

Infrastructure Delivery Plan

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This paper is one of a series of background papers, which supplement and support Sunderland's Core Strategy Preferred Option consultation. The paper will further evolve as we move to the point of submission and examination on the Core Strategy.

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1. Introduction

1.1 The Infrastructure Delivery Plan (IDP) identifies the physical, social and green infrastructure needed to support and underpin Sunderland's growth through to 2032. It forms part of the evidence base for the Local Development Framework.

1.2 The IDP is set in the context of the city's long term vision and growth plans, and describes what infrastructure is needed and how, when and by whom it will be delivered. It is accompanied by an Infrastructure Delivery Schedule (Appendix 5).

2. What is 'infrastructure'?

2.1 There are 3 broad categories of infrastructure, physical, social, and green infrastructure. Within this context the delivery plan will identify the infrastructure requirements for the following infrastructure areas:

Physical & environmental infrastructure:

- Transport,
- Utilities including - water supply and treatment, sewer treatment, foul and surface water sewerage, flood management, power generation and distribution, telecommunications, waste disposal

Social infrastructure:

- Health, emergency services, education, sports and indoor leisure, community and cultural facilities

Green infrastructure:

- Public & private greenspaces, including play pitches, allotments, cemeteries, amenity greenspaces, woodlands and sustainable drainage systems- to promote health & wellbeing and enhance biodiversity, landscape character and flood risk management

Within this context the Infrastructure Delivery Plan will include:

- Infrastructure needs and costs
- Phasing of infrastructure development
- Funding sources
- Responsibility for delivery
- Infrastructure requirements of any strategic site in the core strategy

3. Purpose of the IDP

3.1 The Core Strategy seeks to plan for sustainable growth; provide housing land for over 15,000 dwellings up to 2032 and 81 ha of employment land. This is supported by proposals for accessible and sustainable transport; enhanced city centre and local centres and a range of high quality green space across the city.

3.2 Sunderland's future sustainable growth and development depends on the timely funding and delivery of supporting infrastructure that reflects the scale and type of development and the needs in the locality; without it, new development may be delayed and/ or there could be unacceptable adverse social, economic or environmental impacts on existing infrastructure.

3.3 A key consideration for the emerging Sunderland City Council Core Strategy will be ensuring the availability of sufficient infrastructure to serve the needs of the existing community and to meet the needs of new development, thus meeting the Council's vision and strategic priorities for the city - 'Sunderland will be a welcoming, internationally recognised city where people have the opportunity to fulfil their aspirations for a healthy, safe and prosperous future; a prosperous city, a health city, a safe city, a learning city and an attractive and inclusive city. Without planning for necessary infrastructure, the visions of the city will not be achieved.

3.4 The Core Strategy is seen as a means of orchestrating the necessary social, physical and green infrastructure required to ensure sustainable communities are created. New housing, employment or other development alone, do not create sustainable communities; there is a need to provide supporting infrastructure including utilities, transport, schools, health, leisure services and energy. Improving the provision of local infrastructure is essential to the creation of thriving, healthy, sustainable communities.

3.5 To fulfill that role and to be found 'sound' the evidence supporting the Core Strategy must identify the infrastructure required to deliver the strategy and who will provide it, where and when. The IDP is key to this and will be submitted along side the Core Strategy for examination.

3.6 The IDP will also establish the various funding mechanisms available for infrastructure delivery, where known at this stage, including developer contributions which can have a significant role in helping to deliver infrastructure across the City. Funding can will change, particularly in the current economic climate therefore the IDP will continue to be an iterative process.

3.7 Through the IDP the Council should be able to co-ordinate infrastructure providers and the delivery of infrastructure requirements focusing on 'making better places' in Sunderland. The preparation of this Infrastructure Delivery Plan provides an opportunity to identify smarter ways of working, reduce any duplication and capitalise on the potential for making savings with limited impact on service delivery.

Stakeholder Consultation

3.8 Preparing this IDP has involved a range of partners, agencies and service providers from both public and private sectors. These organisations have supplied information on their own plans, which through the Infrastructure Delivery Plan will in turn help shape, their strategic process and investment decisions. Given that the Core Strategy plans until 2032 and stakeholder organisations operate to different time horizons there is a challenge with aligning infrastructure requirements.

Contingency Planning

3.9 An important element of good infrastructure planning is making proper provision for uncertainty. Infrastructure provision should not rely on unknown funding; the final IDP will avoid identifying a list of desired provision which is likely to be undeliverable.

3.10 Contingency planning may be necessary where infrastructure provision remains uncertain. Through consultation with stakeholders, the IDP will seek to address constraints and uncertainties to delivery through contingency planning. Therefore the IDP is an evolving plan which will be regularly reviewed as part of the annual monitoring process and provide an up to date infrastructure evidence base to support the LDF. Stakeholder involvement will be both at formal LDF consultation stages and through regular liaison. A list of organisations involved in the preparation of the Infrastructure Development Plan can be found in Appendix 2

Community Infrastructure Levy

3.11 Sound Infrastructure Delivery Plans are essential as a pre-requisite to the introduction of the Community Infrastructure Levy (CIL). Through the Planning Act 2008, Local Authorities are empowered to seek to charge CIL, but in doing so must identify what infrastructure is required and how much it will cost. The Act outlines what is considered to be infrastructure, and this is reflected in the IDP, however, affordable housing is not considered to be infrastructure.

3.12 The Infrastructure Delivery Plan will provide the evidence base to support the Core Strategy and CIL charging schedule. The CIL seeks to provide a more predictable way of obtaining contributions from developers. The Regulations, which came into effect April 2010 provide the detail on the implementation of the CIL. The City Council needs to decide whether to continue to secure infrastructure contributions through the current Section 106 agreements, adopt the CIL or follow a hybrid approach. Further detail on the City Council's policy will be set out in the City Council's emerging 'Developer Contributions and Agreements' SPD.

Document Structure

3.13 The IDP briefly outlines the physical, social and green infrastructure which supports the Core Strategy. Appendix 3 contains detailed information by infrastructure type on a range of criteria from provision, issues and deficiencies, funding delivery and responsibilities.

4. The context for the Infrastructure Delivery Plan

National

4.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012. It replaces all Planning Policy Guidance Notes and Planning Policy Statements and significantly reforms the planning system, aiming to make it less complex and more accessible. Similar to Planning Policy Statement 12: Creating Strong Communities through Local Spatial Planning, the NPPF advises that the Core Strategy should be supported by evidence of what Physical, Social and Green infrastructure is needed to enable the amount of development proposed for the area and set out how development/ infrastructure will be implemented, as far as possible, to demonstrate a reasonable prospect of delivery.

Regional Spatial Strategy (RSS)

4.2 The RSS (2008) specifies that whilst growth must be facilitated, the best use should be made of existing resources and infrastructure. Priority should therefore be given to developments in locations which are already well served by infrastructure and which do not require significant additional infrastructure.

4.3 However, The Localism Act (2011) sets out formal legislation to revoke the national suite of RSS's. The abolition of all RSSs is expected shortly. Until then, all emerging LDF's must continue to be in general conformity within the provisions of the RSS.

Local Enterprise Partnership

4.4 The Coalition Government has abolished all Regional Development Agencies (including One North East). These have now been replaced by Local Enterprise Partnerships (LEPs). The North East LEP was approved on 13 January 2011, covering seven local authorities: Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland. This new partnership between local authorities and business will have an important role in promoting local economic development and a strong environment for business growth.

Cross Boundary Issues

4.5 The Localism Act (2011) now introduces a duty for all local authorities and public bodies to co-operate on strategic cross boundary planning issues. In delivering the Core Strategy some proposals have cross boundary implications and subject to liaison with neighbouring authorities of Gateshead, South Tyneside and County Durham. Where there are infrastructure issues these will be taken account of in the IDP. Cross boundary matters that have potential infrastructure implications are:

- Potential Strategic Employment Site north of Nissan
- Potential reintroduction of the Leamside Line.
- Potential access improvements to the Durham coast railway line
- Potential long-term Metro extension linking Sunderland to South Shields and South into County Durham
- Green infrastructure corridors
- Coastal designations and footpath
- Future of East Durham link Road
- South Tyne Wear Waste Management Plan

5. Future Growth in Sunderland

5.1 With the impending abolition of Regional Spatial Strategies, local planning authorities will be able to determine the level of housing and employment growth in their areas, where supported by up to date evidence, based on capacity, demand and population/ household forecasts.

Population Growth

5.2 Recent population projections (2008 ONS) indicate that the population levels in the city are expected to increase gradually over the next 20 years, due to the effect of in-migration. 2008 Population Projections estimate 3.3% population growth up to 2033.

5.3 With regards the age of the population, it is projected that the biggest increases will be in the older age groups, with the 75+ group increasing by over 50% between 2012 and 2032. The 60-74 age group also sees significant increase during this time, 18%.

5.4 Without any intervention, the projections indicate that the city will continue to see a fall in the number of people aged 15-29 age group, with a 10% reduction between 2012 and 2032, this has been an ongoing issue, since 1992. Although there have also been reductions of this age group nationally (4.3%) and regionally (6.9%), the decline is more noticeable in Sunderland.

5.5 By 2032 the population projections suggest the city will see population reductions in under 15's, 15-29 and 45-59 age groups, whilst seeing growth in the 30-44, 60-74 and 75+ age groups. The City like many in the country will see an ageing population, thus having implications for future housing need/ mix.

Housing Growth

5.6 In the absence of a regional target, the City Council has established its own target for the provision of new housing in the city, using as a baseline ONS Population projections and including policy interventions aimed at reducing the loss of key age groups. Accordingly, sufficient and suitable land will be provided to allow for the development of a minimum of 15,021 homes by 2032. This will assist in regeneration, allow for growth in accordance with ONS projections, whilst providing realistic and deliverable targets. A separate paper, the 'Sunderland's Future Housing Need's' provides further detail on how the targets have been derived.

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

Economic Growth

5.7 The Sunderland Economic Masterplan (EMP) outlines the preferred direction for the City's economic development and growth over the next 15 years. It has 5 aims

- Aim 1: A New Kind of University Town

- Aim 2: A National Hub of the Low Carbon Economy' Delivery Plan
- Aim 3: A Prosperous and Well-Connected City'
- Aim 4: An Inclusive City Economy – for All Ages'
- Aim 5: A One City Approach to Economic Leadership'

5.8 The Economic Masterplan presents a clear vision to develop new, higher value areas of economic activity (software, offshore renewable and low carbon vehicle development activity) while building on Sunderland's existing strengths.

5.9 A series of scenarios have therefore been developed to project the potential effects of the EMP. These scenarios - *Masterplan*, *Masterplan+* and *Masterplan++* - assume growth in manufacturing sectors related to low carbon and renewables related manufacturing. The employment growth implications of each scenario are shown below, along with a summary of estimated changes in employment floorspace and land requirements.

5.10 The Masterplan++ scenario has been identified as the 'preferred' scenario as it captures the Sunderland Economic Masterplan's scale of aspiration and is broadly consistent with the scale of opportunities already identified through the Round 1 Regional Growth Fund and known developments in Sunderland's manufacturing base. A gross requirement for 81.1ha over the plan period is identified on this basis.

Table 1: Employment Floorspace & Employment Land change to 2027

Scenario	Jobs type	Employment			Floorspace (sq.m) change 2011-2027	Land (ha) change 2011-2027
		2009	2027	2009-2027		
Baseline	Industry/ Warehousing Offices	29,644	24,619	-5,025	-295,169	-73.8
		25,592	26,802	1,210	19,534	4.9
Masterplan	Industry/ Warehousing Offices	29,644	28,565	-1,079	-30,780	-7.7
		25,592	29,581	3,989	72,332	18.1
Masterplan+	Industry/ Warehousing Offices	29,644	30,423	779	93,703	23.4
		25,592	31,376	5,784	106,440	26.6
Masterplan++	Industry/ Warehousing Offices	29,644	32,281	2,637	218,187	54.5
		25,592	31,376	5,784	106,440	26.6

6. Funding Mechanisms

Funding Mechanisms

6.1 With the Coalition Government's commitment to reducing the national deficit, local authorities and many of the key infrastructure providers have seen significant reductions of the availability of public sector funding. The IDP will be an invaluable source of evidence for the prioritisation of budgets and for exploring opportunities for shared services.

7. Physical & Environmental Infrastructure Summary

7.1 It must be recognised that the Core Strategy does not identify all of the development sites or locations that will occur within the city during the plan period. In terms of housing for example it will only identify strategic scale development and many smaller housing developments are likely to occur that will be in line with the spatial strategy, either identified within the proposed Allocations Development Plan Document, or occurring as windfall developments. These will potentially give rise to new infrastructure requirements, or add to needs already identified. It is important therefore that the Core Strategy includes development management policies that set out the approach to be taken to securing the necessary infrastructure to accommodate all new development (DM Policy 10 of the Revised Preferred Options Core Strategy).

7.2 This section provides an overview of the existing, and required infrastructure to support the Core Strategy. Further details on issues, provision, responsibility, and funding can be found in Appendix 3.

Transport infrastructure: Highways

7.3 The road network within the Core Strategy is made up of a hierarchy of routes, the principal roads are the A19 and A194(M) for which the Highways Agency is responsible. Routes into the City include the A690, A1018, A1231, A182, and A183. These and smaller routes within the City are the responsibility of City Council. The Tyne and Wear Transport Plan 3 expects a 24% increase in road traffic mileage from 2007-2021. Traffic congestion exists on several strategic routes, including the A690 and A183 during peak periods. A congestion strategy has been prepared as part of the Tyne and Wear LTP. Planned strategic road provision includes the Coalfield regeneration route, and Sunderland Strategic Transport Corridor including river crossing. Improvements to the arterial routes are also proposed through a series of highway improvement measures. As part of the NE regions successful bid to “Plugged in places” Sunderland has implemented 30 charging stations for electric vehicles and will be looking to secure more through future development proposals.

Walking & cycling

7.4 The Council is responsible for an extensive network of 225km of public rights of way and cycle lanes. Cycling is on the increase and the health and environmental benefits are recognised in the emerging LDF and LTP. Building upon an existing network of cycle routes and footpaths/bridleways new provision is planned across the city through identified schemes and funding sources and from contributions associated with new development.

Bus

7.5 Of all public transport modes, bus use is the most common in Sunderland. However, despite encouraging their use, car ownership is increasing and bus patronage is falling. Measures such as the Nexus Bus Strategy, Project Orpheus, and bus corridor improvement schemes are seeking to increase patronage, by improving accessibility, frequency, speed and quality of services. Nexus with the

support of Sunderland council and the university have funded the provision of an electric shuttle bus service through the city centre and to university sites.

Rail/ Metro

7.6 The City has 4 rail users: the Metro operated by Nexus local franchise; rail operator Northern Rail; the Grand Central service to London; and the freight line to the port. Plans are being explored to “reinvigorate the metro at a cost of £500 million to ensure it meets user expectations over a 20 year programme. Planned work to the rail network sees the upgrading by Nexus of Sunderland Station.

7.7 The disused Leamside Line is identified in the Regional Freight Strategy as a strategic rail route. However, costs are estimated at £100 million, and there are no definite plans to reinstate at this time, although Nexus are currently examining the potential to open a section of the line as part of the Metro extension. Nexus are presently assessing the viability of extending the Metro to Washington, South Shields, Seaham and Doxford Park. Development within the Core Strategy is not dependant upon the re-opening of the Leamside line.

Utilities

7.8 Utilities provide a network of overhead and underground cables, wires and pipes that supply essential services like water, electricity, gas, telecommunications, as well as removing waste water through the sewerage system and day to day refuse , to help ensure Sunderland’s residents have a decent, warm, safe and clean environment to live and work in. Utilities are provided by a range of private companies; including those who own and operate the network and other who distribute the service to the community. Depending on the infrastructure requirement, it can either be provided by the provider itself, its contractor or by the developer, or as a partnership provision.

7.9 Utility providers tend to have short term business plans which are usually reviewed every 5 years, thus making it difficult to plan for the 20 year life span of the Core Strategy. Notwithstanding this the City Council regularly consult with utility providers on documents such as the Core Strategy and Strategic Housing Land Availability Register to ensure providers are aware of the Councils proposals for the future.

Water and sewerage services

7.10 Northumbrian Water Ltd (NWL) is responsible for water supply and sewerage services within the Core Strategy area. Northumbrian Water has identified no strategic capacity issues with the water supply in delivering the level of growth proposed by the core strategy.

7.11 NWL have raised no strategic issues with regard to sewage treatment provision but the impact of development upon the sewerage network has yet to be fully assessed. NWL have invested in a number of Drainage Area Studies incorporating hydraulic models which can be used to make this assessment.

7.12 NWL's current business plan, identifies investment needs for 2010-2015 and they are currently building the business plan for the next Asset Management Plan (AMP6) which covers the period 2015-20

Surface Water infrastructure

7.13 Sunderland City Council is the Lead Local Flood Authority and has overall responsibility for the management of surface water within the core strategy area. This includes the management of highway drainage and council owned culverts. It also includes certain land drainage powers over privately owned culverts and watercourses.

Power generation and distribution:

Gas

7.14 Northern Gas Networks (NGN) Ltd owns the network and contracts the operation out to United Utilities (UU). NGN does not expect the need for any strategic work over the Core Strategy plan period. At a local level NGN has identified the need for site reinforcement works to supply housing sites identified in the Strategic Housing Land Availability Assessment.

Electricity

7.15 Northern Powergrid is responsible for delivering electricity through its subsidiary company Northern Powergrid North East. No constraints have been identified by Northern Powergrid for supplying electricity to meet the planned growth within the City over the planned period. Electricity generation and supply is likely to be influenced by climate change as awareness develops and alternative forms of energy generation, such as renewable energy supply increases.

Waste

7.16 Waste management is under going a period of significant change which will see a reduction in waste generated and more sustainable forms of management. In order to meet challenging targets for waste reduction, recovery, recycling/composting sufficient facilities with technologies that are able to sustainably manage the waste. The City Council in partnership with South Tyneside and Gateshead Local Authorities have entered into a joint PFI to develop an Energy from Waste Facility and are jointly procuring waste services. The EfW Facility is being constructed at Teeside to process waste from the three local authorities that isn't recycled. To support the facility three Bulking Up Facilities will also be developed. Approximately £75 million PFI funding is available for the development of these facilities.

7.17 In 2012 a forecasting exercise was commissioned by the North East local authorities to gain an understanding of commercial and industrial waste arisings up to 2030. Although the main focus of the study was commercial and industrial waste, as so many key facilities in North East England process waste from both municipal (i.e. household) and commercial and industrial (i.e. business) sources, a precise forecast of free capacities required the need to consider municipal waste arisings too, the findings of which are discussed in the Core Strategy.

8. Social infrastructure Summary

8.1 The provision of social infrastructure for new communities is a potentially difficult topic for an Infrastructure Delivery Plan to deal with because to an extent it involves predicting the needs of communities that do not currently exist. More effective and appropriate provision is likely to be made by involving the new communities as they develop.

8.2 Whilst some social needs, such as education and health can be reasonably predicted, other needs will arise as the social 'networks' of growth locations develop. In some cases where the development itself may be later on in the plan period, new developments may give rise to social needs that cannot reasonably be predicted now. This suggests that a flexible approach will be needed in relation to social infrastructure, whilst at the same time ensuring that there will be sufficient resources to meet needs that may arise. Further consultation with both new and existing communities and social infrastructure providers will therefore take place as the process of developing infrastructure continues.

Museums, theatres and cultural attractions

8.3 Sunderland has a range of facilities including 3 theatres, 6, the nationally recognised Glass Centre, Washington Old Hall, Hylton Castle and St Peters church, part of the twin monastery of Wearmouth-Jarrow. The Core Strategy seeks to promote cultural provision and public participation.

8.4 Sunderland's museums will no longer be managed by the Tyne and Wear Museums partnership as of April 2013. From April, Sunderland's Museums will be managed by a range of partners including the Arts Council.

Libraries

8.4 The main library provision is through 20 permanent sites and 1 mobile library. Despite nationally falling numbers, library patronage in Sunderland is increasing. Libraries offer a range of facilities, and some are co-located with other uses to encourage footfall, currently 10 of the 20 static libraries include Customer Service Centres. The LDF has a role in promoting library use and deficiencies through the Allocations DPD, and supporting the proposed housing growth through library provision. Developer funding may be available through planning obligations to complement City funding.

Ambulance

8.5 The North East Ambulance Service trust has 5 ambulance stations within the city. Relocation of the stations at Rainton Bridge and Fulwell are currently being considered for improved accessibility reasons. In siting new stations the service is keen to link in with other developments.

Fire

8.6 The Tyne and Wear Fire and Rescue Service has 5 fire stations within the city. Relocation of the stations at Hetton and Hylton Red House are currently being considered for improved accessibility reasons. In siting new stations the service is keen to link in with other developments, the new facility will be a community fire station and be interactive and open to the public. The City Council will continue to

work with Tyne and Wear Fire and Rescue Service to ensure their views are taken into consideration.

8.7 The service mobilising control room and control functions will be moving from West Denton to the City by 2013.

Police

8.8 The Police Authority state that safe communities are a pre-requisite to achieving sustainable communities. The Police consider that the LDF is an important tool for delivering sustainable communities and the law and order infrastructure required to provide community safety from police stations to CCTV.

8.9 'A Police and Crime Commissioner and Panel replaced the Northumbria Police Authority on 1st April 2013. Reviews are continuing within the Organisation, linked to budget cuts and potentially revised strategic objectives'. The City Council will continue to work with Northumbria Police to ensure their views are taken into consideration.

Local Health Care

8.10 The Sunderland Teaching Primary care Trust (PCT) is responsible for commissioning health care within the city. The PCT commissions the front line services comprising GP's, Dentists, and Pharmacists. There are a hierarchy of medical facilities within the city, of the 54 medical centres, 10 are health centres, and 4 are primary care centres. The primary care centres provide a range of services which are designed to relieve pressure on hospitals, while health centres provide local health services such as GP surgeries. Out of an identified need for 4 new GP practices, only an additional practice in Houghton has yet to be provided.

8.11 This includes partnership working with Council on some schemes with co-purpose, such as community facilities. As a result it is considered that it is unlikely that any area in the city will suffer from an under provision of health care. This is reviewed on a regular basis as part of the Estates Plan. The PCT receives limited capital from central sources and supplements this with bids for additional funding from other central sources.

8.12 However, this will soon change as of April 2013 when the role of the TCPT will be replaced by Clinical Commission Groups and PCT buildings will be transferred to NHS Property Services Ltd.

Education

8.13 The City has 64 primary, 7 infant, 4 primary academies, 3 primary special schools, and 13 secondary schools, 3 secondary academies and 1 all age academy. At most, strategies plan for 10 years as it is difficult to plan for children yet to be born. Following a declining birth rate and surplus school places, there has been a gradual upturn which is impacting on demand for primary schools particularly in Washington and South Sunderland. A number of the Locations for Major Development are likely to increase pressures on existing schools and could result in the need for new schools or school extensions.

8.14 The council had hoped to replace or remodel a number of its schools, but the BSF programme was ceased before the second wave of the programme was underway. This leaves schools that were due to benefit from BSF considerable challenges in terms of the condition of the building.

8.15 Sunderland has 1 University, 1 college, and 4 sixth form colleges. The College planned to develop a skills academy on Newcastle Road, and was looking to dispose of possibly its Hylton or Shiney Row sites. However with the collapse of the Learning & Skills Council Capital Development Fund, the college is having to review its property strategy and refurbish and develop some of its older estate.

8.16 The Core Strategy recognises the important role of university in facilitating enterprise and innovation. The university investment plan outlines projects on a 5 year cycle. As a result of its proposals no significant infrastructure issues have been identified. Funding is either from the university or through partnership working.

Sports and leisure

8.17 There exists a wide range of sport and recreational facilities in the City. The Core strategy recognises the need for sports and leisure provision in maintaining health and wellbeing. There are 11 council run leisure/wellness centres, 6 private sports facilities, a 50m pool at the Aquatic Centre and a diverse range other sports facilities. A range of sports facilities are planned including co sports facilities provision at several schools. The Play Pitch strategy identifies a shortfall of pitches in some areas of the city, particularly in the east. Where deficiencies exist, the LDF can allocate land towards addressing the shortfall.

9. Green infrastructure Summary

9.1 One of Sunderland's key assets is the wide range of attractive, green spaces that are found within or on the edge of the urban area and in the main villages. This extensive green infrastructure network comprises a series of multi functional green spaces linked by green corridors, or within or between the towns and villages. It includes the coast, River wear, country and urban parks, sports facilities, wildlife habitat, allotment sites, play areas, cemeteries, churchyards and open countryside. Parts of the city have relatively poor access to green infrastructure. Quality varies greatly and the type of provision does not always match community needs.

Public Greenspace/ Green Corridors

9.2 The City contains a hierarchy of 27 city, district and local parks, along with 94 allotment sites, 10 cemeteries, forming the city's green and open space infrastructure. The Park management plan has identified several areas of park deficiencies in the Coalfield, West and South Sunderland. As part of the LDF a Greenspace /Green Infrastructure strategy is being prepared and will review existing green infrastructure assets including quantity and quality. An existing plan of park upgrades is underway.

9.3 The 2004 Allotment survey has not been able to carry through with plans for addressing the quality and quantity of allotment provision due to lack of available funding. It is likely that during the plan period the cemeteries at Chester road, Ryhope, and Houghton will reach capacity. There is also an identified need for a additional burial provision in Washington.

Childrens Playspace

9.4 Children's play space provision is based on a hierarchy of local and larger sub area sites. The council seeks to ensure that every child will be able to access an equipped play space within 1km. Since 2007 there has been £4.9million investment in the City's playspaces.

Nature conservation

9.5 Sunderland has many sites of botanical interest, including a number of European and Nationally important species and habitats. All existing sites are presently being reviewed as part of a citywide survey, in addition to surveying existing sites the survey will consider potential new sites of nature conservation value. Results will identify which sites need further management/ maintenance. However funding is limited- the current annual budget is only £37,500. Further funding could/ should be sort from developer contributions, where proposals are considered to have an impact on biodiversity.

10. Strategic sites

10.1 The Core Strategy's Strategic Sites will have a leading role in the growth and redevelopment of the City during the plan period. Two Strategic Sites have been identified in the city, one within Central Sunderland and one in Washington. Sunderland arc, an urban regeneration company previously managed the strategic site in Central Sunderland- Vaux/ Farrington Row. The responsibility for the sites now lies with the council since the arc ceased operations in 2011. Extensive research has already been undertaken to ensure that once developers are identified, the site is deliverable in terms of infrastructure.

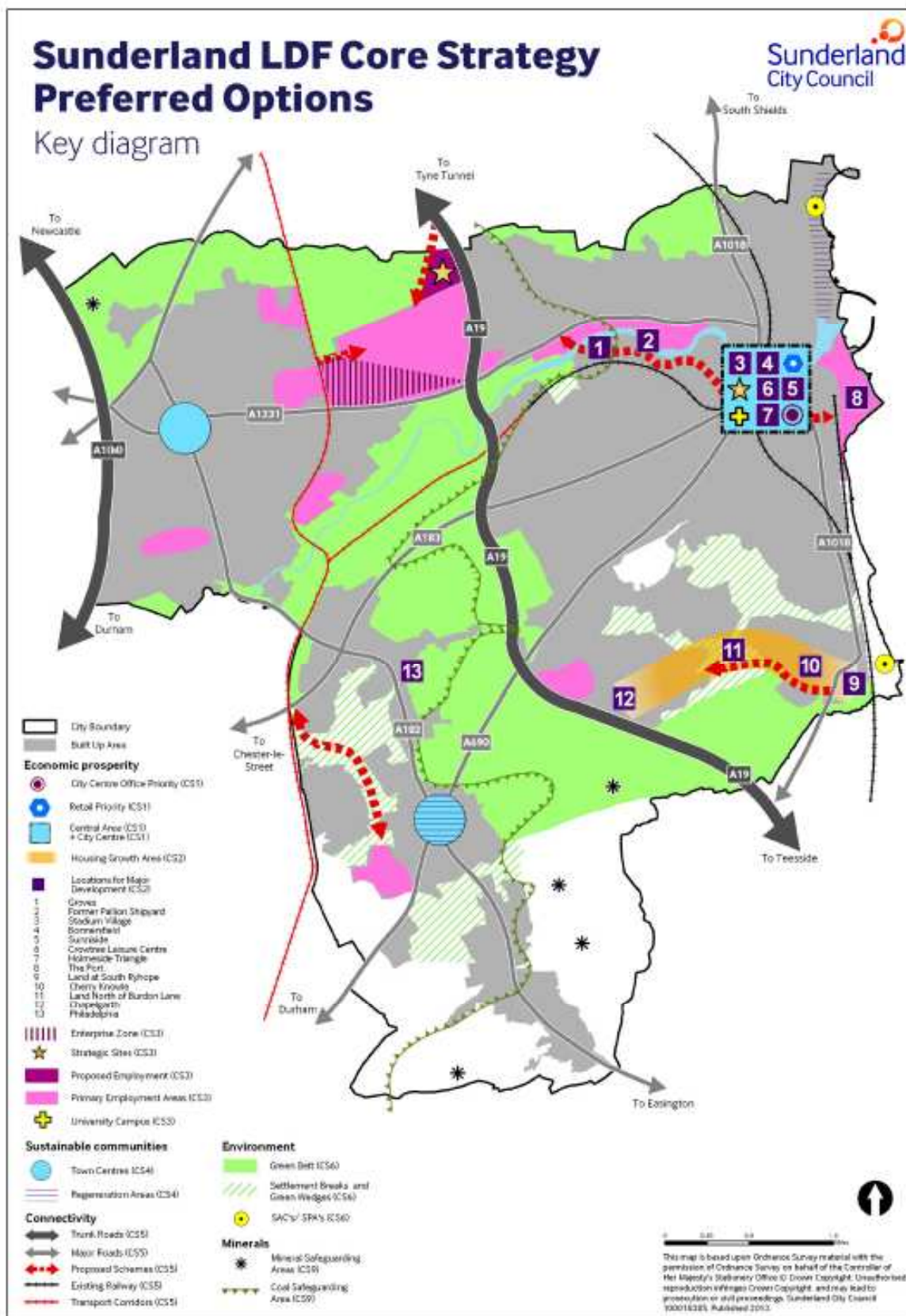
10.2 The City Council are currently liaising with the land owner of the strategic site North of Nissan to identify any infrastructure issues the findings of which will be include in future iterations of the Infrastructure Development Plan.

11. Conclusion

11.1 The Council recognises the need for infrastructure to support the delivery of the Core Strategy and the vision of creating a better future for everyone in Sunderland. In order to support the delivery of sustainable communities it is recognised that physical, social and green infrastructure needs to be in place. However, in order to identify the infrastructure requirements, joint working with internal and external stakeholders is essential to ensure infrastructure is provided in a timely and effective manner.

11.2 The Infrastructure Delivery Plan is a living document which seeks to reflect up to date information on infrastructure provision and requirements. It relies on information from the City Council and various external partner and stakeholder organisations and thus by its nature its content will be subject to change. This is the first draft version of the IDP. Subsequent versions will include updates to the proposals and information contained within each of the service-based sections, enabling the infrastructure planning process to reflect updates to the various plans and strategies on which this IDP is based. It is intended that the IDP will be updated annually alongside the Annual Monitoring Report. A wider update may be necessary in order to support the preparation of the Allocations DPD.

Appendix 1. Key Diagram



Appendix 2- Infrastructure Stakeholders Consulted

Utilities	Response Received
Northumbria Water	March 2013
BT	No Response
Utilities Gas	March 2012
CE Electric	March 2012
Waste (Internal)	March 2013

Transport	Response
Cycling/ Walking (Internal)	March 2012
Roads/ Bridges (Internal)	March 2012
Public Transport -Nexus (Internal/ External)	March 2012

Social	Response
Health -Primary Care Trust	March 2013
Health -City Hospitals	September 2009
Primary/ Secondary Education	March 2012
Higher Education	March 2012
Further Education	March 2012
Sports & Leisure	March 2012
Libraries	March 2012
Museums/ Theatres/ Cultural Attractions	March 2013
Police	February 2013
Fire Brigade	March 2012
Ambulance	September 2009

Green Infrastructure	Response Recieved
Allotments	March 2013
Cemeteries	March 2012
Nature Conservation	September 2009
Parks	March 2012
Children's Playspace / Play Pitches	March 2012

Appendix 3- Infrastructure Analysis

Transport

Highways/ Roads	
Existing Provision	Strategic Corridors ○ A19 Trunk Road Corridor – running north-south through the City. ○ A690 Corridor – running east-west between City Centre and A19 and A1(M), and then to Durham City ○ A1018 Southern Radial Route - running north-south from City Centre and leading to A19 Trunk Road ○ A1231 Wessington Way / Sunderland Highway running east-west between City Centre and A19 and then to A1. Other Key Corridors ○ A1018 Newcastle Road running south-north between city centre and South Shields, and also connecting to A19 Trunk Road via the A184. ○ A182 Washington Highway running north-south through Washington and Coalfield area between A194 (M) and A690 at Houghton-le-Spring. ○ A183 Chester Road-running east-west between City Centre and A19, and then to A1 (M). This corridor initially runs through local shopping and residential areas. ○ Stockton Road/ Ryhope Road (This corridor runs through residential areas and a local shopping area. Now the B1522 /B1286, it was formerly the A1018, and is bypassed by the Southern Radial Route). Four bridges span the River Wear: ○ Hylton Bridge on A19 Trunk Road ○ Queen Alexandra Bridge on A1231 ○ Wearmouth Bridge –adjacent to city centre on A1018 ○ Chartershaugh Bridge on A182 in Washington
Key Issues/ Concerns/ Deficiencies	Car Availability Car ownership remains relatively low in Sunderland, with 60% of households with at least one car or van, compared to 73% in England and Wales. Consequently, there is potential for significant future growth in car ownership. Transport Modes The Tyne & Wear Household Travel Survey indicates that 50% of journeys to Sunderland City Centre are made by private vehicles, 20% by public transport, and 30% by walking or cycling. Public Transport in Sunderland is principally provided by two large bus operators, the Metro light rail system, and the limited heavy rail service on the Durham Coast line. In 2009/10, public transport mode share in Sunderland was 92% bus, 8% Metro and less than 1% rail. In 2009/10, in Sunderland, Metro carried almost 3 million passengers, an increase of almost 12% compared to the previous year. In Sunderland, there are over 900 members of the Taxi Card social inclusion transport initiative (provided for disabled people who have difficulty in accessing mainstream public transport services), the highest in Tyne & Wear. Accessibility To maintain an appropriate balance between good access to the city centre by private vehicle and to avoid problems associated with increased traffic, it is important that investment in public transport, walking and cycling facilities

	should continue, and be increased in future. Such investment will continue to develop Sunderland as an accessible and safe city with an effective integrated transport system. Although most parts of Sunderland are considered accessible by public transport, this conceals the overall lower level of provision in outlying areas, such as the coalfield area. Access to employment from these areas presents a challenge, in view of the degree of difficulty encountered in making some journeys by public transport. Congestion The Tyne & Wear Local Transport Plan Partners produced joint Congestion Reduction Plans in 2007 and 2008 with the aim of minimizing the growth in congestion, and improving journey times for all traffic on the strategic road network. Congestion in Sunderland is increasing and there are many locations where significant delays are regularly experienced. These include the junctions of the radial routes with the outer ring road and the A19; the approaches to the Wearmouth Bridge and Queen Alexandra Bridge; and also isolated junctions in the coalfield area. Although recent data indicates that traffic flow in Sunderland has decreased, possibly because of reduced economic activity, traffic is expected to begin to increase again in future. Despite the increased focus on more sustainable forms of transport, increasing traffic levels could affect the reductions in greenhouse gas emissions expected to be achieved over future years by other sectors. Sunderland has no Air Quality Management Areas. However, there are several “hotspot” locations where the levels of pollution are near to the objective for Nitrogen Dioxide. These are: • Trimdon Street/ Hylton Road Junction. • Chester Road/ Ormonde Street Junction. • Mary Street/ Stockton Road Junction.
Planned Provision	MAJOR SCHEMES Despite short-term financial constraints, it is intended to progress several major schemes in Sunderland during the period of the Tyne & Wear Local Transport Plan 20011-2021 (LTP3). These schemes would have significant benefits in strengthening the transport networks and helping to address wider regeneration goals, and will become especially important when economic growth returns. The following major schemes are fundamental to maintaining growth and enhancing quality of life in Sunderland and will support both local and regional objectives, add value to implementation plans, and contribute towards strategic overarching and transport objectives. Sunderland Strategic Transport Corridor, including New Wear Bridge (SSTC) This project has been submitted to Department for Transport (DfT) for approval, and comprises construction of a high quality road link between the Port of Sunderland and the A19. The project includes a new bridge over the River Wear which is viewed as playing a key role in regenerating Sunderland by relieving congestion, improving access to key brownfield regeneration sites and encouraging inward investment. The appearance and overall design quality of the bridge is considered to be a major factor in achieving the wider regeneration and economic growth aspirations of the city. The approach towards the additional cost associated with the creation of a ‘landmark’ bridge design has been agreed through liaison with

the DfT.

Sunderland Central Route. This proposed scheme extends north south through the coalfield area, connecting the A182 west of Shiney Row with the B1284 at Rainton Bridge. Implementation of this strategic route would take through traffic from local residential areas, and is seen as an important element in the regeneration of the Coalfield Area. The road has been identified as an aspiration in the Core Strategy.

Hetton Bypass is a long term aspiration, and will in combination with the Central Route, and the East Durham Link Road (in County Durham) form a strategic route, known generally as the Coalfield Regeneration Route, which is seen as an important element in the regeneration of the Coalfield Area. The Hetton Bypass was included in the Local Transport Plans 2001-2006 and 2006-2011, due to the limited availability of funding the scheme is now an aspiration in the Core Strategy.

Improvements to the city's arterial routes

Improvements to the arterial routes are designed to benefit all road users including bus passengers, motorists, pedestrians and cyclists, and would form part of a programme comprising:-

- A1018 Newcastle Road Corridor-Improvements to Wearsheaf and Stadium Way Junctions. The aim is to develop a practical option to reduce traffic congestion in the area around the two junctions, improve bus journey times, and reduce traffic delays. Operation of the traffic signals for the two junctions would be linked.
- A183 Chester Road Corridor Improvements
Chester Road is a major corridor (10km long). The aim is to develop a viable option to improve bus journey times and reduce delays at junctions on the corridor, the project includes the replacement of several roundabout junctions with traffic signals.

Low Carbon Economy

In 2009, the Government announced that Sunderland would be the centre of the UK Low Carbon Economic Area (LCEA) for Ultra Low Carbon Vehicles, covering South Tyneside, Sunderland, and Easington.

This provides Sunderland with the opportunity to place itself at the forefront of a highly significant national policy and present the city as a national model, promoting showcase projects including electric vehicles, and the development of other low carbon technologies (such as hydrogen fuel cells and charging infrastructure). These opportunities will help to stimulate economic activity in Sunderland, including the prospect of international investment.

As part of the NE regions successful bid to "Plugged in places" Sunderland has implemented 30 charging stations for electric vehicles and will be looking to secure more through future development proposals.

Completion of both phases will ensure that 99% of all residential, industrial and retail developments within the city boundary will be within a 1.5 mile radius of a charging point, with 90% being within 1.0 mile

Electric Vehicle Production

Nissan announced in 2009 that the Sunderland plant in Washington will be the first in Europe to produce their new electric car, the LEAF. The intention to invest in a new facility to pioneer electric vehicle battery production in Sunderland was also announced, which will provide an opportunity to ensure a sustainable future for the city's automotive industry. In addition, the development of Sunderland's 'Low Carbon Technopole Hub' around the Nissan plant will include a Research & Development facility.

An Ultra Low Carbon Vehicle City Strategy will support the use of electric

	vehicles across the city, including the intention for an electric shuttle bus between the two university campuses, the hospital, and the seafront. Connectivity Improving accessibility, movement, and connectivity within the city centre and with the adjacent areas is an important part of the transformation of Sunderland, and aims to make the city more attractive to residents, visitors, existing businesses and their employees, and private investors.
Impact of development proposals/ Infrastructure needs identified	Sunderland Strategic Transport Corridor, including New Wear Bridge (SSTC) Due to the size and scale of the SSTC, the project has been divided into five phases. These will allow key benefits of individual phases to be delivered in line with funding constraints, whilst maintaining the overall aspiration for the delivery of the route as a whole. In view of limited resources, the focus during LTP3 is to deliver Phase 2 (the new Wear Bridge) and Phase 1 (the Vaux site). Phase 3 has been developed to preliminary design stage and will be brought forward should additional resources become available. The SSTC new Wear Bridge is viewed as playing a key role in regenerating Sunderland by relieving congestion, improving access to key brownfield regeneration sites and encouraging inward investment. The City Council and Sunderland arc consider the appearance and overall design quality of the bridge to be a major factor in achieving the wider regeneration and economic growth aspirations of the city as identified within the Regional Economic Strategy The creation of a 'landmark' bridge design would help raise the profile of Sunderland in terms of a place to invest, and reinvigorate a sense of local identity. The additional cost associated with the 'landmark' bridge will be underwritten by the Council, and this approach has been agreed through liaison with the DfT Sunderland Central Route Implementation of this strategic route would take through traffic from local residential areas, and is seen as an important element in the regeneration of the Coalfield Area. Hetton Bypass, although a long term aspiration, would take through traffic from the local shopping area of Hetton-le-Hole and local residential areas, and is also seen as an important element in the regeneration of the Coalfield Area. A1/A1231 – Enterprise Zone The Highways Agency has undertaken an assessment of junction capacity at the A1/A1231 junction. It has assessed 4 options of works to the junction based on proposed selected (UDP) LDF development in the vicinity of the interchange. Option 1. Eastbound HOV laneon approach to A19/A1231 Roundabout, Option 2. Ramp metering A183 northbound on slip, Option 3. A19 slip lane improvements, Option4. A19 Southbound off slip left filter lane. The tipping points for introducing this upgrade were 60% and 40% of the identified LDF development respectively for Options 2 and 3. The Highways Agency recommend that: Option 1 - be introduced in association with sustainable transport measures – in conjunction with Sunderland Council

	Option 2 - introduction subject to the performance of the SRN and Sunderland Council's proposals for A183 Option 3 – • North bound on slip – be upgraded to F type , existing capacity = 300 vehicles, but the LDF would generate approximately an additional 650 vehicles. • South bound on slip – merge arrangement already over capacity therefore immediate upgrading to type G is required. • North bound off slip - already over capacity therefore immediate upgrading to type D is required. • South bound off slip - already over capacity therefore immediate upgrading to type D is required. Option – 4: With the above work, and amending traffic signal timings this slip is capable of running with spare capacity. Not to be taken forward as an option at this time.
Approximate Cost/ Funding	Sunderland Strategic Transport Corridor – comprises four phases:- Phase 1 - Vaux Boulevard - estimated cost £10m. Phase 2 – New Wear Bridge - estimated cost £133m. Phase 3 – Proposed new south bridgehead to Paley Street - estimated cost £20m. Phase 4 – Wessington Way (A19 to proposed new north bridgehead) - estimated cost £25m. Phase 5 – Bridge Street to Port (includes Sans Street and High Street East) - estimated cost £27m. Sunderland Central Route. Current estimated cost is £23.5m. The scheme has been provisionally accepted by DfT, and has achieved Programme Entry status, but Conditional Approval has not yet been given. (Two sections of this scheme have already been completed through planning gain). Improvements to the city's arterial routes ○ Phase 1- A1018 Newcastle Road Corridor-Improvements to Wheatsheaf and Stadium Way Junctions. Estimated cost around £3.5 million ○ Phase 2 -A183 Chester Road Corridor Improvements. Estimated cost around £12 million However the DfT announced on 4 February 2011 that following consideration, the Phase 1 Bus Corridor proposals for Tyne & Wear had not been successful and that the scheme would not therefore be funded through the major schemes programme. It may be possible that the bus corridor improvements could be funded through a more devolved funding framework for major schemes with Local Enterprise Partnerships and others, (which the DfT are to develop further during 2011), or with alternative funding sources. A1/A1231 – Enterprise Zone A19/A1231/A183 junction improvements (2010 prices): Option 1. £1.4million Option 2. £900,000 Option 3. £ dependent upon level of upgrade Option 4. £1.0 million
Role of the LDF	A key issue is the extent to which the spatial strategy will influence traffic growth, additional traffic growth as a result of strategic developments & new housing development.

	The anticipated increase in overall traffic levels highlights the necessity for the LDF to include robust measures to manage and reduce car traffic. Reducing demand for travel and infrastructure are key challenges for the city. Transport infrastructure funding should be sought from new development and should include a contribution to facilitate targeted improvements in public transport, cycling and walking as modes of transport. The Council will ensure development proposals will contribute towards meeting the requirements of the Local Transport Plan, in particular by being located to minimise the need for travel and facilitating the use of alternative modes of transport to the private car, such as walking, cycling and public transport. There should be a requirement for Travel Plans to be approved as part of planning permissions for major development proposals.
Extent to which needs can be met (e.g. funding available)	Improvements to the city's arterial routes Improvements to Wearsheaf and Stadium Way Junctions in Sunderland, was submitted by Nexus to the Department for Transport in December 2008. Following a review of capital projects by the Department for Transport / Coalition Government linked to future spending plans, it was announced on 4 February 2011 that the Phase 1 Bus Corridor proposals for Tyne & Wear had not been successful and that the scheme would not therefore be funded through the major schemes programme. Should the bid have been successful, then 90% of the funding would be provided by the Department for Transport, with the remainder from City Council Contributions. However, during 2011 the DfT are to develop a more devolved funding framework for major schemes with Local Enterprise Partnerships and others, and it may be possible that the bus corridor improvements could be funded through this means. Otherwise, alternative funding sources would need to be found. Sunderland Central Route has been provisionally accepted by DfT, has achieved Programme Entry status, and is now at an advanced state of readiness. An application has been made to DfT for Conditional Approval, but this has not yet been given. (Two sections of this scheme have already been completed through developer contributions / planning gain). Low Carbon Economy In 2009, the Government announced that Sunderland would be the centre of the UK Low Carbon Economic Area (LCEA) for Ultra Low Carbon Vehicles, covering South Tyneside, Sunderland, and Easington. This provides Sunderland with opportunities will help to stimulate economic activity in Sunderland, including the prospect of international investment. Electric Vehicle Production Nissan's plant in Washington will be the first in Europe to produce their new electric car, the LEAF, along with electric vehicle batteries. This will provide an opportunity to ensure a sustainable future for the city's automotive industry. The Ultra Low Carbon Vehicle City Strategy will support the use of electric vehicles across the city, and funding has been approved for the installation of pilot charging points during 2011. Proposals for physical infrastructure associated with Nissan include the possibility of the mothballed Leamside Railway Line, adjacent to the Nissan plant, being re-opened. This would provide the opportunity to connect the plant

	to the rail line via a new rail link, which would allow the export and import of vehicles by rail instead of road.
Responsibility to deliver	Highways Agency (A19), SCC, Nexus, Developers Department for Transport main funding providers
Delivery/ Phasing	Sunderland Strategic Transport Corridor comprises four phases:- Phase 1 - Vaux Boulevard – proposed start date 2011 Phase 2 - New Wear Bridge – proposed start date 2012 Phase 3 - Proposed new south bridgehead to Paley Street - proposed start date 2014 Phase 4 - Wessington Way (A19 to proposed new north bridgehead - proposed start date 2020 Phase 5 - Bridge Street to Port (includes Sans Street and High Street East) - proposed start date 2025 In view of limited resources, the focus during LTP3 is to deliver Phase 2 (the new Wear Bridge) and Phase 1 (the Vaux site). Phase 3 has been developed to preliminary design stage and will be brought forward should additional resources become available. However, as with the Tyne & Wear Bus Corridor Improvement Programme, and many other transport projects throughout the country, the Government's Spending Review creates uncertainty with regard to the phasing of the project. Sunderland Central Route has been provisionally accepted by DfT, has achieved Programme Entry status, and is now at an advanced state of readiness. An application has been made to DfT for Conditional Approval, but this has not yet been given. (Two sections of this scheme have already been completed through planning gain). Hetton Bypass is a long term aspiration, which the City Council seeks to introduce in the period 2011-21. A1/A1231 – Enterprise Zone Highways Agency assessment: Option 2 Ramp metering A183 northbound slip 60% of proposed LDF development is considered to be the tipping point for upgrade. Option 3 A19/A1231 slip lane improvements (South bound off slip) 40% LDF development is considered to be the tipping point for upgrade. (LDF % development is based on draft proposed LDF development and is dependent on final location and phasing of proposed LDF development sites which would impact on the A19/A1231 area)
Targets/ Standards/ Drivers	

Walking/ Cycling/ Bridleways	
Existing Provision	National Cycle Route 1 & 7 and Regional Cycle Network 11& 20. The city contains 225km including 175km of public rights of way, including 80-90km cycle routes. Excluding routes in parks which account for an extra 100km. Good coverage of cycle parking throughout the city.

	An extensive network of public footpaths- 100km and bridleways-49km, with walking and horse-riding remaining popular pastimes. SCC soon to inherit from English Partnerships large areas of land on the northern bank of the River Wear, following the course of the C2C from the Queen Alexander Bridge to the Marina. Improvements required including lighting
Key Issues/ Concerns/ Deficiencies	Walking and cycling are low cost, healthy and environmentally friendly means of transport. Spatial planning has an important role to play in bringing about an improved environment for walkers and cyclists, particularly in giving priority to pedestrians and cyclists in town centres and ensuring the appropriate infrastructure for walking and cycling is built into new developments, with good networks for off-road and leisure cycling, to help create a 'culture' for cycling and walking. Cycle levels within Tyne and Wear have increased significantly already, with a 17% increase between 2004-2007. However a large proportion of Washington and the northern coalfields and to a lesser extent West Sunderland continue to have poor access to the established cycle network. Lack of cycling parking facilities at Metro stations Cycling is in on the increase, particularly on commuter and school routes.
Planned Provision	The Tyne & Wear Rights of Way Improvement Plan and Local Transport Plan identify routes for improvement/ upgrade and new cycle route/ footpaths and bridleways. • Washington. Lots of existing wide footways. Small spend required to upgrade these to multi-user routes, to include signage and lighting. Would improve connections between residential and employment sites. • Improved access to Pattinson Road, A1290 and Nissan. Including New Bridge over the Leamside Lane • National Route 1 improvements to coastal multi-user route from Port- south towards Durham. To form part of English Coast Pathway- English Coast Bill • Coalfields. Improve access to principal employment sites. • Cycle parking provision at metro stations. • Improvements on Ryhope Road, Newcastle Road and A690 Cycle route through city centre tired, needs reinvigoration
Impact of development proposals/ Infrastructure needs identified	Increasing alternatives to car use and easing congestion will become even more important in the light of the planned housing growth. As part of a sustainable approach to transport, developers are required to cater for pedestrians and cyclists. Proposed large housing developments at Eppleton, Lambton Cokeworks, Ryhope and should see improved access to the cycle network as a result of planning gain.
Approximate Cost/ Funding	Unless otherwise stated most schemes are funded through the Local Transport Plan budget- allocated funding as point of a joint Tyne & Wear bid from DEFRA • Washington. £100,000

	• Pattinson Road/ Nissan £150,000. New Bridge £100,000 • National Route 1 improvements & re-routing Approximately £250,000- including need to purchase land • Coalfields. Principally to be funded through planning gain and housing schemes at Eppleton, Lambton Cokeworks. • Parking provisions at metro stations to be funded by Nexus • Improvements on Ryhope Road, Newcastle Road and A690 • Cycle route through city centre • £500,000 to improve/ upgrade C2C route from Queen Alexander gyratory to Mariner. Annual budget of approximately £45/50,000 from SCC Treasures for Footpaths and Bridelways. Developer Contributions.
Role of the LDF	The LDF has an important role to play in taking a spatial approach to improving accessibility and improving the attractiveness of alternative modes of transport to the car. Developer contributions may be used to provide routes to and facilities for, pedestrians and cyclists both around and within the development. The LDF can also support the LTP in seeking Travel Plans from larger development proposals, particularly commercial, including measures to encourage walking and cycling.
Extent to which needs can be met (e.g. funding available)	What funding do SCC make to infrastructure changes and development of additional cycle routes. The internal highway infrastructure required for new development sites can include footpaths, cycleways, and bridleways connected to the existing highway. National Route 1 requires the purchasing of land from Church Commission. Funding from English Partnerships for upgrade of C2C route from Queen Alexander gyratory to Mariner.
Responsibility to deliver	SCC, Nexus, Local Transport Plan, developers through developer contributions and planning gain. SCC have a duty to maintain all off-road cycle tracks to a safe and usable condition. Sustrans- have an advisory role. Traditionally established to over see the development of national cycle network
Delivery/ Phasing	Due to the nature of funding and grants there tend to be short timescales for delivery. The majority of the schemes outlined are due to be complete within the first five years of the plan period. The following are unlikely to come forward until the 5-10 plan period or 10-15 plan period. • National Route 1. Northern Section depending on development/ master plan for the port (to be completed within the plan period). South section to be completed in tandem with English Coast Pathway by 2016. A number of schemes are dependant on planning gain and will be in completed in tandem with developments e.g. major housing schemes in the

	coalfield and the coalfield regeneration route
Targets/ Standards/ Drivers	A Cycling Strategy for Tyne and Wear has been developed which aims to see cycling trips increased across the region by 5% (2006-2011). This target was exceeded within the first year. No advanced target has been set and is awaiting the LTP2 Local Area Agreement (NI175) Access to services and facilities by public transport, walking and cycling

Bus	
Existing Provision	There are 3 main bus operators in Sunderland- Stagecoach, Go North East and Arriva. These services are supplemented by smaller operators such as Compass, Connect and Kingsley who operate fully secured regular services and secured works and scholars services 99.7% of householders in Sunderland can walk to a bus stop within 5-6 minutes Compass Community Transport Ltd- a charity based company operate a limited number of bus services throughout the city, striving to overcome social exclusion. Services include a park and ride scheme from Sainsburys car park to Sunderland royal hospital , a small number of Nexus secured bus services, and localised shoppers services, also funded by Nexus, aimed at the elderly and less mobile.
Key Issues/ Concerns/ Deficiencies	Buses are the most used form of public transport in Sunderland. However car ownership is increasing and bus patronage reducing. Patronage in Tyne and Wear has reduced by 50% since 1986. The government aim is to drive up standards to provide a better quality service for those who already use buses and attractive alternative for those who currently don't. Although most parts of Sunderland are considered accessible by public transport, this conceals the overall lower level of provision in outlying areas, such as the coalfield area. Access to employment from these areas presents a challenge, in view of the degree of difficulty encountered in making some journeys by public transport. Lack of access identified in St Michaels Ward, St Peters Ward, the Coalfields, and the periphery of Washington. St Peters ward has recently been provided with a bus, the service 700 with the support of Sunderland Council, Nexus and the University . The service provides links between the University sites and the city centre using low emission Hybrid diesel-electric vehicles Private operators provide the majority of buses and the decision on the extent and frequency of services are mainly a matter for the commercial judgement of the operator concerned If routes are deregistered because they are not commercially viable Nexus examine the viability of providing the services on a subsidised basis. If the decision is taken to provide a subsidy the service is tendered and the most appropriate bidder in terms of cost and quality is awarded a contract to operate the service. 40 large employers e.g. NPower have travel plans in place, and some offer incentives such as subsidised season tickets and Nexus as a consultee in planning applications, encourages new developers to offer public transport information and incentives as part of their travel plans

	Nexus promotes the introduction and use of low floor, easy access buses. As a result of this over 80 percent of the local bus fleet now meets high accessibility standards. This figure is rising as the bus fleet increasingly complies with the Equality Act 2010 and DFT accessibility standards.
Planned Provision	- The Nexus lead "Bus Strategy" (May 2009) sets out a three year action plan to improve punctuality, accessibility and customer satisfaction for 3.5 million passengers every year using buses in Sunderland. - Pre-Qualifying stage – Sunderland Central route Nexus are looking to alternative options to secure services or provide public transport in areas where a bus route is not commercially viable. Focusing on specific social needs, to identify priorities within budgetary constraints The ITA and Nexus are currently consulting members and stakeholders with regard to statutory options for improving bus service provision in Tyne and Wear
Impact of development proposals/ Infrastructure needs identified	Increasing alternatives to car use and easing congestion will become even more important in the light of the planned housing growth, a greater number of passengers could increase patronage and assist with the viability of some services.
Approximate Cost/ Funding	
Role of the LDF	The LDF has an important role to play in taking a spatial approach to improving accessibility. New developments should be developed in sustainable locations on public transport corridors.
Extent to which needs can be met (e.g. funding available)	Bus infrastructure required for new development, including bus stops, shelters and lay-bys should be the responsibility of the developer. The public transport requirements of new developments should be assessed in detail and any additional service provision should be funded by developer contributions in order to encourage operators to alter traditional networks. Such funding should be finite and limited to pump priming of new services over a fixed period of time, normally two to three years. Nexus is the Tyne & Wear Passenger Transport Executive, which administers funds on behalf of the Tyne & Wear Passenger Authority. 10% of Tyne & Wear bus routes are funded by Nexus
Responsibility to deliver	Nexus. Private bus operators- Stagecoach, Arriva and Go North East. SCC. LTP partnership
Delivery/ Phasing	
Targets/ Standards/ Drivers	Local Area Agreement (NI175) Access to services and facilities by public transport, walking and cycling Nexus Bus Strategy- Significantly increasing the number of homes that can access town centres, local services, employment and health facilities sites by public transport within 30 minutes door-to-door; Make sure three out of four people can access the city centre, at least 3 key local employment sites and a general hospital within 30 minutes daytime travel by public transport. The key element of the Bus Strategy for Sunderland's dispersed hinterland of Washington and Houghton/Hetton is the target of 85% of households being within easy reach of a service departing every 10 minutes.

Metro/ Railway	
Existing Provision	Sunderland now has rail links to London. Grand Central began operating in January 2006. 1 Railway station in the City Centre, which has recently undergone a transformation with £6.7 million DFT investment. 1 Dormant Railway line (Leamside Lane) 8 metro stations in Sunderland at Stations at South Hylton, Pallion, Millfield, University, Park Lane, Seaburn, St. Peters & City Centre
Key Issues/ Concerns/ Deficiencies	The Leamside Line rail corridor offers an opportunity to improve connectivity. The corridor extends south from the Pelaw area of Gateshead via Washington, Penshaw and Fencehouses and skirts the eastern edge of Durham City before connecting with the East Coast main line north of Ferryhill. Although lying disused for over twenty years, the line is physically intact and in the ownership of Network Rail The Leamside Line rail corridor offers several potential options which include providing:- • Access for freight shipments to and from the Nissan car plant. • Metro services as part of a 'Wearside loop', linking Pelaw, Washington, South Hylton and central Sunderland. • Local and regional rail services connecting Newcastle / Gateshead with Washington, Penshaw and Fencehouses, and further south in County Durham. • Additional capacity as an alternative route for East Coast Main Line rail services. Re-instatement costs are likely to cost upwards of £100 million, and would therefore require a robust rationale in order to proceed. However, in view of the route's potential, it is intended that the Leamside Line alignment continues to be protected, and that the stakeholders such as Network Rail and the Highways Agency are kept alert to the continuing potential of the route. Heavy Rail-Durham Coast line The Durham Coast Line connects Tyneside and Wearside with Teesside. Between Newcastle and Sunderland, the route is shared by Metro and heavy rail services, and south of Sunderland heavy rail services run to Middlesbrough, and with Grand Central Railways, to London. The route is also heavily used by freight trains. A site has been identified for a potential new station in the Ryhope area, as well as further potential sites between Seaham and Hartlepool. Heavier use of the line would be contingent upon re-signalling and increased line speeds to improve route capacity and reliability. Potential Metro Extensions The Tyne & Wear Metro carries around 41 million people per year, and has shown continuous growth in passenger numbers over the past four years (including an 11.7% increase in Sunderland between 2008/09 and 2009/10). In comparison, during the same period, traffic on Sunderland's roads reduced by 1.78%, a drop attributed to the economic downturn. There are regular requests for extensions to the Metro system beyond its existing network, and a strategic case can be made for construction of new Metro lines. In Sunderland, the following potential extensions to Metro have been identified:-

	• City Centre to Doxford Park • City Centre to Ryhope and Seaham • Sunderland to South Shields • Pelaw to South Hylton via Washington (following reinstatement of the Leamside Line) The above potential major schemes will be evaluated during LTP3, and this evaluation will include consideration of both street running and segregated alignments. Recently metro service has increased services between South Hylton to City Centre. Metro re-invigoration seeks to upgrade the metro system to ensure the system is fit for purpose for the next 30 years Long term possibility of connecting the Pelaw-Sunderland Metro line with the Pelaw-South Shields line via a link near Biddick Hall in South Tyneside.
Planned Provision	Sunderland Railway Station- Network rail own the railway station. Nexus to implement. Work started in September 09. Expected to take 1 year- £6.7million funded through DFT and reduction of subsidies NE Smart Ticketing identified as a provisional priority scheme in the NE Regional Funding Advice. Smart ticketing is rolling out with the introduction of the Pop card Metro Ticketing and Gating project underway Metro Reinvigoration Phase 2 is underway Metro strategy II – step after reinvigoration project. Revisiting Orpheus. Reinvigoration stage 2- march 2010- 7 years (+2 years)
Impact of development proposals/ Infrastructure needs identified	Potential Schemes to provide extensions to the Metro system, to re-open the Leamside Line, and to improve the Durham Coast Line would improve public transport provision and accessibility, provide the opportunity to transfer freight from road to rail (including freight shipments to and from the Nissan car plant, and surrounding suppliers), and in addition provide additional capacity for rail services on the East Coast Main Line. Increasing alternatives to car use and easing congestion will become even more important in the light of the planned housing growth. Approximately 2500 dwellings, located within 500m of a metro station are planned for by 2021. A greater number of passengers could increase patronage on the metro and assist with the viability of some services.
Approximate Cost/ Funding	Estimated that the Leamside line would cost approximately £90 million to reinstate (Pelaw to Ferryhill) over a 3-5year period. The total cost of reinvigoration to ensure that Metro meets the rising aspirations of existing and potential users is circa £500m (at 2005 prices) phased over a 20 year programme £350 million committed from government over the first 11 years
Role of the LDF	The LDF should protect the Leamside Line from any development that would restrict its reinstatement either for freight or possibly passenger services in the

	longer term. In the long-term, the Leamside Line could provide local services to Fence Houses and Shiney Row, and improve Coalfield connections to the City Region and County Durham. The LDF has an important role to play in taking a spatial approach to improving accessibility. New developments should be developed in sustainable locations on public transport corridors and where possible the metro.
Extent to which needs can be met (e.g. funding available)	A range of procurement options have been identified as ways of funding this project. Nexus do recognise that they all involve some level of private sector involvement.
Responsibility to deliver	Nexus, Network Rail
Delivery/ Phasing	Long term aspirations include:- ○ Leamside Line - it is intended that the alignment should continue to be protected, and that the stakeholders such as Network Rail and the Highways Agency are kept alert to the continuing potential of the route. ○ Durham Coast line - sites have been identified for potential new stations in the Ryhope area, as well as sites further south between Seaham and Hartlepool. ○ Potential Metro Extensions - a strategic case can be made for construction of new Metro lines, beyond the existing network, and potential major schemes will be evaluated during LTP3.
Targets/ Standards/ Drivers	

Utilities

Water Supply	
Existing Provision	Northumbrian Water has a duty to develop and maintain an efficient and economical system of water supply within its area. NWL has a duty to provide water mains to supply new development under Section 41 of the Water Industry Act 1991. The city's water comes from a magesian limestone aquifer and from NWL reservoirs.
Key Issues/ Concerns/ Deficiencies	Northumbrian Water has identified no strategic issues with water supply. Other than the need for local network reinforcement there are no major water supply infrastructure issues in Sunderland. Changing weather patterns may impact on supply infrastructure and underground water supplies however no risk to supply would occur.
Planned Provision	Water mains are generally installed as and when required usually in association with new development. NWL can include necessary network reinforcement as part of the request from a developer to provide a new water main.
Impact of development proposals/ Infrastructure needs identified	Northumbrian Water has not raised any significant concerns over the level of development proposed for the City. Growth is unlikely to put any major strain on water resources. Should developments at Chapelgarth and Hetton Downs/ Eppleton come forward there could be potential pressure problems however this would provide an opportunity to rationalise and improve the strategic trunk water mains system in the area.
Approximate Cost/ Funding	It is difficult to estimate the costs of water mains for new development as it very much depends upon the number of houses, size of the mains, phasing of the development and scale of any network reinforcement which maybe required. However, in 2012/13 for each property connected to NWL mains whether by mains requisition or infill connection an infrastructure charge of £328.29 is levied.
Role of the LDF	The LDF acknowledges the need for infrastructure provision to keep pace with new development. The Core Strategy contains a policy on sustainable construction, renewable energy and energy conservation. This will help reduce water consumption alongside the Code for Sustainable Homes and the BREAM standards.
Extent to which needs can be met (e.g. funding available)	Water companies provide the required infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties. The council has not been made aware of any constraints in water supply that may prevent development taking place. As water undertakers have limited powers under the Water Industry Act to prevent connection ahead of infrastructure upgrades, they therefore rely heavily on the planning system to ensure infrastructure is provided ahead of development through phasing etc.
Responsibility to deliver	NWL/ Developer
Delivery/	

Phasing	
Targets/ Standards/ Drivers	

March 2013

Sewerage Treatment/ Drainage	
Existing Provision	Northumbrian Water is responsible for providing, improving and extending the Public Sewerage system and dealing with the contents of these sewers by means of sewage treatment works. Sunderland is served by 3 sewage treatment works namely Hendon, Washington and Sedgeleth.
Key Issues/ Concerns/ Deficiencies	Northumbrian Water have identified no strategic issues with regard to sewage treatment however the impact upon the sewerage network is still to be fully assessed.
Planned Provision	NWL are currently preparing for the periodic review process for the next Asset Management Plan (AMP6) which will run from April 2015 to March 2020. As part of that process NWL will make an assessment of supply/demand balance as a consequence of new development, in their business plan submission. NWL will use the Strategic Housing Land Availability Register and other data sources to develop assumptions and feedback on any potential areas of incapacity within the network. This information will assist in determining appropriate treatment solutions and timings as well as the potential investment requirements.
Impact of development proposals/ Infrastructure needs identified	Should developments at Chapelgarth and Eppleton come forward there could be implications for sewerage management in regards to capacity levels. Most of the concerns can be overcome if developments are phased appropriately. There is an interceptor sewer underneath the Vaux site. Any development should not affect this provided NWL are fully consulted regarding the layout and foundation details. Necessary for developments within Central Sunderland to be phased to prevent the need for isolated sewerage systems. Developments at Fullwell Quarries West and East are major sites located on the outer edge of existing development and as such surface water run-off will have to be controlled via SUDS and discharged to a suitable location..
Approximate Cost/ Funding	In 2012/13 for each new property connected to NWL sewerage systems whether by direct connection, section 104 sewer adoptions or by sewer requisition, an infrastructure charge of £328.29 will be levied.
Role of the LDF	The LDF will make reference to sewerage infrastructure and acknowledges the provision of adequate water and sewerage infrastructure to service development and avoid impact on the environment, residential and commercial property, pollution of land and watercourses.
Extent to which needs can be met (e.g. funding available)	As sewerage undertakers have limited powers under the Water Industry Act to prevent connection ahead of infrastructure upgrades, they therefore rely heavily on the planning system to ensure infrastructure is provided ahead of development through phasing etc. The Council and NWL will continue to work together to proactively identify any capacity constraints in sewerage infrastructure that may prevent or delay development taking place.

	Developers should be encouraged to implement sustainable drainage infrastructure for example SUDs and grey water systems to minimise the impact of surface water upon the sewerage system. These systems will not be adopted by NWL (Do Sunderland need to include a separate Surface Water Management template in this format. It would make sense and may be a better place for the SuDS Lead Local Flood Authority angle
Responsibility to deliver	Northumbrian Water Limited for sewerage system. Sunderland City Council. Developers for the development/ inclusion of SuDS.
Delivery/ Phasing	
Targets/ Standards/ Drivers	

March 2013

Power Generation & Distribution	
Existing Provision	Northern Gas Networks Ltd own and operate the gas distribution system serving the North East of England, Yorkshire and part of Cumbria. Domestic gas usage has continued to reduce year on year in the city. Reducing from 2376 GWH in 2005 to 2199.7 in 2007. This could be the result of a number of factors for example rise in costs, better technology and increased public awareness.
Key Issues/ Concerns/ Deficiencies	Northern Gas Networks long term development strategy provides a ten-year forecast of usage and likely system developments. Gas consumption is expected to increase by 6.25%, equal to 0.68% over the forecast period.
Planned Provision	It is unlikely there will be any significant impacts for Sunderland, with no strategic work planned by NGN for the city during the plan period.
Impact of development proposals/ Infrastructure needs identified	Northern Gas Networks Ltd, having being consulted on the SHLAA have highlighted a number of sites where reinforcement of the existing gas network may be required, particularly the larger brownfield/ greenfield sites in the coalfield.
Approximate Cost/ Funding	
Role of the LDF	The LDF will include a policy to increase energy efficiency measures and promote renewable energy sources.
Extent to which needs can be met (e.g. funding available)	The City Council do not see any constraints in terms of gas infrastructure at the local level that should impact on the over all levels of growth that are planned.
Responsibility to deliver	Northern Gas Networks Ltd
Delivery/ Phasing	
Targets/ Standards/ Drivers	

Electricity

Existing Provision	Domestic energy usage has continued to reduce year on year in the city. Reducing from 461 GWH in 2005 to 447.1 in 2007. This could be the result of a number of factors for example rise in costs, better technology and increased public awareness.
Key Issues/ Concerns/ Deficiencies	Electricity is generated in power stations by companies known as generators. In the UK there is competition between generators to sell their electricity to suppliers. Distribution network operators, each covering a particular area of the country, take this electricity, convert it to lower voltages and deliver it to customers; this is the work of Northern Powergrid with Northern Powergrid Northeast the subsidiary company for the North East of England. The two major long-term challenges in UK energy policy are tackling climate change by reducing carbon dioxide emissions and delivering secure, clean energy at affordable prices, as there is a move to increasing dependency on imported energy. Concerns over climate change and rising fuel costs may well affect demand for, and supply of energy. Demand may be reduced by price increases, improved insulation standards and other efficiency measures. Supply may change to more sustainable sources, including renewable fuels, exploitation of wind and wave power, and combined heat and power.
Planned Provision	Northern Powergrid are currently in the process of installing major EHV infrastructure into the centre of Sunderland which will provide considerable additional capacity to cater for any general load growth over the coming years. Any large scale individual development will be subject to any bespoke requirement for additional infrastructure which will depend upon the size of the development.
Impact of development proposals/ Infrastructure needs identified	No constraint in terms of electricity infrastructure have been identified by Northern Powergrid, at the local level, taking into account overall levels of growth that are planned and potential housing allocations.
Approximate Cost/ Funding	
Role of the LDF	The LDF will include a policy to increase energy efficiency measures and promote renewable energy sources.
Extent to which needs can be met (e.g. funding available)	The City Council do not see any constraints in terms of electricity infrastructure at the local level that should impact on the over all levels of growth that are planned.
Responsibility to deliver	Northern Powergrid
Delivery/ Phasing	
Targets/ Standards/ Drivers	By 2025 the city's carbon emissions from homes, businesses and transport will be reduced by at least 26%, compared to 1990 levels. Sunderland will support sustainable patterns of consumption and development, evidenced by retaining its low eco footprint whilst protecting its diverse natural environment

Waste Treatment & Disposal

Existing Provision	Sunderland City Council use two Waste Merchant Transfer Stations which link to landfill and in addition a range of waste management recycling facilities. A separate Materials Recycling Facility in Washington provided and operated by the Council's contractor and transfer station in Birtley, Tyne and Wear where we deliver garden waste for onward transportation to a Green Waste Composting Facility outside the city. All facilities are provided by external contractors. These facilities may continue to operate as merchant WTS's after the expiry of the current Council waste contracts around April 2014, at which point all residual household waste will be delivered to the new PFI arrangements below, and garden waste and recyclables will be delivered to the existing or other new facilities depending on the outcome of medium term procurement exercises. Currently residents are provided with wheeled bins for general waste green waste and dry recyclables (inclusive of an internal caddy for paper),
Key Issues/ Concerns/ Deficiencies	Delivery of a sustainable waste management infrastructure reducing the need to landfill by applying the waste hierarchy in order to achieve waste targets. It is estimated that there are sufficient waste management facilities (both current and planned) to accommodate waste and recycling arrangements for the City Council's Waste for the next 10 years. The South Tyne & Wear Waste Management Partnership (STWWMP) is developing infrastructure with SITA a private contractor for Bulking up Facilities (one in each Authority area) and a Waste Treatment Facility in Teesside to process waste from the City that is not recycled. A forecasting exercise is currently being undertaken of commercial and industrial waste arisings up to 2030. The assessment will also include a review of capacity gap's, the results of which will identify any need for additional waste facilities. The findings will be reflected in the Core Strategy. Results are due April/ May 2012.
Planned Provision	Sustainable waste management is ultimately environmentally beneficial, reducing greenhouse gases through minimising, reusing, recycling and processing waste materials. The impact of the STWWMP activity reduces the need for landfill, down to less than 5% of household waste collected and potentially along with other waste management solutions generate energy from waste.
Impact of development proposals/ Infrastructure needs identified	Ensure sufficient waste and recycling facilities are provided to meet waste management requirements and targets.
Approximate Cost/ Funding	City Council funding through PFI contracts all accounted for in the MTFS
Role of the LDF	Funding is from the City Council, and the STWWMP has successfully been awarded PFI funding to deliver its waste management solution.
Extent to which needs can be met (e.g. funding available)	See above
Responsibility to deliver	City Council & STWWMP.
Delivery/ Phasing	The STWWMP is anticipated to have its facilities in place by April 2014(estimated).
Targets/ Standards/ Drivers	By 2025, 50% of all domestic waste will be recycled and less than 25% will be sent to landfill Reduce methane emissions from the disposal of domestic waste by at least 75% between 2001 and 2022.

Social Infrastructure

Museums/ Theatres/ Cultural Attractions

Existing Provision

Sunderland has 3 theatres, Sunderland Empire which is managed through the Ambassador Theatre Group on behalf of the City Council, Washington Arts Centre and The Royalty Theatre (a voluntary ran organisation) both located within the city centre.

There are 6 Museums spread throughout the city, Monkwearmouth Station Museum, Sunderland Museum and Winter Gardens, Washington F Pit , Bowes Railway Museum and Fulwell Mill along with the North East Aircraft Museum.

St Peters Church, an Anglo Saxon monastery, part of Wearmouth-Jarrow, which is the UK's 2011 nomination for World Heritage Site Status. UNESCO will announce its decision in Summer 2012

National Glass Centre whose purpose is to support the production, education, presentation and enjoyment of contemporary glass. The site is currently managed through Sunderland University, and is supported through Sunderland City Council.

Washington Old Hall – situated In Washington and managed through the National Trust. The Old Hall is the ancestral home of George Washington.

Hylton Castle – designated a Scheduled Ancient Monument, in the guardianship of English Heritage, the castle is one of the oldest buildings in the City.

Sunderland Museum and Winter Gardens, Monkwearmouth Station Museum and Washington F Pit are managed through Tyne and Wear Archives and Museums via an Annual Service Level Agreement (SLA). The City Council work alongside Tyne and Wear Archives and Museums to ensure the Museums Service is delivered as set out in the SLA. This is closely monitored by the Executive Director of City Services through a range of monitoring, performance and operational meetings and a number of partnership arrangements which supports specialist events and programme activity.

Key Issues/ Concerns/ Deficiencies

Culture is seen as important to achieving sustainable communities, meeting diverse needs and offering a high quality of life and good services for all. Good cultural provision can attract residents and business to an area, bring together new and existing communities, and help deprived communities to raise their aspirations and reach their potential. All cultural services are currently under review to ensure that services are delivered in the most effective and efficient way.

The Sunderland Cultural Strategy seeks to increase levels of participation in cultural activities, celebrating Sunderland, its traditions and its people. (The strategy is currently being reviewed)

Sunderland Empire recently had £4.5 million spent on its redevelopment to enable it to stage West End shows. The Empire is now the only theatre between Manchester and Edinburgh large enough to accommodate West End touring productions and continues to attract large productions to the City and the region.

The twin Anglo-Saxon monastery of Wearmouth-Jarrow has been named as the UK's nomination for World Heritage status. A bid has now gone forward which if successful will allow for the site to be inscribed as a UNESCO World Heritage Site. The decision will be announced by UNESCO in Summer 2012.

	Bowes Railway Museum- Identified on the English Heritage- At Risk Register. The whole railway, including the buildings, machinery and rolling stock is now a Scheduled Ancient Monument and is managed by the Bowes Railway Company Ltd on behalf of the current owners, Sunderland City Council and Gateshead Council. The Railway has recently appointed a new chairman who is working to secure the long term future of the railway. Some Area Committees have identified heritage as a key action for their areas. No identified resources are available within current revenue budgets but North and Coalfield Area Committee have committed SIB funding to support their heritage aspirations
Planned Provision	There are no plans/ scope to increase the provision of cultural facilities, but the profile of heritage is continuing to be raised across the City, both at a national and regional level. However there are plans to improve existing facilities: • Monkwearmouth Museum has recently undergone a new extension which opened in Autumn 2012. The site now accommodates historic railway wagons as an added attraction to the Station. This work will considerably enhance the visitor's experience of the whole heritage site. • Bowes Railway, working with English Heritage and North of England Civic Trust to develop and preserve the site and to carry out necessary conservation work needed to allow for the site to work towards removal from English Heritage At Risk Register. The Railway has also recently secured Heritage Lottery Funding to develop the site and to work towards it becoming a viable and sustainable visitor attraction for the future. • Hylton Castle – working with Friends of Hylton Castle and English Heritage to develop and conserve the Castle for the future. A Stage 1 HLF application was rejected in 2011, and a resubmission of the bid will be submitted in June 2012. If successful a staged approach to developing the site will be taken forward. • The World Heritage Site will need to be considered in terms of taking forward the management plan which was submitted as part of the application to UNESCO in 2010. An announcement on the outcome of the submission is expected Summer 2012 • Aircraft Museum considering expansion to include historic vehicles.
Impact of development proposals/ Infrastructure needs identified	No specific issues identified, but if the government and city council continue to drive to increase participation in culture is successful then demand will increase particularly if there is housing growth.
Approximate Cost/ Funding	None available – however consideration of future Revenue funding would need to be considered to support projects such as the Candidate World Heritage Site and Hylton Castle Development.
Role of the LDF	With no specific sites identified, and a growing emphasis on co-locating facilities in multi-purpose community buildings including opportunities for cultural activities, it is difficult to specify requirements for the LDF. The use of S106 contributions could be helpful, but is currently difficult to cost given the diversity of provision.
Extent to which needs can be met (e.g. funding available)	With the nature of cultural provision, there is a reliance on working with a wide range of bodies and the private sector to deliver a variety of facilities.

Responsibility to deliver	SCC, Tyne & Wear Archives & Museums (TWAM), English Heritage, , Members of the Voluntary and Community Sector
Delivery/ Phasing	World Heritage announcement to be made summer 2012. Hylton Castle resubmission application to go forward June 2012, with announcement in Sept/Oct 2012.
Targets/ Standards/ Drivers	New Performance Indicators are to be introduced for heritage which will be implemented for 2012/13 Performance Year.

Libraries	
Existing Provision	The Sunderland Library Service currently serves the residents of Sunderland through 20 static libraries distributed throughout the City, including Washington and the Coalfields. The Library Service also has one mobile library, a mobile ICT learning bus (LIAZe) and a 'Books on Wheels Service' in partnership with the WRVS; Schools Library Service providing services to schools and a contract with the TPCT to deliver services to the Sunderland Royal Hospital. Libraries currently deliver customer services centres from 10 of the 20 static library service points.
Key Issues/ Concerns/ Deficiencies	Library usage is falling nationally, visitors and book issues in Sunderland are following this trend, however, usage of ICT is steadily increasing and enquiries dealt with by libraries has increased by over 10,000 for 2010/11 Libraries contribute to national and local priorities such as learning and education, skills, employability and training, whilst also performing a valuable role within the community. The main City Library & Arts Centre, which is the main Library Service point (almost 640,000 visits during 2010/11) , is in need of some capital investment to update and review the library layout and furnishings. The library now also incorporates the Tourist Information Services and is part of a multi service building that includes the new Customer Service Centre in Fawcett Street. It is recognised that, as an important component of successful communities, an appropriate library offer needs to be made that is specific to the individual community requirements and uptake. All residents within the city can currently access a static library within 2 miles of their home.
Planned Provision	A full review of all libraries and associated services is underway and has now been incorporated into the Culture, Sport and Leisure Review. Limitations on improvements at two libraries due to building structures- Monkwearmouth and Kayll Road. These are both listed buildings and are over 100 years old and recognised as Carnegie buildings.
Impact of development	

proposals/ Infrastructure needs identified	
Approximate Cost/ Funding	.
Role of the LDF	The LDF and planning system may have a role is securing developer contributions to assist with improvements
Extent to which needs can be met (e.g. funding available)	
Responsibility to deliver	SCC.
Delivery/ Phasing	
Targets/ Standards/ Drivers	The library service is a statutory service through the Public Libraries Act 1964. Public Library Service Standards no longer exist. Corporate PI's are under discussion

Lesiure/ Sports Provision	
Existing Provision	There is a wide range of sport and recreation facilities across the City, including health & fitness suites, wellness centres, sports halls, courts and swimming pools. There are eleven council run leisure centres/ wellness centres in Sunderland; these are relatively evenly distributed throughout the city, in sustainable locations. There are • Four in North Sunderland (Aquatic Centre, Community North Sports Complex, Bunnyhill and the Seaburn Centre) • Two in the Coalfields (Houghton Sports Centre and Hetton Sports Complex), • Two in Washington (Washington Leisure Centre and Northumbria Centre), • Five across South Sunderland (Crowtree Leisure Centre, Puma Tennis Centre, Sandhill Centre, Silksworth Sports Complex and the Raich Carter Centre (although the Raich Carter Centre is in private ownership it is subsidised by the council) There are also six private sector sports facilities in Sunderland. The Sunderland Aquatic Centre is the latest addition to the city's leisure facilities and is the only 50m pool between Edinburgh and Leeds. There are also a range of outdoor sports facilities including golf courses, synthetic turf, grass pitches, running tracks, tennis courts and bowling greens.
Key Issues/	Several of these facilities are located within Primary Care Centres, Customer

Concerns/ Deficiencies	Service Centres. Co-working with private partners e.g. Northumbria Centre and schools. Second wave of BSF has been approved. Several of the schools are to include sports facilities to be for community use. The Aquatic Centre has been identified as a potential training pool during the 2012 Olympics. A Sport Journey Paper- a framework for how to prioritise sport in the city is currently being drafted to drive sport forward in the city. A Football Investment Strategy has been developed by Community and Cultural Services. The document assesses where we are now in terms of provision, current issues, challenges and opportunities, strategic priorities and a prioritised 5-10 year action plan. The strategy has identified a shortage of playing pitches in some areas, particularly Sunderland East.
Planned Provision	Stadium Village- Policy NA3A.1 in Alteration No.2 identified as a leisure-led mixed-use site that will accommodate a range of large footprint leisure related uses that cannot be accommodated in the City Centre. The Stadium Village SPD is currently being reviewed. Plans for improvements at Washington Leisure Centre.
Impact of development proposals/ Infrastructure needs identified	The requirement for sport and recreation facilities is likely to be maintained, not least because the need to build at higher densities will require the continued provision of leisure facilities. Although the population is ageing, people are remaining physically active for longer. The importance of exercise for maintaining health and reducing demands on the NHS and reducing anti-social behaviour will also lead to pressure for maintaining current levels of provision of sports facilities There are opportunities through planning with partners for the multi-use of space, ranging from dual-use with educational establishments to using flood defence and land drainage areas.
Approximate Cost/ Funding	Single Investment Programme £250,000. Need to find approximately £3/4's of a million to implement the findings of the play pitch strategy. Half a million pounds required for the refurbishment of Washington leisure centre.
Role of the LDF	It is proposed through the Core Strategy that developers will be required to contribute towards the provision of sport and recreation facilities. We will continue to seek opportunities through allocations documents to allocate sites for provision where particular deficiencies have been identified.
Extent to which needs can be met (e.g. funding available)	Private Partners Single Investment Programme £250,000 £750,000 provided by the treasurer, this will be used to get further funding- seed fund.

	There are opportunities to receive Capital funding, however there is limited revenue for on-going maintenance costs. Council often struggle to receive funding through grants however independent clubs applying for money/ grants tend to be more successful. Elected Members, Community Chest Potential funding from Department for Children Schools and Families and Department for Culture Media and Sports Partnership working- Wellness & PCT as part of the health agenda. Various football funding Football foundation- medium financial strategy. Opportunities for funding through section 106's/ CIL
Responsibility to deliver	SCC, Governing Bodies of Sport, University, College, SAFC Charity. Private Bodies e.g. Russell Foster, DCFS, DCMS, Wellness & PCT, Sport England.
Delivery/ Phasing	
Targets/ Standards/ Drivers	Sport England provided the following assumptions about the need for sports halls (assuming current utilisation rates). It assumes 0.283 courts per 1,000 people, and it assumes four courts make up one hall. Sport England provided the following assumptions about the need for swimming pools (assuming current utilisation rates apply). It assumes the need for 0.1045 sq m of swimming pool for per person at a cost of £91 per person. It also assumes that each pool is around 214 sq m

Emergency services

North East Ambulance Service (NEAS)	
Existing Provision	Ambulances are run by ambulance trusts throughout England, roughly based on counties. Each ambulance trust typically has 10-15 stations, which vary in size. Each trust operates two services- emergency and patient transport. Patient transport is not run on a 24 hour basis; it provides on-demand transport to and from hospitals. There are 5 ambulance stations within the city, based at; • Pallion • Fulwell • Ryhope • Rainton Bridge • Peel Centre Washington The NEAS deal with 350,000 Accident & Emergency patients a year, equivalent to 850- 1,000 a day.

Key Issues/ Concerns/ Deficiencies	Ageing population could increase demand/ pressure for services. NEA already being required to reduce spending by approximately 3% a year. Concern that ambulance stations are not always located in the best locations.
Planned Provision	There are plans to move from Rainton Bridge – at the moment they are based there with the fire service on a temporary basis. The Fire Service is shortly going to vacate the premises and therefore to make the Ambulance service in a more accessible location, they would ideally like to relocate further towards Dubmire/Fence Houses. The station based at Fulwell is also not in an ideal place in terms of accessibility – the ambulances are housed in the fire station there and they will have to look for alternative accommodation. A premises near the Queen Alexandra Bridge would be favourable for them.
Impact of development proposals/ Infrastructure needs identified	Need to be included in future consultation for housing such as the SHLAA, will assist future provision. Currently tend to be responsive rather than reactive There have been increasing demands on the Ambulance Services and it is predicted that this will continue to rise
Approximate Cost/ Funding	
Role of the LDF	This is currently unknown, but likely to be limited The Ambulance Service is keen to link in with other developments in appropriate areas rather than seeking new builds for themselves. The Ambulance Service only require a garage area, toilet facilities, kitchen and sitting area for their purposes.
Extent to which needs can be met (e.g. funding available)	At present no additional needs that can be met have been identified.
Responsibility to deliver	Primary Care Trust Strategic Health Authority Partnership with the Local Authority for emergency plans
Delivery/ Phasing	
Targets/ Standards/ Drivers	In terms of performance- target is to have an ambulance on the scene within 8 minutes of the emergency call hitting their switchboard. Life threatening emergencies - 75% of calls have to be hit within 8 minutes, all other emergencies have to hit 95% within 19 minutes. Measured monthly by PCT

Fire	
Existing Provision	5 stations; Washington, Fulwell, Rainton Bridge, City Centre, at Railway Row and North Moor Lane. There is also the Service Delivery Headquarters, Service Headquarters and the Training Centre within the city.
Key Issues/	Older people, people with social and welfare problems, known abusers of drugs

Concerns/ Deficiencies	and alcohol and those in domiciliary care are statistically at greatest risk from fires, these are on-going issues for the Fire and Rescue Service, their mission is to reduce the risk, assisted by support from our partner agencies. Areas of social deprivation also present a higher risk from fires.
Planned Provision	The Tyne & Wear Fire Service (TWFRS) are hoping to develop 2 new stations in the city, seeking to replace Fulwell Station with a new station near Hylton Red House and develop a station in Hetton to replace the currently leased site at Rainton Bridge. The proposed new sites will be in closer proximity to areas where there are the greatest occurrences of fires, assisting in response times. The City Council are currently in the process of conducting land searches and procuring land. It is envisaged that the relocations will attract further infrastructure and development to the areas, regenerate, promote community cohesion and create further employment The new facilities will be community fire stations and be inter-community active and open to the public. Opportunity for the ambulance to co-locate within the proposed fire stations. North east Ambulance Service currently co-locate at Fulwell, Rainton Bridge and Washington stations. Communications and partnership working with other agencies such as Northumbria Police will continue without interruption as these new facilities become operational Plans have been agreed to re-locate the service mobilising control room and all control functions from the existing site at West Denton to the Service Headquarters site within the City, by 2014.
Impact of development proposals/ Infrastructure needs identified	Due to Sunderland being of a small geographical area, and the good distribution of existing stations it is unlikely the proposed housing numbers or employment sites will have significant implications for the Fire and Rescue Service.
Approximate Cost/ Funding	Talks are still ongoing regarding costs and procurement of land. Sunderland City Council and TWFRS are due to meet soon for further discussion on the matter.
Role of the LDF	
Extent to which needs can be met (e.g. funding available)	Previous fire stations built through PFI funding, proposed stations will be funded through Capital Funds. Contingency plans should there be insufficient funds a) seek PFI funding b) do not move, existing stations would have to suffice, however this would have implications for response times..
Responsibility to deliver	TWFRS
Delivery/ Phasing	
Targets/ Standards/ Drivers	TWFRS sets own targets and decide what attendance times will be through an Integrated Risk management Process. Attendance times now based on life risk rather than property risk. District plan produced annually- sets out priorities for the Sunderland district

Police	
Existing Provision	5 police stations; Farrington, Gilbridge, Houghton, Washington, Southwick. 7 Neighbourhood Teams operate from the 5 stations, 2 teams from Gilbridge (Central/ East), 2 from Farrington (Sunderland West/ South), and one neighbourhood team from each of the other fire stations.

Key Issues/ Concerns/ Deficiencies	Government priorities for the police service include reducing overall crime; providing a citizen focused police service which responds to the needs of communities, individuals and inspires public confidence in the police; and reducing people's concerns about crime and anti-social behaviour and disorder Crime is continually falling in Northumbria since 1991. 11.5 % decrease in crime in Sunderland last financial year, resulting in challenging targets for the future. Public perception of crime is the biggest challenge to the force. The Northumbria Police Authority aim to provide a high quality service by developing contact with communities. Therefore the focus for the force is now on neighbourhood policing, further embedding the presence of police into the local community, not only to control crime but also to reduce public concern, by visibly controlling crime and disorder and delivering visible neighbourhood policing in the community. There are a number of neighbourhood bases within in the city, these are not operational police bases more an informal arrangement to increase police presence in a community. Should this prove successful there could be potential for future shared service of a similar nature.
Planned Provision	No proposals for expansion or new build. Within the Northumbria police force Sunderland is a not a priority for new build. A number of business reviews are ongoing within the force looking at a variety of areas including Estates requirements of all area commands for the future. Another area being examined as part of the force business reviews is force structure and sectors. Consideration is being given to mirroring local authority boundaries which will impact on the structure of Neighbourhood Police Teams and the Senior Management Team. There is the potential for new law courts to be developed within the city centre. The authority will continue to manage and review the custody estate.
Impact of development proposals/ Infrastructure needs identified	There are currently no identified spatial implications. Each neighbourhood team has a profile identifying issues for the locality; development proposals could have implications for these. An increase in population may increase needs for the service or require the review of distribution of offices.
Approximate Cost/ Funding	
Role of the LDF	The Police Authority state that safe communities are a pre-requisite to achieving sustainable communities. The Police consider that the LDF is an important tool for delivering sustainable communities and the law and order infrastructure required to provide community safety from police stations to CCTV. The Northumbria Police Authority have a number of Crime Prevention Design Advisors who implement a scheme called, 'Secure by Design' the purpose of which is to enhance security, give greater reassurance and a reductions in crime, creating a safe and sustainable community and reduce remands on police resources. Design and assess statements required for many planning applications should demonstrate how crime prevention measures have been considered in the design of the proposal.

	The role of the LDF is limited and there are currently no known plans for development of existing or new Police Stations within the District. In the design of new development, the LDF will need to ensure that opportunities to design out crime are considered. Redevelopment proposals may in some areas offer opportunities to ensure anti-social behaviour is minimised.
Extent to which needs can be met (e.g. funding available)	It is likely that current service provision will reduce through budgetary constraint impacting upon the Police Authority. Area Based Grant support and BCU funding arrangements are unclear for the future and as such, recognition of such a deficit must be factored into future proposals and financial planning.
Responsibility to deliver	The police work in partnership with other organisations to reduce crime and anti-social behaviour locally, through the Safer Sunderland Partnership (LSP) working closely with the council and Gentoo.
Delivery/ Phasing	
Targets/ Standards/ Drivers	

Health Care

Hospitals	
Existing Provision	City Hospitals Sunderland, NHS Foundation Trust includes- Sunderland Royal Hospital, Eye Infirmary, Children Centre. Services are also delivered from Monkwearmouth Hospital and Ryhope Hospital (owned/ managed by Northumbria and Tyne & Wear Mental Health Trust) and four Primary Care Centres. City Hospitals have a limited portfolio of accommodation for staff- they own some residential dwellings for married staff and rent some accommodation at Clany House predominantly for medical staff.
Key Issues/ Concerns/ Deficiencies	The focus for City Hospitals is now on centralised facilities- it is not yet clear what this means for the future of the services provided at Monkwearmouth Hospital and Ryhope Hospital. Sunderland Royal Hospital is a landlocked site, in a highly built up residential area- therefore there are spatial concerns regarding future expansion however no buildings on the site are listed. Traffic/ parking is a major concern for the hospital and nearby residents. The focus for City Hospitals is now on centralised facilities- it is not yet clear what this means for the future of the services provided at Monkwearmouth Hospital and Ryhope Hospital.
Planned Provision	Royal Hospital Complex: - A large new build is currently ongoing that will contain 138 beds. This is due to be completed by the end of the year. A name for the building is yet to be determined. - Building on Kayl Road to be demolished to be replaced with car parking, this will also allow for the first time buses to access the hospital site and hopefully alleviate some of the frustration of nearby residents - Travel Plan is being drafted- including buzz fare for staff discounts and compass bus for staff/ patients use which commutes from Sainsburys,

	Silksworth and the Stadium of Light. • Cycle to work scheme implemented • Bid in currently with ONE for 5 plug in electric car points. The council are not aware of any new provision within the city, in terms of physical buildings.
Key Issues/ Concerns/ Deficiencies	Continued population growth will present challenges for healthcare provision.
Approximate Cost/ Funding	
Role of the LDF	No role for the Core Strategy was identified; however the Allocations DPD may have a role in addressing transport/ parking pressures.
Extent to which needs can be met (e.g. funding available)	Funding already in place to cover the planned provision. However £40,000-£50,000 required annually to fund the community bus.

Local Health Care	
Existing Provision	Sunderland Teaching Primary Care Trust (TPCT) currently commissions health care for the residents of Sunderland. It covers the same area as the Local Authority serving a total population of around 283,000 people and covers Washington, Houghton-le-Spring and Hetton-le-Hole as well as the City centre area. This role will be undertaken by Clinical Commissioning Groups from April 2013 when PCTs will be dissolved. More than 80% of NHS activity is currently centred on primary care. The Trust is currently responsible for commissioning primary and community health services through developing and supporting the work of primary care contractors - GPs, pharmacists, dentists, other community providers including Foundation Trusts and optometrists. These are known as front-line services as they are the first point of contact for most people. There are 54 Medical Centres within the city of which 10 are NHS owned Health Centres accommodating multiple GP practices. There are also 4 Primary Care Centres - Bunnyhill, Grindon Lane, Washington and Houghton. Health Centres generally have more facilities than medical centres including accommodation for community and dental facilities, podiatry, GP's and offices for district nurses/ health visitors. Primary Care Centres are designed to relieve pressures on hospitals. Providing services closer to residents' homes that are easily accessible and user friendly. PCC's include Urgent Care - 'walk in'; Diagnostics- x-ray, ultrasound; Planned care- appointments, outpatients. There are 54 Pharmacies and 37 Dental Practices.
Key Issues/ Concerns/ Deficiencies	It is likely all current PCT buildings will transfer to NHS Property Services Ltd in April 2013. The local structure for this company is not defined at the moment but it is likely to mirror PCT clusters. As CCGs define their detailed service plans there will be new and varied demands on the estate. The TPCT have worked in partnership with Sunderland City Council, co-locating

	PCC/ Health Centres with community facilities, including Ryhope health centre and library, Bunnyhill centre, Houghton PCC with Houghton Leisure Centre, Galleries Library and PCC.
Planned Provision	Sunderland TPCT have an up to date board approved Estates strategy for the next five years (2010-15). Currently the PCT is constructing a new Hospice for Sunderland on the Cherry Knowle site in Ryhope. Houghton PCC has been recognised nationally as the first health building in the UK built to BREEAM outstanding standard. Pallion Health Centre was also completed in late 2011.
Impact of development proposals/ Infrastructure needs identified	The TPCT has a target of no more than 1,500- 1,900 patients per GP and increased housing density/ development across the city could result in a need for improved healthcare services. The TPCT consider that when analysing the estimated level of development indicated in the Strategic Housing Land Availability Assessment, it seems unlikely that any area will suffer from an acute under- provision of healthcare. However, this is reviewed regularly, (approximately every 5 years) within the estates strategy and the strategic plan for services for Sunderland
Approximate Cost/ Funding	
Role of the LDF	The LDF has a role in securing new sites for premises, through the Allocations DPD if the need is identified early enough for new facilities. If not they would be dealt with through the normal planning application process. The LDF also has a role to play in any review of existing premises, some sites may not be suitable, particularly for the co-location of services or the need for further land might be identified. New development could support the provision of new health care facilities or improvements to existing facilities that are needed to meet any additional demand arising from the development, through provision of financial contributions.
Extent to which needs can be met (e.g. funding available)	PCT receive limited core funding and have been successful in receiving funding from bids for national funding (Washington), and Strategic Health Authority Funding (Grindon). The PCT currently have the flexibility to flip money from Revenue to Capital if there proves to be surplus money in the revenue budget that will not be spent within the financial year. Allocated money not spent within the financial year is lost, therefore the PCT often work with short deadlines and must work quickly. It is not clear how NHS Property Services Ltd will fund any new capital projects.
Responsibility to deliver	NHS South of the Tyne & Wear and Sunderland City Council through partnership work
Delivery/ Phasing	All currently planned proposals are expected to be delivered by summer 2013.
Targets/ Standards/ Drivers	The Sunderland Strategy sets a number of health targets: *by 2025 reduce obesity rate in children in year 6 by 15% * by 2025- increase number of adults and children participating in sports and recreation * Reduce life expectancy gap between Sunderland residents and rest of UK * By 2025 extra care style accommodation will be fully developed across all areas of the city.

March 2013

Primary School Education

Existing Provision	The City has 64 Primary, 7 Infant and 7 Junior schools, 4 Primary academies, 3 Primary Special Schools, 9 Nursery Schools and 17 Children's Centres. In addition, there is an academy for age range 4-16.
Key Issues/ Concerns/ Deficiencies	School Place Planning is about reviewing current school places and planning places for the future to ensure there are sufficient places in the right places to meet demand across the City. The review identifies schools where there are current and/or projected shortfalls or significant surplus school places. This is based on information derived from live birth data across the City. Future housing developments will also be factored in to projections for school places for each area. Following a very steady decline in the live birth rate over a period of years, there has been a gradual upturn which is impacting on demand for primary school places, particularly in the Washington and South areas of the City. In 2011 additional places were provided by increasing the admission number at two schools in the Washington area and at one in the South area.
Planned Provision	Projections showed that additional school places will be needed for September 2012 in the Washington area. The projected demand will be met by increasing the admission numbers at up to three schools. Based on live births, projections show that the increase in demand for places will continue from 2014 and beyond. The impact of housing developments in the area will be factored in and longer term provision planned to meet the demand.
Impact of development proposals/ Infrastructure needs identified	Children Services planning for school places is informed by the register of planning approvals and by reference to the Strategic Housing Land Availability Register, ensuring the LA can plan holistically to include provision for school places if/ when development occurs. New housing development is likely to result in an increase in children above that predicted through analysis of birth rates; this could have implications for the City in planning sufficiently for school places. At most, strategies plan for 10 years, as it is difficult to plan for children yet to be born. The formula used to predict the impact of new family houses is that for every family dwelling 0.3 will have children of primary age. 44% of this number will require a school place in the vicinity of the new property, others will stay at their existing school. This is equal to approximately 12/13 children per 100 homes. By these figures a large number of dwellings would be required in one locality before there would be sufficient justification to develop a new school. However, as schools in some areas are already close to capacity then any new developments would have implications on school places. A number of the identified Core Strategy Major Developments are significant in scale to potentially require a new school or extensions to existing educational facilities, particularly those within Central Sunderland and Washington. Proposed developments in the Chester Road/ University/ Hylton Road area the Doxford Park/ Burdon Road and Chapelgarth area and developments at Ryhope could be sufficient to require a new school. Developments in Washington will be sufficient to require additional places at existing schools to be established

	Some new primary schools may need to be built to cater for strategic developments as part of the Core Strategy Plan Period. In some areas a new development would support schools with large numbers of surplus places or where a school is in the optimum place to provide places for a new development consideration could be given to expanding its capacity, if the site layout allows. Schools built in recent years have been 'future proofed' i.e. the sites are of sufficient size and the building designed to make future expansion relatively simple.
Approximate Cost/ Funding	The cost of provision of additional places at particular schools will depend upon the current layout and site capacity of individual schools. The Primary Strategy for Change is no longer a route for capital funding for additional or replacement primary schools. Funding for new schools as a result of any major housing development(s) which would result in demand for primary school places not being met, would not be available.
Role of the LDF	Use of Section 106 contributions from housing developments can be particularly helpful for making adjustments in provision including to enable extensions and improvements to existing facilities to cater for increased demand. Reliance on such funding has become increasingly important in helping to ensure there are sufficient school places to meet demand resulting from new housing developments. Where significant developments are planned, which would need the provision of a new school to meet demand, this becomes crucial.
Extent to which needs can be met (e.g. funding available)	The Council has an allocation of Basic Need funding for 2012/13. This funding is to provide sufficient school places to meet demand, including at secondary, special, VA school, academies and free schools. The funding is not ring fenced so can be used to support other capital works in schools. The pressure on primary school places outlined above, will take priority and will require plans for significant capital investment over the next few years. The demise of BSF means that there are a number of primary schools that will require capital investment to ensure they are maintained at a reasonable level and will need to be prioritised accordingly. Potential to receive funding through Section 106s. To date there are s106 agreements of approximately £400,000 for education purposes, relating to developments in Easington Lane. A s106 agreement for £344,781 is also in place with potential developers of a site near what will be the new St Joseph's school. Section 106 contributions are only requested if any proposed developments put a significant pressure on school places in their locality, thus necessitating additional school places. Potentially a number of proposed housing sites could impact on the demand for school places, thus potentially requiring funding through Section 106s. To calculate a capital contribution children services would apply the DfE's Basic Need cost multiplier. The PSfC programme has been foreshortened and no new builds are planned beyond those set out above.
Responsibility to deliver	SCC, Dioceses
Delivery/ Phasing	Delivery will over the 2012/13 and 2013/14 financial years.
Targets/ Standards/ Drivers	The priority for funding will be to ensure there are sufficient school places in the right places to meet demand and that schools are in a safe, watertight condition.

Secondary School Education

Existing Provision	The City has 13 Secondary Schools, 3 secondary academies and 1 all age academy. Two secondary schools are progressing to become academies in the very near future.
Key Issues/ Concerns/ Deficiencies	The City was part of the first wave of the Building Schools for the Future (BSF) programme and received funding for the replacement or remodelling of 8 secondary schools. A further nine schools were due to receive investment for transformation from the second wave of the programme. Four special schools, Barbara Priestman, Springwell Dene, Portland and Castle Green Schools, as well as the Pupil Referral Unit for Key Stage 4 pupils, were also included in the plans for transformation. The funding for the BSF programme was ceased before the second wave of the programme was underway. This leaves the schools that were due to benefit from the second wave with considerable challenges in terms of the condition of the buildings. There are a number of secondary schools that will require capital investment to ensure they are maintained at a reasonable level and will need to be prioritised accordingly. This will be balanced against the competing priorities of ensuring that there are sufficient primary school places in the right areas to meet the increasing demand due to the increase in the birth rate.
Planned Provision	Projections showed that additional primary school places will be needed for September 2012 in the Washington area. Based on live births, projections show that the increase in demand for places will continue from 2014 and beyond. The impact of housing developments in the area will be factored in and longer term provision planned to meet the demand. There are currently sufficient secondary school places to meet demand but the impact of the increased figures in primary schools feeding into the secondary phase will be kept under review over the next few years.
Impact of development proposals/ Infrastructure needs identified	New housing development is likely to result in an increase in children above that predicted through analysis of birth rates; this could have implications for the City in placing children in schools. At most, strategies plan for 10 years. A number of the identified Core Strategy Strategic Developments are significant enough in scale to potentially require new or extensions to existing educational facilities, particularly those within Washington and Central Sunderland.
Approximate Cost/ Funding	BSF is no longer a route for capital funding for replacement secondary school buildings. Funding for new schools as a result of any major housing development(s) which would result in demand for secondary school places not being met, would not be available. The cost of provision of additional places at particular schools will depend upon the current layout and site capacity of individual schools.
Role of the LDF	The Core Strategy contains a policy to assess planning applications for education facilities and the co locating of services. Use of Section 106 contributions from housing developments can be particularly helpful for making adjustments in provision including to enable extensions and improvements to existing facilities to cater for increased demand. Reliance on such funding has become increasingly important in helping to ensure there are sufficient school places to meet demand resulting from new housing developments. Currently there are sufficient secondary school places but the impact of the increased birth rate, coupled with major housing developments will need to be kept under review to ensure funding is available to meet increased demand in the secondary sector.
Extent to which	The Council has an allocation of Basic Need funding for 2012/13. This funding is

needs can be met (e.g. funding available)	to provide sufficient school places to meet demand, including at secondary, special, VA school, academies and free schools. The funding is not ring fenced so can be used to support other capital works in schools. The pressure on primary school places outlined above will take priority and will require plans for significant capital investment over the next few years. The authority also receives an allocation for repairs and maintenance of maintained schools. The demise of BSF means that there are a number of secondary schools that will require capital investment to ensure they are maintained at a reasonable level and will need to be prioritised accordingly. Section 106 contributions are only requested if any proposed developments put a significant pressure on school places in their locality, thus necessitating additional school places.
Responsibility to deliver	SCC, Dioceses
Delivery/ Phasing	Delivery will over the 2012/13 and 2013/14 financial years
Targets/ Standards/ Drivers	The priority for funding will be to ensure there are sufficient school places in the right places to meet demand and that schools are in a safe, watertight condition.

Higher/ Further Education	
Existing Provision	Sunderland has 1 university (University of Sunderland), 1 college with (City of Sunderland College), Four sixth form colleges (Usworth, St Aidans, St Anthony's and St Roberts) College City of Sunderland College has a turnover of £46m, has 5011 full-time students, 13,373 part-time students and employs 760 staff. The College estate is split over 5 main centres: Bede Centre, Shiney Row Centre, Hylton Skills Campus, Usworth VIth Form and St Peter's VIth Form. The College leases space at Doxford Park and the Place in Sunderland and Cobalt Business Park in North Tyneside. Some industrial units are leased at Southwick Industrial Estate for delivery of Motor Vehicle. University The University of Sunderland has a turnover of £126m, has an on campus (home and EU) student population of c.13000 and employs c.1400 staff. The non residential estate is split over three campuses: St Peters, City and Ashburne. The Accommodation Strategy 2010/11 – 2020/21 identifies a disposal of Ashburne House with activity relocated to the two main campus sites. The university also has a lease agreement on premises at the Sunderland enterprise park. The residential estate comprises c.1900 managed student bed spaces located over 5 sites. The estate contains a mix of sites: operational, development, investment and disposal. Opportunities for delivering better value from assets and services continue to be explored.

Key Issues/ Concerns/ Deficiencies	College Currently City of Sunderland College has in excess of 5011 16-18 year old students. There are plans to raise the age of guaranteed education and training to 18 by 2015. As a result of the collapse of the Learning and Skills Council (LSC) capital development fund, the College find themselves reviewing its property strategy. The plan was to build a £100m skills academy on the Newcastle Road site and close the site at Hylton. The College is now looking to refurbish and develop some of the older estate. University Key issues facing the University in the short to medium term include impact of the new fee structure on student recruitment, HEFCE student number controls, international recruitment and UKBA risks and funding for future development. The University has continued to adapt to changing markets over the past few years and diversify income sources, aiming to reduce the reliance on public funding. Private sector investment opportunities have however stalled over recent years due to the wider economic climate. The ability to gain maximum value from asset disposals continues to be critical to ensure reinvestment in the strategic City Centre sites. The Sunderland Economic Master Plan provides the opportunity for further integration of development activity between public and private sector partners to ensure a focus on strategic sites. Student residential planning and developments needs to be joined up between the University, City Council (Planning, Housing, Economy and Regeneration) and key partners to ensure a strategic approach to future provision is taken. A holistic review of city (centre) activities, assets and servicing is needed to ensure an integrated approach to its future development.
Planned Provision	College Since the collapse of the LSC capital development fund the College is not able to build on the site acquired at Newcastle Road. The College have now sold this land. A revised property strategy is being prepared for Governor approval, with a proposal to consolidate, refurbish and redevelop its existing estate. University The capital investment plan outlines key developments scheduled over the next 3-5 years. Approval of individual projects is subject to a review on funding on an annual basis. A programme of development is identified under the City Campus Development Framework with an update to be published in 2012. Work has commenced on the £10m investment in Priestman, National Glass Centre and other campus facilities with a focus on the creative industries. Applications for support from ACE, HLF and other sources have been submitted. The partnership development for a hotel on the City Campus is scheduled for contract exchange in March 2012 for completion by the end of 2013. The next phase of the Science Complex regeneration is in the feasibility stage which includes the need to deliver a programme of external funding. A programme of public realm improvements is currently being developed with the

	City Council to take advantage of the City Campus investment and promote further integration between the Campus and the City Centre. Development plans for the St Peters campus are subject to a longer term timeframe, with land use and scale identified under the St Peters and Bonnersfield Master Plan/SPD. Opportunities will continue to be explored around partnership and enterprise activity with public and private sector organisations. The ability to respond quickly as opportunities arise is important. The University has postponed the final phase of investment in the refurbishment of the Precinct student residential site pending a review of demand following the introduction of the new fee regime. The undeveloped land at the Forge remains in University ownership and has outline planning consent for housing. Timing of the site disposal will be subject to market conditions. Ashburne House is surplus to requirements and will be vacated by the end of 2012 ready for disposal. The planning brief is currently being finalised in partnership with the City Council. 10 sites have been identified as appropriate for housing under the SHLAA process. The sale of the properties/ land will continue to support future investment in the City Centre sites.
Impact of development proposals/ Infrastructure needs identified	College No specific issues identified, other than if Houghton Kepier School decides not to introduce a V1th Form facility and Shiny Row Centre closes, there will be no FE facility in the coal field area. University The integration of both City and St Peters Campus developments into wider City Centre planning and vice versa is key. Infrastructure issues include access between the campus sites and city centre, public realm improvements, pedestrian and cycle networks. Unlocking the St Peters/Bonnersfield site through demolition of the industrial units on Charles Street and highways improvements/reconfigurations to Dame Dorothy Street would need to be considered as an early phase of any future development of the site. Highways developments particularly around St Mary's, St Michaels and Chester Road are fundamental to the accessibility of City Campus and will be reinforced through City Campus Development Framework update. The pedestrianisation of Chester Road remains an aim identified under the development framework. Transport remains a key infrastructure in connecting the campus sites to each other and residential areas. The city centre low carbon bus has been a key development with opportunities to extend this service being explored. Transport connections to the south and west of the city need to be developed. A Sunderland cycle hire pilot is currently being led by the University for introduction in 2012. The St Peters campus has a finite level of infrastructure to support activity. For example the campus supports 70% of the internal student population with cultural and social welfare facilities identified as a need. Opportunities to tie in with the wider community to be explored.
Approximate Cost/ Funding	College Funding is limited. The plans which were originally pressing forward for the

	College are now at a standstill. The LSC (Learning and Skills Council), which is a QUANGO (equivalent BSF for colleges), has terminated. Therefore everything that had been planned has been put on hold, the College is now in the process of reviewing its property strategy and having to work with a greatly reduced budget. University Funding is a key risk over the next period. Opportunities for external funding and collaboration with partners will be key to ensure progress continues to be made on the planned developments. A £15m investment plan need is identified over the next three years. However this is subject to a continued review against funding plans.
Role of the LDF	The Core Strategy recognises the role the university has as part of the Economic Masterplan (EMP). The EMP has five key aims, one of which is to develop Sunderland's university's ability to facilitate enterprise and innovation in the city- 'A new kind of university city' Likewise, aim 4 of the Sunderland Strategy 'Learning City' recognises the role the University and Sunderland College can play in developing an entrepreneurial city. Both aims are carried forward through the Core Strategy.
Extent to which needs can be met (e.g. funding available)	College Funding is limited. The plans which were originally pressing forward for the College are now at a standstill. The LSC (Learning and Skills Council), which is a QUANGO (equivalent to BSF for colleges), has terminated. Therefore everything that had been planned has been put on hold, the College is now in the process of reviewing its property strategy and having to work with a greatly reduced budget. University University funding does not include provision for the infrastructure improvements identified (e.g. highways and city centre linkages). Overall investment plan funding is subject to review. Alternative funding opportunities continue to be explored particularly in relation to science, automotive, advanced manufacturing and low carbon technologies.
Responsibility to deliver	College College and its partners. Houghton Kepier School, three V1th Form Colleges; St Robert's, St Aidan's and St Anthony's. The College is looking for opportunities to work in partnership with the University. University University of Sunderland, Sunderland City Council, private and public sector partners
Delivery/ Phasing	College Work should be complete by the 2nd phase of the plan period (2016/17-2020/21) University The University has both short and longer term development plans in place, informed by the Accommodation Strategy (2010/11 – 2020/21). Investment plans and development programmes focus on the next three years.
Targets/ Standards/ Drivers	University Delivery of student recruitment targets remains critical to maintaining investment

	in the physical estate. Development and maintaining of effective partnerships with public and private sector organisations is key.
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Green Infrastructure

Green infrastructure is a concept that embraces a network of multi-functional green spaces in urban areas, the countryside in and around towns and the wider countryside. It encompasses the full range of natural and historic landscape, including waterways, woodlands, and green corridors. It brings many social, economic and environmental benefits, attracting investment, jobs and people.

Public Greenspace/ Green Corridors	
Existing Provision	Greenspace/ Openspace Sunderland enjoys a large number of natural and semi natural green spaces including some areas of ancient woodland and local nature reserves. The City contains 1 City Park, 9 District Parks, 17 Local Parks. 5 Parks are to Green Flag standard- Roker Park, Mowbray Park, Herrington Country Park, Barnes Park and Rainton Meadows Nature Reserve Allotments The city has 94 allotment sites (SCC sites and self managed and lease managed sites), with a total of 2773 plots Cemeteries There are 10 Cemeteries in the city 3 in Sunderland South, 2 in North Sunderland, 3 in the Coalfields and 0 in Washington.
Key Issues/ Concerns/ Deficiencies	Greenspace/ Openspace Green infrastructure is a concept that embraces a network of multi-functional green spaces in urban areas, the countryside in and around towns. It brings many social, economic and environmental benefits, attracting investment, jobs and people. Natural England promotes green infrastructure as an important component of the infrastructure required to support sustainable growth. It also has an important role in enabling landscapes to become more responsive to climate change, such as absorbing CO2, heat and flood control, and enabling local food production. Greenspace and green corridors in the city consist of public and private land, with and without public access Green infrastructure is of particular importance in the City given the pressure on the urban fringe areas and continuing infilling in the City Park Management Plan- 2004-13 plans to bring 1 Park up to Green Flag standard in each ARF by end of plan period Areas identified to have deficiencies include: Coalfield: - Houghton Ward, deficient in a formal Park, though completion of Lambton Country Park will help rectify. - No formal Park in Easington Lane issue to be resolved with impending new residential development. West Sunderland:

	-South Hylton/ West Pennywell, Pallion/ Grindon South Sunderland: Excellent formal Park provision Few opportunities for new Parks in the city, rather upgrading of existing Parks. Allotments Allotment gardens are a valuable community resource. They not only provide leisure interest, but also promote healthier and more sustainable lifestyles. All allotment sites have waiting lists. Allotment strategy 2004- An audit has been undertaken detailing the conditions/ facilities of each allotment site. Some sites remain in poor condition. An Allotment Plan is being prepared which will replace the 2004 allotment strategy. Some allotment sites have been lost to development in recent years. Cemeteries The life of the Core Strategy is 20 years from its publication, therefore it is very likely that at least 3 of the cemeteries will be full to capacity before the end of the plan period:- Sunderland(Chester Rd), Ryhope and Houghton. There are a number of locations in Sunderland which will require additional cemetery provision over the plan period. Information from the cemeteries officer indicates that land has been identified for extension purposes at Sunderland and at Ryhope. However, in Houghton, there is no scope for extension of the current site and alternative additional burial land would need to be found elsewhere in Houghton. A particular need has been identified for some time now for additional burial provision in the Washington area as they currently have no capacity for burials. Information received indicates that those pieces of land which would be suitable for cemetery purposes seem to largely be prioritised for housing.
Planned Provision	1 Park up to Green Flag standard in each ARF by end of plan period -Princess Anne Park. An Application has been submitted for Green Flag for Usworth Park in Washington for 2013. -Backhouse Park -Barnes Park -Hetton Lyons Country Park An application for Green Flag has been submitted for Hetton Lyons Country Park for 2013. Lambton Cokeworks Country Park- Reclamation work is now complete and the site has been named Elba Park which has a Park Ranger employed by Groundwork.. Barnes Park has been refurbished with HLF funds and the Park officially opened in May 2011. Upgrade and improvements to Eppleton Country Park Upgrade and improvements to Silksworth Colliery Park Allotment Strategy 2004-Due to a lack of funding not all of the plans/ proposals in the Allotment Strategy have come forward. A new Allotment Strategy is being drawn up. No future plans for further allotments due to a lack of funding.

Impact of development proposals/ Infrastructure needs identified	Application recently submitted for the extension of period of extraction at Eppleton Quarry has recently been approved an extension of period of extraction and an extension of the site, this will have implications for progress on restoration/ reclamation Eppleton Country Park. Reclamation of Lambton Cokeworks to include a country park and approximately 350 dwellings, work currently ongoing. Through Planning Gain proposed housing developments should go some way to improve open space/ allotment provision. Up to now no money through planning gain has been received to improve existing or provide further allotment sites.
Approximate Cost/ Funding	Approximately £3.4 million to regenerate/ upgrade Barnes Park to green flag standard. Lambton Cokeworks reclamation and restoration £28 million. Funded by HCA. Eppleton Country Park to be completely funded by developer.
Role of the LDF	The Core Strategy recognises the importance of a Green Infrastructure network reflecting the North East RSS. It is necessary for Green Infrastructure to be integrated elsewhere into the LDF to help achieve sustainable communities. The City Council is currently producing a Greenspace/ Green Infrastructure Strategy which reviews the existing Green Infrastructure assets including quality and quantity and identifies new sites. Strategically important green corridors, public open space and allotments should be safeguarded against development within the LDF. Through design, developments should make a significant contribution to the continuation and establishment of new Green Infrastructure.
Extent to which needs can be met (e.g. funding available)	Green Infrastructure funding is an issue. Park improvements often rely on grants and planning gain. There are a number of agreed masterplans in the pipeline awaiting funding. It maybe necessary to share resources between sites and combine investment from different sectors. Due to the nature of funding and grants, once/ if money is received from a bid it usually has to be spent within a short period of time. Partnership working has proved successful at Hetton Lyons Country Park. The site is managed by Springboard rather than the council. Money spent on the park by SCC is matched by Springboard Lambton Cokeworks- Homes & Communities Agency (formerly English Partnership) are to manage the site. Looking for a company to tender for maintenance of the site on behalf of HCA. Eppleton, developer to cover costs as part of reclamation and restoration of quarry. Allotments- annual allotment budget of £32,000 from city Treasurer limits spending to improvements rather than purchasing new sites. SCC managed allotments are not eligible to apply for grants. However lease managed and self

	managed sites are- funding sources include SIB/ SRB/ Grassroots, M&S, Groundworks.
Responsibility to deliver	SCC, HCA, Developers. Allotment owners- Lambton Estate/ Bowes-Lyons Estate and other private owners
Delivery/ Phasing	Barnes park achieved Green Flag standard in July 2011 Lambton Cokeworks ongoing. Timescales for delivery of Eppleton Country Park dependant on recent application for extension of extraction period.
Targets/ Standards/ Drivers	1 Park up to Green Flag standard in each ARF. Allotment Standards for houses/ developments. 15 plots per 1000 households. Current estimated cost for providing new allotments is £3,500 per plot..

March 2013

Nature Conservation and Biodiversity	
Existing Provision	Due to the geology of the city, Sunderland has many sites of botanical interest and a variety of habitats of value to wildlife, including parts of two Natura 2000 sites, comprising the Northumbria Coast Special Protection Area (SPA) and Durham Coast Special Area of Conservation (SAC). Natura 2000 is a European network of protected sites which represent areas of the highest value for natural habitats and species of plants and animals which are rare, endangered or vulnerable in the European Community. The city is also home to 16 Sites of Special Scientific Interest (SSSIs), 70 Candidate Local Sites (previously known as Sites of Nature Conservation Importance) and 5 Local Nature Reserves (LNRs). These sites are important for species, habitats and geological features. There are a number of Durham Biodiversity Action Plan priority habitats within Sunderland; these include magnesian limestone grassland, early successional brownfield, ancient semi-natural woodland, ponds, rivers and streams to name but a few. Important species within the city include bats, brown hare, otter, barn owl, kingfisher, great crested newt and dingy skipper butterfly for more information see www.durhambiodiversity.org.uk
Key Issues/ Concerns/ Deficiencies	Natural England is responsible for ensuring that the country's unique natural environment is protected and improved. The Durham Biodiversity Action Plan (DBAP) identifies targets and actions for priority habitats and species in Sunderland and delivers actions through partnership working. The aims of the DBAP are to conserve and enhance the biological diversity of the area and contribute to conserving and enhancing both national and international biodiversity. The main threats to both local and global biodiversity associated with development are disturbance, fragmentation of habitats and species, loss of connectivity resulting in habitat and species loss,, disturbance to and pollution of ecosystems, risk to unprotected habitats and the impact of climate change. Continuous threats to the Magnesian Limestone Escarpment area and the neutral/ acid grasslands. Low level of tree cover within the city (4%) significantly lower than the national average (10%).

	Number of invasive species within the city threatening existing habitats/ species but no resources/ funding to manage/ maintain/ eradicate.
Planned Provision	The Candidate Local Wildlife Sites are currently under review, 13 potential new sites have been identified. Due to go out for consultation. Available information dated, sites last comprehensively reviewed in 1996, new survey work to be undertaken in 2010- this could result in the designating or de-designating of sites. Information to be incorporated into Allocations DPD. Results will also identify which sites need further management/ maintenance and therefore what further funding will be required. Future priorities will be maintaining/ managing/ enhancing sites rather than identifying further sites. A limited number of sites are currently managed due to lack of funding, currently managed on a rolling - programme sites change depend on need. In addition, work will continue on improving corridors and links for species movement.
Impact of development proposals/ Infrastructure needs identified	Development proposals could result in habitat loss/ damage and loss of biodiversity. The impact of additional housing and employment land could be both direct through the impact from recreation and land-take and in-direct impacts from increased traffic and air pollution.
Approximate Cost/ Funding	Approximately a further £10,000 in the budget would provide assistance: in managing further sites and the requirements of NI197. This isn't the only area that needs money, interpretation, survey work, staff to run specific projects would be useful (include annual increase).
Role of the LDF	Biodiversity is recognised as a core component of sustainable development, underpinning economic development and prosperity, and has an important role to play in developing locally distinctive and sustainable communities. Conservation of biodiversity is vital in our response to climate change and provision of clean air and water. Large scale developments, developments in close proximity to the SPAs and SACs within the city and the LDF will be subject to an Appropriate Assessment which assess whether the impacts of the proposal(s)/ plan would adversely affect the integrity of the site in terms of its nature conservation objectives. If negative effects are identified other options should be examined to avoid any potentially damaging effects. In line with national legislation any significant development proposals will be subject to an Environmental Impact Assessment The Core Strategy contains policies that could have implications for biodiversity including: • Policies seeking the retention and enhancement of biodiversity throughout the City and the development of green infrastructure. • A policy on development contributions/ Section 106's/ CIL- contributions may be required to alleviate any adverse aspects, secure long-term management and for environmental improvements. • A policy supporting the development of Sustainable Urban Drainage (SUDS) – this could be very beneficial in creating wetland habitats and helping to create wildlife corridors. Potentially designate new LWS/safeguard existing sites through planning process

	Identify and safeguard important links and corridors for biodiversity. Ensure enhancement and creation of habitats for BAP priority species and habitats is secured through the planning process. Support Biodiversity Benchmarking, an award to recognise continual biodiversity improvement. Enables any organisation which owns or manages land to assess its impact on the natural world, improve its contribution to the environment and demonstrate its commitment to biodiversity.
Extent to which needs can be met (e.g. funding available)	Limited Funding-£37,500 annual budget for maintenance, management, volunteer costs, publicity, specific projects, training, site works, and species related works. NERC ACT requires all sections to consider and include biodiversity in there work – this could be an area that requires further funding. Difficult for the council to get external funding, however there are opportunities through partnership work with charities/ friends/ DBAP. To date £150,000 has been received from Section 106's, from one scheme. Only one scheme to have brought any financial assistance to the team through funding of and Officer over 3 year. Often development agreement/ section 106's/ conditions through planning permissions have created on site habitats e.g. bat boxes
Responsibility to deliver	SCC, voluntary groups, charities, Woodland Trust, Sustrans, land owners, Durham Wildlife Trust, Natural England, Environment Agency, Heritage Coast, National Trust, Durham Biodiversity Action Plan, Farming Wildlife and Advisory Group.
Delivery/ Phasing	Ongoing process
Targets/ Standards/ Drivers	NI197- currently 12 LWS monitored through NI197, sites must be in positive conservation management. An additional 2-3 a year added annually.

Childrens Playspace	
Existing Provision	118 Existing sites provision for children and young people
Key Issues/ Concerns/ Deficiencies	GIS Mapping illustrates that the access children and young people currently have to one-medium- high quality dedicated play space or facility within easy walking or cycling access differs across the city, with some children having significantly less access than others. North Sunderland: 62% of children and young people East: 76% of children and young people West 72% Washington: 57% of children and young people Coalfield: 83% of children and young people Currently have access to one medium-high quality dedicated play space or facility within easy walking or cycling access.

	There is an aspiration to ensure that there is at least one wheeled sports park in every regeneration area. Currently there is a shortfall of one wheeled sports park in the East of the City.
Planned Provision	The Play and Urban Games (PUG) update has identified priorities across the city and these priorities will be realised as developer contributions (Section 106) become available in those areas. There are no other capital funding programmes for play at this time.
Impact of development proposals/ Infrastructure needs identified	The council in recent years have had a change of policy. There has been a move away from local/ pocket parks- as these are considered difficult to sustain and often become isolated and unsafe places which children do not use as play and anti-social behaviour develops in and around them. The approach is now based on a hierarchy of provision, which ensures that all ages have access to local play and also larger sub-area sites which might provide more adventurous play.
Approximate Cost/ Funding	Play developments since 2007 seen £4.9M of investment from a variety of sources, Plat Pathfinder funding, Lottery, other external funds, city council and section 106. With the loss of any government capital programmes for play in the foreseeable future, the developer contributions will be used to solely deliver or be used for match funding where a multi-partnership approach to generating investment is an option.
Role of the LDF	The council seeks to ensure play is in the right place, that young people are at the heart of such designs and that we have high quality accessible provision. The PUGS Update has seen the development of a consultation framework. The Play Strategy which runs 2007-12 was updated in 2010. Due to the council's success in achieving funding through the Pathfinder programme- progress on the strategy was fast tracked by approximately 2.5 years Future planning policies, to be brought forward as part of the Local Development Framework, need to reflect both capital investment and future maintenance, as the investment challenge ahead is considerable. More needs to be made of <u>natural environments to support play</u>, which may be viewed as more sustainable
Extent to which needs can be met (e.g. funding available)	Funding now consists of developer contributions with match funding coming from programmes such as the Strategic Initiative Budget (SIB). No other major funding is currently available. The capital and revenue investment for play is insufficient to sustain current provision, not least develop provision where there are current deficiencies.
Responsibility to deliver	SCC, Developers
Delivery/ Phasing	Due to the nature of the subject, delivery/ phasing tends to be short term. It is difficult to therefore plan for what the long-term implications will be for the Local Development. However the Core Strategy will be reviewed annually and can policies can be altered/ adapted as required.
Targets/ Standards/ Drivers	SCC target that every child will be able to access within 1km, a highly equipped play space provision.

Appendix 4- Strategic sites

Vaux/ Farringdon Row

Residential and employment-led mixed-use development on the former Vaux/ Galleys Gill/ Farringdon Row site.

Development on the Vaux site will comprise a mixture of business (B1) and residential (C3) uses with emphasis on the development of high-density B1a office floorspace;

Farringdon Row will be developed for B1a office floorspace;

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

Sunderland arc (Sunderland Area Regeneration Company) was an urban regeneration company (URC), set up in 2002 to guide and deliver the physical regeneration of large areas within Sunderland. It is part of the government sponsored Urban Renaissance aimed at the transformation of the economic and social life of cities. The arc however ceased operating in 2011.

The provision of suitable infrastructure is fundamental to delivery of Vaux and Farringdon Row. For this reason the arc produced the Vaux and Farringdon Row Utility Strategy. The purpose of the strategy was to look at all the utilities required for both the former Vaux site and Farringdon Row masterplans. The report assesses the existing capacity, the future demand from the developments and a method of delivering the utilities in accordance with the strategic timescales for the projects.

Physical

Key Issues/ Concerns/ Deficiencies

The site has some on site infrastructure, the site having previously been developed.

Electricity- Sunderland arc have already worked with NEDL to move pylons, in preparing the site. Cables now run underground along St Marys Way.

NEDL have assured the arc that there is sufficient power through load transfer to supply proposed developments.

Water- Northumbrian Water have confirmed that there will be some minor diversion works necessary particularly on the former Vaux site.

Gas- Transco have confirmed that there will be some minor diversion works necessary on the former Vaux site to suit the realignment of St Mary's Way.

Drainage- There is an existing interceptor under both the Farringdon Row and Vaux site.

	Telecomms- BT have confirmed that there may be some diversions required on both sites but these are dependent on the exact layout of the development on the south of St Mary's Way and the realignment of the road at the south of Farringdon Row.
Impact of development proposals/ Infrastructure needs identified	Electricity- The arc have identified sites for a primary sub station should one be required. Development should be phased. Water- NWL have confirmed that there is sufficient capacity in their network to cater for the development of these two sites. Gas- Transco have confirmed that there is sufficient capacity in their network to cater for the development of the two sites. Drainage- Any proposed development layout must take into consideration the position of the access points to the interceptor sewer which crosses the Vaux site. The costs associated with any modifications to the interceptor sewer are likely to prove prohibitive. Northumbrian Water have given approval for buildings to be constructed over the interceptor sewer provided that no piling works are carried out. Telecomms- Both BT and other local cable providers have infrastructure in place to service the two sites.
Role of the LDF	The LDF will make reference to sewerage infrastructure and acknowledges the provision of adequate water and sewerage infrastructure to service development and avoid impact on the environment, residential and commercial property, pollution of land and watercourses. The Core Strategy contains a policy on sustainable construction, renewable energy and energy conservation. This will help reduce water consumption alongside the Code for Sustainable Homes and the BREAM standards.
Ownership	The City Council are the current landowners of Vaux and Galleys Gill and part of Farringdon Row. The remainder of Farringdon Row is in the ownership of HMRC
Extent to which needs can be met (e.g. funding available)	Public Sector Partnerships/ Public Sector Funding, Developer.
Responsibility to deliver	HCA, SCC, NWL, NEDL, BT, Transco Close liaison with the utility providers is essential in order to realise the full potential of the Sunderland arc. developments in terms of the minimisation of costs and disruption.
Delivery/ Phasing	Development on Vaux to start approximately 2013. Economic development to lead, housing to follow.

Green/ Environment	
Key Issues/ Concerns/ Deficiencies	Galleys Gill will be retained as public open space. Remediation of the Vaux sites is currently being undertaken by the City Council . The area will be grassed in the short term.
Impact of development	Investment in Galleys Gill, recognising its important role as a key recreational facility for the city.

proposals/ Infrastructure needs identified	Improving access to the riverside by foot. A major area of open space/ public realm, recognised in the emerging EMP, will be brought forward as part of works on St Mary's Way
Role of the LDF	The Core Strategy includes a policy to protect open space from unnecessary development and a policy that seeks the improvement of civic spaces in the Central Area.
Ownership	The City Council are the current landowners of Vaux and Galleys Gill and part of Farringdon Row. The remainder of Farringdon Row is in the ownership of HMRC
Extent to which needs can be met (e.g. funding available)	Public Sector Partnerships/ Public Sector Funding, Developer.
Responsibility to deliver	HCA, ONE, SCC
Delivery/ Phasing	Phased

Transport	
Key Issues/ Concerns/ Deficiencies	The site is currently detached from the city centre by the ring road. Development at Vaux/ Farringdon Row could increase traffic within the city centre.
Impact of development proposals/ Infrastructure needs identified	Rerouting of St Marys Way, to line up with Livingstone Road, to form a 'boulevard' this connecting the site better with the City, improving gateway to the city and providing a large area of public realm.
Role of the LDF	The core strategy includes relevant policies regarding increased traffic congestion: supporting developments in accessible, built up areas; supporting the use of public transport, walking and cycling' requiring major developments that are likely to generate significant additional journeys to produce travel plans and transport assessments
Ownership	The City Council are the current landowners of Vaux and Galleys Gill and part of Farringdon Row. The remainder of Farringdon Row is in the ownership of HMRC
Extent to which needs can be met (e.g. funding available)	Public Sector Partnerships/ Public Sector Funding. Developer
Responsibility to deliver	Nexus, arc, SCC
Delivery/ Phasing	Work on St Marys Way to begin 2012/13

Social & Health	
Key Issues/ Concerns/ Deficiencies	The PCT have already planned for proposed housing and an increased number of residents in the area. A new doctors surgery has been developed at Hendon. centre.

Impact of development proposals/ Infrastructure needs identified	Concern re cumulative effect of this and surrounding schemes- possible new school or expansion of existing schools.
Role of the LDF	The Core Strategy includes policies should there be a need for the development of a new school or further health care provisions.
Ownership	Sunderland arc are currently liaising with Tesco (the current landowners) regarding the acquisition of the Vaux site. The HCA have allocated funding for the purchasing of the site. Galleys Gill and Farrington Row are both in public ownership.
Extent to which needs can be met (e.g. funding available)	Public Sector Partnerships/ Public Sector Funding.
Responsibility to deliver	NHS, SCC
Delivery/ Phasing	Development will be in response to need/ pressure on existing facilities.

Land to the North of Nissan

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

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

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

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

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

The City Council are currently liaising with the land owner of the strategic site North of Nissan to identify any infrastructure issues.

Appendix 5 Infrastructure Delivery Plan Schedule

Key

No Funding

Part Committed

Committed

Infrastructure Ref.	Project Name	Who will deliver	When will it be delivered	Estimated Cost	Funding Source	Committed Funding
Physical Infrastructure						
	Central Route – Phase 1	Developer	90% complete	£0.7m	Developer Funded	
	Central Route-Phase 2	SCC	Aspiration in the Core Strategy. To be reviewed for consideration of funding bid next spending review period (post 2014)	£23.5m (under review)	DFT/ SCC	
	SSTC- Phase 1(Vaux Boulevard/ St Marys Way)	SCC	Start Date 2013	£10m	SCC	Money has been ring fenced through Cabinet
	SSTC- Phase 1B (St Michael's Way to Beach Street)	SCC	Start Date 2014	£??	SCC	
	SSTC- Phase 2 (New Bridge)	SCC	Start Date 2012	£117.642 (DFT £82.563m,	DFT/ SCC/ ONE	Decision Letter

				ONE £1.8 m, SCC £33.279m)		received from DFT- subject to condition
	SSTC- Phase 3 (Proposed New South Bridgehead to Paley Street)	SCC	Start Date 2014	£35m	DFT/ SCC	Awaiting information on how to apply for future DFT funding (2015-20)
	SSTC- Wessington Way (A19 to proposed new north bridgehead)	SCC	Start Date 2020	£20m	DFT/ SCC	Awaiting information on how to apply for future DFT funding (2015-20)
	SSTC- Phase 5 (Bridge Street to Port- includes Sans Street and High Street East	SCC / Developer	Start Date 2025	£27m	DFT/ SCC	Awaiting information on how to apply for future DFT funding (2015-20)

Infrastructure Ref.	Project Name	Who will deliver	When will it be delivered	Estimated Cost	Funding Source	Committed Funding
	Chester Road Corridor (Woodville Crescent to A19 and A183/ A182 junction in Shiney Row) (Part of the Arterial Route Improvements)	SCC	When funding becomes available	£12m	DFT/SCC	Not successful in DFT bid. Awaiting information on how to apply for future DFT funding (2015-20)
	Hetton Bypass	SCC	Aspiration in the Core Strategy.	£22.22m (2010 prices)	DFT/ Major Scheme Business Case required	Not successful in DFT bid. Awaiting information on how to apply for future DFT funding (2015-20)
	Doxford Park/ Ryhope Link Road	SCC	As part of the development of the South Sunderland Growth Area	£3.5m	Developers	

Infrastructure Ref.	Project Name	Who will deliver	When will it be delivered	Estimated Cost	Funding Source	Committed Funding
	Proposed junction improvements to Wheatshaf and Stadium Village (Part of the Arterial Route Improvements)	Developer	As part of the Tesco Development	£3m	Developer	100% Developer Funded
	A690 Durham Road Corridor (Part of the Arterial Route Improvements)	SCC	When funding becomes available	Scheme requires further feasibility costs	DFT/SCC	
	Leamside Line	Not known	When funding becomes available	£100 million	Network Rail/ Nexus	
	Electrification and additional stations- Durham Coast Line at Ryhope and Grangetown	Not known	When funding becomes available. Nexus currently	Scheme requires further feasibility costs	Network Rail/ SCC	
	Metro Reinvigoration- Phase 3 (Seaham-Doxford International)	Not known	When funding becomes available	Scheme requires further feasibility costs	Nexus	
	Upgrade of Washington Footpaths to Multi-User Routes	SCC/ Developer	Short Term (1-5)	£100,000	Local Transport Plan (LTP)	

Infrastructure Ref.	Project Name	Who will deliver	When will it be delivered	Estimated Cost	Funding Source	Committed Funding
	Improved access to - Pattinson Road/ Nissan - Including New Bridge over Leamside Lane	SCC/ Developer		£150,000. £100,000	LTP	
	National Route 1 improvements	SCC	Need to purchase land before making improvements. Delivery in the Short Term (1-5)	£250,000	LTP	
	Improvements to Coalfield Cycle Routes	SCC/ Developer	As and when planning permissions are developed out	£??	Developer Contributions	
	Cycle Parking provision at Metro Stations	Nexus	Short Term (1-5)	£??	Nexus	
	Improve/ upgrade C2C route fro Queen Alexander gyratory to Mariner	SCC	Short Term (1-5)	£500,000	LTP	

Infrastructure Ref.	Project Name	Who will deliver	When will it be delivered	Estimated Cost	Funding Source	Committed Funding
Social Infrastructure						
	Implement Play Pitch Strategy	SCC	Short- Medium Term (1-10 years)	£750,000	??	
	Refurbishment of Washington Leisure Centre	SCC	Short Term (1-5 years)	£500,000	??	
	Relocation of 2 Fire Stations	T&W Fire Service	Short- Medium Term (1-10 years). Need to procure land.	????	??	
	Hospice	TPCT	April 2013	£12.3m	PCT Capital Funding	

Infrastructure Ref.	Project Name	Who will deliver	When will it be delivered	Estimated Cost	Funding Source	Committed Funding
Green Infrastructure						
	Lambton Cokeworks	SCC/ Developer	Work in progress	???	HCA	
	Hetton Lyons Country Park	Developer	Long Term (15-20 years). Once extraction has ceased at Eppleton Quarry	???	Developer	
	Upgrade of Silksworth Colliery Park	SCC	Short- Medium Term (1-10 years).	Scheme requires further feasibility costs	??	
	Allotment Upgrades	SCC/ Land Owner/ Developer	On going	Scheme requires further feasibility costs	SCC	
	Supporting the potential 13 new Candidate Local Wildlife Site	SCC	Short- Medium Term (1-10 years).	An Additional £10,000 to the current £37,500 annual budget.	??	
	Implementation of the Play and Urban Games Strategy	SCC	Short Term (1-5 years)	???	???	