed assessment of opportunities for developing smaller scale infill / gap sites, especially in East End and south of White House Road. This will include market testing, resolution of land ownership issues and preparation of design guidance / development briefs. The sensitive regeneration of gap sites will contribute to the overall regeneration of the area by creating new, attractive, usable open spaces, diversity in the range of houses, removal of derelict sites, and improvements to surveillance and security.	Medium
SN8	Wider Housing Choice - Full Cost Homes: facilitating the delivery of new housing schemes, which provide larger dwellings within attractive new environments creating greater choice by property type to attract newcomers from outside the area. The principal opportunity is the Southern Gateway site, while other opportunities are found to the south of the Harrogate/Amberley Streets area, on Commercial Road and White House Road.	Medium

Reference	Projects	Priority
SN9	Wider Housing Choice: Facilitation of 'intermediate market' sector housing consisting of shared equity products to broaden tenure choice. The delivery of the former Harrogate and Amberley Street housing scheme in Middle Hendon is seen as an important pilot development in this respect. This will need careful investigation as the lack of public sector land ownerships in the South Hendon will represent a barrier to delivery.	Medium
Safe and Welcoming		
SN10	Community Safety: Implementation of initiatives to reduce the incidence of crime and other anti-social behaviours. This is needed to change perceptions of the area and will be key to achieving a more balanced housing market in the area, as newcomers into the area will be attracted by a stable living environment. Progress has been made by BotM and this must continue to be supported for its effects to be fully realised.	High
SN11	Public Realm Improvements: Public realm improvements and open space enhancements are required to improve the quality of the residential areas in the Neighbourhood Renewal Area, Middle Hendon, Long Streets, and the East End. These are described under the 'Great Streets' theme. Improvements are also proposed to accessibility through the newer housing areas that lie along the southern edge of the city centre and south of White House Road (where there is currently a tendency towards cul-de-sac layouts).	Medium

4.5.5 Theme 5: Supporting Local Employment

Projects set out under this theme aim to provide a supportive environment for businesses already established in the area, to ensure that they can operate effectively. This Regeneration Framework also recognises that new businesses need to be encouraged to locate in Hendon and the East End. To achieve this, there must be a range of premises available which are suitable for the needs of the modern, innovative and higher skilled type of business that offer the most growth potential in the future. However, providing the right premises alone will not change perceptions of the area and this action needs to be supported by a range of projects that aim to create a high quality wider environment and establish the area as a location of choice, offering advantages over the out of town business parks at Doxford International and Rainton Bridge.

Reference	Projects	Priority
Existing Employment Zone		
LE1	Employment Zone: Investment in a package of public realm enhancements within the employment zone to the east of Hendon Road/Commercial Road. This will include boundary treatments to improve security and appearance, signage and branding and CCTV. Specific consideration should be given to investment which is directed towards premises fronting onto the Southern Relief Road.	High
LE2	Incubator / 'Grow On Space' / Managed Work Space: The provision of premises to support the establishment of 'emerging' higher value enterprises within the employment zone to the east of the area. There is a need to support the development of incubator, 'grow on space' and/or managed workspace within the NDC area to encourage different types of business to locate here. It is recognised that many of the companies who are currently operating in Hendon, have chosen this location as it offers relatively low specification, affordable accommodation. There is the opportunity to accommodate such a facility whilst recognising the needs of existing companies.	High

Reference	Projects	Priority
LE3	New Business Premises: Assessment of the viability of developing new employment premises within the employment zone. This will establish whether there is benefit in assembling and preparing development sites, utilising land in public ownership, to remove a considerable element of risk from the private sector and thus establish whether this will help overcome the constraints on viability of developing employment premises in this area. This will help to address the projected shortfall in industrial accommodation across Sunderland. High quality public realm and the creation of a coherent spatial street network would, in the longer term, assist in attracting further investment to this area.	High
LE4	Simplified Planning Zone: investigate benefits of establishing a Simplified Planning Zone for the Commercial Road Employment Zone. An SPZ can be declared to cover an area in which a local planning authority wishes to stimulate development and encourage investment. It operates by granting a specified planning permission in the zone without the need for a formal application or the payment of planning fees.	Medium
New Employment Locations		
LE5	Southern Gateway Site: Preparation of a development brief for the site (the Edward Thompson site) in partnership with the site owners. The brief should seek to achieve a mixed development incorporating employment, housing and community/local retail premises. This site is a strategic opportunity within the context of the Regeneration Framework.	High
LE6	Southern Gateway Site: investigate the viability of the preferred development scheme for the site to determine whether public sector resources will be required to enable the development to proceed.	High
LE7	White House Road: Preparation of a development brief for the site to enable a mixed use development, comprising commercial/employment and retail elements alongside residential and possibly community uses.	Medium / High
Supporting Local Employment		
LE8	Local Centres Employment: support measures to increase vitality of the Local Centres (see Theme 2). This will increase the opportunities available for employment in the centres, either through the expansion of existing businesses or the establishment of new enterprises.	High
LE9	Addressing Worklessness: Despite the success of various initiatives by BotM and their partners, actions to support residents to gain work need to continue. A key area for action is to reduce the levels of worklessness due to ill health and incapacity.	High
LE10	Skills Development – Schools: Continuation of ongoing initiatives to improve the educational standards provided in the local schools. This will support the effectiveness of the physical interventions to support growth in employment in the area by ensuring that employers have access to a skilled workforce.	High
LE11	Skills Development – Post 16: Continuation of initiatives to raise the level of qualifications held by residents. There is a need to continue to support access to vocational learning and especially to ensure that there are opportunities in place to progress once basic skill levels have been attained. This will support the effectiveness of the physical interventions by ensuring that employers have access to a skilled workforce.	High
LE12	Skills Development – Entrepreneurs: Continuation of initiatives (especially by Sustainable Enterprise Strategies) to provide individuals with the skills to start up their own businesses.	High
LE13	Skills Development – retail/other services: Provision of skills development for retail and other services, including personal services, to enable residents to take up new employment opportunities as the retail sector and other services available in the local centres is expanded.	Medium

5 Delivery Strategy

The strategy for delivering the scale of physical change that continues to be required in Hendon and the East End is intertwined with the development market nationally and locally. We therefore first consider the outlook for the property market, as best we can predict it under the current uncertain conditions.

The potential funding sources that may contribute to the delivery of the framework are considered, particularly those outside the development market. Those relevant to each project are identified, along with the likely timescales for delivery. Finally, the means of embedding the Regeneration Framework in the development strategy for the City Centre is considered, along with measures that the city council and its partners can undertake to provide more effective services to the benefit of Hendon and the East End.

5.1 Overview of Current Property Market

The property market is cyclical and because this Regeneration Framework is intended as a long term plan to guide the future of the area once BotM has ceased operating in 2011, to 2016 and beyond, it might be assumed that over this long period the current economic problems are likely to improve. However, it is important to consider that the current cyclical decline is worsened by the 'recession', which will deepen and lengthen it with potentially long term implications for the property market possibly extending beyond 2016. Different factors affect the commercial and residential markets but both have been severely affected.

The key issue is the timing of any recovery in the underlying economy, which exerts a major influence on occupier and investor demand and the availability of finance. A reasonable assumption is that economic growth will resume weakly in 2010, but it does not follow that all property markets will return to health simultaneously at that stage. Indeed, no two recessions are the same and history shows an inconsistent relationship between economic growth and the property cycle (not least because sectors react differently and interest rates trends have not been consistent through previous downturns). Further, a healthy development market requires occupier demand and land values that make development inherently viable in the sense that the value of a new building will exceed its cost by a sufficient margin to justify investment.

Changes in property prices are magnified in changes in the underlying land values. This is because land values are the result of subtracting the anticipated costs of development from the anticipated receipts. So if, say, the price of land absorbs roughly one third of receipts from property sales, and if those receipts fall while costs stay the same, the value of land might be expected to fall three times as fast as property prices. In reality, while the pattern is clear, the arithmetical relationship is not quite so exact and at certain stages the value of land 'undershoots' what might be expected on the basis of house prices in the same way as it can 'overshoot' at other points in the cycle. In areas like Sunderland where land values form a relatively modest part of overall development costs this effect is pronounced. This effect impacts on the scope for delivering change in two important ways:

- By reducing the value of land for new schemes relative to the value of land in its existing use, it discourages development.
- It dramatically reduces the scope for planning contributions and other positive policy initiatives such as design standards (that exceed market needs) and the provision of affordable housing.

5.1.1 Retail

Investor demand and more recently occupier demand for retail space have fallen precipitously. Property values have fallen accordingly and, for the reasons stated above, underlying land values will have fallen even further.

There is an expectation that some retailers might fail to survive the recession either because they are either poorly placed to respond to a decline in disposable income among shoppers or they are affected by the wider credit crunch pressure on the availability of finance. This could lead to empty shops and exert further downward pressure on retail property prices. The retailers who seem to be doing best in this environment are discounters and those with a strong internet presence.

Industry research⁴ suggests that a recovery in retail property values is not imminent, but that growth might resume from a lower base in 2010.

5.1.2 Office and Industrial Property

The quarterly RICS Commercial Property Market Survey which canvases agents for views on the level of enquiries and interest in the market provides a useful forward indicator. The outlook in the Q3 2008 report is unremittingly gloomy. The summary was:

'All sectors of the market cool further, but the industrial sector outperforms retail and offices on a relative basis. Demand falls, availability increases sending rental expectations even lower. Investment demand falls away at a similar pace sending capital values lower across all sectors. Occupier demand declined at the fastest pace in the survey's history (1998). Meanwhile, enquiries to occupy space declined at the fastest pace on record which bodes ill for the near term outlook for lettings activity.'

From a sectoral perspective, new occupier enquiries and demand fell fastest in the retail market, followed by offices and then industrials. The amount of available floor space for occupation increased at the fastest pace since the introduction of the question in 1999'.

While industrial property is exhibiting relative strength in the commercial sector in absolute terms it has also experienced lower demand, falling rents and a rapid decline in investment values. The sector is effectively split between industrial and warehouse property. Its cycles echo those of the office sector but can differ in detail. In macro-economic terms the recent decline in sterling provides modest support for the industrial sector but warehousing tends to reflect retail sales to a greater degree and to this extent will share the travails of the retail sector.

5.1.3 Residential

House prices are falling. Key sources of data are the reports issued by the RICS, the Halifax and Nationwide Building Societies and indices prepared by the FT and DCLG. All are prepared on slightly different bases but point towards a sustained reduction in values. A number of sources separately estimate that the peak to trough fall in house prices could be around 25% with some pointing towards a fall of 30%. While house prices will struggle to regain former levels, average build costs will probably continue to increase not least because of the impact of higher sustainability standards. They have risen by around 25% since the end of 2003 although the rate of increase is now levelling off.

DCLG data suggests that market housing starts in June 2008 were 27 percent lower than the June 2007. In contrast housing starts by Registered Social Landlords were at their highest quarterly level in eleven years. In September the NHBC estimated a quarterly fall of 50% compared with the previous year. A reasonable assumption is that the rate of housing starts might start to pick up in 2010 and reach the 2006/7 levels in 2013/14.

At that point it is perhaps unlikely that there will be a resumption of historic levels of interest in the 'buy to let' market due to financing constraints.

⁴ Retail Briefing', September 2008 CB Richard Ellis; 'European Retail Property' 2009, King Sturge

5.2 Outlook for Developer Funding

5.2.1 Short and Medium Term

As the review of market conditions indicates, the outlook for development is bleak, certainly over the next 2-3 years, without public sector support. In summary:

- In the short term little speculative development is likely to be pursued by developers.
- Developments that go ahead are likely to be those where funding and occupiers are already in place or where schemes are led by public housing agencies (RSL's).
- All forms of development might be expected to restart once the UK emerges from recession and financing constraints ease possibly around 2011/12 but demand for sites will probably continue to be weak for several years thereafter and as a consequence there will be limited scope for Section 106 contributions towards the cost of implementing the Regeneration Framework.
- The main development opportunities might be small scale office provision and residential schemes based more on family sized dwellings than flats than has been the case in the last few years.

5.2.2 Longer Term

In the longer term there is an expectation that developer activity will return, bringing with it the potential for planning contributions to be obtained from new residential developments around the area. Land values should recover with house price rises driven by the balance of supply and demand for housing in the City Centre generally. However, the values generated in Hendon and East End will remain modest and so contributions from this source that may be directed towards funding of projects cannot be taken for granted. The level of house prices is critical because of the relationship to land values and hence the capacity to pay planning contributions. While the trend for house prices to rise at a higher rate than general inflation might reassert itself in the long term, the impact of this on land values will be adversely affected by:

- The cost impact of the Code for Sustainable Home (CSH) standards.
- The effect on house prices of the planned increase in housing supply.

Also it should not be forgotten that the recent peaks in house prices were due in part to the availability of finance for both home buyers and buy to let investors on a scale that might not be repeated. The increasing use of standard charges and the potential introduction of the Community Infrastructure Levy have also led to a general increase in the aspirations of service provider agencies for funding from planning contributions. The result might well be increased pressure on the funds that are available and an expectation that money for things that are not immediately or specifically tied to achieving housing growth, such as 'high street' improvements, will be sacrificed.

5.3 Outlook for Public Funding

5.3.1 Short and Medium Term

Public funding can be secured from a variety of sources most of which are constrained. The conclusions from a check on what might realistically be available is summarised in Table 5.1. This table is not intended to be fully comprehensive but to provide an indication of the most likely sources of public funding.

Table 5.1: Short and Medium Term Public Funding Opportunities

Source	Conclusion
Sunderland City Council Capital Budget	Budgets are committed in the short/medium term. Opportunities for long term funding will be determined by the contribution that projects make to achievement of the objectives of the Sunderland Strategy and the Council's improvement priorities.
Sunderland City Council Revenue Budget	Revenue budgets are under pressure and are likely to remain so in the current climate.
Future Section 106 contributions	In the short term no future contributions are assumed. In the medium term contributions could be obtainable from new residential development if the statutory planning policies support this. However, development values in Hendon and the East End make this unlikely to be a major source. Government Circular 05/2005 on Planning Obligations (Section 106) provides for contributions from individual developers to be 'pooled' to enable the provision of the infrastructure and facilities required to address the cumulative impacts of development.
Business Rate Supplement	This could be introduced as envisaged in CLG's recent consultation paper. This is not envisaged to be a source of funding in the short term.
Homes and Communities Agency (HCA)	<p>The HCA aims to help local authorities bring together their housing and regeneration priorities into a single, comprehensive plan; addressing four key themes of activity:</p> <ul style="list-style-type: none"> • Growth • Affordability • Renewal • Sustainability <p>Current budgets are committed to priorities including Sunnyside, Vaux, Holmeside and Gentoo's renewal programme. Opportunities may exist in the medium/longer term to enable delivery of mixed communities on the larger sites in the framework area.</p>
One North East	<p>The Regional Funding Advice (2009) identifies the following priorities for the RDA support in Sunderland:</p> <ul style="list-style-type: none"> • Improving the supply and quality of the residential offer; developing long terms plans for sustainable housing supply in Hendon. • Creating an integrated and effective transport network, including the Sunderland Strategic Transport Corridor to facilitate regeneration of the south bank of the River Wear and facilitate connectivity between the port, city centre and national road network. <p>There may be opportunities to exploit funding being directed at broader based actions such as support for access by communities at the margins of economic activity to new economic opportunities and increasing the skills levels available in the workforce, ensuring that they meet employer needs.</p>
Sunderland Arc	Investment in the Hendon Industrial Area is identified as a Priority Three project. The Business Plan (2008) notes that limited resources will initially be directed towards Priority One and Priority Two projects. There may be the opportunity for support in the medium/long term.
Lottery and Charity	The Lottery programmes change all the time. There may also be the opportunity for a variety of charitable and business sources.
Working Neighbourhoods Fund	The new fund will replace Communities and Local Government's Neighbourhood Renewal Fund and incorporates the Department for Work and Pension's Deprived Areas Fund to create a single fund.

European funding available through One NE	For the 2007-13 period, the Government is delegating the implementation of the European Regional Development Fund (ERDF) to One North East. ERDF is economic development funding for regions which are encouraging structural economic change. The region is to receive about £255m from ERDF up to 2013.
Community Infrastructure Levy	Detailed proposals for the introduction of the Community Infrastructure Levy (CIL) were published for consultation by the Government in July 2009. There could be potential funding from the CIL which will be a new charge which local authorities in England and Wales will be empowered, but not required, to charge on most types of new development in their area. CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it. The proceeds of the levy will be spent on local and sub-regional infrastructure to support the development of the area.

5.3.2 Longer Term

In the current circumstances it is helpful to review the outlook for public funding on a macroeconomic basis because this will influence the sums available. Firstly, while the government had now started investing in regeneration and infrastructure programmes in an effort to kick start the economy, these efforts have mostly been focused on larger mainstream programmes, key schemes such as the Building Schools for the Future programme, direct support for home ownership and specific major developments. Secondly, current large scale government borrowing to support investment will need to be reined in years to come. Because economic growth is expected to remain unimpressive after the recession, this will most likely be achieved through major tax increases or cuts in public expenditure or both. So the prudent assumption is that the scale of capital expenditure in regeneration, which has been the pattern over the last decade, will not be repeated in the next one.

There will almost certainly be a continuing pattern of availability of project grants from Government, the Lottery, business and charitable sources; and cultural, open spaces and community activity projects are logical candidates. The key to accessing these grants will be to have:

- An organisational structure in place that appeals to funders, typically with established voluntary sector and community bodies.
- 'Oven ready' projects that are appropriate both in terms of scale, scope and objectives.

Active steps should therefore be taken to create an operational environment within which bids for discretionary funding are most likely to succeed. These will involve investment in the voluntary sector and in project preparation costs.

5.4 General Approach and Delivery Mechanisms

Table 5.2 overleaf sets out the wider financial and funding context which has shaped our approach to resourcing the projects which comprise the Regeneration Framework.

Funding regeneration interventions, particularly development activity will be a challenge for Hendon and East End in the foreseeable future. Due to testing market conditions, the private sector will be less willing to invest, particularly in terms of upfront spend associated with assembling sites, undertaking remediation and bringing forward redevelopment on the ground. Falls in rental and sale values will reduce the level of planning gain receipts, which may have been achievable in a better market.

Securing an appetite in public partners to intervene in the area will therefore be important to ensuring that momentum is not lost to regenerate the area. It is clear that the funding and resources needed to deliver the projects identified in the Framework will not be available in easily predictable quantities and timing. The ramifications of this are anticipated in the approach which aims to:

Table 5.2 Strategic Funding Context

	Short Term 2009-2012	Medium Term 2013-2018	Long Term 2019 onwards
Macro-economic assumption	Slow recovery in economy post 2010 improves retail sales. Housing market starts to pick but commercial property development is slow.	Slow recovery in economy continues. Constraints on public spending and tax increases, which impact on consumers and house buyers. The big unknown. Will inflation increase dramatically? If so, interest rates will probably be high, mortgages expensive and economic recovery will be slow.	Full economic recovery but without growth rates at pre 2007 levels.
Private Sector	Limited private residential development resumes from 2011. RSL schemes until 2013 then limited by public spending cuts. Commercial development limited to pre-lets.	House prices reach 2007 levels in nominal terms by 2013. RSL schemes after 2013 limited by public spending cuts. Commercial development recovers slowly after 2012 led by retail and export-oriented industrial sectors. The weak cycle peaks towards end the period.	Housing land values have still not recovered to 2007 levels in inflation adjusted terms. Possible growth in tax efficient private sector affordable housing Vehicles, e.g. residential Real Estate Investment Trusts. Commercial development volumes peaked.
Public Sector – Mainstream	Funding brought forward for planned schemes within existing programmes.	Spending constraints imposed across all programmes except education and health.	Recovery in volume of public sector spending.
Public Sector – Other	Short term grant programmes continue but many are not replaced on expiry.	Spending constraints imposed across all programmes but new (and currently unpredictable) discretionary funding streams available.	Recovery in volume of public sector spending.

- Avoid excessive interdependencies.
- Develop a modular programme that can be delivered on a phased basis as and when resources are available.
- Create opportunities to attract third party funding.
- Limit dependency on large ‘statement’ projects that might not be deliverable and which would imply a need to risk large sums in project development work.

A number of projects (see Table 5.4) have been identified where the public sector can assist in the early stages of development to reduce the risk to developers and encourage them to proceed with development. If this is not possible, the early investment will ensure that projects are ready for implementation when the wider economic circumstances are more favourable.

5.4.1 Delivery Mechanisms

Whilst the influence of the current market sentiment on project proposals needs to be recognised, regeneration is a long-term process and investment horizons are likewise long-term. The private sector will still be expected to deliver key development projects within the Framework including the mixed use development on the Southern Gateway Site. However, in the short and medium term the role of the public sector will be greater, in facilitating development by removing or reducing the risk to the developer, for example by undertaking site assembly work, or remediation work. A number of potential delivery partners are also still active in the wider market, such as Registered Social Landlords (RSLs) and in the shorter term they may be able to access greater resources through the various initiatives designed to help ‘kick start’ the wider housing market. In some instances RSLs have already been able to step in and acquire sites where land values have fallen, whilst being able to more easily raise finance for development. Potential lead / main delivery agents for projects are identified in the Table 5.4.

The funding available from BotM is now committed to the end of the New Deal for the Communities Programme in 2011. Beyond the lifetime of BotM in particular, there needs to be a champion for the Hendon and East End area who is able to promote the projects identified in the Framework to the appropriate delivery agencies/parties and ensure that they are afforded the priority they require to be allocated resources in a competitive climate. This may be a role that can be fulfilled through the successor arrangements for the BotM programme. If not, then the City Council’s roles in addressing housing need and regenerating the City Centre in particular suggest that it take on a more directly active role in Hendon and the East End in the future.

5.5 Project Phasing and Funding

5.5.1 Priorities

Reflecting the priorities for change identified in Section 4.3, the priorities for implementation during the short term (to 2012) include:

Table 5.3 Implementation Priority Actions

Strategic Change	Action
<p>Enable Development sites</p>	<ul style="list-style-type: none"> • Subject to the outcome of the city Retail Study, produce development brief for White House Road, incorporating convenience retail, community and residential uses; promote the site through the Core Strategy, Allocations Development Plan Document (DPD), development management policy and marketing; assemble the site and undertake site preparatory work. • Working with the landowner, produce a development

	brief for the Southern Gateway site, incorporating residential, community/local retail and employment uses.
Retail Improvements	<ul style="list-style-type: none"> Design proposals for revised parking arrangements and streetscape on Vilette Road, alongside a financial grant to encourage investment in the frontages, to increase footfall.
Housing improvements/renewal	<ul style="list-style-type: none"> Secure a start on the proposed housing development on the Amberley/Harrogate Street site; Complete the 'Transforming Hendon' housing renewal programme for Middle Hendon; Pilot improvements to a Long Street back alley.
Employment generation	<ul style="list-style-type: none"> Develop to planning approval stage a proposal for an incubator/managed workspace development within the existing employment zone, on Commercial Road.
Environmental/accessibility improvements	<ul style="list-style-type: none"> Develop transformational proposals for further landscaping and artwork along Commercial Road/ the Southern Distributor Road to improve the pedestrian/cyclist experience and the gateway role of the route.

The projects identified in section 4.4 above are set out below (by project reference) with the timescale for implementation and likely funding source identified for each. The timescales indicated are as follows:

- Short - by 2012
- Medium – 2012 – 2016
- Long – 2016 onwards

Table 5.4 Funding and Timescale for Implementation

Reference	Project	Timescale	Funding
Legacy & Heritage			
LH1	Design Guidance	Short	SCC
LH2	Design Briefs	Short-Medium	SCC/ Private
LH3	Retention and re-use of historically important buildings	Medium-Long	SCC/ Private/ Sunderland Arc/ Lottery/ Charity
LH4	Sporting Facilities	Medium-Long	SCC
LH5	Detail Characterisation	Short	SCC
LH6	Community History and Legacy project	Short	SCC/ Charity
Local Amenities			
Open Space			
LA1	Upgrading the Allotments	Short-Medium	BotM/ SCC
LA2	Upgrading Parks	Medium-Long	SCC

Reference	Project	Timescale	Funding
LA3	Long Streets Public Space	Medium	SCC
LA4	Town Moor	Short-Medium	SCC/ Groundwork Trust
LA5	Other Public Space	Short-Medium	SCC/ Groundwork Trust
LA6	Hendon Beach Water Quality	Long	Environment Agency/ Northumbria Water
LA7	Open Space Maintenance	Medium/Long	SCC
Local Centres			
LA8	Re-use of former Health Centre	Short-Medium	SCC/ PCT/ Private Sector
LA9	Villette Road - Parking & access	Short-Medium	SCC
LA10	Villette Road - Public Realm	Short-Medium	SCC
LA11	Villette Road - upgrade to premises	Short-Medium	SCC
LA12	Middle Hendon Retail	Short-Medium	SCC
LA13	Middle Hendon Retail – Site identification/ assembly/ promotion	Medium	SCC/ Private Sector
LA14	Middle Hendon Retail	Medium-Long	SCC/ Private Sector/ HCA
Accessibility			
LA15	Southern Gateway Site	Medium-Long	SCC/ Private Sector/ HCA
LA16	Public Transport 'community transport'	Medium	SCC
LA17	Public Transport School Access	Medium	SCC
LA18	Coast and Promenade	Medium-Long	SCC/ Private Sector
Great Streets for People			
Streetscape			
GS1	Streetscape - Local Centres	Medium	SCC
GS2	Streetscape - Residential Areas: Long Streets.	Medium	SCC
GS3	Streetscape - Other Residential Areas	Short-Medium	NDC for 'Transforming Hendon' programme in Middle Hendon and the former Harrogate and Amberley Street housing scheme
GS4	The Spine	Medium	SCC
GS5	Upgrading Public Space	Medium	SCC/ Sunderland arc
Gateways			
GS6	Gateways – Primary	Medium	SCC/ Private Sector
GS7	Gateways – Secondary	Medium	SCC/ Private Sector

Reference	Project	Timescale	Funding
GS8	Gateways – Tertiary	Medium	SCC/ Private Sector
Southern Radial Route			
GS9	Southern Radial Route Artwork	Long	SCC/ Sunderland arc/ Private Sector
GS10	Southern Radial Route	Short-Medium	SCC/ Sunderland arc/Private Sector
Parking			
GS11	Parking - East End	Short	SCC
GS12	Parking – security	Medium	SCC/ Private Sector/ RSLs
Strategic Links			
GS13	Strategic Links from City Centre/Grangetown to Hendon and East End	Medium-Long	SCC
GS14	Links to Coast	Long	SCC/ Private Sector/ Sunderland arc
Safe & Welcoming Neighbourhoods			
Improving Existing Stock			
SN1	Housing Adaptation Design Guide	Short	SCC
SN2	Selective Licensing of Private Landlords and Tenant Accreditation	Short	SCC
SN3	Residential Areas - stock improvements	Short-Long	NDC/ SCC/ HCA/ Private
Wider Housing Choice			
SN4	Middle Hendon - new housing sites	Short-Medium	NDC/ SCC/ HCA/ Private
SN5	Southern Gateway	Medium	Private/ HCA
SN6	UDP Defined Site	Medium	Private
SN7	Intensification - Other Infill / Gap Sites	Medium	NDC/SCC/HCA/Private
SN8	Wider Housing Choice - Full Cost Homes	Medium-Long	SCC/Private/HCA/One North East
SN9	Wider Housing Choice: Facilitation of 'intermediate market' sector housing	Short-Medium	SCC/Private/HCA/One North East/RSL
Safe and Welcoming			
SN10	Community Safety	Short-Medium	NDC/SCC
SN11	Public Realm Improvements	Short-Medium	SCC/Private

Local Employment			
Existing Employment Zone			
LE1	Employment Zone	Medium	SCC/Sunderland arc
LE2	Incubator / 'Grow On Space' / Managed Work Space	Medium	SCC/ Sunderland arc/ One North East
LE3	New Business Premises	Medium	SCC/ Sunderland arc/ One North East
LE4	SPZ	Short	SCC
New Employment Locations			
LE5	Southern Gateway Site: Preparation of a development brief	Short-Medium	SCC/ Private Sector
LE6	Southern Gateway Site: investigate the viability	Short-Medium	SCC/ Private Sector
LE7	White House Road	Short-Medium	SCC
Supporting Local Employment			
LE8	Local Centres Employment	Short-Medium	SCC
LE9	Addressing Worklessness	Short-Medium- Long	SCC/ PCT/ One North East
LE10	Skills Development - Schools	Short-Medium- Long	SCC
LE11	Skills Development - Post 16	Short-Medium- Long	SCC/ One North East
LE12	Skills Development - Entrepreneurs	Short-Medium- Long	SCC/ One North East/ SES
LE13	Skills Development - retail/other services	Short-Medium- Long	SCC/ One North East

5.6 Embedding in Planning Policy

The production of this comprehensive Regeneration Framework has involved consultation with community representatives, interest groups, stakeholders, public agencies, business community and other key consultees throughout. It is anticipated that the Hendon and East End Regeneration Framework will contribute towards the evidence base for the future planning policy framework for the area, and will continue to inform the regeneration of the area when the NDC programme ends in 2011.

BotM are keen that this comprehensive Regeneration Framework is used to help shape the future planning of Hendon and the East End. Sunderland City Council has advised that the Council may have resources to support the preparation of a Supplementary Planning Document (SPD) or a community plan based on the Regeneration Framework. If an SPD is pursued, the document cannot allocate specific sites for specific uses and the plan must expand on policy set out in the Core Strategy or Site Allocations Development Plan Document (DPD).

Sunderland City Council has recently revised the programme to bring forward the Local Development Framework for the City. Further consultation into the Core Strategy Issues and Options will commence in September 2009 and more detailed drafts of the Core Strategy will follow setting out in more detail strategic policies for the future development across the City. The Core Strategy is planned to be adopted in November 2011.

SPDs may take the form of design guides, area development briefs, a masterplan or issue-based documents. The process means that SPDs can be adopted without an examination, making it a more streamlined process than other planning documents such as Area Action Plans.

As part of the Local Development Framework, SPDs cannot override adopted policies, but they must be taken into consideration when determining planning applications and consequently can have a large influence on decisions made in an area. If prepared in the right way, they can also provide an impetus for change if there is sufficient focus on delivery to ensure that proposals are achievable.

The original guidance on SPD preparation states that they must be subject to public consultation and include a Sustainability Appraisal (SA). However, provision in the Planning Act, which came into force in 26th November 2008, removes the requirement for SAs of SPDs. Should some form of SPD be brought forward for Hendon and the East End, it will therefore be for Sunderland City Council to decide whether or not a SA should be carried out. However, in accordance with best practice there would still be the need for at least a screening under EU Directives on Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA), possibly requiring either or both as a result. As with the SA, this should be carried out at the outset to help inform the option generation for the SPD. It is still necessary for the draft SPD to be subject to public consultation.

5.7 Co-ordinated Service Delivery

The improvement of service delivery by local authorities has been a common theme over recent years, with a view to improving efficiency as much as providing better services. The Local Government White Paper (2000) proposed that authorities should be required to develop community strategies. To be developed with local people, business, public and voluntary organisations, these would set out how the authority and its partners would work together to promote the well-being of their local community by supporting a more co-ordinated and coherent response to local service delivery.

This was further developed in the White Paper Strong and Prosperous Communities (2006) which emphasised that Councils need to challenge traditional models of service delivery, root out waste, work with others, share services, skills and knowledge in order to deliver services more efficiently. This paper introduced the use of Local Area Agreements (LAAs) to help the process.

Sunderland City Council has embraced this process and has been working within the Sunderland Partnership (the Local Strategic Partnership since 2002) since 1994. This has a broad membership representing key stakeholders in the city. The partnership (and therefore SCC) is working towards the achievement of a long term vision for the city set out in the Sunderland Strategy and has adopted the five priorities it contains as its own Corporate Priorities (alongside four other improvement objectives). These priorities are:

- Prosperous City
- Healthy City
- Safe City
- Learning City
- Attractive and Inclusive City

The Council's annual strategic planning process requires the Council's directorates to demonstrate how the service improvement activity they undertake contributes to the priorities of the Sunderland Strategy, thereby strengthening the Council's strategic planning and the activity undertaken to deliver the Sunderland Strategy.

The Corporate Improvement Objectives articulate how the Council intends to continue to improve service delivery to the benefit of its customers, by reviewing how resources are being used and adopting new practices. These objectives are:

- Delivering Customer Focused Services
- Being 'One Council'
- Efficient and Effective Council
- Improving Partnership Working To Deliver 'One City'

The Local Area Agreement (LAA) for Sunderland provides a shorter term focus for partnership activity and resource allocation. It also sets a framework for targeting activity at the agreed priorities and the development of further, improved joined up working at a local level.

The themes set out in the LAA reflect those of the Sunderland Strategy, although they are combined, are as follows:

- The Prosperous and Learning City
- Healthy City
- Developing high quality places to live

The Council has recently restructured their longstanding Local Area Committees across the city, to support delivery of the LAA and provide a better link between residents, councillors and the council and to ensure that local views are represented. Hendon and the East End lies within the 'East' Local Area. A Local Area Plan has been prepared covering the period to 2011. This has involved extensive consultation with local people to identify the priorities for action to address the five themes of the Sunderland Strategy and also focus activity and resources on the key issues for the area in which they live. This will allow both the council and its partners to continue to make a demonstrable difference in the quality of people's lives within their own community, in other words – **local priorities focusing on local people.**

The vision and actions proposed in the Regeneration Framework for Hendon and the East End echo the priorities for the City Council as a whole and thus their implementation will benefit from the moves towards increased co-ordination of activity both within the Council and where it works with partners at the city and local area levels.

CABINET MEETING – 14TH APRIL 2010

EXECUTIVE SUMMARY SHEET

Title of Report:

Electricity Supply for the Low Carbon Economic Area in Washington

Author(s):

Chief Executive and Director of Financial Resources

Purpose of Report:

To seek Cabinet's approval to a proposed financial contribution by the Council towards the cost of providing new electrical infrastructure in the Washington area.

Description of Decision:

Cabinet is requested to:

- a) agree to a Council contribution of £1 million towards the cost of the provision of new electrical infrastructure in the Washington area, matched by a £1 million Single Programme Grant from One North East (ONE).
- b) authorise the Chief Executive and the Director of Financial Resources to agree suitable contract terms with the Council's delivery partner, Nissan, in relation to the procurement of the infrastructure

Is the decision consistent with the Budget/Policy Framework?

***Yes/No**

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason(s) for Decision:

The City Council has consistently placed a high priority on economic prosperity in the city and has for many years invested in infrastructure developments to enable business expansion and jobs growth.

The need for an additional electricity supply capacity of 14MVA in the Washington area has been established through a survey commissioned by ONE of existing and future electricity requirements in the area. The proposed facility will meet the anticipated future electricity needs of the local area as identified in the survey in order to support future development in the locality and also facilitate the expansion plans of Nissan and other private sector organisations, which will create further job opportunities for Sunderland residents in the current difficult economic environment.

Alternative options to be considered and recommended to be rejected:

Not to provide the infrastructure would mean that the established need for additional electricity supply to the Washington area in order to facilitate future development in the area would not be met. Accordingly the option of not investing in the requisite electrical infrastructure is not recommended. In addition, the option of procuring this electrical infrastructure separately and not through a joint venture with Nissan has also been rejected as this would not achieve the same economies of scale as the proposed collaborative procurement.

Is this a “Key Decision” as defined in the Constitution? Yes	Relevant Scrutiny Committee: Management
Is it included in the Forward Plan? Yes	

ELECTRICITY SUPPLY FOR THE LOW CARBON ECONOMIC AREA IN WASHINGTON

REPORT OF THE CHIEF EXECUTIVE AND DIRECTOR OF FINANCIAL RESOURCES

1. PURPOSE OF REPORT

- 1.1 To seek Cabinet approval to a proposed financial contribution by the Council towards the cost of providing new electrical infrastructure in the Washington area.

2. DESCRIPTION OF DECISION

- 2.1 Cabinet is requested to:
 - a) agree to a Council contribution of £1 million towards the cost of the provision of new electrical infrastructure in the Washington area, matched by a £1 million Single Programme Grant from One North East (ONE).
 - b) authorise the Chief Executive and the Director of Financial Resources to agree suitable contract terms with the Council's delivery partner, Nissan, in relation to the procurement of the infrastructure.

3. BACKGROUND

- 3.1 Cabinet will be aware that modern manufacturing activity can require substantial amounts of electricity to support state of the art production techniques.
- 3.2 In anticipation of increasing demand for electricity likely to be generated by businesses in the Low Carbon Economic Area, particularly in Washington, a survey of both existing and anticipated future supply and demand was carried out by One North East (ONE).
- 3.3 The survey showed that the current electricity supply in the Washington area is operating close to maximum capacity. As a consequence, in order to meet anticipated future demand a new substation providing a supply of up to 14 MVA needs to be provided in the local area within the next two years. In addition to this, Nissan require a further 12 MVA supply as a result of their own expansion plans. Accordingly the proposal is to co-ordinate the delivery of the additional 14MVA facility required for the local area and the 12MVA required by Nissan through one project to achieve economies of scale and the construction of one new facility to supply 26 MVA for the benefit of all businesses and users in the Washington Area.

4. CURRENT POSITION

- 4.1 Late last year discussions regarding the potential project were held between the Council and ONE with Nissan, who is likely to need an increased supply to service the recently announced battery manufacturing facility, to determine a way forward for the provision of additional capacity.
- 4.2 As a result of these discussions, ONE sought indicative costs from potential suppliers. Following receipt of these indicative costs ONE`s consultant advised that the likely cost for the provision of the 14 MVA facility through a joint venture model with Nissan is £2 million.
- 4.3 The current proposal is that funding for the provision of the 14 MVA facility will comprise a contribution of £1 million from the City Council and £1 million Single Programme Grant Funding from ONE. The contribution from ONE will be in addition to that already agreed for current Single Programme Investment Plan projects.
- 4.4 The proposal is that the new sub-station with a capacity of 26MVA at a total cost of £5.5million will be located on Nissan`s existing site and as a consequence will be procured by Nissan on behalf of both itself and the public sector. This will require a Project Agreement to be completed with Nissan. The Council`s maximum financial contribution to the project will be the £2million funding as described in paragraph 4.3 above, which includes £1million additional Single Programme funding to the Council from ONE, in consideration for the procurement by Nissan of the 14MVA facility for the benefit of the local area. This procurement of the 14MVA facility through Nissan is below the EU threshold for works contracts and the amount of funding to be provided by the Council under the proposed agreement will not exceed 50% of the total project costs.

5 REASON FOR DECISION

- 5.1 The City Council has consistently placed a high priority on economic prosperity in the city and has for many years invested in infrastructure developments to enable business expansion and jobs growth.
- 5.2 The need for an additional electricity supply capacity in the Washington area has been established through the survey of existing and future electricity requirements in the area commissioned by ONE. The proposed facility will meet the anticipated future electricity needs of the local area as identified in the survey in order to support future development in the locality and also facilitate the expansion plans of Nissan and other private sector organisations. This will enable the creation of further job opportunities for Sunderland residents in the current difficult economic environment and is therefore considered to

be a proper exercise of the Council's wellbeing powers under section 2 of the Local Government Act 2000.

6. ALTERNATIVE OPTION

- 6.1 Not to provide the infrastructure would mean that the established need for additional electricity supply to the Washington area in order to facilitate future development in the area would not be met. Accordingly the option of not investing in the requisite electrical infrastructure is not recommended. In addition, the option of procuring this electrical infrastructure separately and not through a joint venture with Nissan has also been rejected as this would not achieve the same economies of scale as the proposed collaborative procurement.

7. FINANCIAL IMPLICATIONS AND RISK ASSESSMENT

- 7.1 A Council contribution of £1 million towards the cost of a new substation to service the Low Carbon Economic Area in Washington is required. The Council has received confirmation from ONE NE that its contribution of £1 million will be payable to the council through Single Programme Grant funding.
- 7.2 Provision for the Council's contribution is included in the Capital Programme. The contribution will be funded from 'one off' resources identified through the budget setting process for 2010/2011.
- 7.3 Failure to invest in the provision of additional electricity capacity required to facilitate future development in the local Washington area could result in the loss of job opportunities for local residents and the loss of the spending capacity of those jobs to the local economy.

In addition it could have an adverse impact on the City's image, to other potential inward investors, as a vibrant local economy.

- 7.4 In the current economic conditions, the Council would not wish to be seen as unresponsive to the provision of new development, further jobs and investment.

8. BACKGROUND PAPERS

- 8.1 Company File

CABINET MEETING – 14 APRIL 2010

EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

Future Jobs Fund Phase 2

Author(s):

Deputy Chief Executive

Purpose of Report:

To obtain approval of the council's role in coordinating and managing Phase 2 of the Future Jobs Fund programme in Sunderland, from April 2010 - December 2011.

Description of Decision:

The Cabinet is asked to approve the council's role in developing and managing Phase 2 of the Future Jobs Fund programme. Phase 2 will provide an estimated £1,547,000 funding which will be additional to the £2,034,500 that was allocated under Phase 1 of the programme, approved by Cabinet on 4 November 2009. The programme will be managed by the council in agreement with North Tyneside council which is the accountable body for the Tyne and Wear City Region. The Future Jobs Fund programme is managed nationally by the Department for Work and Pensions (DWP).

Is the decision consistent with the Budget/Policy Framework? *Yes

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason(s) for Decision:

Phase 2 of the Future Jobs Fund programme will enable an additional 238 six month jobs to be created in Sunderland during the period April 2010 - March 2011. This is in addition to the 313 opportunities under Phase 1. The beneficiaries of this programme will have stronger prospects of obtaining longer term employment having been employed in these jobs.

Alternative options to be considered and recommended to be rejected:

The alternative option of North Tyneside Council undertaking all management duties was rejected during the development of the programme as the workload and responsibility was considered excessive.

Is this a "Key Decision" as defined in the Constitution?
Yes

Is it included in the Forward Plan?
Yes

Relevant Scrutiny Committee:

Prosperity and Economic Development

CABINET – 14 APRIL 2010

FUTURE JOBS FUND PHASE 2

Report of Deputy Chief Executive

1. Purpose of the Report

- 1.1. This report seeks Cabinet approval to agree the council's management and coordination responsibilities for Phase 2 of the Future Jobs Fund programme on behalf of its partners in the city.
- 1.2. Formal approval is required to enable the council to continue to manage Phase 2 of the Future Jobs Fund in line with Department for Work and Pensions guidance and as part of a legal agreement with North Tyneside Council which is the accountable body for the Tyne and Wear City Region.

2. Description of Decision

- 2.1. The Cabinet is asked to approve the council's role in developing and managing an additional estimated grant of £1,547,000 to enable delivery of Phase 2 of the programme, under the terms of the grant agreement with North Tyneside Council, the accountable body for the Tyne and Wear City Region Employment Consortium.
- 2.2. The combined total of the Department for Work and Pensions grant to be managed by the council under Phases 1 and 2 of the programme is £3,581,500 based on the creation of over 550 local jobs.

3. Introduction/Background

- 3.1. The Future Jobs Fund was announced in the April 2009 Budget. The programme aims to create 150,000 new jobs primarily for 18-24 year olds who are at risk of being unemployed for more than 6 months. An additional 50,000 jobs will be created for long term unemployed adults. Initially it was intended that the programme would run until March 2011; it was announced, however, in the March 2010 budget that the Government intended to extend the programme until 2012.
- 3.2. The main aim of the Future Jobs Fund is to reduce the impact of the economic downturn on young people aged 18-24 and individuals in unemployment hotspots claiming other forms of benefit. The whole of Sunderland qualifies as a hotspot.
- 3.3. A successful bid for a Future Jobs Fund programme was submitted to the Department for Work and Pensions in June 2009 by North Tyneside Council on behalf of the Tyne and Wear City Region Employment Consortium which includes the Tyne and Wear,

Northumberland and Durham authorities. The City Region is seeking to create 3,450 jobs between October 2009 and March 2011, consisting of 1,610 in Phase 1 up to 31 March 2010 and 1840 in Phase 2 from 1 April 2010 until 31 March 2011.

- 3.4. It was estimated that over 550 jobs would be created in Sunderland over the full period of the programme of which 313 would be created in Phase 1. Also, some large organisations, such as Groundwork, Community Service Volunteers and Nexus, have submitted their own proposals which should create additional jobs in Sunderland.
- 3.5. Since May 2009, the council has consulted with Sunderland employers and support organisations to identify job opportunities. The jobs created to date have primarily been created in the public and voluntary sectors, in occupational areas such as health and social care, business and administration, ICT, customer service, youth work, catering and hospitality, community development, childcare, construction, sport and recreation.
- 3.6. The Department for Work and Pensions pays a grant of £6,500 for each job created. This grant can be used to cover wages, management, support and training costs. Each job must last for 6 months, involve at least 25 hours a week of employment and be paid at national minimum wage levels. Other funding can be used to extend the period of the jobs.

4. Current Position

- 4.1. Under Phase 1, 246 of the target 313 job opportunities in the city have been created; 146 of these jobs have been filled. A further 49 job opportunities have already been identified under Phase 2.
- 4.2. Following a delayed start to the programme in November 2009, Sunderland's performance relative to the rest of the Tyne and Wear City Region has been good. At the end of February 2010, Sunderland had almost double the number of Future Jobs Fund employees in post of any other local authority area.
- 4.3. In February 2010, the Department for Work and Pensions issued an extension to the grant offer letter to North Tyneside Council for Phase 2 of the programme, covering the period until 31 March 2011. The total grant offer for Phase 2 for the City Region amounts to £11,960,000 of which £1,547,000 is allocated to the city council.
- 4.4. The Department for Work and Pensions grant places considerable responsibilities upon the accountable body particularly in ensuring that appropriate evidence and associated documentation are maintained and that claims are processed quickly. Expenditure of the grant will be subject to audit certification.

- 4.5. North Tyneside Council has therefore issued a separate grant agreement to ensure that its partner authorities comply with these responsibilities. Under this agreement the council will be responsible for managing a total Future Jobs Fund grant of £3,581,500 for Phases 1 and 2 in accordance with the Department for Work and Pensions' guidance. If the council's estimated performance targets are met before the end of the programme this figure might increase as more jobs are allocated to Sunderland.
- 4.6. Each employer is required to sign an agreement confirming that it will comply with the grant procedures. Regular monitoring and verification visits are undertaken to check that employers are maintaining the correct paperwork and adhering to the agreement. The council is at risk of clawback of grant if the responsibilities are not discharged satisfactorily.
- 4.7. Management duties for Phase 2 will continue up until 31 December 2011. It is estimated that additional Department for Work and Pensions funding of approximately £102,000 will cover the council's costs of developing and managing the Future Jobs Fund from July 2009 until October 2010. Discussions are taking place with North Tyneside Council and the other councils to agree how the management costs for the remainder of Phase 2, estimated at a further £100,000, should be covered, from within the Future Jobs Fund grant, Working Neighbourhoods Fund or other sources.
- 4.8. A risk register for the Future Jobs Fund in Sunderland is being managed in liaison with the prospective employers and the council's risk management team. The register has been reviewed and amended to reflect the changes in the programme to date and the transition from Phase 1 to 2 of the programme.
- 4.9. An Impact Needs Requirement Assessment (INRA) has also been prepared to ensure that the programme meets national equality standards. The INRA will assist in the monitoring and evaluation of the programme and its impact on specific customer groups.

5 Reasons for the Decision

- 5.1. Recent estimates indicate that each month 300 and 450 young people would be eligible for a Future Jobs Fund opportunity. The importance of a programme which is designed to prevent members of this age group from becoming long term unemployed is therefore clear.
- 5.2. Although they will have no guarantee of continued employment, the beneficiaries will be in a stronger position to seek other jobs or training and thereby avoid longer term unemployment. Support is in place to assist clients in seeking further employment or training.

- 5.3. The overall impact of the Future Jobs Fund will be measured by the beneficiaries' success in moving into more permanent employment or training at the end of the 6-month job. The initial jobs which commenced in November 2009 will finish in May 2010 so it is too early to assess the impact in these terms.
- 5.4. Future Jobs Fund has received a positive welcome from many employers in the city. Monthly local development meetings are held to ensure that delivery arrangements are coordinated and to receive feedback on referral and recruitment issues and to liaise on post employment support. A good partnership has been established between the council, employers and Jobcentre Plus, who are responsible for checking the eligibility of clients and making referrals to employers.
- 5.5. Prior to the start of the programme, two management options were considered: first, that North Tyneside Council managed the whole process, or second that it delegated responsibility for local management to the council. The latter option was preferred as it:
- 1) enabled workload and responsibility to be shared among the local authorities of the Tyne and Wear City Region;
 - 2) supported the continued development of the local partnership approach to the Future Jobs Fund;
 - 3) provided flexibility in managing the Future Jobs Fund in Sunderland while ensuring that the Department for Work and Pensions requirements were fulfilled.
- 5.6 The council has considerable experience of delivering externally funded programmes. Under Phase 1, it has quickly established the management processes and systems that are necessary for a programme of this scale and complexity.
- 5.7 The council also now has the option of not progressing with Phase 2. Although the Phase 1 target is still to be met, and the success of beneficiaries in obtaining other employment or training cannot be established yet, the relative good progress in delivering the Future Jobs Fund to date indicates that the programme is worthwhile in improving the employment prospects in the city, particularly for young people.

6. Alternative Options

- 6.1. The Tyne and Wear City Region Future Jobs Fund programme has been developed on the understanding that all local authorities would share in its development and management. The alternative option of North Tyneside Council undertaking all responsibilities has not been explored in more detail since:
- 1) the workload and responsibility would be excessive for one authority;

- 2) the proposed arrangement enables responsibility to be shared among the authorities;
- 3) local contact, which has been important in developing the programme, will be maintained throughout its implementation

6.2 The option of not participating in Phase 2 has not been examined in detail since it would remove the employment opportunities that are provided through the Future Jobs Fund. It also would weaken the Tyne and Wear City Region partnership arrangements.

7. Relevant Considerations / Consultations

- a) **Financial Implications** – The Director of Financial Resources has been consulted about the report and in the development of the management arrangements of the Future Jobs Fund programme. Consultation will continue with regard to how the council manages its grant responsibilities and to ensure that these are fulfilled.
- b) **Risk Analysis** – a risk analysis and review process are in place, as explained in the report.
- c) **Employee Implications** – It is intended that the City Council will create up to 30 six month fixed term jobs during Phases 1 and 2 of the Future Jobs Fund programme. Links to the Council's Modern Apprenticeship programme are currently being explored.
- d) **Legal Implications** – The Chief Solicitor has been consulted about the administration of the programme, including the Grant Agreement with North Tyneside Council and the agreement with individual employers.
- e) **The Race Relations (Amendment) Act 2000 and the Council's Race Equality Scheme / f) Disability Discrimination Act**
An Impact Needs Requirement Assessment has been undertaken of the operation of the Future Jobs Fund in Sunderland.

10. Background Papers

Department for Work and Pensions guidance on the Future Jobs Fund Phase 1 and 2 Grant Offer Letter from DWP to North Tyneside Council
Grant offer letter from North Tyneside Council to Sunderland City Council
Future Jobs Fund: Sunderland Delivery Plan

Available from Strategic Programmes and Europe Team, Room 2.74,
tel: 561 1916.

<p>CABINET MEETING – 14 APRIL 2010</p> <p>EXECUTIVE SUMMARY SHEET – PART I</p>	
<p>Title of Report:</p> <p>LOCAL DEMOCRACY, ECONOMIC DEVELOPMENT AND CONSTRUCTION ACT 2009</p>	
<p>Author(s):</p> <p>Report of the Chief Solicitor</p>	
<p>Purpose of Report:</p> <p>This Act received Royal Assent on 12 November 2009. This report summarises its contents, except for Part 8 which deals with construction contracts.</p>	
<p>Description of Decision:</p> <p>That Cabinet notes the summary and the steps which are being taken to implement the provisions of the Act and that a further report will be prepared for Council to consider a petitions scheme.</p>	
<p>Is the decision consistent with the Budget/Policy Framework? Yes</p>	
<p>If not, Council approval is required to change the Budget/Policy Framework</p>	
<p>Suggested reason(s) for Decision:</p> <p>To ensure members are informed of pertinent developments under the Act and of the steps which have been and are being taken to give effect to its provision.</p>	
<p>Alternative options to be considered and recommended to be rejected:</p> <p>The Council is obliged to comply with the legislation as it is implemented.</p>	
<p>Is this a “Key Decision” as defined in the Constitution? No</p>	<p>Relevant Scrutiny Committee: Management</p>
<p>Is it included in the Forward Plan? No</p>	

**LOCAL DEMOCRACY, ECONOMIC DEVELOPMENT AND
CONSTRUCTION ACT 2009**

Report of the Chief Solicitor

1. Purpose of Report

This Act received Royal Assent on 12 November 2009. This report summarises its contents, except for Part 8 which deals with construction contracts.

2. Description of Decision

That Cabinet notes the summary and the steps which are being taken to implement the provisions of the Act and that a further report will be prepared for Council to consider a petitions scheme.

3. Background and Current Position

Part 1: Democracy & Involvement

**3.1 Chapter 1: Duties Relating to promotion of Democracy
(sections 1-8) (general duties to be introduced on 15 June 2010,
and e. petitioning on 15 December 2010).**

Sunderland City Council (hereafter “the Council”) as a ‘principal local authority’, is required to “promote understanding” amongst local people of:

- its functions as an authority;
- its democratic arrangements (i.e. for members of the public to participate in, or influence, the making of decisions); and
- how members of the public can take part in those democratic arrangements and what is involved in taking part – including how to become a member; what members do; and what support is available from the authority.

The Council is also given a similar duty to promote such understanding of its “connected authorities”. These are specified public bodies which have a strong local presence and make decisions directly relevant to local people in Sunderland. They include health bodies; the police authority; schools and further education colleges; the fire and rescue authority; the integrated transport authority; probation services and parish councils.

The Secretary of State can make an Order requiring “connected authorities” to provide information to the Council as the principal local authority, but the Government advises this power will only be used if

the “intention of the duty is significantly frustrated by the failure of one or more authorities to provide the necessary information”.

There is also a similar duty on the Council to promote understanding of courts boards, independent monitoring boards for prisons and immigration removal centres; youth offending teams and lay justices.

The Secretary of State can produce statutory guidance which the Council must take into account in deciding how to discharge these duties.

3.2 Chapter 2: Petitions to Local Authorities (sections 10-22)

The explanatory notes to the Act state the purpose is to make local decision making more transparent by requiring local authorities to respond to petitions which meet certain criteria.

These provisions require the Council to (a) provide a facility for people to submit petitions electronically and (b) make, publicise and comply with a scheme for handling both paper and electronic petitions.

Where petitions meet specified criteria and are therefore deemed to be “active” petitions, there is a requirement to acknowledge the petition within a specific period (for example days) and to take certain steps set out in the scheme (so long as the petition is not vexatious, abusive or otherwise inappropriate). “Active” petitions must be signed by the minimum number of persons (as specified in the scheme) and require the Council to either do or to stop doing something and relate to a “relevant matter” i.e. either (a) the functions of the authority or (b) an improvement in the economic, social or environmental wellbeing of its area to which any of its partner authorities could contribute. This means that the Council will need to deal with petitions which relate to the functions of partner authorities, not only its own functions.

The petition scheme must include options on how the Council will deal with active petitions, e.g. holding an inquiry or a public meeting; commissioning research; giving effect to the request in the petition; referring to a scrutiny committee; given a written response to it explaining the council’s position on the issues raised. One or more of the specified steps must be taken.

There is an automatic right for the matter raised in an active petition to be debated in full council if enough people (as specified in the scheme) have signed it. This cannot be fixed at more than 5% of the population.

Senior officers can also be called to account before a public meeting of a scrutiny committee, in relation to functions for which the officer is responsible, if enough signatories (as specified in the scheme) request this. The Council can decide which of its officers can be called to

account but the scheme must as a minimum include the Chief Executive and all chief officers.

The Secretary of State may issue guidance on what a petition scheme should contain, including a model scheme which authorities can adopt with or without modification. Consultation has taken place on this. The model contains examples of actions to be taken in respect of:

- alcohol related crime and disorder
- anti-social behaviour
- under-performing schools
- under-performing health services

In an announcement made on 30 March 2010 it was indicated that the duty will be brought into force on 15 June 2010 and the e. petition requirements will come into force on 15 December 2010. Statutory guidance and a model scheme have just been published. These will be considered and be the subject of a further report. A software system has been purchased and staff are being trained on its use.

3.3 Chapter 3: Involvement in Functions of Public Authorities (sections 23-24) (in force from 1 April 2010)

This places a duty on various specified public authorities to involve representatives of 'interested persons' in the exercise of their functions, where they consider it is appropriate to do so. These authorities must consider ways of securing such involvement, through informing representatives, consulting them and involving them in other ways.

The public authorities given this duty include the Arts Council, Sports Council, Environment Agency, Health and Safety Executive, regional development agencies, police authorities, chief officers of police, probation boards, youth offending teams, etc.

An 'interested person' is anyone likely to be affected by, or interested in, the exercise of any function by the public authority in question. The Council will presumably be an 'interested person' in relation to many of these public authorities.

3.4 Chapter 4: Housing (sections 25-26) (in force from 12 November 2009)

The Secretary of State is given power to establish a body to represent (nationally) the views and interests of housing tenants in England, in both social housing and other residential property. S/he can either create such a body, fund others to create it, or fund an existing body. The body may also conduct or commission research into issues affecting such tenants and promote their representation by other bodies.

The Secretary of State is also given power to nominate a body representing the tenants of social housing in England for consultation about certain functions of the social housing regulator under the Housing and Regeneration Act 2008.

3.5 Chapter 5: Local Freedoms and Honorary Titles (sections 27-29) (in force from 12 January 2010)

The existing power of some local authorities to appoint men or women as honorary freemen is extended to all local authorities, including parish councils. Provision is also made to appoint women as honorary freewomen or honorary alderwomen.

3.6 Chapter 6: Politically Restricted Posts (section 30) (in force from 12 January 2010)

The salary threshold for defining politically restricted posts is removed (it was £36,730). This will substantially reduce the number of politically restricted posts in the Council. Such posts are now limited to the head of paid service, chief officers, officers with delegated powers under the Local Government Act 1972, political assistants (which this Council does not have) and officers who regularly advise the council, the executive or their committees or who regularly speak to the media on behalf of the Council. The list the Council must keep of politically restricted posts is being revised to reflect this amendment.

3.7 Part 2: Local Authorities: Governance and Audit

Chapter 1: Governance (sections 31-33) (all in force from 1 April 2010)

The Council must appoint a designated “scrutiny officer” to:

- Promote the role of overview and scrutiny committees;
- Provide support for them; and
- Provide support and guidance to members and officers in relation to the functions of overview and scrutiny committees.

This officer cannot be the Monitoring Officer, Chief Finance Officer or Head of Paid Service. Personnel Committee appointed Charlotte Burnham as the designated Scrutiny Officer at its meeting on 25th March 2010.

The Secretary of State is also given power to make regulations to broaden the scope of joint overview and scrutiny arrangements (currently limited to county council areas for scrutiny of local improvement targets only. The regulations may allow joint overview and scrutiny committees to be set up by and two or more local authorities and will allow them to make reports and recommendations

on any matters (except certain crime and disorder matters) and to require associated authorities to provide them with information.

3.8 Chapter 2: Mutual Insurance (sections 34-35) (commencement date yet to be appointed)

Following the London Authorities Mutual Limited v Brent LBC, (the LAML decision) of the Court of Appeal in June 2009, a new explicit power is given to “qualifying authorities” to participate with other qualifying authorities in a body corporate set up to provide insurance to each other and other prescribed bodies. The list of ‘qualifying authorities’ includes district and county councils, as well as police, fire and rescue and integrated transport authorities.

The Secretary of State may impose restrictions or conditions on the use of these powers and publish statutory guidance on how they should be exercised.

3.9 Chapter 3: Audit of Entities Connected with Local Authorities (sections 36-54) (commencement date yet to be appointed).

The Audit Commission is given power to appoint an auditor for any relevant entity (i.e. any company, limited liability partnership or industrial and provident society) which is connected with a local authority and meets other qualifying conditions, which will be specified in regulations.

A local authority must notify the Audit Commission when it becomes aware that an entity meets, or ceases to meet, the criteria. The Audit Commission may appoint an auditor for any financial year or the entity (unless it is exempt from audit, e.g. dormant). The entity can if it wishes appoint the same auditor to carry out its statutory audit, at no additional cost.

The Audit Commission appointed auditors must issue a public interest report if any matter relating to the financial affairs or corporate governance of the entity comes to their attention which they consider would be in the public interest to bring to the attention of either the entity itself, the local authority to which it is connected or the public. There are detailed provisions on how the entity and the local authority should deal with any such public interest report.

The auditors are given extensive powers to access information.

3.10 Part 3: Local Government Boundary and Electoral Change (sections 55-68 and Schedules 1 to 4) (in force from 1 April 2010)

The Local Government Boundary Commission for England is established as a body corporate and takes over the functions of the Boundary Committee for England (subject to some modifications). It

will be responsible for reviewing from time to time the areas of each principal council and making recommendations about changes to electoral arrangements. This could cover the number of members, wards and relevant boundaries as well as the name of electoral areas and any consequential parish changes. There are requirements to inform interested parties, consult and take any representations into consideration. The final recommendations must be published in a report and then publicised. An Order is required to give effect to the recommendation(s).

Councils may also request the Commission to undertake a review and to make recommendations for single member electoral areas.

3.11 **Part 4: Local Authority Economic Assessments (section 69) (in force from 1 April 2010)**

The Council as a principal local authority, will have a duty to prepare an assessment of the economic conditions of its area. It may revise the assessment, or any part of it, at any time. It must consult such persons as it considers appropriate in carrying out these functions.

The Council will need to have regard to guidance to be issued by the Secretary of State on what an assessment should contain, and how and when it should be prepared and revised. The draft statutory guidance, suggest the assessments should:

- provide a sound understanding of economic conditions and how affect local businesses and residents.
 - Identify economic linkages and wider economy.
 - Identify comparative strengths and weaknesses, challenges and opportunities.
- Identify constraints to local growth and employment and address;
 - economic geography
 - business and enterprise
 - people and communities
 - sustainable economic growth
 - economic competitiveness
 - a worklessness assessment
 - Should have particular regard to government publications
 - “new industry new jobs”
 - “partnership for growth”
 - “transforming places: changing lives: taking forward the regeneration framework”

Sunderland is well placed because of the earlier work undertaken on its Economic Masterplan and the economic assessment and the Masterplan will be closely linked.

3.12 **Part 5: Regional Strategy (sections 70-87 and Schedule 5) (all in force from 1 April 2010)**

There will be a regional strategy for each region except London. The strategy must set out policies in relation to sustainable economic growth, development and the use of land within the region. It must include policies designed to contribute to the mitigation of, and adaptation to, climate change.

The regional strategy will replace both the existing regional spatial strategy (which sets out the Secretary of State's policies in relation to the development and use of land within the region) and the regional economic strategy (the strategy produced by the regional development agency relating to the economic development and regeneration of the region, the promotion of employment, business efficiency and investment, and contribution to sustainable development).

To maintain continuity, on 1 April 2010 (when these provisions come into force) the regional strategy will consist of the existing regional spatial strategy and regional economic strategy.

Leaders' Boards

Section 71 which came into force on 25 November 2009) requires "participating authorities" to make a scheme to establish and operate a "Leaders' Board" for the region. District and county councils are 'participating authorities' (as well as any National Park authority). The scheme and business plan was approved by the Secretary of State on 30 March 2010.

The Leader' Board comprises the Leaders/Elected Mayors of the 12 North East Local Authorities and the Northumberland National Park Authority.

The Board is intended to enable the authorities to act collectively at a regional level.

The Secretary of State has power to fund the Leaders' Board, or a participating authority in respect of that Board, as well as the power to withdraw approval for the Board where it is not operating effectively.

The regional development agency (RDA) and the Leaders' Board for the region are jointly the 'responsible regional authorities' (RRAs) for the purpose of fulfilling the obligations to revise and implement the regional strategy. If there is no Leaders' Board, the RDA will act alone.

The RRAs have a duty to keep the regional strategy under review, either when they think appropriate or when specified by the Secretary of State under regulations or by direction. They must also prepare, publish and comply with a statement setting out their policies for involving interested persons when preparing a draft revision of the regional strategy.

They must exercise these functions with a view to contributing to sustainable development and having regard to the desirability of achieving good design.

The RRAs may choose to hold an examination in public when preparing a draft revision of the regional strategy. They must inform the Secretary of State of their decision in this regard. S/he will appoint the person to hold any examination in public and may require one to be held even if the responsible regional authorities think otherwise.

There are various prescribed matters which must be taken into account in preparing a revised regional strategy.

Once the RRAs have prepared and published a draft revision of the regional strategy, along with a sustainability appraisal report on the proposals in the draft, these must then be submitted to the Secretary of State for approval.

The Secretary of State has reserved the power to revise a regional strategy, in whole or in part, where the RRAs fail to do so at the time specified in regulations or directions. S/he also has reserve power to revoke a regional strategy where s/he thinks it necessary or expedient to do so.

The RRAs have a duty to implement and monitor the regional strategy. In particular, they must publish and keep up to date an implementation plan and must make an annual report.

The regional strategy will be of the statutory development plan for an area and applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Until the strategy is revised, the statutory development plan for an area will only consist of the policies that were previously in the regional spatial strategy.

RDAs must have regard to the regional strategy in exercising their functions.

3.13 Part 6: Economic Prosperity Boards and Combined Authorities (sections 88-120 and Schedule 6) (in force from 17 December 2009)

Economic Prosperity Boards

Any two or more county or district councils may review the effectiveness and efficiency of existing arrangements to promote the economic development and regeneration of the area covered by the review. This area may include the area of a council not actually undertaking the review.

If two or more of the councils carrying out the review conclude that an economic prosperity board (EPB) would be likely to improve (a) the exercise of statutory functions relating to economic development and regeneration in the area and (b) its economic conditions, then they can prepare and publish a scheme to establish an EPB. A county or district council area can only be included in an EPB area if that council consents to inclusion.

The scheme must be submitted to the Secretary of State who (after consulting relevant councils and other appropriate persons) can make an order establishing an EPB if satisfied it is likely to improve both the exercise of statutory functions relating to economic development and regeneration in the area and the economic conditions in the area. An EPB area must consist of the whole of two or more contiguous county or district council areas.

The Secretary of State will also by order specify the constitutional arrangements of the EPB i.e. its membership, voting powers of its members and its executive arrangements. Any order must however provide that a majority of the EPB members are elected councillors of the local authorities within its area and appointed by those authorities. EPB members who are not elected councillors of its constituent councils will be non-voting members, although the voting members may resolve to allow non-voting members to vote.

The Secretary of State can also by order, in response to a submitted scheme:

- (a) direct that any specified functions of a council within an EPB area be exercisable by the EPB, either instead of or concurrently with that council, and either generally, or subject to limitations imposed by the Secretary of State. An EPB must perform any function with a view to promoting economic development and regeneration of its area.
- (b) Specify how the EPB will be funded and provide that its costs be met by its constituent authorities.

- (c) change the boundaries of an existing EPB (provided any council whose area is added or remove consents) or dissolve an EPB (if the majority of councils in its area consent).

Any constituent council of an existing EPB can review any of the above matters on which the Secretary of State can make an order and, if satisfied any such order would likely improve the exercise of economic development and regeneration functions in the area and its economic condition, can prepare a scheme proposing such an order for submission to the Secretary of State.

EPBs have the potential to dilute the Council's self-autonomy.

3.14 **Combined Authorities**

Any two or more county or district councils, EPB or ITA may review the effectiveness and efficiency of transport in the review area and of the existing arrangements to promote the economic development and regeneration of that area.

A combined authority must consist of the whole of two or more contiguous county or district council areas and cannot include any area which is within the area of an existing EPB or ITA. Thus, the Tyne and Wear area cannot be included within the area of a combined authority.

3.15 **Part 7: Multi Area Agreements (sections 121-137) (in force from 12 January 2010)**

A multi-area agreement ("MMA") is a document covering an area of two or more local authorities and specifies improvement targets for that area.

An improvement target is one for improving the economic, social or environmental well-being of the MAA area (or any part of it). The target must 'relate' to a local authority for the area, a partner authority, or another person acting, or having functions exercisable, in the area.

"Local authority" includes an EPB or a combined authority. The ITA is a "partner authority", as is the police authority, fire and rescue authority, PCT, local probation board, youth offending team and a development agency, as well as a range of other bodies.

The local authorities for a proposed MAA area may request the Secretary of State to direct that a MAA be prepared and submitted to him/her. The request must nominate one authority as the "responsible authority" in this case the Council, which will prepare and submit the draft. In making any request the authorities must have regard to any statutory guidance issues by the Secretary of State.

On receipt of a request, the Secretary of State can direct the responsible authority to prepare a draft MAA. The responsible authority (and other partner authorities) then have various duties e.g. to consult key stakeholders, co-operate with local and partner authorities in determining their respective targets, have regard to any statutory guidance.

The Secretary of State may approve, reject or require changes to a draft MAA. If approved it will last for the period specified in the Agreement.

Where a MAA has been approved, all local and partner authorities must, when exercising their functions, have regard to each improvement target which relates to them. The responsible authority has a duty to publish information about the MAA.

Provision is made for the submission for Secretary of State's approval of an existing MAA which was not prepared under the new legislation.

In addition, proposals can be made to revise an existing MAA by enlarging its area, extending its life or changing the improvement targets specified in it. There must be consultation on any revision proposals before submission to the Secretary of State.

The Secretary of State must consult on any statutory guidance relevant to this Part of the Act before issuing it.

This section gives statutory force to the existing arrangements and Cabinet has recently revised its targets.

4. **Alternative Options**

The Council is obliged to comply with the legislation as it is implemented.

5. **Reasons for the Decision**

To ensure members are informed of pertinent developments under the Act and of the steps which have been and are being taken to give effect to its provision.

CABINET MEETING – 14TH APRIL 2010

EXECUTIVE SUMMARY SHEET – PART I

Title of Report:
Carriageway Reconstruction and Surfacing Contract 2010 to 2014-Approval to Variation Order

Author(s):
Executive Director City Services

Purpose of Report:
This report seeks approval to a variation order for the Carriageway Reconstruction and Surfacing Contract.

Description of Decision:
Approval of the variation order of approximately £700,000 for the Carriageway Reconstruction and Surfacing Contract.

Is the decision consistent with the Budget/Policy Framework? Yes

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason(s) for Decision:
In accordance with the Constitution, Cabinet approval is required to approve contract variations exceeding £250,000 in value.

Alternative options to be considered and recommended to be rejected:
No alternative options are offered for consideration.

Is this a “Key Decision” as defined in the Constitution?
Yes

Relevant Scrutiny Committee:
Environment and Attractive City

Is it included in the Forward Plan
Yes

**CARRIAGEWAY RECONSTRUCTION AND SURFACING CONTRACT:
APPROVAL TO VARIATION ORDER**

REPORT OF THE EXECUTIVE DIRECTOR CITY SERVICES

1.0 Purpose of the report

- 1.1 This report seeks approval to a variation order for the Carriageway Reconstruction and Surfacing Contract.

2.0 Description of Decision

- 2.1 It is recommended that Cabinet approves the variation order of approximately £700,000 for the Carriageway Reconstruction and Surfacing Contract.

3.0 Background

- 3.1 At the meeting of 9th September 2009, Cabinet approved the principle of letting a highway maintenance carriageway reconstruction and surfacing contract.
- 3.2 Following Cabinet approval the procurement process was initiated with the intention of having a new contract in place by 1st May 2010.
- 3.3 After the procurement process had commenced, a review of the Street Scene service began in relation to the formation of the new City Services Directorate. As the review may have impacted on this area of work, and in order to maintain maximum flexibility, the procurement process for the Carriageway Reconstruction and Surfacing contract was put on hold.
- 3.4 The review of the Street Scene service has now progressed to a stage where it is considered that the procurement process should continue.

4.0 Proposal

- 4.1 The procurement process for the Carriageway Reconstruction and Surfacing Contract has recommenced, however due to the need to put the process on hold for some time and the timescales relating to EU Procurement the earliest commencement date for the new contract is October 2010.
- 4.2 In order to fulfil the council's duty to maintain the highway in a safe and serviceable condition it is proposed to extend the current contractor's arrangement until October 2010 which will allow the road resurfacing

element of the 2010-2011 Highway Maintenance Programme to proceed from the end of April through the summer months to October.

- 4.3 Based on previous years workload it is anticipated that approximately £700,000 worth of work will be undertaken during this period. Approval to a variation order to this amount is therefore sought. These costs will be met from the existing highways maintenance revenue budget and provisions within the approved capital programme.

5.0 Reason for Decision

- 5.1 In accordance with the Constitution, Cabinet approval is required to approve variation orders in excess of £250,000.

6.0 Consultations

- 6.1 The views of the Chief Solicitor and Director of Financial Resources have been incorporated in this report

7.0 Alternative Options

- 7.1 The option of seeking quotations for the interim period of April 2010 to October 2010 is not recommended as it is considered that the work involved would be disproportionate for the length of engagement and that continuing with the existing contractor would provide the best overall value for money.

8.0 Background Papers

Cabinet Report 20th April 2005
Cabinet Report 28th May 2008
Cabinet Report 9th September 2009

<p>CABINET MEETING – 14TH APRIL 2010</p> <p>EXECUTIVE SUMMARY SHEET – PART I</p>	
<p>Title of Report:</p> <p>NORTH EAST SMART TICKETING INITIATIVE – COLLABORATION AGREEMENT</p>	
<p>Author(s): Executive Director of City Services</p>	
<p>Purpose of Report: The purpose of the report is to obtain approval to enter into formal collaboration with the other Councils in the north east region to deliver the North East Smart Ticketing Initiative (NESTI) project.</p>	
<p>Description of Decision: Cabinet is recommended to:-</p> <ul style="list-style-type: none"> i) Approve full participation in the NESTI project ii) Authorise the completion of the Collaboration Agreement with the other Councils 	
<p>Is the decision consistent with the Budget/Policy Framework? Yes</p>	
<p>If not, Council approval is required to change the Budget/Policy Framework</p>	
<p>Suggested reason for Decision: The introduction of smart ticketing in the north east will improve the overall experience of using public transport and by removing one of the perceived barriers encourage greater use of public transport. It is important that the city council is fully involved with the NESTI project.</p>	
<p>Alternative options to be considered and recommended to be rejected: The city council is not obliged to sign the collaborative agreement but if it does not then the opportunity for direct involvement in delivery of the project and the opportunity to influence project outcomes will be lost.</p>	
<p>Is this a “Key Decision” as defined in the Constitution? Yes</p>	<p>Relevant Scrutiny Committee: Environment and Attractive City</p>
<p>Is it included in the Forward Plan? No</p>	

NORTH EAST SMART TICKETING INITIATIVE – COLLABORATION AGREEMENT

Report of the Executive Director of City Services and the Chief Solicitor

1.0 Purpose of the Report

1.1 The purpose of the report is to obtain approval to enter into formal collaboration with the other Councils in the north east region to deliver the North East Smart Ticketing Initiative (NESTI) project.

2.0 Description of Decision

2.1 Cabinet is recommended to:-

- i) Approve full participation in the NESTI project
- ii) Authorise the completion of the Collaboration Agreement with the other Councils

3.0 Background

3.1 Nexus has been working informally with the Tees Valley Joint Strategy Unit Northumberland and Durham County Councils and key transport operators to develop a regional project that will deliver smart ticketing infrastructure throughout the north east. The infrastructure consists of ticket machines on bus and at Metro stations, card readers and validators on buses together with the back office systems to support the implementation of smart ticketing products (also known as transport smartcards)

3.2 A transport smartcard is a credit card sized plastic card that contains an embedded microchip that stores information about the user's travel entitlements. A widely recognized and successful example is the Oystercard system operated by London Transport. The traveller typically buys travel products in advance which are then added to the microchip on the smartcard. When the traveller boards a public transport vehicle or enters a station, instead of purchasing or displaying a ticket or pass, they must present their smartcard to a machine (reader) that checks their entitlement to travel.

3.3 Most public transport smartcards are 'contactless' meaning that no physical contact is needed between the smartcard and the reader. Instead the traveller need only place the smartcard within the vicinity of the reader. As technology evolves smartcards themselves may be replaced by other electronic devices that can store information and be read by a reader, notably mobile phones and USB devices.

- 3.4 Smartcards are already used widely by many businesses and councils to make it easier for customers to access services and to build a closer relationship with the customer that helps the design of future services and rewards loyalty. It is also possible for other applications to be stored on a single smartcard.
- 3.5 The introduction of transport smartcards will modernise the process of paying for the use of public transport and will reduce boarding times. It should also be possible to pay only once for public transport travel that involves different modes (bus, Metro, heavy rail etc); that may be provided by different operators and that may cross district boundaries.
- 3.6 Nexus and its partners have been successful in obtaining approval from the Department for Transport for the transfer of £10 million from the North East Regional Funding Allocation to the Integrated Transport Block Allocations of the local authorities in the north east. The North East Leaders/Elected Mayors at their meeting on 7th October 2009 approved the initiation of the NESTI project; approved the use of the additional funding recently made available to finance the development and implementation of the project and approved the creation of a Partnership Board and governance structure.

4.0 Proposals

- 4.1 In order to formally establish the project and its delivery arrangements it is necessary for each partner to enter into a collaboration agreement which sets out the roles and responsibilities of the partners. The duration of the agreement is five years from 1st April 2010.
- 4.2 The collaboration agreement also sets out the governance arrangements for the project. In particular the lead authority is to be the Integrated Transport Authority (ITA) which will be accountable to the North East Leaders Board. A project board consisting of one representative from each of the parties including this Council will be established to act as an advisory and consultative body to the ITA. The ITA, insofar as it is legally able to do so will engage Nexus to manage the NESTI project.
- 4.3 This Agreement does not bind the Council to either (a) any expenditure or other financial commitment beyond the contribution of the existing RFA allocation for the project, as set out in Schedule 3 of the Agreement or (b) entering into any subsequent contractual commitments. The only proviso to this is that each authority may be required to be a member of ITSO (ITSO Ltd produce the specification to provide interoperability for smart ticketing schemes) and to pay its appropriate annual membership and operating fees. For the five Tyne and Wear local authorities, these fees will in fact be paid by Nexus under the Tyne and Wear transport funding arrangements.
- 4.4 Schedule 5 of the Collaboration Agreement contains the Outline Business Plan for the project as developed so far. Clause 3.6 of the Agreement contains the proposed commitment by the ITA to produce a more detailed costed projected programme for the Leaders' Board approval within 3 months of all parties signing the Collaboration Agreement.

4.5 In order to allow full engagement in the NESTI project it is proposed that the city council joins the proposed collaboration.

5.0 Reason for the Decision

5.1 The introduction of smart ticketing in the north east will improve the overall experience of using public transport and by removing one of the perceived barriers encourage greater use of public transport. It is important that the city council is fully involved with the NESTI project.

6.0 Alternative Options

6.1 The city council is not obliged to sign the collaborative agreement but if it does not then the opportunity for direct involvement in delivery of the project and the opportunity to influence project outcomes will be lost.

7.0 Relevant Considerations

The Chief Solicitor and Director of Financial Resources have been consulted and their comments are incorporated in the report.

Financial Implications

There are no direct financial implications associated with the collaboration agreement. The transfer to the NESTI project of the additional Integrated Transport Block allocation having been previously agreed as part of the 3rd Capital Review

8.0 Background Papers

Report to North East Leaders/Elected Mayors meeting 7th October 2009

Draft text of Collaboration Agreement 22nd March 2010

CABINET MEETING 14 APRIL 2010

EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

Procurement of Replacement Equipment for Sunderland Telecare

Author(s):

Executive Director Health, Housing and Adult Services

Purpose of Report:

This report seeks Cabinet's endorsement of the decision to procure replacement telecare equipment from Tunstall in line with the requirements of BT 21CN Programme.

Description of Decision:

Cabinet is recommended to endorse the decision to procure replacement telecare equipment to ensure Sunderland Telecare services are compatible with BT new communications network, the '21CN Programme'.

Is the decision consistent with the Budget/Policy Framework?

Yes

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason(s) for Decision:

Approval of decision to procure replacement telecare equipment from Tunstall to ensure that services to customers are compatible with BT 21CN Programme and the required deadlines.

Tunstall were selected after a 'Mini Competition' was undertaken by the Northern Housing Consortium (NHC) with all Suppliers on the NHS PASA Telecare Framework, that was over £250,000.

Alternative options to be considered and recommended to be rejected:

The BT 21CN Programme is being implemented by BT throughout the UK, to replace its entire communications network, therefore Sunderland Telecare must provide equipment to citizens of Sunderland which is compatible with 21CN.

To ensure a safe and effective response to customers, Sunderland Telecare must replace significant numbers of telecare units.

The replacement equipment must be procured from the existing provider, Tunstall (in accordance with the NHC 'Mini Competition') to ensure the best service to customers; at a discounted price to the Council; and in line with timescales.

Is this a “Key Decision” as defined in the Constitution? Yes

Is it included in the Forward Plan?
Yes

Relevant Scrutiny Committee:
Health & Well Being

REPORT OF EXECUTIVE DIRECTOR OF HEALTH, HOUSING & ADULT SERVICES

PROCUREMENT OF REPLACEMENT EQUIPMENT FOR SUNDERLAND TELECARE

1 PURPOSE OF THE REPORT

- 1.1 This report seeks Cabinet's endorsement of the decision to procure replacement telecare equipment from Tunstall in line with the requirements of BT 21CN Programme.

2 DESCRIPTION OF DECISION

- 2.1 Cabinet is recommended to endorse the decision to procure replacement telecare equipment to ensure Sunderland Telecare services are compatible with BT new communications network, the '21CN Programme'.

3 BACKGROUND

- 3.1 The next generation British Telecomm (BT) 21CN communications network will be implemented throughout the UK over the period 2008-2011. BT is the only major provider in Europe to replace the entire network simultaneously. The benefits are significant to both end users in the ability to access additional services and also the provider in reduced operating costs along with the opportunity to increase revenue generation from these new services.
- 3.2 This new 21CN network means the way information is passed around the network is different to that currently employed on its current network. This difference can cause operational and reliability issues for all telecommunications equipment, including care alarm services. This has required the Council's Sunderland Telecare to consider this significant impact on its services to customers and to identify what is required to ensure compatibility with 21CN, prior to BT rolling out this programme of network changes.
- 3.3 Sunderland Telecare must transfer to 21CN otherwise its telecomm functions will no longer operate in a reliable way which will have an inevitable impact on the quality of service to its customers, many of whom are vulnerable. These problems will result in failures in the service as follows:
- Incomplete information when a call comes in to the Contact Centre
 - When a person activates their alarm this may not raise an alert

- Liability issues associated with the failure of the systems provided by the Council
- 3.4 In order to assist in this process, Tunstall conducted an extensive programme of equipment testing at the BT national laboratory. The results of this testing have been used to identify the equipment operated by Sunderland Telecare which will be affected by migrating to the new BT21CN network.
- 3.5 This exercise identified a significant amount of current Tunstall equipment, used by Sunderland Telecare which would require upgrading/replacing in line with BT timescales for switching to the new 21CN network, from April 2010.
- 3.6 In 2008, Sunderland Telecare made the decision to fit, for all new customers, the Tunstall Connect Plus unit, which is currently the highest specification lifeline unit on the market. This lifeline unit offers the best value in terms of warranty and in terms of being the most robust system for managing any additional peripheral equipment attached to the unit. This Unit is already fully compatible with 21 CN, so will not need to be replaced.
- 3.7 The use of the existing NHC Contract was used to ensure that best value from the existing provider was achieved.

4 FINANCIAL IMPLICATIONS

- 4.1 The total cost of replacing the equipment is £477,000, analysed as follows:
- Hard Wired Systems at an estimated cost of £200,000
 - 2,000 Dispersed units (1,000 to be used from bonded stock) at an estimated cost of £277,000

These costs will be met from a combination of Health Housing and Adult Services existing Capital Programme of £60,000, Supporting People contribution £100,000, with the remaining balance of £317,000 met by a revenue contribution from Health Housing and Adult Services existing Revenue Budget.

5 CURRENT POSITION

- 5.1 Sunderland Telecare has over 16,500 telecare connections in the homes of the Sunderland citizens, many of whom are vulnerable. In line with the nationally negotiated PASA agreement, HHAS procured Tunstall, after a 'Mini Competition' was undertaken with Northern Housing Consortium (NHC), to supply the telecare capital equipment required to ensure a safe and effective service to its customers.

- 5.2 Due to the requirements of BT 21CN programme a significant amount of telecare equipment needs to be replaced to ensure that the highest standards of service for people are maintained and developed.
- 5.3 HHAS has already embarked on a programme of providing new Tunstall lifeline units to its customers, which are already compatible with 21CN and also 1,000 of these new units are held in bonded stock with Tunstall to meet demands.
- 5.4 An additional discount has been negotiated via the NHC rates, with Tunstall to replace the current outdated units. Tunstall already has the infrastructure and processes in place to respond in line with the timescales required by BT.

6 ALTERNATIVE OPTIONS

- 6.1 The BT 21CN Programme is being implemented by BT throughout the UK, to replace its entire communications network, therefore Sunderland Telecare must provide equipment to citizens of Sunderland which is compatible with 21CN. To ensure a safe and effective response to customers, Sunderland Telecare must replace significant numbers of telecare units.
- 6.2 The replacement equipment must be procured from the existing provider, Tunstall (in accordance with the NHC 'Mini Competiton') to ensure the best service to customers; at a discounted price to the Council; and in line with timescales.

7 RELEVANT CONSIDERATIONS/CONSULTATIONS

- 7.1 Corporate Procurement, Corporate ICT, Health Housing and Adults Services Staff and Legal Services have been informed of the position with regards to the procurement.
- 7.2 A replacement programme has been agreed with Gentoo for all of their properties with hardwired systems which are not compatible with 21CN. These systems will be replaced by individual dispersed units for all those tenants who are eligible for a Telecare Service. Where required, Gentoo will pay for a tenant to have a BT line installed and will cover the cost of any repairs following the removal of hard wired equipment.

8 BACKGROUND PAPERS

Sunderland Telecare Paper '21CN Compatibility' July 2009.

<p>CABINET MEETING –14 APRIL 2010</p> <p>EXECUTIVE SUMMARY SHEET – PART I</p>	
<p>Title of Report: PROCUREMENT OF THE PROVISION OF A COMPANIONSHIP SERVICE (CARER RELIEF)</p>	
<p>Author(s): Executive Director of Health, Housing and Adult Services</p>	
<p>Purpose of Report: The purpose of the report is to set out the arrangements for the procurement of the provision of a Companionship Service (Carer Relief) and to seek Cabinet approval to undertake a tender process.</p>	
<p>Description of Decision: To approve arrangements for the procurement of a Companionship Service (Carer Relief) and to seek Cabinet approval to undertake a tender process and to award the contract to the successful bidder(s) providing that they can demonstrate a value for money proposal.</p>	
<p>Is the decision consistent with the Budget/Policy Framework? Yes</p>	
<p>If not, Council approval is required to change the Budget/Policy Framework</p>	
<p>Suggested reason(s) for Decision: The current contracts ends on the 31 August 2010, therefore by undertaking this procurement exercise the Council can continue to commission the appropriate services necessary to meet individual's needs.</p>	
<p>Alternative options to be considered and recommended to be rejected: Do nothing is not viable as the current contract ends on 31 August and therefore service provision will cease.</p> <p>For the Council to provide the services in house – this option is not recommended as the Council does not currently provide in house companionship services, and current home care provision, which may be used as a Companionship Service, is focused on specialist provision. Furthermore, the Council's strategy is to build capacity in the market and therefore commissioning this service from an independent provider will contribute to this strategy.</p>	
<p>Is this a "Key Decision" as defined in the Constitution? Yes</p> <p>Is it included in the Forward Plan? Yes</p>	<p>Relevant Scrutiny Committee: Health and Wellbeing Review Committee</p>

**REPORT BY THE EXECUTIVE DIRECTOR OF HEALTH, HOUSING AND
ADULT SERVICES**

**PROCUREMENT OF THE PROVISION OF A COMPANIONSHIP SERVICE
(CARER RELIEF)**

1. PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to set out the arrangements for the procurement of the provision of a Companionship Service (Carer Relief) and to seek Cabinet approval to undertake a tender process.

2. DESCRIPTION OF DECISION

- 2.1 To approve arrangements for the procurement of a Companionship Service (Carer Relief) and to seek Cabinet approval to undertake a tender process and to award the contract to the successful bidder(s) providing that they can demonstrate a value for money proposal.

3. BACKGROUND

- 3.1 The Companionship Service has been commissioned by the Council since 1999. The current contract commenced in September 2005 and will cease on 31 August 2010. Currently there are 4 Providers across the city delivering this service. This approach has worked well and ensures that there is a good geographical spread of Providers across the city.
- 3.2 The aim of the Companionship Service is to enable carers to have a break from their caring role through providing companionship to the individual who is cared for.
- 3.3 A review of the current service was undertaken in 2008, which concluded that there remains a need for this service and that it is immensely valued by carers. The provision of breaks for carers is a priority identified within the Sunderland Carers Strategy.

4. CURRENT POSITION

- 4.1 The current contract ends on 31 August 2010. Therefore, approval is sought to retender this service to ensure that the Council continues to commission the appropriate service necessary to meet individual's needs and secure contracts with suitable providers.

5. PROPOSED ARRANGEMENTS

- 5.1 The contract term will be for 2 years with an option to extend for a further 1 year. The value of the contract will be over £250,000 and as such Cabinet approval is being sought for the procurement to proceed.
- 5.2 It is proposed that the contract will be awarded to up to three Providers, however quality and price are both determinants as to who the successful bidder(s) will be.
- 5.3 The Council will seek expressions of interest by June 2010 and potential providers will be selected for interview in July/August 2010 with a view to the contracts with the social care providers being in place from September 2010.

6. REASONS FOR THE DECISION

- 6.1 The current contracts ends on the 31 August 2010, therefore by undertaking this procurement exercise the Council can continue to commission the appropriate services necessary to meet individual's needs.

7. CONSULTATION

- 7.1 Consultation has taken place with Sunderland Carers Centre.
- 7.2 Corporate Procurement has been consulted and has provided advice on the procurement strategy and will be fully involved in the tender process.

8. ALTERNATIVE OPTIONS

- 8.1 Alternative options have been considered and discounted as follows:
 - 8.1.1 Do nothing is not viable as the current contract ends on 31 August and therefore service provision will cease.
 - 8.1.2 For the Council to provide the services in house - this option is not recommended as the Council does not currently provide in house companionship services, and current home care provision, which may be used as a Companionship Service, is focused on specialist provision. Furthermore, the Council's strategy is to build capacity in the market and therefore commissioning this service from an independent provider will contribute to this strategy.

9. BACKGROUND PAPERS

Review of the Companionship Service July 2008.

CABINET MEETING –14 APRIL 2010

EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

PROCUREMENT OF THE PROVISION OF SOCIAL CARE FOR ADULTS WITH A LEARNING DISABILITY

Author(s):

Executive Director of Health, Housing and Adult Services

Purpose of Report:

The purpose of the report is to set out the arrangements for the procurement of the provision of social care for adults with a learning disability living in nine residential homes in the City and to seek Cabinet approval to undertake a restricted tender process.

Description of Decision:

To approve arrangements for the procurement of the provision of social care for adults with a learning disability in nine homes within the City of Sunderland and to undertake a restricted tender process.

Is the decision consistent with the Budget/Policy Framework? *Yes/No

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason(s) for Decision:

By undertaking this procurement exercise the Council can commission the appropriate services necessary to meet individual's needs and secure contracts with suitable social care providers at a price that reflects best value.

The specification for service providers will include deregistration as care homes to assured tenancies with care provided on a domiciliary (24 hour) basis. This will give more choice and control to residents and more personal income from housing benefits.

Alternative options to be considered and recommended to be rejected:

Do nothing and continue with the present arrangements is not viable in light of the issue of contestability, alongside the uncertainty as to whether these services will be part of Northumberland Tyne and Wear NHS Trusts future core business.

To move to alternative accommodation would be potentially inappropriate to residents' needs and could be disruptive to lives.

For the Council to manage and provide the social care services – this option is not recommended as the Council does not intend to increase its portfolio.

Is this a "Key Decision" as defined in the Constitution? Yes

Is it included in the Forward Plan? Yes

Relevant Scrutiny Committee:

Health and Well-being Review Committee

REPORT BY THE EXECUTIVE DIRECTOR OF HEALTH, HOUSING AND ADULT SERVICES

PROCUREMENT OF THE PROVISION OF SOCIAL CARE FOR ADULTS WITH A LEARNING DISABILITY

1. PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to set out the arrangements for the procurement of the provision of social care for adults with a learning disability living in nine residential homes in the City and to seek Cabinet approval to undertake a restricted tender process.

2. DESCRIPTION OF DECISION

- 2.1 To approve arrangements for the procurement of the provision of social care for adults with a learning disability in nine homes within the City of Sunderland and to undertake a restricted tender process.

3. BACKGROUND

- 3.1 In response to guidance from the Valuing People Team that the NHS should not be providing purely social care and, if they choose to do so they must do this under the income generation guidance (which requires a profit to be made and reinvested in Health services) , Northumberland, Tyne and Wear NHS Trust decided that the Trust's strategic direction (in relation to these services) should focus upon provision of care to people with more complex needs (including those with autism and challenging behaviour) rather than those whose needs are mainly social care. Therefore, it was necessary to commission a new social care provider to ensure the needs of individuals continued to be met. This also presented an opportunity to look at maximising opportunities for residents to have more choice and control through individual tenancy arrangements.
- 3.2 Phase 1 of the transfer of social care provision took place across seven of the Trusts sixteen homes in 2009, leaving the Trust with responsibility for managing five of the remaining homes and the provision of social care within four homes owned by Registered Social Landlords (refer to 4.1 and 4.2 below).

4. CURRENT POSITION

- 4.1 Northumberland, Tyne and Wear NHS Trust currently owns and provides social care within five homes throughout the city, these are:
- Midmoor Road, Pallion – 6 residents
 - Tavistock Square, Silksworth – 6 residents
 - Wensleydale, Houghton – 6 residents

- Braeside, Houghton – 6 residents
- Leatham, Grangetown – 6 residents

4.2 The Trust also provides social care within a further four homes that are owned by Registered Social Landlords, these are:

- Serlby, Washington owned by Three Rivers – 8 residents
- Woodland View, Ryhope owned by Three Rivers – 6 residents
- Hylton Bank, South Hylton owned by Cheviot Housing – 9 residents
- Hood Close, Southwick owned by Gentoo – 2 residents

4.3 The proposals outlined in this report will enable the Council to commission the appropriate services necessary to meet individuals' needs and secure contracts with suitable social care providers at a price that reflects best value.

4.4 If Northumberland, Tyne and Wear Trust conclude that they wish to continue providing some or all of these services they will submit a tender to be considered alongside other potential providers.

5. PROPOSED ARRANGEMENTS

5.1 The Council is leading the procurement process for the provision of social care within the homes outlined in Paragraph 4.

5.2 For this procurement exercise it is being proposed to undertake a restricted procedure which is expected to stimulate interest in this contract and return healthy competition for the service.

5.3 The nine homes will be divided into three lots – physical disabilities; autism and challenging behaviour, and through a restricted tender process, Providers will be invited to tender for the three lots, which can be either as individual lots or collectively.

5.4 Depending upon the expressions of interest received from potential providers it may be that one or more providers will be successful in the tender process. Quality and price are both determinants as to who the successful bidder(s) will be.

5.5 The Council will seek expressions of interest in May 2010 and potential providers will be selected for interview in October 2010 with a view to the contracts with the social care providers being in place from December 2010.

5.6 Work will commence to compile profiles of each of the residents in the homes, including finance, staffing arrangements etc. TUPE arrangements will apply and this will ensure a degree of continuity of staff and most importantly continuity of care for residents.

5.7 The needs of the residents in the homes are paramount and everyone will be assessed to ensure that any future service provider is able to

meet each individual's needs. The residents, their carers and families will be engaged in the process and communicated with and consulted throughout.

5.8 Currently the homes are registered with the Care Quality Commission as residential homes, however the registration status will be reconsidered to look at moving towards supported tenancies for individuals in order to maximise opportunities for residents to have more choice and control. Bidders will be asked to identify any cost implications in relation to changes of registration to tenancies.

5.9 The contract term will be for 3 years with an option to extend for a further 2 years. The total current contract price is approximately £4.6 million.

6. REASONS FOR THE DECISION

6.1 Northumberland, Tyne and Wear NHS Trust are continually reviewing their service provision to ensure their focus is on the provision of care to people with more complex needs (including those with autism and challenging behaviour) rather than those whose needs are mainly social care. This, alongside the fact that the current provider's costs have risen more sharply than other social care providers has led to commissioners contesting the current provision in line with better commissioning.

6.2 By undertaking this procurement exercise the Council can commission the appropriate services necessary to meet individual's needs and secure contracts with suitable social care providers at a price that reflects best value.

6.3 The specification for service providers will include deregistration as care homes to assured tenancies with care provided on a domiciliary (24 hour) basis. This will give more choice and control to residents and more personal income from housing benefits.

7. CONSULTATION

7.1 Consultation with residents and their families will commence and continue throughout the process through individuals' assessments and review process to ensure a seamless transition to the new care provider.

7.2 All staff affected will be consulted in line with relevant HR procedures and will support residents through the period of change.

7.3 Discussions will take place with the home owners, with the Care Quality Commission and with the relevant Local Authorities where individuals are resident from out of city.

7.4 The Chief Solicitor and Corporate Procurement have and will continue to be consulted.

8. ALTERNATIVE OPTIONS

8.1 Alternative options have been considered and discounted as follows:

8.1.1 Do nothing and continue with the present arrangements is not viable in light of the issue of contestability, alongside the uncertainty as to whether these services will be part of Northumberland Tyne and Wear NHS Trusts future core business.

8.1.2 To move to alternative accommodation would be potentially inappropriate to residents' needs and could be disruptive to lives.

8.1.3 For the Council to manage and provide the social care services – this option is not recommended as the Council does not intend to increase its portfolio.

9 BACKGROUND PAPERS

Valuing People, Department of Health, 2001
Cabinet Report, Procurement of Social Care for Adults with a Learning Disability, April 2008