

PLANNING AND HIGHWAYS COMMITTEE

AGENDA

**Meeting to be held in COMMITTEE ROOM 2, CIVIC CENTRE on
Wednesday 12th April, 2017 at 5.30 p.m.**

ITEM		PAGE
1.	Receipt of Declarations of Interest (if any)	
2.	Apologies for Absence	
3.	Minutes of the last meeting of the Committee held on 15th March, 2017 and the extraordinary meeting held on 1st February, 2017. (copies attached)	1
4.	Report of the meeting of the Development Control (North Sunderland) Sub Committee held on 23rd March, 2017. (copy attached)	8
5.	Report of the meeting of the Development Control (South Sunderland) Sub Committee held on 21st March, 2017 (copy attached)	10

6. **Report of the meetings of the Development Control (Hetton, Houghton and Washington) Sub Committee held on 23rd March and the extraordinary meeting held on 28th March, 2017** 13

(copies attached)

7. **Minster Quarter Masterplan Supplementary Planning Document** 24

Report of the Chief Operating Officer - Place

(copy attached)

Elaine Waugh,
Head of Law and Governance,
Civic Centre
SUNDERLAND

3rd April, 2017

Item 3

At a meeting of the PLANNING AND HIGHWAYS COMMITTEE held in COMMITTEE ROOM 2 on WEDNESDAY, 15th MARCH, 2017 at 5.30 p.m.

Present:-

Councillor Bell in the Chair

Councillors Ball, Beck, Chequer, M. Dixon, English, Francis, I. Galbraith, Hodson, Jackson, Kay, Mordey, Porthouse, Scaplehorn, Taylor, G. Walker, P. Walker and D. Wilson.

Declarations of Interest

Item 7 – Objections to the Traffic Regulation Order (TRO) for the proposed Community Parking Management Scheme (CPMS) in the Seaburn Metro/Newcastle Road Corridor Area (Fulwell and Southwick Wards)

Councillor Mordey declared that he had chaired the working group which had developed the plans for the community parking management scheme.

Councillor Beck declared that she had been the lead petitioner for the scheme before she had become a councillor.

Councillor Francis declared that he was Ward Councillor for the area and had been involved in discussions with residents in relation to parking.

Councillor Bell declared that he was a disabled blue badge holder.

Apologies for Absence

Apologies for absence were submitted on behalf of Councillors Middleton and P. Smith.

Minutes of the meeting of the Committee held on 7th December, 2016.

1. RESOLVED that the minutes of the meeting held on 7th December, 2016 be confirmed and signed as a correct record.

Report of the Meetings of the Development Control (North Sunderland) Sub Committee held on 24th November, 2016, 11th January, 31st January and 22nd February, 2017

The reports of the meetings of the Development Control (North Sunderland) Sub-Committee held on 24th November, 2016, 11th January, 31st January and 22nd February, 2017 (copies circulated) were submitted.

(For copy reports – see original minutes)

2. RESOLVED that the report be received and noted.

Report of the meetings of the Development Control (South Sunderland) Sub Committee held on 22nd November, 13th December, 2016, 3rd January, 24th January, 9th February (Extraordinary) and 21st February, 2017

The reports of the meetings of the Development Control (South Sunderland) Sub-Committee held on 22nd November, 13th December, 2016, 3rd January, 24th January, 9th February (Extraordinary) and 21st February, 2017 (copies circulated) were submitted.

(For copy reports – see original minutes)

3. RESOLVED that the report be received and noted.

Report of the meeting of the Development Control (Hetton, Houghton and Washington) Sub Committee held on 24th November, 2016, 11th January, 31st January and 17th February, 2017

The reports of the meetings of the Development Control (Hetton, Houghton and Washington) Sub-Committee held on 24th November, 2016, 11th January, 31st January and 17th February, 2017 (copies circulated) were submitted.

(For copy reports – see original minutes)

4. RESOLVED that the report be received and noted.

Objections to the Traffic Regulation Order (TRO) for the Proposed Community Parking Management Scheme (CPMS) in the Seaburn Metro/Newcastle Road Corridor Area (Fulwell and Southwick Wards)

The Executive Director of Economy and Place submitted a report (copy circulated) which informed Members of the five objections received by the Council in respect of the proposed TRO for the CPMS that was intended for the area of Seaburn Metro/Newcastle Road Corridor, and which requested Members to not uphold the objections.

(For copy report – see original minutes)

Ken Heads, Infrastructure and Commercial Manager, introduced the report and advised that this area had been part of the priority list for a CPMS for a number of years. There had been a lot of work done since 2014 on the

development of this scheme and it had been identified that the most appropriate scheme would have restrictions Monday to Saturday between 9:30 and 10:30am and between 2:30 and 3:30pm as this would still allow residents to park and would allow parking for customers of local businesses but would prevent Metro commuters and hospital employees from parking all day which was the significant cause of the parking issues. The scheme would also introduce measures to reduce the problem of indiscriminate parking which caused congestion and safety issues. There had been extensive consultation with residents and there had been five objections received as a result of the consultation process. The objections were set out in the report and a plan was circulated to Members showing the addresses of the objectors.

Peter Graham, Engineer, addressed the objections and informed Members of the responses to the objections. The first permit for an address would be free with a second permit being £20, a third being £40, fourth and fifth being £60 and £80. The times of operation had been set so that the scheme would only affect long term parkers such as commuters. There would be alternate parking such as pay and display bays and one hour parking with no return within one hour bays to enable customers of local businesses to be able to park. There would also be visitors permits available to residents and businesses. There was parking available for commuters at the Stadium of Light Metro station and the hospital had previously operated a park and ride system from the Stadium of Light however this had been stopped due to a lack of use. Although Ambleside Terrace did not currently experience parking problems it was anticipated that due to the introduction of the scheme that the vehicles would be displaced into streets surrounding the scheme area and as such it was likely that Ambleside Terrace would experience parking issues if it was not included within the scheme. Streets within 500m of the streets currently affected were likely to suffer parking issues as a result of the implementation of the scheme if they were not included within the scheme.

Mr Heads advised that the system was in use for other parking management schemes across the city and that the system worked without issues in those locations. There would be benefits for all road users due to the improvements in road safety, the protection of junctions, and the implementation of H-bar markings to protect driveways.

Councillor Jackson queried whether the fee for the permits was a one off. Mr Heads advised that it was an annual fee and that the cost of the permits had been set so that the cost of the scheme was neutral. There was not an intention to make a profit from the permits.

Councillor Mordey commented that reaching this stage in the process had taken a long time and a lot of work. Schemes were only progressed where there was the support of the local community; this proposal had a lot of support from local residents and councillors.

Councillor Francis stated that he had been involved in discussions on the proposals for a number of years as Ward Councillor and he had spoken to

residents who had expressed feelings that there was a need for parking controls to be put in place in the area around Seaburn Metro station. Residents had reported that they would see cars parked all day while the owners travelled to Newcastle on the Metro and that there were even cars parked for a number of weeks where drivers were using the Metro to go to Newcastle Airport. He expressed his support for the proposals.

Councillor M. Dixon queried what feedback had been received from residents. Mr Heads advised that there was clear support for the project with the majority of residents being in support of the scheme. There had been over 70 percent of residents had responded and the majority of these had been supportive of the scheme. There had been over 1000 properties consulted and there had only been 5 objections received. Residents of some streets which were not originally to be included had requested that their street be included in the scheme.

In response to queries from Councillor Hodson Graham Brown, Engineer, advised that the time limited parking bays included in the Chester Road scheme had been increased from a 20 minute restriction to a 1 hour restriction following requests from local businesses. It was possible that there would be some issues during the early stages of the operation of the scheme and there would be a review once the scheme was operating.

Members expressed their thanks to Officers for all of their hard work in developing the scheme and having welcomed the proposal it was:-

5. RESOLVED that the Head of Infrastructure and Transportation be advised that:-

- a. The objections to the TRO for the proposed CPMS in the area of the Seaburn Metro/Newcastle Road Corridor not be upheld;
- b. The objectors be advised accordingly;
- c. All necessary preparatory works be carried out to enable delivery of the CPMS on site.

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

(Signed) R. BELL
(Chairman)

At an extraordinary meeting of the PLANNING AND HIGHWAYS COMMITTEE held in COMMITTEE ROOM 2 on WEDNESDAY, 1st FEBRUARY, 2017 at 4.30 p.m.

Present:-

Councillor Bell in the Chair

Councillors Ball, Beck, Chequer, Cummings, M. Dixon, English, Francis, I. Galbraith, Hodson, Jackson, Lauchlan, Middleton, Mordey, Porthouse, Scaplehorn, P. Smith, Taylor, G. Walker, P. Walker and D. Wilson.

Declarations of Interest

There were no declarations of interest submitted.

Apologies for Absence

Apologies for absence were submitted on behalf of Councillors Kay, M. Turton, W. Turton and P. Watson.

Reference form Development Control (Hetton, Houghton and Washington) Sub-Committee

Planning Application Reference: 15/00978/VAR

Phase 2, Peel Centre, Spire Road, Glover, Washington

Variation of Condition 13 of planning approval 07/02384/VAR (Application to revise condition No.13 of planning permission 03/00120/OUT) to allow the sale of food and drink

The Executive Director of Economy and Place submitted a report (copy circulated) for the Committee to consider the application for the variation of Condition 13 of planning permission 03/00120/OUT so as to allow for the sale of food and drink from up to 1,356sq. m gross floorspace at Phase 2 of the Peel Centre.

Planning permission 03/00120/OUT and its subsequent reserved matters (ref: 07/02808/REM) had originally approved the construction of Phase 2 of the Peel Centre consisting of 5 non-food retail warehousing (5,760 sq.m) together with associated car parking.

(For copy report – see original minutes)

Anthony Jukes, Principal Development Control Planner presented the report and was on hand to answer Members' queries.

Councillor Scaplehorn referred to existing on-site highways issues in respect of the development and felt that the Phase 2 site was difficult to negotiate with no clear indication of rights of way. The gym was using up the disabled parking bays so there were not available for the other units and Councillor Scaplehorn was concerned about the overall level of car parking at the site .

Mr Jukes advised that on-site parking and private highway issues were for Peel as the site owners to address. The Phase 2 development already had the benefit of planning permission and the original car parking provision has been approved through the existing permission. It was considered that the Section 73 application, which did not propose any change the amount of retail floorspace at the site but only the type of goods that may be sold from one of the approved units, would not lead to any material change in the existing on-site parking and highway issues in comparison to the position under the current planning permission.

Councillor Lauchlan agreed with Councillor Scaplehorn and commented that the current parking was difficult following the opening of the B&M store which had exacerbated the situation.

Paul Muir, Engineer advised that the previous outline planning consent already approved the parking and the car park standards for this type of retail development.

Councillor Porthouse queried the date of the original approval and if the laying of the car park had been sufficient work for the development to be considered as underway. Mr Jukes advised that this was correct.

Councillors English and Cummings agreed with the comments made by fellow Members regarding the existing on-site parking and access issues. Councillor Mordey reminded Members of the scope of the Section 73 application and the relevant material planning considerations as outlined in the officer's report.

The Chairman then asked the Committee to vote on the officer's recommendation.

With 18 Members voting in favour of the application and 1 Member against it was:-

1. RESOLVED that Members be minded to approve the application for the reasons stated in the Conclusion Section of the report and subject

to the 28 draft conditions outlined therein and that the application be referred to the Secretary of State in accordance with the provisions of the Town and Country Planning (Consultation) (England) Direction 2009.

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

(Signed) R. BELL
(Chairman)

Item 4

At a meeting of the DEVELOPMENT CONTROL (NORTH SUNDERLAND) SUB-COMMITTEE held in the CIVIC CENTRE on THURSDAY 23RD MARCH, 2017 at 4.45 p.m.

Present:-

Councillor Jackson in the Chair

Councillors Beck, Bell, Foster, Francis, Mordey, Porthouse and D. Wilson.

Declarations of Interest

There were no declarations of interest.

Apologies for Absence

Apologies for absence were submitted by Councillor Chequer and Scaplehorn.

Applications made under the Town and Country Planning Acts and Regulations made thereunder

The Executive Director of Economy and Place submitted a report (copy circulated) relating to the North Sunderland area, copies of which had also been forwarded to each Member of the Council upon applications made thereunder.

(For copy report – see original minutes).

15/02379/FUL – Demolition of existing building and erection of five storey student accommodation, to 68 student bedrooms – Former Speedings Sailworks, 15 Whickham Street, Monkwearmouth, Sunderland, SR6 0ED

The representative of the Executive Director of Economy and Place outlined the development proposal to Members of the Committee and the relevant material planning considerations against which the application had been assessed.

Following concerns raised by members about the design of the building , Councillor Bell made a proposal which was seconded by Councillor Porthouse, that the matter be deferred for further information on the design including the provision of coloured visuals to allow Members to have the fullest information on which to make a decision

1. RESOLVED that the application be deferred for further information on the design including the provision of coloured visuals to Members.

Town and Country Planning Act 1990 – Appeals

2. RESOLVED that the appeals received and determined up until February 2017 be received and noted

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

(Signed) J. JACKSON,
Chairman

Item 5

At a Meeting of the DEVELOPMENT CONTROL (SOUTH SUNDERLAND) SUB-COMMITTEE held in the CIVIC CENTRE on TUESDAY 21st MARCH, 2017 at 4.45 p.m.

Present:-

Councillor Porthouse in the Chair

Councillors Ball, Bell, M. Dixon, I. Galbraith, Hunt, Hodson, Jackson, Kay, Mordey, Scaplehorn and P. Smith.

Declarations of Interest

16/01869/VAR – Masjid Anwar E Madinah, St Mark's Road North, Millfield, Sunderland, SR4 7DA

Councillor Kay made an open declaration that he had been involved in resident's groups meetings in relation to this matter. He had not expressed an opinion on the development and would be considering the matter with an open mind.

Councillor Mordey made an open declaration that he knew the applicant for this development but that he had not expressed an opinion on the matter and would be considering the proposal with an open mind.

Apologies for Absence

Apologies for absence were submitted on behalf of Councillors D. Dixon, English, Waller, P. Watson and S. Watson.

Applications made under the Town and Country Planning Acts and Regulations made thereunder

The Executive Director of Economy and Place submitted a report (copy circulated) relating to the South Sunderland area, copies of which had been forwarded to each Member of the Council, upon applications made under the Town and Country Planning Acts and Regulations made thereunder.

(For copy report – see original minutes).

16/01869/VAR – Variation of condition 2 of app. Ref. 15/01538/VAR (Variation of conditions 2, 4, 5, 8 and 9 of application 11/03598/FUL (Change of use of vehicle storage depot to place of worship, community and education centre etc.)) to seek approval for revisions to design and appearance of minarets and entrance hall to front of building, provision of ceramic tiles to front elevation,

**installation and alteration of windows, installation of 2 no. air conditioning units to north side elevation and the erection of stone wall with wrought-iron railings and gates to boundaries (Retrospective)
Masjid Anwar E Madinah, Saint Mark's Road North, Millfield, Sunderland, SR4 7DA**

The representative of the Executive Director of Economy and Place outlined the development proposal to Members of the Committee and the relevant material planning considerations against which the application had been assessed.

1. RESOLVED that the application be approved for the reasons set out in the report, subject to the 12 conditions set out therein.

**17/00136/FU4 – Change of use from caretakers house (Class C3) to school unit (Class D2) to include access ramps to front and rear elevations.
Caretakers House, Barbara Priestman Academy, Meadowside, Sunderland, SR2 7QN**

The representative of the Executive Director of Economy and Place outlined the development proposal to Members of the Committee and the relevant material planning considerations against which the application had been assessed.

2. RESOLVED that consent be granted under Regulation 4 of the Town and Country Planning General Regulations 1992 (as amended) for the reasons set out in the report subject to the 2 conditions set out therein.

**17/00212/LP3 – Change of use from residential institution (C2) to dwelling house (C3)
Hillcrest, 1 Elms West, Sunderland, SR2 7BY**

The representative of the Executive Director of Economy and Place outlined the development proposal to Members of the Committee and the relevant material planning considerations against which the application had been assessed.

3. RESOLVED that consent be granted under Regulation 3 of the Town and Country Planning General Regulations 1992 (as amended) for the reasons set out in the report subject to the 2 conditions set out therein.

Items for Information

4. RESOLVED that a site visit be undertaken in respect of 17/00206/FU4 – East Herrington Primary School House, Balmoral Terrace, East Herrington, Sunderland, SR3 3PR at the request of the Chairman.

Town and Country Planning Act 1990 – Appeals

The Executive Director of Economy and Place submitted a report (copy circulated) concerning the appeals determined by the Planning Inspectorate during February 2017.

(For copy report – see original minutes).

5. RESOLVED that the report be received and noted.

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

(Signed) S. PORTHOUSE,
Chairman.

Item 6

At a meeting of the DEVELOPMENT CONTROL (HETTON, HOUGHTON AND WASHINGTON) SUB-COMMITTEE held in the CIVIC CENTRE on THURSDAY, 23rd MARCH, 2017 at 5.45 p.m.

Present:-

Councillor G. Walker in the Chair

Councillors Bell, Jackson, Lauchlan, Middleton, Porthouse, and Walker, P.

Declarations of Interest

16/02266/FU4 – Erection of 56 no. residential dwelling at former High Usworth School, Washington

16/02357/FUL – Erection of 128 dwellings at land south of Coaley Lane, Newbottle, Houghton le Spring

Councillor Peter Walker made an open declaration in the above applications as an employee of the applicant Gentoo and left the meeting during consideration of the items. Councillor Middleton also made an open declaration in the above applications as a council appointed member to the board of Gentoo and left the meeting during consideration of the items.

17/00126/FUL – Creation of a second floor extension with balconies to the rear to provide 22 no. new bedrooms at George Washington Hotel, Usworth, Washington

Councillor Porthouse made an open declaration in respect of the above application as he felt it may be publically perceived that he was potentially biased on the application due to his previously objecting to the hotel being named Mercure Newcastle, during his time serving as Mayor and left the meeting during consideration of the item.

Apologies for Absence

Apologies for absence were submitted to the meeting on behalf of Councillors Cummings, Dixon, M., Mordey, Scaplehorn, Taylor and Turton, W.

Applications made under the Town and Country Planning Acts and Regulations made thereunder

The Executive Director of Economy and Place submitted a report and a report for circulation (copies circulated), which related to Hetton, Houghton and Washington

areas, copies of which had also been forwarded to each Member of the Council, upon applications made under the Town and Country Planning Acts and Regulations made thereunder.

(for copy report – see original minutes)

16/01687/OUT – Proposed housing, up to 138 dwellings at land adjacent to Blackthorn Way at proposed waster transfer station, Blackthorn Way, Sedgeleth Industrial Estate, Houghton le Spring

The Planning Officer advised that following the publication of the main report the Environment Agency had provided a response to the consultation exercise in which having assessed the supporting information they advised that they were in a position to withdraw the objection they had originally made subject to the inclusion of the extra condition as set out in the report for circulation.

Councillor Porthouse referred to page six of the agenda and the comments from the Coal Authority and commented that Members never got to see the desk study that had been undertaken in these circumstances to ensure the authority were satisfied there were no concerns of previous mine shafts, etc in the development area. Mr. Watson, advised that there was a whole suite of conditions that developers would have to adhere to ensure developments were undertaken in the correct manner but that he was happy to forward a copy of the technical data received from the Coal Authority to those Members who would like a copy.

Members having fully considered the report, it was:-

1. RESOLVED that the application be approved for the reasons as set out in the report and subject to the signing of a Section 106 agreement and the twenty two conditions as detailed within the main report and report for circulation.

16/02266/FU4 – Erection of 56 no. residential dwellings with associated access, landscaping and infrastructure works at former High Usworth Primary School, Well Bank Road, Washington

The Chairman welcomed Ms. Margaret Porter and Ms Helen Goudie to the meeting who wished to speak in objection to the application and also Ms. Amanda Stephenson, who was in attendance on behalf of the applicant, Gentoo, to speak in support of the application and answer any questions from Members of the Committee

The Chairman invited Ms. Porter to address the Committee who advised that her main concerns with the proposal were around the potential pedestrian route adjacent to plots 9 and 10 that lead out onto a private road and the driveway of her own property. She advised the Committee that this proposed footpath would not give access to anywhere of any merit and that to accommodate the footpath the developers would need to remove at least two trees. She asked what purpose the footpath would serve and if consideration had been made by the developers that to install the proposed footpath they would need to pass over private land. In closing she reiterated that the potential footpath serves no purpose whatsoever and did not

provide access to bus routes which would be accessed via the bus lane alongside the nearby school.

The Chairman thanked Ms. Porter for her representations and invited Ms. Goudie to address the Committee. Ms. Goudie advised that she had lived in the village for 48 years and that for as long as she could remember there had been a bus link at the bottom of Well Bank Road. She advised that residents had had to travel all the way around Donwell perimeter road to get to the other side and had done so with no objection to help keep the local school children safe and at less risk of harm. This development would increase the number of vehicles using the roads and add to the problems that were already faced around the school with drop off and pickups.

She commented that the road was not very wide and there was already a problem with congestion at the school and to increase that further was a safety issue for children and residents in the area. She commented that the school and bus link had been omitted from original plans so it had not been clear to those who had been consulted. In relation, to the consultation process she advised that if they had not been sent out over the Christmas period then in her opinion the Council would have received many more objections.

The Chairman thanked Ms. Goudie for her representations and invited Ms. Stephenson to address the Committee. Ms. Stephenson advised that she spoke on behalf of the applicant, Gentoo and advised that they had discussed the issues around access to the site with the Council and had stuck to the brief requested of them.

In relation to the access to the site which ran alongside neighbouring properties she advised that having assessed the proposal it did not give any great value to the proposal of the development.

With regards to the safety of local residents and children attending the school, Ms. Stephenson advised that a transport assessment and traffic management plan would be carried out and they would work with the school to look at alternative access points for drop off and pickups to help alleviate any issues, current and expected.

The Highways Officer advised that the reasoning behind the access point that ran alongside plots 9 and 10 was in line with general urban design elements of the development, as with any residential development they would look to ensure that it was well connected with existing developments. He advised that this access was not essential to the development but desirable to allow better connectivity around the community and for the betterment of the development could be omitted if the applicant was in agreement. Ms. Stephenson advised that the proposed footpath was not key to the development and could be removed if necessary.

In response to concerns from Councillor Porthouse around the parking and traffic issues around the area, Mr. Watson, Planning Officer, advised that there was a parcel of land which had been identified which the local authority were in discussions with the school around them taking ownership of the land to allow them to extend the car parking facilities and provide a better turning facility for vehicles, which could come forward as part of the traffic management scheme and that they were also

looking at other ways to improve the exiting traffic flow. He advised that although the traffic assessment did not require these works for the development to be undertaken it was in the best interests of all parties to look to address potential traffic issues.

Councillor Porthouse referred to his Google Maps image of the development site and commented that the access from the North side of the development looked as though it may be a better alternative and was advised that what the 2D image on Google Maps did not show was the level of gradient at that side of the development site which was approximately a 10 metre drop and therefore would be a significant gradient and unacceptable for an alternative access siting.

The Planning Officer advised that further to the receipt of additional information from the lead local flood authority in terms of the updated drainage strategy for the site it was recommended that a further condition be added as set out in the report for circulation. He also advised that within the main report there had been a duplication error and as condition five was duplicated by condition fifteen, condition fifteen should be replaced with the condition as set out in the report for circulation.

Members having fully considered the report, it was:-

2. RESOLVED that the application be delegated to the Chief Executive who is minded to grant consent, in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, for the reasons as set out in the report and subject to the nineteen conditions as detailed within the main report and report for circulation; and the signing of an agreement under Section 106 of the Town and Country Planning Act 1990 (as amended).

16/02357/FUL – Erection of 128 dwellings including associated infrastructure, access, landscaping, open space and SUDS (Sustainable Drainage System) as land south of Coaley Lane, Newbottle, Houghton le Spring

The Chairman welcomed Mr. Michael Forbes to the meeting, who had requested to speak in objection to the application and Mr. Shaun Cuggy of Gentoo who was in attendance to speak on behalf of the applicant and in support of the application.

The Chairman invited Mr. Forbes to address the Committee who advised that his objection was mainly in relation to traffic and environmental issues and the impact of the development on the local area.

Mr. Forbes advised the Committee that Coaley Lane was 800 metres long, with a roundabout and traffic lights at one end and the Beehive public house at the other, both accident black spots and that due to housing developments in the area it had seen the addition of 300 vehicles through the Persimmons development, 250 vehicles through the Gentoo phase 2 development and then a further 250 vehicles through this proposed development onto a bottleneck road. He felt that the road could not cope with this further amount of traffic.

In relation to environmental concerns, he asked what the depth of the run off pond was, as if it was not adequate and not maintained then it would inevitably become a swampland if the correct drainage solution was not in place.

With regards to the impact on the local area, Mr. Forbes commented that increasing residents in the area would have an effect on amenities and facilities in the area. He referred to the neighbourhood school and how it had increased its intake number to 60 from 30 children, to help alleviate the numbers coming into the area but there was simply not the provision to manage another site of residential housing.

He referred to the Section 106 monies as set out in the report and asked if there could be guarantees that the funds secured would be spent within the Newbottle area, as in the past Section 106 monies from developments had been spent in the Hetton Ward and not the local area. In closing, he thanked Members for the opportunity to address the Committee.

The Highways Officer referred to concerns around impact upon traffic in the area and advised that a review had been undertaken, which included impact on the junctions, and it had been deemed that the road had the capacity for the extra traffic. In relation to the Persimmons development, he informed the Committee that as part of the application they had agreed to install a roundabout which would help to manage speeds along the route and also see the speed limit reduce from the National Speed Limit to 30mph.

The Planning Officer advised that the SUDs pond forms one part of the sustainable drainage system and was designed to attenuate water up to a level of 1350 cubic metres. The full drainage strategy was considered by the local flood and coast team and considered to be acceptable for the level of development that was proposed.

In relation to the infrastructure within the area, the Planning Officer advised that they recognised the comments from the objector in relation to pressure on current provision and that the requested Section 106 was deemed to be appropriate to help in alleviating issues and looking to provide school places and play provision etc, in the neighbouring area, which would be agreed at the time of receiving the funds to best fit the requirements at that time.

The Chairman invited Mr. Cuggy, Gentoo, to address the Committee on behalf of the applicant, who advised of the following:-

- The Council did not have a current five year housing land supply in place;
- The development would bring social, economic and environmental benefits to the area, and new home bonus enhancements for the Council;
- The settlement break was not an issue for this development;
- The public right of way would be maintained;
- Key hedgerows would be maintained and the SUDs would also help create general wildlife habitation;
- The applicant was looking to finance contributions towards bus shelter improvements in the area;

- Drainage ponds on the site would aid in the biodiversity of the site and Northumbrian Water had raised no objections in relation to their use on the development;
- The applicant was providing financial contributions through Section 106 agreements and this could provide facilities in relation to education, wildlife and play provision where required by the Council;
- The applicant was providing a range of housing, including affordable housing on site, giving as much choice within the development as they possibly could; and
- The applicant had not challenged the level of funding contributions and was looking to improve the area as much as they could.

Councillor Porthouse referred to the Coal Authority's comments included at page 49 of the agenda and was advised by Mr. Browning that the Coal Authority provided mappings which covered the whole of the city and services to identify known remains of previous mining activity. On this site there had been no known features, such as seams or examples of mining remains identified but the developer would be provided with standard advice from the Coal Authority of what to be aware of when undertaking the development.

When asked which schools had been identified by the Council to merit from the Section 106 funding, the Planning Officer advised that the Council would not look to name schools until the time the funding was received by the Council but that there were potentially four schools, at this time, which were included within the 2 mile radius .

Members having fully considered the report, it was:-

3. RESOLVED that the application be approved for the reasons as set out in the report and subject to the twenty three conditions as detailed therein and the signing of an agreement under Section 106 of the Town and Country Planning Act (as amended).

17/00126/FUL – Creation of a second floor extension with balconies to rear to provide 22 no. new bedrooms at George Washington Hotel, Stone Cellar Road, Usworth, Washington, NE37 1PH

In relation to the upholding of existing covenants in place, the Legal representative advised that this would be a private matter for local residents to take up their own legal advice and pursue should they feel that covenants have been breached, and there being no further questions, it was:-

4. RESOLVED that the application be approved for the reasons as set out in the report and subject to the four conditions as set out in the report which were subject to change pending further assessment of the proposal.

17/00184/FUL – Change of use from D1 to combined D1 and B1 use at Washington Church of Christ, Albert Place, Columbia, Washington, NE38 7BP

The Chairman welcomed Mr. William Marshall to the meeting who was in attendance to speak in support of the application on behalf of the applicant.

Mr. Marshall thanked the Committee for the opportunity to address them and advised that he was speaking on behalf of the Coalfield Regeneration Trust who were keen to continue to work towards improving the quality of life for former colliery communities. He explained that they had looked to how they could adapt the building to provide a wider use of the building for the local community and had agreed upon providing small office spaces within the building for current home workers or small start up businesses that may otherwise not be able to afford premises to work from.

He advised that the main concern around the development had been the access to the car park and it had been agreed to widen the access to allow two way traffic to pass through so that vehicles waiting to access the site would not be waiting for access on the highway if another vehicle was leaving the site.

In closing, he commented that both the Trust and the Council recognised the benefits of this provision to the community and that they had remained sympathetic to the building and in such not having a negative impact and maintaining the current level of use.

Members having no further questions, and having thanked Mr. Marshall for his contributions, it was:-

5. RESOLVED that the application be approved subject to no further representations having been received for the reasons as set out in the report and subject to the five conditions as set out in the main report and the amendment to condition three as detailed in the report for circulation.

17/00232/SU4 - Erection of a two storey extension to side with a single storey extension to front (resubmission) at 1 Meadow Close, Houghton le Spring, DH5 8HU

The Planning Officer having presented the report, and Members having no questions, it was:-

6. RESOLVED that the application be granted consent in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, for the reasons as set out in the report and subject to the three conditions detailed therein.

Items for Information

7. RESOLVED that the items for information contained within the matrix be received and noted.

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

(Signed) G. WALKER,
Chairman.

At an extraordinary meeting of the DEVELOPMENT CONTROL (HETTON, HOUGHTON AND WASHINGTON) SUB-COMMITTEE held in the CIVIC CENTRE on TUESDAY, 28th MARCH, 2017 at 4.00 p.m

Present:-

Councillor Scaplehorn in the Chair

Councillors Bell, Lauchlan, Mordey and G. Walker

Also in Attendance:-

Councillor Johnston – Copt Hill Ward Councillors

Councillors Heron and Scullion – Hetton Ward Councillors

Councillor B. Heron – Hetton Town Council

Declarations of Interest

There were no declarations of interest made.

Apologies for Absence

Apologies for absence were submitted to the meeting on behalf of Councillors Cummings, M. Dixon, Middleton, Taylor, W. Turton and P. Walker

Applications made under the Town and Country Planning Acts and Regulations made thereunder

The Executive Director of Commercial Development submitted a report (copy circulated), which related to Hetton, Houghton and Washington areas, copies of which had also been forwarded to each Member of the Council, upon applications made under the Town and Country Planning Acts and Regulations made thereunder.

(for copy report – see original minutes)

16/01161/FU4 – Demolition of existing buildings on site, stopping up of highway and construction of 128 residential dwellings with associated infrastructure and landscaping (amended drawing and additional information) at former Broomhill Estate, Houghton Road, Hetton le Hole, Houghton le Spring

The Planning Officer presented the report advising of the principle of the proposal, the scale and massing of the proposed development, highways and environmental factors.

Councillor J. Heron addressed the Committee, advising that in the past Section 106 funding from developments in the area had been allocated to play provision at Hetton Park and requested if there would be an opportunity for Section 106 funding from this application be spent on King George V Playing Fields which was within easy walking distance of the development and could be used by residents of the proposed developments.

Councillor Mordey advised that the policy around Section 106 funding was that when it came time to draw down the funds from the development Ward Members would be contacted by Officers to best discuss how and where the money should be aligned to. He commented that he would be happy to meet with members of Hetton Town Council and Ward Members to discuss and look at play provision in the area.

Councillor B. Heron commented on the new route at Hetton Downs and raised concerns around the width of the road and was advised by the Highways Officer that a new road would be introduced at a width of 6.7 metres which was the standard width design for a bus route.

The Planning Officer advised that following production of the main report it had been recognised that condition 20 in relation to Drainage Strategy should be amended to read that:-

20. No construction work shall take place until details of how the surface water drainage for the site is complying with the Broomhill Drainage Strategy (Doc No: 1013193.CL.RPT.002 Revision A) have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the agreed scheme shall confirm that surface water and foul flows are in strict accordance with Section 4 (Proposed Drainage). Thereafter the development shall be constructed in complete accordance with the agreed details.

Reason:

In order to ensure provision of a sustainable form of surface water drainage and satisfactory drainage from the site, in accordance with National Planning Policy Framework and policies T16 and B24 of the Unitary Development Plan.

Having fully considered the report and amended condition, it was:-

1. RESOLVED that the application be granted consent in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, subject to the successful completion of the Section 106 agreement and subject to the twenty conditions as set out in the report and as amended above.

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

(Signed) B. SCAPLEHORN,
Chairman.

Item 7

MINSTER QUARTER MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT

REPORT OF THE CHIEF OPERATING OFFICER - PLACE

1.0 Purpose of Report

- 1.1 The purpose of this report is to advise and consult with the Committee on the responses received following public consultation on the Draft Minster Quarter Masterplan Supplementary Planning Document (SPD).

2.0 Background

- 2.1 The Minster Quarter lies to the north-west of the city centre. It is bounded by the inner ring road (St. Michael's Way) and Town Park to the west, and the Magistrate Court and police station to the north. The eastern limit is West Street, the former Crowtree Leisure Centre and the Bridges Shopping Centre, with the southern limit set at Chester Road. The majority of this Quarter falls within the Bishopwearmouth Conservation Area and houses a number of listed buildings of architectural and historic interest including the Minster and Sunderland Empire Theatre.

- 2.2 The planning policy context for the Masterplan is contained within the adopted UDP Alteration No. 2: Central Sunderland (2010). Alteration No.2 which it is commonly referred to as, sought to provide a clear strategy for Central Sunderland, to shape change positively and to realise the Council's aspirations for the City as a whole. The objective for Central Sunderland was/ is to create an area that is the economic heart of the City of Sunderland, bringing regeneration to, and enhancing the quality of life of, existing communities. Central Sunderland is to be the focal point for new investment and employment, education, leisure and tourism development. There are a number of relevant policies within Alternation No.2 which include:

- EC10A.1- The City Council will support the regeneration of Central Sunderland. Within the area the City Council will seek to maximise investment in employment, housing, leisure, tourism and education.
- SA55B.2 The City Council will support the diversification of food and drink and cultural opportunities within the City Centre west area. Proposals for conversion, redevelopment and infill to provide the following uses:
 - A1 Shops
 - A3 Restaurants and Cafes
 - B1 Business
 - A2 Financial and Professional Services

D1 Non-Residential Institutions

D2 Assembly and Leisure.

- SA74A The City Council will support the diversification of licenses premises within the City Centre in order to create an evening economy for all groups

2.3 The Sunderland Central Area Urban Design Strategy (2008) sets out a vision for the type of place Sunderland wants to be, drawing together different development proposals and design guidance. The strategy sets out a bold vision for Sunderland and considers the Minster Quarter. The central area is considered an economic driver of investment and regeneration, a place that is valued by the whole community where people want to live, study, work and visit. Architectural and urban design excellence underpins the vision with an environment which has a distinctive character that draws on its rich heritage with great streets, beautiful squares and parks provide the setting for a lively and dynamic mix of uses which are safe and accessible to all.

3.0 Consultation on the Draft Minster Quarter Masterplan

3.1 Cabinet approved a draft Minster Quarter Masterplan for the purposes of consultation at its September 2016 meeting. The Masterplan was considered by this Committee on 11 October 2016. Subsequently, the document was subject to consultation between 15 November 2016 and 15 February 2017.

3.2 The formal consultation consisted of the following:-

- Notification letters sent to all individuals/ organisations/ bodies that the Council consider will be affected or interested in the SPD, or may be involved in the delivery of the SPD (see Annex 1 of Consultation Statement)
- The Council circulated a press release stating that the City Council is seeking the views and comments of the public and other interested parties on the draft SPD,
- A Press Notice was placed in the Sunderland Echo.
- The SPD and details of the consultation were posted on the Council's website. www.sunderland.gov.uk/minsterquarter
- A public exhibition presenting the main content of the draft SPD was available for public inspection and comment at the Sunderland Minster, High Street West Sunderland, SR1 3ET. Council officers were available to discuss the proposals on the following dates and times:
 - 24/11/16 - 9.00-13.00
 - 1/12/16 -11.00-15.00
 - 8/12/16-15.00-19.00
- Notification letters sent to all statutory consultees that the Council consider will be affected or interested in the SPD, or may be involved in the delivery of the SPD (see Annex 2 of Consultation Statement)

4.0 Key Consultation Issues and Changes to Masterplan

4.1 A total of 10 responses were received and although the majority of responses supported the proposals set out in the Minster Quarter

masterplan, it is possible to identify a number of key areas of concern amongst those consulted. These issues are dealt with in more detail below.

Opportunity for a new Museum

- 4.2 Several of the consultees have concerns with suggestion that the Magistrates Court and new shops on High Street West could be used for heritage centre, galleries and museums. It was also highlighted that for any museum proposal it will be essential that development fits in with the existing Museums and Heritage Service Vision Plan which has been agreed by the Council. Similarly any heritage centre would need to be co-ordinated with the Library Local Studies section and, indeed, the heritage centre in the Fire Station development. Furthermore, any speculative development which would reduce both the finance to support the existing museums and the exhibits they can display will be opposed.

Council Response

- 4.3 The concerns raised are fully acknowledged by the Council. The Masterplan, however, simply identifies the opportunity for such uses in the area rather than specifically proposing or stating a new museum will or should be developed. It is worth noting that a refurbishment scheme is currently being considered for Sunderland Museum and Library which will involve consulting and collaborating with a number of cultural partners and projects including those located in the Minster Quarter. This will allow opportunity to create a holistic city-wide offer for residents and visitors and one which is fully aligned and fits with the city's wider cultural agenda impacting positively on Sunderland's bid for UK City of Culture 2021. The newly established Sunderland Culture Limited also gives opportunity to secure additional funding and resource to support museum and heritage delivery and across a wide range of cultural services, however this can only be achieved by partners coming together to collaborate on projects, events and programmes which in turn demonstrates to funding bodies that an aligned vision for the city exists in respect of culture.

Former Crowtree Leisure Centre Site

- 4.4 The Civic Society expressed their view that the current proposal for *Area E Crowtree Phase 1* and *Area F Crowtree Public Realm* represents a sub-optimal use of the land and is contrary to the Council's adopted SPDs relating to Bishopwearmouth Conservation Area and the City Centre Design Guide. The society also highlight that the proposal for *Area F* states "should market conditions become favourable then further retail expansion fronting onto High Street West will be considered". However, the Society identify that it will be difficult to extend the retail offer onto High St West if the current planning approved Next scheme goes ahead. In relation to *Area G Crowtree Phase 2*, whilst the Society would like to see this area brought into productive use, and a better facade presented to the Town Park, they consider there to be insufficient information in the SPD to be able to evaluate the feasibility or otherwise of the current proposal.

Council Response

- 4.5 When preparing the proposals for *Area E Crowtree Phase 1* and *Area F Crowtree Public Realm*, the project team engaged with the developer of the Next scheme to ensure the design of their proposals fit with the overall vision, principles and proposals of the Masterplan. Whilst the recently approved planning application reflects the Masterplan, we recognise the masterplan should be able to 'bend and flex' to respond to changing circumstances. As such the Council have amended the Masterplan with rewording to keep options open for the overall development of one retail-led development in the event that the Next scheme does not go ahead. As for *Area G Crowtree Phase 2* the observation is noted, but it is not the purpose of Masterplan to investigate the technical detail and feasibility of the Crowtree building, however, the Masterplan has been amended to ensure there is a balance between the café overspill and retaining some of the tranquillity in Town Park.

Delivery of Development Sites

- 4.6 In relation to proposal *Areas 'B', 'D', 'E' and 'F'*, the Civic Society has requested a statement of intent regarding the management and co-ordination of development of these sites within the Masterplan.

Council Response

- 4.7 In relation to Areas E and F the Council hold the freehold of the sites and as such delivery can be controlled and coordinated by the Council. Area B is an unencumbered freehold and, therefore, as with the other sites it is within the Council's gift to when it will be brought forward for development.

Green Infrastructure

- 4.8 Natural England suggested that the Masterplan should consider making provision for Green Infrastructure (GI) within development, highlighting the social, environmental and economic benefits of urban green space.

Council Response

- 4.9 Whilst the Masterplan includes proposals for urban green space, it is acknowledged that there is scope to add further detail around the provision of Green Infrastructure (GI) and as such the Masterplan has been amended accordingly.

5 Conclusion

- 5.1 An adopted Masterplan for the Minster Quarter will strengthen the council's ability to ensure that individual developments do not take place in isolation and will facilitate a co-ordinated approach to development in the area. The Masterplan SPD with the amendments proposed is in accordance with national, regional and local planning policies. The Masterplan SPD as agreed by Cabinet will be used by developers as a basis for preparing detailed

proposals for this area of the city and would be afforded weight as a material consideration when determining future planning applications.

6 Recommendation

6.1 The Committee is recommended to:

- a) Note and comment on the amendments made to the Draft Minster Quarter Masterplan in light of responses received during the public consultation on the document and other considerations;
- b) That the comments of the Committee be referred to the Cabinet when it considers the adoption of the amended Minster Quarter Masterplan as a Supplementary Planning Document.

7 Background Papers

- Amended copy of the Minster Quarter Masterplan Supplementary Planning Document (SPD) attached.
- A copy of the Consultation Strategy with a schedule of representations received from statutory and formal stakeholders during consultation attached.

Sunderland City Council

Minster Quarter Masterplan

Supplementary Planning Document

Consultation Statement

February 2017

Contents

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1 Introduction

This Consultation Statement for the Minster Quarter Masterplan Supplementary Planning Document (SPD) as required by the Town and Country Planning (Local Planning) (England) Regulations 2012. This statement sets out how the public and other stakeholders were consulted.

1.1 Background

The Minster Quarter lies to the north-west of the city centre. It is bounded by the inner ring road (St. Michael's Way) and Town Park to the west, and the Magistrate Court and police station to the north. The eastern limit is West Street, the former Crowtree Leisure Centre and the Bridges Shopping Centre, with the southern limit set at Chester Road. The majority of this Quarter falls within the Bishopwearmouth Conservation Area and houses a number of listed buildings of architectural and historic interest including the Minster & Sunderland Empire Theatre.

The planning policy context for the Masterplan is contained within the adopted UDP Alteration No. 2: Central Sunderland (2010). Alteration No.2 which it is commonly referred to as, sought to provide a clear strategy for Central Sunderland, to shape change positively and to realise the Council's aspirations for the City as a whole. The objective for Central Sunderland was/ is to create an area that is the economic heart of the City of Sunderland, bringing regeneration to, and enhancing the quality of life of, existing communities. Central Sunderland is to be the focal point for new investment and employment, education, leisure and tourism development. There are a number of relevant policies within Alteration No.2 which include:

- EC10A.1- The City Council will support the regeneration of Central Sunderland. Within the area the City Council will seek to maximise investment in employment, housing, leisure, tourism and education.
- SA55B.2 The City Council will support the diversification of food and drink and cultural opportunities within the City Centre west area. Proposals for conversion, redevelopment and infill to provide the following uses:
 - A1 Shops
 - A3 Restaurants and Cafes
 - B1 Business
 - A2 Financial and Professional Services
 - D1 Non-Residential Institutions
 - D2 Assembly and Leisure.
- SA74A The City Council will support the diversification of licenses premises within the City Centre in order to create an evening economy for all groups

The Sunderland Central Area Urban Design Strategy (2008) sets out a vision for the type of place Sunderland wants to be, drawing together different development proposals and design guidance. The strategy sets out a bold vision for Sunderland and considers the Minster Quarter. The central area is considered an economic driver of investment and regeneration, a place that is valued by the whole community where people want to live, study, work and visit. Architectural and urban design excellence underpins the vision with an environment which has a distinctive character that draws on its rich heritage with great streets, beautiful squares and parks provide the setting for a lively and dynamic mix of uses which are safe and accessible to all

1.2 Consultation Regulations

The SPD has produced in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. The relevant regulations relating to the consultation process are explained below.

Regulation 12: Regulation 12(a) requires the Council to produce a consultation statement before adoption of the SPD, this must set out who was consulted, a summary of the issues raised, and how these issues were incorporated in to the SPD. This statement is the 'Consultation Statement' for the adopted SPD as required by Regulation 12(a).

Regulation 12(b) requires the Council to publish the documents (including a 'consultation statement') for a minimum 4 week consultation, specify the date when responses should be received, and identify the address to which responses should be sent. The consultation statement that accompanied the draft SPD set out that information.

Regulation 13: Regulation 13 stipulates that any person may make representations about the SPD and that the representations must be made by the end of the consultation date referred to in Regulation 12. The consultation statement that accompanied the draft SPD set out that requirement.

Regulation 35: Regulation 12 states that when seeking representations on an SPD, documents must be made available in accordance with Regulation 35. This requires the Council to make documents available by taking the following steps:

- - Make the document available at the principal office and other places within the area that the Council considers appropriate;
- - Publish the document on the Council's website.

These measures were undertaken as part of the draft SPD consultation.

1.3 The Statement of Community Involvement (SCI)

The SCI was adopted in 2015 and reflects the 2012 Regulations, set out above. It also specifies additional measures that the Council will undertake in consulting upon draft SPDs and these have been reflected in the consultation process for the Minster Quarter Masterplan SPD. As per the SCI, the Council also involved general consultation bodies - those who the council has the discretion to consult as appropriate. This is a wide-ranging group which comprising those organisations active within the city and includes:-

- Voluntary bodies
- Bodies which represent the interests of different racial, ethnic, religious or national groups
- Bodies which represent the interests of disabled persons
- Bodies which represent business groups

1.4 Consultation Programme

Before progressing the SPD the Council has undertaken extensive consultation with relevant stakeholders, interested parties and statutory organisations. The formal consultation consisted of the following:

- Notification letters sent to all individuals/ organisations/ bodies that the Council consider will be affected or interested in the SPD, or may be involved in the delivery of the SPD (see Annex 1)
- The Council circulated a press release stating that the City Council is seeking the views and comments of the public and other interested parties on the draft SPD,
- A Press Notice was posted in local paper.
- The SPD and details of the consultation were posted on the Council's website. www.sunderland.gov.uk/minsterquarter
- A public exhibition presenting the main content of the draft SPD was available for public inspection and comment at the Sunderland Minster, High Street West Sunderland, SR1 3ET. Council officers were available to discuss the proposals on the following dates and times:
 - 24/11/16 - 9.00-13.00
 - 1/12/16 -11.00-15.00
 - 8/12/16-15.00-19.00
- Notification letters sent to all statutory consultees that the Council consider will be affected or interested in the SPD, or may be involved in the delivery of the SPD (see Annex 2).

1.5 Summary

10 representations on the draft SPD were received with the majority of representations supportive, suggesting only relatively minor amendments and additional information to be referenced. Many of the requested changes have been taken forward in the adopted SPD.

A full schedule of representations received and the Council's response is set out in Annex 1. This also details the amendments to the SPD. The SPD overall has been updated to reflect that it is no longer draft and that the consultation has been undertaken. The overall format has been amended to enhance readability, including the re-ordering of some sections.

Annex 1 - Notification letters sent to all individuals/ organisations/ bodies that the Council consider will be affected or interested in the SPD, or may be involved in the delivery of the SPD

Dear Sir or Madam,

Draft Minster Quarter Masterplan Supplementary Planning Document Consultation

The regeneration of the Minster Quarter in the city centre is a key priority for the City Council. The vision is to create a cultural quarter and a key gateway into the city centre that restores the area's historic importance and creates a place that is valued by the whole community. In order to deliver the vision, a Masterplan for the Minster Quarter has been produced to provide specific design guidance for the area. Once adopted by the council as a Supplementary Planning Document (SPD), the Minster Quarter Masterplan will provide detailed planning and design guidance to manage development in the area over the next 15 years. Before taking this document forward, the council is inviting comments on the draft document. A four-week consultation is taking place between Tuesday 15 November and Tuesday 13 December 2016, in accordance with Town and Country Planning (Local Planning) (England) Regulations 2012.

The City Council will consider all comments received and will seek to agree appropriate changes to the masterplan before taking it forward for adoption. Copies of the Draft Minster Quarter Masterplan and Habitat Regulations Assessment: Stage 1- Screening together with an exhibition illustrating the proposals will be available for public viewing and comment at Sunderland Minster, High Street West, Sunderland, SR1 3ET from Tuesday 15 November - Tuesday 13 December 2016, between the hours of 9.00 and 15.00. Council officers will be available at the Minster to discuss the proposals on the following dates and times:

24 November 2016 - 9.00-13.00
1 December 2016- 15.00-19.00
8 December 2016 - 11.00 – 15.00

The Masterplan documents can also be viewed on the website www.sunderland.gov.uk/minster-quarter . Comments on the Masterplan can be made via completion of the attached comments form or via email to UrbanDesign@sunderland.gov.uk If you have any queries regarding the above please do not hesitate to contact Senior Urban Designer Idris Balarabe on 0191 561 1541 or the above email. All comments should be returned by no later than Tuesday 13 December 2016.

Yours faithfully,



Dan Hattle
Regeneration Manager
Planning & Regeneration Service

**Annex 2 - Notification letters sent to all statutory consultees that the Council consider will be affected or interested in the SPD, or may be involved in the delivery of the SPD
he SPD**

Dear Sir,

**Draft Minster Quarter Masterplan Supplementary Planning Document
Consultation**

The regeneration of the Minster Quarter in the city centre is a key priority for the City Council.

The vision is to create a cultural quarter and a key gateway into the city centre of Sunderland that restores the area's historic importance and to create a place that is valued by the whole community. In order to deliver the vision, a Masterplan for the Minster Quarter has been produced to provide specific design guidance for the area. Once adopted by the Council as a Supplementary Planning Document (SPD), the Minster Quarter Masterplan will provide detailed planning and design guidance to developers over the next 15 years.

The draft Masterplan will now be subject to a four week statutory consultee consultation from Wednesday 18 January 2017 to Wednesday 15 February 2017, in accordance with Town and Country Planning (Local Planning) (England) Regulations 2012. I am accordingly seeking your views on the draft Minster Quarter Masterplan. Comments received will be considered and, where appropriate, amendments will be made to the document before it is taken forward for adoption as a SPD. The Masterplan documents can also be viewed on the website www.sunderland.gov.uk/minsterquarter

Comments on the Masterplan can be made via completion of the attached comments form or via email to UrbanDesign@sunderland.gov.uk

If you have any queries regarding the above please do not hesitate to contact Senior Urban Designer Idris Balarabe on 0191 561 1541 or the above email.

All comments should be returned by no later than Wednesday 15th February 2017.

Yours faithfully,



Dan Hattle
Regeneration Manager
Planning & Regeneration Service

Annex 3 - Schedule of representations received and how they have been addressed

Consultee	Summary of Response	Council Response
Friends of Sunderland Museums with support the support of the Chair and Deputy Chair of the Sunderland Heritage Forum	<p>Support the general approach to the Minster Quarter we are concerned by the suggestions that the Magistrates Court and new shops in High Street West could be used for heritage centre, galleries and museums.</p> <p>Strongly question whether the Magistrates Court with its internal architectural features and relatively small spaces is suitable for museum use.</p> <p>It is also essential that any museum development fits in with the existing museums in Sunderland and with the Museums and Heritage Service Vision Plan which has been agreed by the Council. Similarly any heritage centre would need to be co-ordinated with the Library Local Studies section and, indeed, the heritage centre in the Fire Station development.</p> <p>It should also be borne in mind that the Sunderland Museums and Heritage Service is suffering from cutbacks as a result of the Council's financial situation. We are opposed to any speculative development which would reduce both the finance to support the existing museums and the exhibits they can display.</p>	<p>Response: The concerns raised are fully acknowledged by the Council. The Masterplan, however, simply identifies the opportunity for such uses in the area rather the specifically proposing or stating a new museum will or should be developed. It is worth noting that a refurbishment scheme is currently being considered for Sunderland Museum and Library which will involve consulting and collaborating with a number of cultural partners and projects including those located in the Minster Quarter. This will allow opportunity to create a holistic city-wide offer for residents and visitors and one which is fully aligned and fits with the city's wider cultural agenda impacting positively on Sunderland's bid for UK City of Culture 2021. The newly established Sunderland Culture Limited also gives opportunity to secure additional funding and resource to support museum and heritage delivery and across a wide range of cultural services, however this can only be achieved by partners coming together to collaborate on projects, events and programmes which in turn demonstrates to funding bodies that an aligned vision for the city exists in respect of culture.</p>
Sunderland Minster	There is nothing in the plan about the uses of the Minster, its status as a spiritual, cultural, civic and heritage	<p>Action: It is acknowledged that there is scope to add further detail about the</p>

	<p>centre, its future needs and relationship to the economic and cultural activity of the area, or the sustainability of the present operation.</p> <p>For some years now the main access to the church has been through the south doors, accessed from the gates on Church Lane and Town Park. The Minster development plan includes proposals to open up the north doorway for regular visitors, improving permeability of the building and integrating it more closely with the Empire Theatre and MACQ developments. It also envisages reconfiguring the central area to make it more flexible for both worship and other activities, and improving visitor facilities.</p> <p>The Minster is poorly signed, both in the immediate area and from the city centre, and there is no external indication of the heritage significance of the building.</p>	<p>benefits the minster brings to the Quarter.</p> <p>Action: masterplan amended to include reference to the reorientation of access points onto to public realm improvements to promote positive social interaction.</p> <p>Response: A separate study is currently underway which will address way finding within the city centre.</p>
The Civic Society	<p>General Comment</p> <p>In general, Sunderland Civic Society warmly welcomes the draft proposals as they provide an opportunity to regenerate a key historic area of the City Centre which is currently rather neglected and under used. We are of the opinion that, with the active involvement of the MACQ Trust, and the possibility of a THI award from Heritage Lottery Funding, there is considerable scope to achieve many of the proposals. To some degree, we do have reservations as to whether there is the latent demand to achieve all of the Council's objectives. For example, contextually, we can see that the development of the Vaux site, if successful within a reasonable timescale, will increase footfall across the eastern edge of the area, enhancing the commercial viability of sites on Crowtree Rd and Keel Square. Conversely, the critical mass of office and residential uses that Vaux aims to create could deflect developer interest in buildings such as the Gill Bridge Police Station site. However, we accept the Council must try to demonstrate the</p>	<p>Comments Noted</p>

	<p>potential of various sites and redundant buildings and therefore applaud the guiding framework contained within the Masterplan.</p> <p>Comment on Specific Points Para 2.2: The “ancient cobbled roadway” referred to here was referred to in a talk given on 10th May 1904 by John Robinson (reproduced in probably the 1905 Journal). He also referred to a ‘quern’ being found there, which he concluded to be of ‘ancient British’ origin from the time of the Romans. He stated this to be then in the possession of the Society. The relevance here is the context of other evidence of a possible Roman presence in this locality, somewhere north of the Vaux site.</p> <p>Para 2.3: If the terraces referred to here as built by the end of the 19th century south of The Green were Vine Place, Derwent St and Olive St, these are in fact much earlier. Woods map of 1826 shows Vine Place (south side) built along with significant parts of both Derwent and Olive Streets.</p> <p>Page 18: Greens PH on Low Row (originally the ‘Hat and Feather Vaults’) had an interesting internal ceiling structure which may still be hidden behind the modern suspended ceiling; this may be worth investigating.</p> <p>Para 2.6 Unlisted Buildings: The property on the corner of High St West and Church Lane is the only remaining ‘village’ house. It is shown on Rain’s Eye Plan and internal inspection shows it probably considerably predates 1785. In view of this, a reference at least would be appropriate, but see also the reference under ‘Other Matters’ at the end of this submission.</p> <p>Pages 31 and 32 “SWOT” Analysis: A further strength is the MACQ regeneration initiative; Weaknesses should also include the several locations where there is a lack of a coherent townscape, for example the north end of Crowtree Rd; on High</p>	<p>Response: Observation noted, but it is not purpose of Masterplan to further investigate history / archaeology of buildings / site.</p> <p>Action: Dates will be amended accordingly to early-mid 19th century.</p> <p>Response: Observation noted, but it is not purpose of Masterplan to further investigate history / archaeology of buildings / sites.</p> <p>Response: As above, but it is noted that this group of buildings is proposed to be investigated further as part of the Bishopwearmouth Townscape Heritage Scheme.</p> <p>Actions: Document will be amended accordingly.</p>
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	<p>St West the exposed gables to the Dun Cow and Vesta Tilley's PHs; the lack of pedestrian/vehicular permeability north of High St West; Opportunities could include the THI bid and presence of development sites.</p> <p>Comment on Proposals In general the Society is supportive of the Proposals. However, we wish to make the following points:</p> <p>Para 5.3 Area 'B' High St West/Crowtree Rd corner: The Society would like to see a reference to the desirability of ensuring there is a 'landmark' feature at the corner of High St West and Crowtree Rd to provide a focal point in keeping with older urban buildings in the vicinity. The current wording for the range of uses rather relegates the potential role of retail use in this location. As this is a strategically positioned site linking from The Bridges through Keel Square to the Vaux site, and also to the shops on High St West, it may be seen as a prime opportunity for retail led development, to meet the modern retail foot plate requirements, in accordance with para 3.2 of the Masterplan. The development site is larger than the footprint of the current building and the opportunity should therefore be taken to develop right up to the new access road to the south, to maximise the development potential of the site and create a continuous strong retail frontage connecting from The Bridges to High St West.</p> <p>Para 5.5 Area 'D' Town Centre House: The proposal to reinforce the retail offer here is wholly acceptable to the Society; as with Area 'B' this provides an opportunity to create retail floor plates not currently available nearby, particularly as the developable site can extend beyond the footprint of the present building up to the new access road into The Bridges. In conjunction with site 'B', this will enable an urban environment with a continuous retail frontage to be developed from The Bridges to High St West.</p>	<p>Comments Noted</p> <p>Action: Document will be amended accordingly.</p> <p>Comments Noted</p>
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	<p>Para 5.6 Area 'E' Crowtree Phase 1: The Masterplan reflects the recently approved planning application for a Next store on this site. The views of the Civic Society regarding this have been clearly expressed previously. We wish to re-iterate our view that the current proposal for this site and Area 'F', as proposed in the document, represents a sub-optimal use of the land and is contrary to the Council's adopted SPDs relating to Bishopwearmouth Conservation Area and the City Centre Design Guide. We would prefer a rewording to keep options open for the overall development of these two sites as one retail-led development in the event that the Next scheme does not go ahead (see also comment following Area 'F').</p> <p>Para 5.7 Area 'F' Crowtree Public Realm: The Masterplan states "Should market conditions become favourable then further retail expansion fronting onto High Street West will be considered". However, it will not be practical to extend the retail offer to High St West if the current Next scheme goes ahead, for the following reasons:</p> <ul style="list-style-type: none"> • Servicing would have to be via the access road running north from Debenhams under the leisure centre. The footprint of the Next building would block the northward extension of this road to service further development • Access to the Next car park is to be from High St West in the form of a ramp directly into it. It would not be desirable (nor practical) for this to become a joint car park/service ramp. Another service access adjoining it would probably not meet engineering standards and would leave little frontage to High St West for built development • The Next store has a major north facing elevation onto a pedestrian link heading west from Crowtree Rd. This would have to be retained in some form and could severely restrict the developable area. <p>Therefore, whilst agreeing with the principle of further retail development on this site should market conditions be favourable, the Society considers the Masterplan should demonstrate how this</p>	<p>Action: In relation to Paras 5.6 and 5.7 When preparing the proposals for Area E Crowtree Phase 1 and Area F Crowtree Public Realm, the project team engaged with the developer of the Next scheme to ensure the design of their proposals fit with the overall vision, principles and proposals of the Masterplan. Whilst the recently approved planning application reflects the Masterplan, we recognise the masterplan should be able to 'bend and flex' to respond to changing circumstances. As such the Council have amended the Masterplan with rewording to keep options open for the overall development of one retail-led development in the event that the Next scheme does not go ahead.</p>
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	<p>would be feasible, or delete this reference in favour of a statement as to how the overall site may be developed were the Next scheme as currently proposed not to proceed.</p> <p>General comment on sites 'B', 'D', 'E' and 'F': These are all sites with individual development potential and the opportunity to create an extension to the retail offer with modern retail foot plates on a pedestrian route whose significance will increase with development of the Vaux site and the MAC Quarter. Indeed it is the location currently offering the most potential for retail expansion of the City Centre. It could also draw people north from The Bridges to High St West and assist with the regeneration of retailing in that street. In many towns and cities, development of this overall scale would be in the form of a purpose built mall/centre with its own 'identity' where retailers could move in with the confidence that other multiples would be also present. In other words, such a centre would create a 'critical mass'. This is not going to happen here, but taken together, the critical mass generated by these sites will be greater than the sum of the individual sites. It is therefore important that the potential of the individual sites is maximised but it is not clear how to achieve this other than, perhaps, trying to interest one developer in as many of the sites as possible and co-ordinating the timing of development. The Society would like to see some statement of intent regarding the management/co-ordination of development of these sites within the Masterplan.</p> <p>Para 5.8 Area 'G' Crowtree Phase 2: Whilst the Society would like to see this area brought into productive use, and a better facade presented to the Town Park, it considers there to be insufficient information in the SPD to be able to evaluate the feasibility or otherwise of the current proposal, laudable though it may be in its aspirations. There is no real indication of how this building is to</p>	<p>Response: In relation to Areas E and F the Council hold the freehold of the sites and as such delivery can be controlled and coordinated by the Council. Area B is an unencumbered freehold and, therefore, as with the other sites it is within the Council's gift to when it will be brought forward for development.</p> <p>Response: the observations are noted, however it is not the purpose of Masterplan to investigate the technical detail and feasibility of the Crowtree building.</p>
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	<p>be made visually more sympathetic to its setting in relation to the Town Park and Bishopwearmouth Green (ie whether recladding or redevelopment is the preferred or anticipated option). The idea of cafes restaurants facing the Park will bring life to the wider area and create an active frontage. Facing west looking onto the Park, this could become an attractive and popular destination and is very much supported by the Society. However, the big issue is how the interior of the building can be fully brought back into use; this is not addressed at all in the Masterplan. Assuming retail related uses, it will first need to be accessed; this would involve taking a retail unit out of the existing mall to create a new mall. Then people need to be drawn into the area in sufficient numbers for retailers and other users to consider it worthwhile locating their business there; it is unlikely that people passing through to the Town Park would, in themselves, be sufficient to achieve this. Ideally a 'magnet' retail store would have to be attracted, but they usually like a high profile location. There is no indication of the intended use of the upper floors of the centre, or of circulation at this level. In other words, the Masterplan does not provide sufficient detail to understand the future function of this area, and hence to make meaningful comment.</p> <p>Para 5.9 Area 'H' Town Park: The principles espoused here seem attractive, achievable and acceptable and should help bring more life into the area. However, it is important to ensure there is not too much life here; an area of peace and tranquillity in the vicinity of the Minster would provide a nice contrast to the bustle of The Bridges. The idea of reflecting the footprint of lost buildings should help people understand that not only was there a village here, but also to appreciate its' form, and is welcomed. The cafe culture outlined under Crowtree Phase 2 could be very welcome, but it will be important as a result to avoid over use of the adjoining grassed areas and, if not carefully</p>	<p>Action: the Masterplan has been amended to ensure there is a balance between the café overspill and retaining some of the tranquillity in Town Park.</p>
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	<p>managed, cafes could result in litter problems.</p> <p>Para 5.10 Area 'I' St Michael's Way Gateways: These proposed improvements are welcomed. The Society hopes that not only will pedestrian movement be enhanced, but that there will be no unnecessary proliferation of street furniture at these crossing points.</p> <p>Para 5 11 Area 'J' High Street West Improvements: The Society has reservations concerning the proposed drop off point for coaches bringing people to The Empire Theatre., as it appears this will involve dropping people behind the entrance to the theatre. We consider a drop off point in front of The Empire would provide a more imposing introduction for visitors, and also place more of the historic fabric of the Conservation Area in the public eye. This could be achieved by coaches coming along High Street west, dropping passengers either there or in Garden Street. In this scenario, Garden Street could still be subject to environmental improvements but become a multi use space with pedestrian priority, in similar vein to Park Lane. Coaches could then proceed either to St Mary's Way via the proposed new road link, or double back along Eden Street and Paley St.</p> <p>The Society seeks an assurance that the improvements to High street West will be to a design and use materials which respect the historic environment. We also would hope that the opportunity would be taken to minimise the amount of street furniture and that no illuminated advertising would be allowed either on pavements or attached to lamp standards within the Conservation Area.</p> <p>Regarding the square in front of the fire station, will the cobbled road surface of Dun Cow St be retained? How will the square be enclosed at the eastern end where there is a vehicular access to Gill Bridge House? There could also be</p>	<p>Comments Noted</p> <p>Response: The detail of this proposal is being developed in the Investment Corridor Programme and consultation will take place accordingly.</p> <p>Action: the Masterplan has been amended to include reference to high quality public realm and materials.</p> <p>Response: The detail of this proposal has been developed in the Investment Corridor Programme and will retain the cobbled road surface. In relation to</p>
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	<p>scope for a new building adjacent to the Dun Cow to hide the unattractive brick eastern elevation, enhance its setting, and provide the opportunity to create a better designed western edge to the square with the potential for active uses onto the square (see note at the end of this submission, suggesting this as an additional development site).</p> <p>Para 5.13 Area 'L' Auditorium: The idea of a smaller auditorium adjacent to The Empire to complement it by offering accommodation for smaller events was first mooted over 20 years ago. The Society therefore welcomes it as a useful consolidation of the emerging 'cultural quarter'.</p> <p>Para 5.14 Area 'M' Outdoor Performance Space: This is a landlocked backwater and it is difficult to see how its profile and prominence can be enhanced. Additional information detailing how it might be integrated with the wider area would be desirable.</p> <p>Para 5.15 Area 'N' Gill Bridge Police Station: This large building occupies a prominent site from St Mary's Way but is relatively tucked away from Keel Square and the magistrates building. It is difficult to know what the development potential of the building is, given the scale of development proposed (or hoped for!) on the adjacent Vaux site. Irrespective of what one might think of the design, in this context refurbishment may well be the most practical and economically feasible option, but a quality redevelopment could be desirable were the opportunity to arise.</p> <p>Para 5.16 Area 'O' Magistrates' Court: Under the MACQ Trust's initial plans this was originally intended to be developed as a museum following relocation of the courts. Is this still the intention? If not it is difficult to see how it could be brought into such use in the</p>	<p>enclosure, a planting be will be placed at the eastern edge of the square. However, there is no scope to extend the Dun Cow as a development site. Both the fire station and auditorium now have planning permissions in place and require frontage and access from the square.</p> <p>Response: As above, the auditorium has a detailed planning permission in place.</p> <p>Response: This area will be developed as part of the detailed planning permission for the auditorium.</p> <p>Comments Noted</p> <p>Response: The Masterplan, identifies the opportunity for uses of the building rather than specifically proposing or stating a new museum will or should be developed. Any proposal for the Magistrates</p>
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	<p>current straitened financial climate and perhaps other, more radical uses should also be contemplated. It may not be the easiest building to convert without damaging its architectural integrity and the Masterplan should therefore clarify alternatives in the event that the museum proposal is no longer a prospective use.</p> <p>Para 5.17 Area 'P' Gill Bridge House: The conversion of the ground floor to retail/craft/specialist shops and/or cafes is to be welcomed as it would further consolidate this as a creative/cultural/leisure quarter.</p> <p>There are a number of other matters the Society considers potentially relevant to obtaining the optimum outcome from the SPD, namely:</p> <p>The building at the corner of High Street West and Church Lane: This is not listed, but is the only remaining 'village' house. It is shown on Rain's Eye Plan in its present form but internal inspection shows an older structure which had been extended onto High St West by the time of the Eye Plan (1785) This building was mentioned earlier in these comments because of the lack of a specific reference to it under 'unlisted buildings'. An article in the Antiquarians' Journal (Sunderland's History 1 (1983) stated that it, along with the other now demolished buildings on this part of Church Lane, was 'known to be over 300 years old'. In view of the foregoing, the Society would like the Council to make a case to Historic England for the listing of this building. Mark Taylor is aware of its antiquity and is interested in it.</p> <p>Para 2.2 Hat and Feather Vaults: In the light of the reference here to an 'ancient cobbled roadway' found when the Hat and Feather Vaults were being constructed, would there be any relevance in further investigating the cellars of the pub?</p>	<p>court would be fully considered having regard to its impact on the significance of the listed building, in accordance with the relevant paragraphs of the NPPF.</p> <p>Comments Noted</p> <p>Comments Noted</p> <p>Comments Noted</p>
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	<p>Possible development site east of the</p> <p>Dun Cow: As noted under comment on para 5.11, there could be merit in encouraging development on the site at the western end of the proposed square in front of the Fire Station, adjacent to the eastern gable of the Dun Cow PH. A quality building here, possibly providing apartments or offices on the upper floors, would hide the ugly brick gable to the pub, enhance the setting of both it and the fire station, create a more visually cohesive square in front of the fire station and enable provision of cafes, restaurants, specialist shops, or even a modern extension to the Dun Cow (its interior is remarkably small for such a grand building) on the ground floor fronting onto the square. The Society would like to see the Masterplan amended to include this as a development site.</p> <p>The general level of demand for cafes and restaurants: Development proposals throughout much of the Masterplan area seem to rely on a large scale influx of cafes/restaurants/pubs. Whilst acknowledging this is intended as a leisure destination, and, if successful, proposals will create an enhanced demand for such facilities, there is nevertheless a finite demand for these uses. If the Council has not undertaken an assessment of the potential overall demand in this locality, it is possible that either development projects may not proceed because of a perceived lack of demand undermining viability, or they may proceed if otherwise viable, but with a range of vacant ground floor units resulting due to a lack of demand. This has happened elsewhere, especially in the Sunnyside area where the Council wanted active frontages throughout, but where both the Travelodge, bowling alley and, in Coronation St Biscop House all have empty units. It might be better to anticipate there could be a limited demand and identify priority areas for cafes etc with contingencies built into design briefs for alternative ground floor uses elsewhere.</p>	<p>Response: There is no scope to extend the Dun Cow as a development site. Both the fire station and auditorium now have planning permissions in place and require frontage and access from the square.</p> <p>Response: The Council hold the freehold of a number of sites and as such delivery can be controlled and coordinated by the Council.</p>
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	The Civic Society suggest the priorities for cafe/restaurant etc uses lies in the hotel development on Keel Square (though there may be sufficient demand for retail uses here), Fire Station Square, and the western side of Crowtree Phase 2 facing The Green.	Comments Noted
Elizabeth Tinker	<p>para. 5.5 Agree with proposals Town Centre House is unattractive and changes need to be made so it fits in better with the buildings nearby.</p> <p>ara 5.6/7/8 I would hope that anything built here does not dominate in the way that the old leisure centre did/does, towering over the almshouses. Integrated parking sounds good. It's a shame in a way if part of this site is still to be taken by Next as we now have a big empty BHS. The pedestrian link with the Bridges is definitely needed and needs to be improved</p> <p>5.11 Agree with proposals. Improvements to drop off/parking for the Empire is a must!</p> <p>5.16 The ideas about a heritage centre and museums here are cause for concern given what is happening with the present museum and library facilities. While I realise the council has a big problem with so many empty or potentially empty buildings in this area, what is needed is a proper plan for museums and libraries including the Local Studies Centre not just finding a use for empty buildings. I fully support the response on this issue which you have received from the Friends of Sunderland Museums of which I am a member. While there might be finance to develop the suggested museum/heritage centre, how in the present financial climate is the money to be found to run them when the present museum and library are being downsized because of cut backs?</p>	<p>Comments Noted</p> <p>Comments Noted</p> <p>Comment Noted</p> <p>Response: The concerns raised are fully acknowledged by the Council. The Masterplan, however, simply identifies the opportunity for such uses in the area rather the specifically proposing or stating a new museum will or should be developed. It is worth noting that a refurbishment scheme is currently being considered for Sunderland Museum and Library which will involve consulting and collaborating with a number of cultural partners and projects including those located in the Minster Quarter. This will allow opportunity to create a holistic city-wide offer for residents and visitors and one which is fully aligned and fits with the city's wider cultural agenda impacting positively on Sunderland's</p>

		<p>bid for UK City of Culture 2021. The newly established Sunderland Culture Limited also gives opportunity to secure additional funding and resource to support museum and heritage delivery and across a wide range of cultural services, however this can only be achieved by partners coming together to collaborate on projects, events and programmes which in turn demonstrates to funding bodies that an aligned vision for the city exists in respect of culture.</p>
<p>Neil Sinclair Vice President FOSUMS (Friends of Sunderland Museums)</p>	<p>I am writing on behalf of FOSUMS, the Friends of Sunderland Museums, about the suggestion in the Draft Minster Quarter Heritage Plan which contains the suggestions that “the Magistrates Court could be converted into a heritage centre, galleries or museum” and that new retail units in High Street West “could also house galleries and museums”.</p> <p>FOSUMS will wish to respond to the Draft Plan, but before doing so we would be grateful if you could provide us with answers to the following queries.</p> <ul style="list-style-type: none"> • Have the Council’s Museums and Heritage and Library staff been consulted about proposals which will directly impact on their services? 	<p>Response:</p> <p>The Minster Quarter Masterplan gives considerations to a number of possible uses for buildings which are deemed are of significant heritage importance to the City. One of these buildings is Sunderland Magistrates Court. Given the footprint/spaces within this building, a suggestion of a Heritage Centre and/or Museum could be a possibility. Should this proposal be taken forward consultation with the appropriate partners and stakeholders (including Museum, Heritage and</p>

	<ul style="list-style-type: none"> In view of the financial constraints on the Council which have led to severe cuts in the budgets for Museums and Libraries and significant reductions in facilities and services. how are the new museums, heritage centre and galleries to be financed? The only logical conclusion seems to be that it is envisaged that the present Museum is to be replaced, or at least downsized, and that the Heritage Centre could replace the Library Local Studies section. Have you obtained any advice from Museum, Arts or Heritage professionals about the suitability of the Magistrates' Courts, in particular, for the purposes the Plan suggests? 	<p>Library Services) will take place.</p> <p>The Masterplan sets out the strategic context for the Minster Quarter. Should proposals be taken forward, development plans will be scoped and consulted on. At the heart of the masterplan will be opportunities to work jointly with our cultural partners to ensure plans are ambitious, achievable and sustainable.</p> <p>The relevant professional advice will be sought from curatorial/arts and heritage professionals at the appropriate time if museum plans for the Magistrates Court are progressed.</p>
Ian Humphries	<p>I understand that you are considering views from the local public about the future development of the historic quarter, I for one am quite satisfied about what I've seen and heard about future proposals, involving preservation of our older buildings and putting them to greater use, I like the look of future businesses that are planning to open in the area, apart from one, I think the Next development, planned on the open space where Crowtree leisure centre was, looks absolutely horrendous. From what I've seen of the plans the building does not fit in, nor complement the surrounding area and think this will be a bad decision by the council if it goes ahead. I think a lot more could be done with Keel Square as well, especially in summer, i.e., live acts, street entertainment, etc, it's all very well having a nice space to sit but surely we can make more of it and bring more people to that particular part of town. Overall I'm fairly satisfied with what's been done and what's planned in</p>	<p>Comments Noted</p>

	the future.	
Hilary Porteous	<p>I can see this is a marvellous plan.. & fully appreciate how this will be of better value to the Sunderland Community..so am fully supportive ..I love the drawing. So open & spacious. I am constantly impressed with the level of create the Council takes to upgrade the Town. It is commendable & makes me quite proud.</p> <p>I would like to state the disposal of commercial waste / rubbish needs also be included in this new plan if not already. Behind the High St West location of Church Lane backs we have quite an ongoing eyesore & health issues of jettisoned restaurant waste & broken appliances into the back alley of Church Lane since Vesta Tilley & 2 Church Lane opened ..the build up was never there when just Moti Raj & later Spice Empire were the only two eatery's , they managed their waste legally & with respect to the environment ..not so since both new places opened later ie : 2 Church Lane & Vesta Tilleys as leaving debris besides the Large Commercial Waste Bins of both these Indian Restaurants seems acceptable as well it brings a bad & false impression for the two longer establishments which is unjust ..Vesta Tilley state they have their own gated refuse bins..the cleaner never the less was seen placing broken vacuum cleaners & possibly other items besides the commercial bins of the Indian Restaurants (it may be she thought it would be collected?) the food waste started to appear after 2 Church Lane added their Hamburgers for sale, so the invitation to vermin exists. I want to alert to you this consequence as I recall we were asked in the last request for Vesta Tilleys side expansion what we thought etc, ..though I had not anticipated the consequences then..so want to alert you to the future possibilities with the newer of future establishments be provided with suitable arrangements for their commercial food & general waste..</p>	<p>Comment Noted</p> <p>Action: the Masterplan has been amended to include reference to servicing.</p>

David Newrick	<p>This representation is supporting. The reasons why I am supporting the Masterplan are essentially because of the economic regeneration it will bring and increased footfall to this important area of Sunderland.</p> <p>Changes I would like to see made are :-</p> <p>I would like to see if it possible to change the contorted road crossing for University students and staff as well as the public. It would be superb to see the geographical features of the area used so that a wide footbridge continues on the pavement on Chester Road to the higher ground across the road. This could be Sunderland's own Bridge of Sighs or Ponte Vecchio forming a wide pedestrian link between the two areas making it considerably more accessible for University students and staff.</p> <p>A further change would be to introduce sustainability issues into the Masterplan. This is as much about the general approach of the plan than it is about specifics, but the suggestion of a community garden or orchard would be a very good and significant addition.</p> <p>Please feel free to get back to me if anything above isn't clear and I will be happy to explain. I would like to give you my fullest encouragement to create this quarter and indeed to look at making the whole of central Sunderland into named quarters as a way of changing perceptions and creating new thinking.</p>	<p>Comment Noted</p> <p>Response: The detail of this proposal is being developed in the Investment Corridor Programme and consultation will take place accordingly.</p> <p>Action: the Masterplan has been amended to include reference to a community garden or orchid.</p>
Natural England	<p>While we welcome this opportunity to give our views, the topic this Supplementary Planning</p> <p>Document covers is unlikely to have major effects on the natural environment, but may nonetheless have some effects. We therefore do not wish to provide specific comments, but advise the you to consider the following issues:</p>	<p>Comment Noted</p>

	<p>Green Infrastructure</p> <p>This SPD could consider making provision for Green Infrastructure (GI) within development. This should be in line with any GI strategy covering your area.</p> <p>The National Planning Policy Framework states that local planning authorities should plan 'positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure'. The Planning Practice Guidance on Green Infrastructure provides more detail on this.</p> <p>Urban green space provides multi-functional benefits. It contributes to coherent and resilient ecological networks, allowing species to move around within, and between, towns and the countryside with even small patches of habitat benefitting movement. Urban GI is also recognised as one of the most effective tools available to us in managing environmental risks such as flooding and heat waves. Greener neighbourhoods and improved access to nature can also improve public health and quality of life and reduce environmental inequalities.</p>	<p>Action: the Masterplan has been amended to add reference around the provision of Green Infrastructure (GI).</p>
Historic England	<p>The draft masterplan provides a sound context for management of the historic environment in this area of focus for the City Council. It will be particularly useful for informing public investment but should also be applied to guiding expected commercial development there, too. The relationship with the conservation area management plan will be particularly important. I welcome the inclusion of sound heritage angles to the masterplan's content.</p>	<p>Comment Noted</p>

Minster Quarter Masterplan

Supplementary Planning Document

March 2017



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1 Introduction

The Minster Quarter Masterplan Supplementary Planning Document (SPD) outlines the development strategy for the Minster Quarter area of Sunderland City Centre. It identifies a series of ambitious but deliverable projects that will support the future economic growth of the city centre.

1.1 Study Area

The Minster Quarter lies to the north-west of the city centre (see Figure 1: Minster Quarter Study Area). It is bounded by the inner ring road (St. Michael's Way) and Town Park to the west, Keel Square, the magistrate's court and police station to the north.

The eastern limit is West Street, the former Crowtree Leisure Centre and the Bridges Shopping Centre, with the southern limit set at Chester Road. The majority of the Quarter falls within the Bishopwearmouth Conservation Area and houses a number of listed buildings of architectural and historic interest including the Sunderland Minster and the Empire Theatre.

Later development associated with the city's ring road, the Crowtree Leisure Centre, the Bridges Shopping Centre and the areas of surface car parking around the Empire Theatre and the former fire station have eroded some of the area's character and disrupted pedestrian movement.

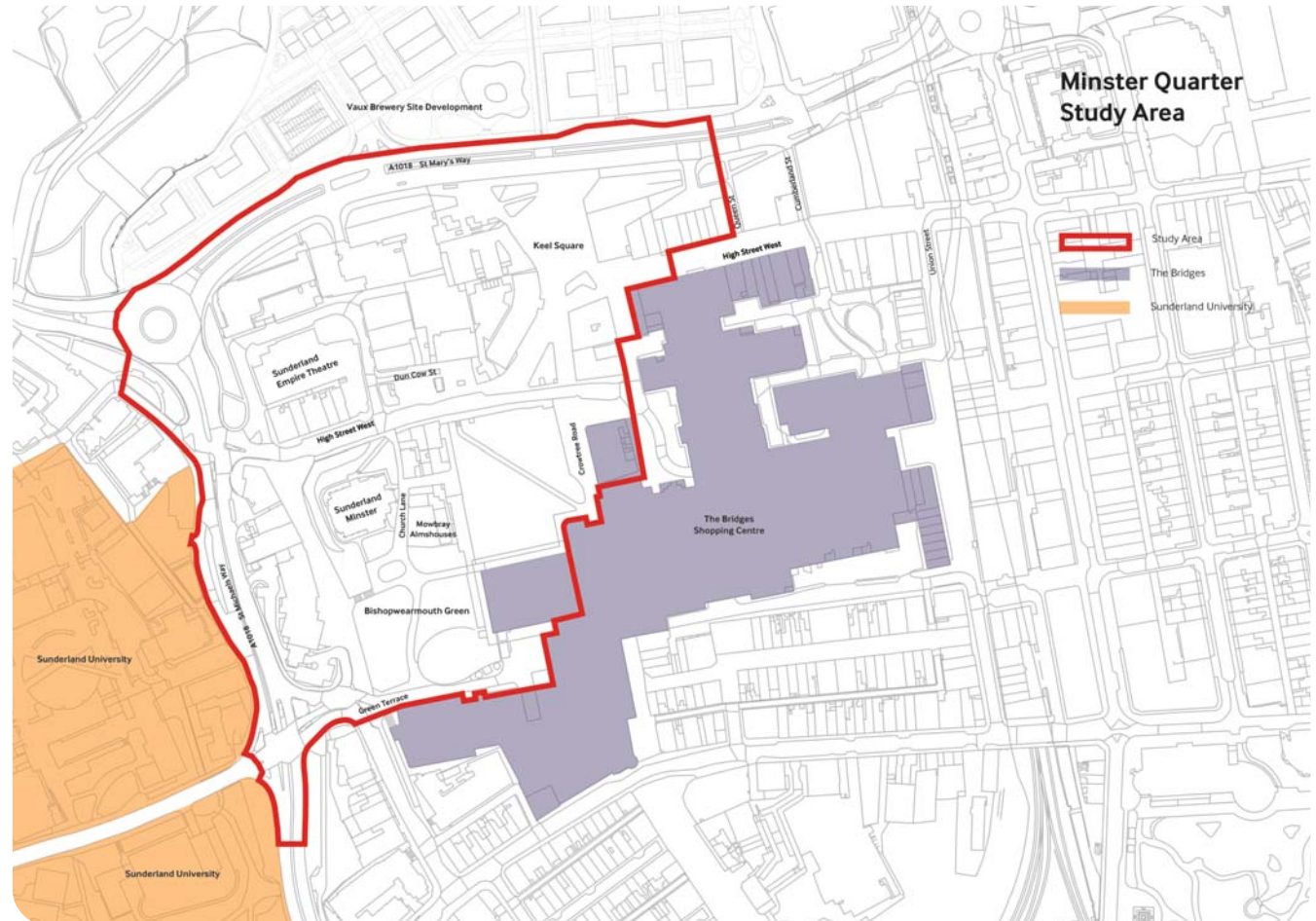


Figure 1: Minster Quarter Study Area

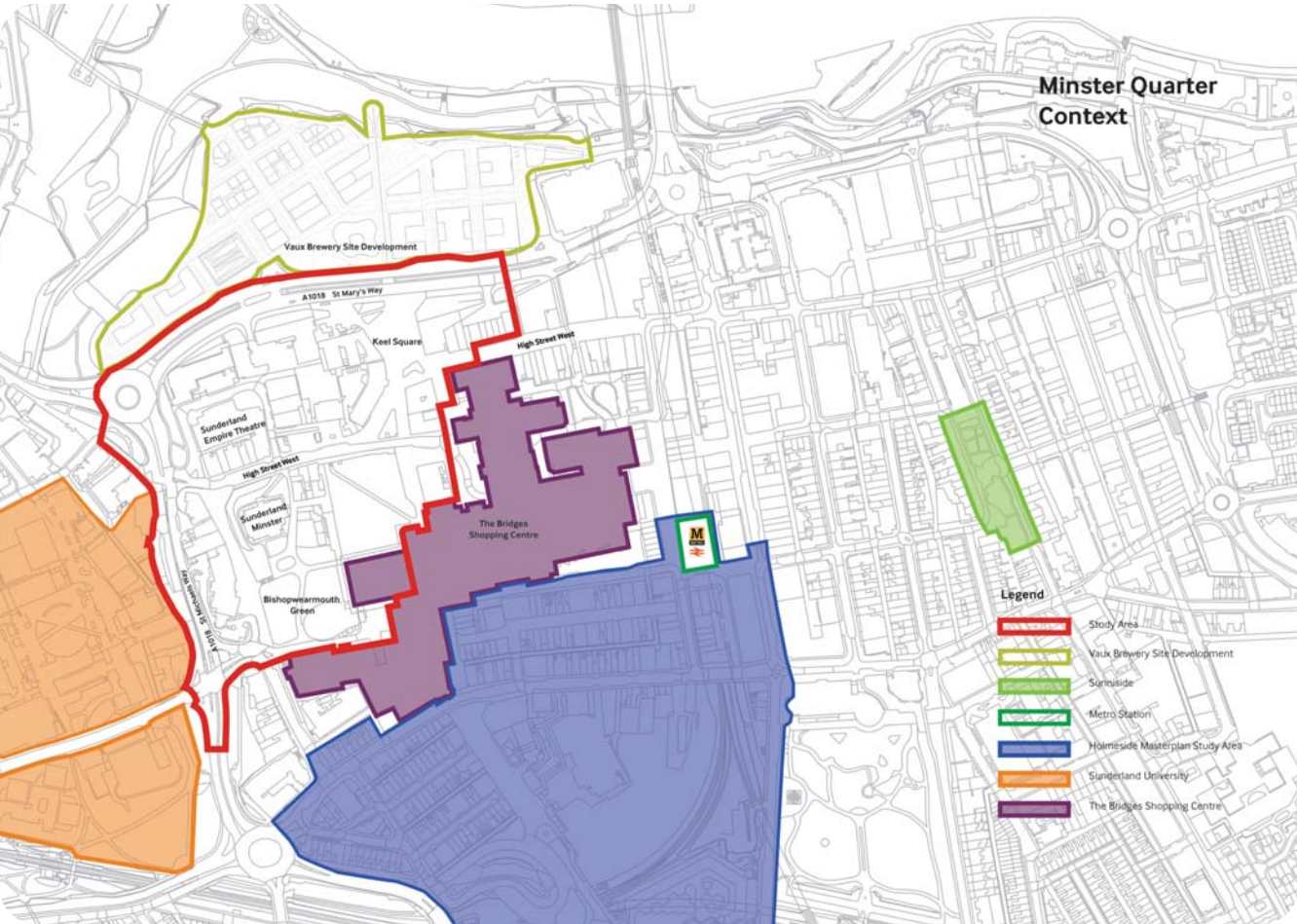
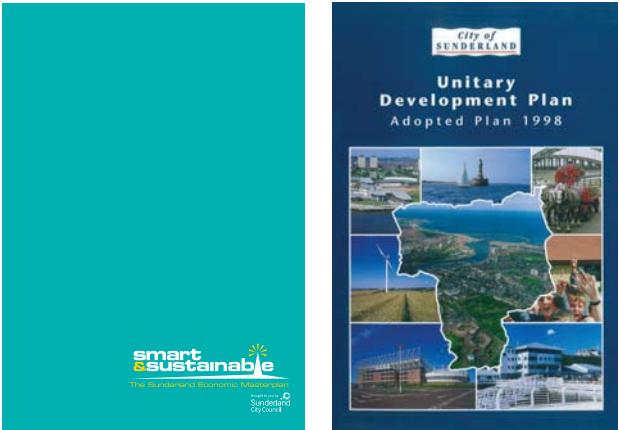


Figure 2: Minster Quarter Context Plan

1.2 Policy Background

The strategic policy context for the Masterplan is contained within several adopted policy documents:



Sunderland Economic Masterplan

The Sunderland Economic Masterplan (2010) is statement of intent articulating the city's aspirations and potential for economic development. The purpose of the Economic Masterplan is:

- To help set the direction for the city's economy over the next 15 years.
- To establish how Sunderland will earn its living over that period and what that will look like on the ground.
- To set out the actions private, public and voluntary sector partners across the city need to take to ensure Sunderland has a prosperous and sustainable future.

Two of the key challenges Sunderland faces relate to the growth of employment in the city centre and the better integration of the University of Sunderland with the city centre, with the document stating:

“The growth of employment in out-of-town locations has left the city centre underpowered as an economic driver. The scarcity of office jobs has hindered the development of better shopping and leisure facilities, leaving the centre insufficiently attractive to residents and businesses alike. This has made it difficult to improve the quality of the city centre. As a consequence, the city centre does not serve its purpose economically or socially.”

“Sunderland is a city with a university but does not yet possess the characteristics and qualities of a ‘university city’. Its two campuses lay adjacent to the city centre but have not been properly integrated with it. The University of Sunderland has the potential to become an economic and culture-changing asset, with a strong civic role aligned to supporting the economic transformation of the city centre and of the city as a whole.”

The Economic Masterplan identifies number of property related market objectives to address these issues, as summarised below:

- To establish a viable office market in the city centre and to diversify the market into a wide range of sectors to ensure its resilience.
- To secure additional and higher quality retailers to attract more consumers to the city centre and to clawback the leakage of consumer spend from within the catchment area.
- Retail vacancy rates are high in secondary and tertiary locations. The number of vacant shops has increased in the prevailing economic climate (in line with the national retail market) and there is an intention to arrest the decline of secondary/tertiary locations and reduce the number of vacant shops.

- To improve public areas and upgrade those areas currently at risk of decline to so that they remain attractive to walk through.
- To improve the evening economy and increase the number of restaurants and cafes.
- To provide better residential units to enhance the centre and attract inward investment.
- To improve the railway station and its surrounds alongside accessibility and movement within the city centre itself.

The Economic Masterplan establishes five strategic aims, two of which directly influence how development should be brought forward in the Minster Quarter.

Aim 1 ‘A new kind of university city’ – We want Sunderland to be a vibrant, creative and attractive city, with a strong learning ethic and a focus on developing and supporting enterprise with the University of Sunderland at its heart

Aim 3 ‘A prosperous and well-connected waterfront city centre’ – The city centre is important to Sunderland and the wider region. It will fulfil its purpose only when more people work in it and more people spend time and money there. The city’s position on the waterfront is an important part of its sense of place and enhances Sunderland city centre’s distinctive role in the region. Connectivity is both external to improve the city centre’s credentials as a business location and internal to make it better and easier to enjoy.

The ‘new kind of university city’ envisaged by the Economic Masterplan seeks to better use the university to change Sunderland’s economy and culture. It is anticipated that this will require the university to adopt a stronger civic role than a traditional university.

The ‘prosperous’ and well-connected waterfront city centre’ envisages a city centre which will accommodate new companies and jobs thereafter supporting other parts of the city centre by providing demand for retail, leisure and other aspects. The development of the following strategic sites is identified in the Economic Masterplan:

- Former Vaux site and Farringdon Row – to create a new central business district and to increase the number of people living in the city centre.
- Crowtree Leisure Centre/Town Park (Minster Quarter) – to create a new mixed-use civic space that connects a number of key places in the city, including the Empire Theatre and the university city campus and provides the potential for further development of the Bridges Shopping Centre.
- University of Sunderland City Campus – to provide learning, research, health, sports and leisure, arts and cultural facilities for use by the wider community.

In summary the Economic Masterplan outlines that the city centre lacks the scale, quality, vibrancy and variety of uses that would normally be found in a regional city centre and that despite the prevalence of new assets and the implementation of regeneration initiatives, the city does not appear to be integrated at this time.

Planning Framework

Unitary Development Plan

The Unitary Development Plan (UDP) adopted in 1998 is currently the local plan for the city. The UDP includes land use policies for the whole of the city and allocates land for particular uses.

An area, identified as 'Paley Street/ Eden Street' (0.9Ha) is within in the Minster Quarter Study Area and is allocated for offices and leisure uses (Policy SA54.6). The UDP recognises the area as an appropriate location for leisure/arts related uses and states that leisure is an important element in the life of the City Centre.

Evening Economy Supplementary Planning Document

The Evening Economy SPD (2008) was produced to guide planning applications for leisure uses. The document recognises that the growth of the evening economy has been affected by the lack of employment and residential development in the city and identifies areas appropriate for the growth of this sector. The document strives, amongst other aspects, to:

- Improve the quality, choice and diversity of licensed premises within the city centre, particularly in the early evening (between the hours of 4-7pm).
- Enable visitors to differentiate between different parts of the city centre.
- Improve the image of Sunderland city centre as a place to visit at night.
- Maintain a balance between the evening economy and the prime day-time use of the city centre as a retail destination.

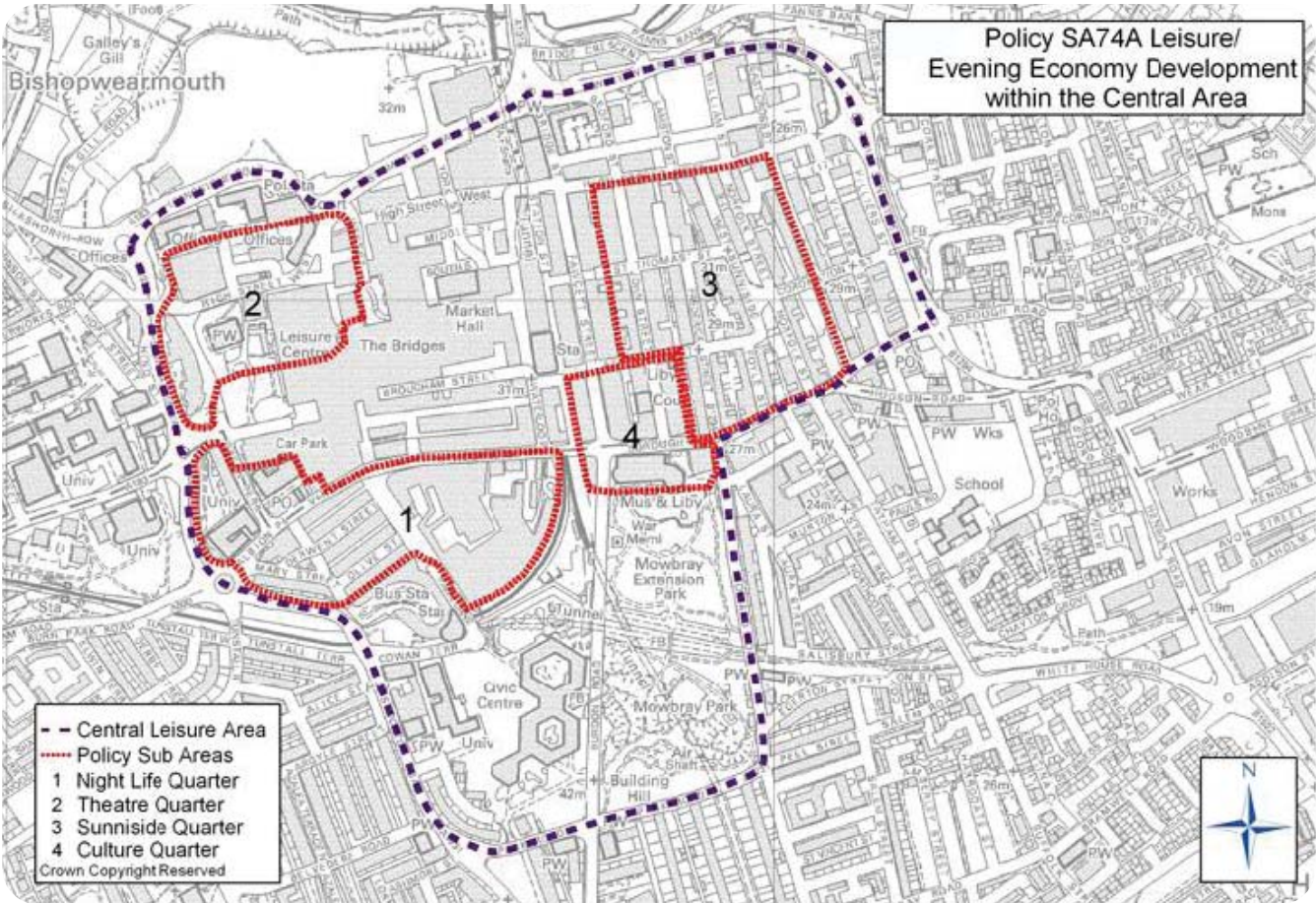


Figure 3: Evening Economy SPD

The Evening Economy SPD is referred to in the Economic Masterplan and the need for additional restaurants and cafes to make the city centre a more attractive place to live is identified, albeit it is acknowledged that demand for a better evening experience will be driven by more city centre jobs i.e. the development of the former Vaux Brewery/Farrington Row sites for employment use.

The Theatre Quarter is one area allocated for the growth of the evening economy and is positioned within the Minster Quarter Study Area (see Figure 3: Evening Economy SPD). The Evening Economy SPD promotes this area as appropriate for leisure uses which complement theatre activities and recognises that whilst the Sunderland Empire attracts high numbers of people into the city centre, there is a shortage of complementary facilities to attract patrons

to the area before performances and encourage them to stay afterwards.

There is also recognition that the environment surrounding the Empire Theatre should better complement its setting in close proximity the Town Park and the Minster.

The Evening Economy SPD articulates that the Sunderland Empire should be the focal point within the Theatre Quarter, and that development in this area should build on its role and importance, by providing high quality venues and a wider range of restaurants, wine bars and cafes offering lunch-time trade, pre-and after theatre dinner and drinks to appeal not only to theatre patrons but also shoppers and other city centre customers.

Unitary Development Plan Alteration No. 2

In 2010 the council adopted UDP Alteration No. 2: Central Sunderland. Alteration No.2, which it is commonly referred to as, sought to provide a clear strategy for Central Sunderland, to shape change positively and to realise the Council's aspirations for the City as a whole. The objective for Central Sunderland is to create an area that is the economic heart of the City of Sunderland, bringing regeneration to, and enhancing the quality of life of, existing communities.

Central Sunderland is to be the focal point for new investment and employment, education, leisure and tourism development. There are a number of relevant policies within Alteration No.2 which include:

- EC10A.1- The City Council will support the regeneration of Central Sunderland. Within the area the City Council will seek to maximise investment in employment, housing, leisure, tourism and education.
- SA55B.2 The City Council will support the diversification of food and drink and cultural opportunities within the

City Centre west area. Proposals for conversion, redevelopment and infill to provide the following uses:

- A1 Shops
- A3 Restaurants and Cafes
- B1 Business
- A2 Financial and Professional Services
- D1 Non-Residential Institutions
- D2 Assembly and Leisure.

- SA74A The City Council will support the diversification of licensed premises within the City Centre in order to create an evening economy for all groups.

It is also stated that proposals for land uses not referred to above will be considered on their individual merits, having regard to other policies of the UDP, and that new development should be of a scale and design which complements the character of the Bishopwearmouth Conservation Area.

Bishopwearmouth Conservation Area Character Appraisal and Management Strategy

The Bishopwearmouth Conservation Area, Character Appraisal and Management Strategy Planning Guidance (March 2007) has been formally adopted by the Council in support of the UDP and emerging Local Development Framework (LDF) and will form a material consideration in determining planning applications in this area.

The Council is required to give "special" attention to preserving or enhancing the conservation area in exercising its planning functions. A large proportion of the Minster Quarter is within the conservation area boundary

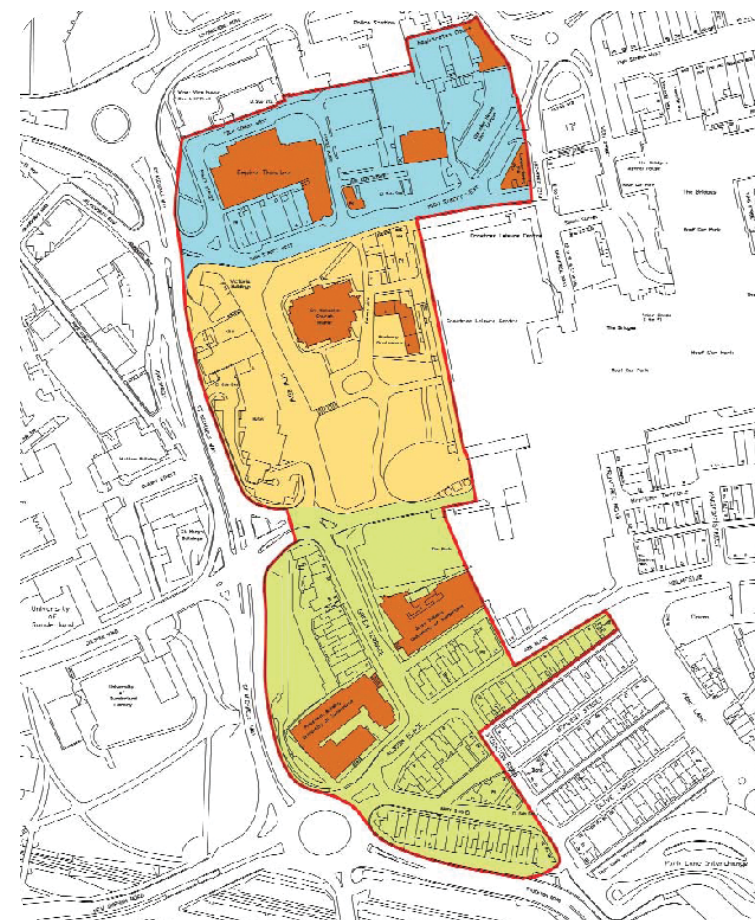


Figure 4: Bishopwearmouth Conservation Area Character Appraisal and Management Strategy

(see Figure 4: Bishopwearmouth Conservation Area Character Appraisal and Management Strategy). The Crowtree Leisure Centre, High Street West and the area of land to the north of the Sunderland Empire falls outside the conservation area boundary. That said, Policy B4 of the UDP states that "all development within and adjacent to Conservation Areas will be required to preserve or enhance their character or appearance".

Sunderland Central Area Urban Design Strategy

The Sunderland Central Area Urban Design Strategy was adopted as a Supplementary Planning Document in 2008 with the aim of:

- Establishing a strong urban form that delivers quality and reflects the needs of the central area.
- Defining clearly the role of the central area and to describe a range of opportunities that will contribute clearly to that role.
- Delivering positive change that revitalises the central area and accelerates image change.

The strategy sets out a vision for the central area supported by a contextual analysis. It introduces a clear structure for the central area and provides strategic design guidance for built form and the public realm to underpin the vision. It is intended that the document will:

- Inform development control decisions, guiding opportunities as they come forward in the central area.
- Reinforce emerging planning policy for the central area.
- Establish design principles and guidance for built form and the public realm against which all proposals for the central area will be assessed.

The document splits the central area into three districts with the majority of the Minster Quarter falling within the Bishopwearmouth district. Within this area the Crowtree Leisure Centre is identified as being a large scale redevelopment, which has diminished pedestrian permeability by creating a large block with a managed route that is no longer part of the public realm. The document also identifies the area to the north of the Londonderry Public House and western extreme of the retail units on High Street West as an important gateway

space poorly defined by built form and frontage development and which offers a negative first impression of the city centre.

A number of potential links to the City Campus of the University of Sunderland on the inner ring road are also identified as gateway locations where improvements need to be made to address the physical barrier created by this road and the associated severance between the City Campus and city centre. It is intended that the gateway sites should provide a clear point of transition and arrival into the central area. These barriers and the opportunity to address them will form important consideration in the preparation of the Minster Quarter Masterplan.

The document identifies Empire Square (to the front of the former fire station) as being an area that should be created taking its character from the quality of surrounding buildings including the former fire station itself, Sunderland Minster, the Dun Cow public house, and the Empire Theatre.

It states that the square should use high quality materials appropriate for its conservation area designation and be a focus for the evening economy with upmarket restaurants, cafes and bars fronting onto the space. Town Park is also identified as a potential area for improvement with the reconfiguration of the Crowtree Leisure highlighted as an opportunity to create new pedestrian linkages and active frontages to Town Park alongside soft landscaping to further enhance the setting of the Minster.

Overall the Sunderland Central Area Urban Design Strategy July 2008 is a key document, which influences the form of development and the public realm layout and has been given due regard in the preparation of the Minster Quarter Masterplan.

Local Development Framework

In line with government policy, the UDP is to be replaced in due course by a new up to date Local Development Framework (LDF). Sunderland City Council is in the process of preparing the Core Strategy and Development Management Policies, which form part of the emerging new Local Plan. It is anticipated that the new Local Plan document will be adopted in 2017.

The emerging Core Strategy contains the City's spatial visions and objectives up to 2032, along with city-wide strategic policies that will guide future development and change in the City. In support of the proposed Core Strategy, further documents including an Allocations Development Plan Document (DPD) and a series of Supplementary Planning Documents (SPDs) will be prepared to support the implementation of specific policies and provide additional information or convey further guidance.

1.3 The Purpose

It is envisaged that between now and the adoption of the proposed Core Strategy and forthcoming Allocations DPD there will be development pressure on individual sites within the Minster Quarter. In advance of the adoption of the Core Strategy, each development proposal will need to be considered against the provisions of the UDP and all other material considerations.

In this regard it has been considered necessary to prepare a draft SPD in parallel with the emerging Core Strategy to provide further guidance and key evidence base material to support the emerging Core Strategy. The draft document is designed to help inform the formulation and assessment of individual proposals for development within the Minster Quarter.

In particular, it is important that the draft SPD seeks to coordinate potential development proposals to ensure the creation of mixed-use development which enhances the offer of cultural, leisure, retail and residential, whilst creating a pleasant, attractive and safe area through high quality architecture and public realm improvements.

The masterplan is to be adopted as a Supplementary Planning Document (SPD) by Sunderland City Council and the principles outlined herein will be used to inform future decisions by the council and other stakeholders undertaking development in the Minister Quarter. An amount of design work has been carried out to date in order to engage with key stakeholders and test the overall viability of the masterplan proposals. It is expected that more detailed planning and feasibility studies will follow as individual projects are implemented.

1.4 A Collaborative Process

The masterplan has been developed through a collaborative process and in accordance with statutory requirements a formal six-week consultation process with statutory consultees, stakeholders, and local residents will be undertaken. Following consultation, the comments made by individuals and organisations will be considered and incorporated into an adoption statement document, that the Council proposes to adopt.

The SPD and the adoption statement will then be considered by the Council's Cabinet and a decision will be made as to on whether to adopt the document as an SPD. If Cabinet adopts the Masterplan as a SPD following consultation, the adopted Masterplan would be afforded weight as a material consideration when determining future planning applications and it therefore would be used by developers as a basis for preparing detailed proposals.

2 The Story of the Minster Quarter

2.1 Introduction

The Minster Quarter has constantly adapted to address the needs, aspirations and economic opportunities of the day. The urban form of present day Minster Quarter is composed of distinct layers that bear witness to these periods of the city's past. Understanding some of the events that have influenced the development of the city centre and identifying the characteristics of the Minster Quarter will help inform the masterplan's proposals.

2.2 Early settlement

Sunderland Minster, formerly the Church of St Michael and All Angels lies at the heart of historic Bishopwearmouth and has links to the locality's earliest roots. Although its exact origins are uncertain, it is believed the earliest church at Bishopwearmouth was built around 930AD. In view of the large size and monastic connections of the South Wearmouth estate at the centre of which this church lay, it is probable Bishopwearmouth village and its church, have roots in the 7th or early 8th century.

Whilst much of the area's archaeology has been obliterated by phases of re-development over the years, investigation of Bishopwearmouth to date has revealed historic records and numerous finds dating from the medieval period and throughout subsequent centuries. These include fragments of a late Anglo Saxon grave-marker incorporated into the masonry of Sunderland Minster, the only possible evidence of a pre-Norman Conquest Church at Bishopwearmouth.



Figure 5: Historic Map - John Rain's Eye Plan 1785-1790

The Minster also includes fragments of medieval stonework of possible 13th century date. There are records of early wells (referred to as Monk's well and the Castle-well) and an ancient cobbled roadway was observed

during the re-building of the Hat and Feature Inn (now Green's Public House) on Low Row. In 1902 during the construction of the Fire Station a skeleton and 16th -17th century coin hoard was discovered.

The core of the Minster Quarter is centred around the original medieval village of Bishopwearmouth where Sunderland Minster and Town Park now exist. The village had Anglo Saxon origins dating from the 10th century when the first stone church was believed to have been built on the site of the current Minster.

During the middle ages Bishopwearmouth grew into an important and thriving farming community and religious centre, dominated by the medieval Church of St Michael and with the Bishopwearmouth Green lying at the heart of the village. Over the years a multitude of small houses terraces, workshops, corn mills, slaughter houses and tanneries were constructed around the Green.

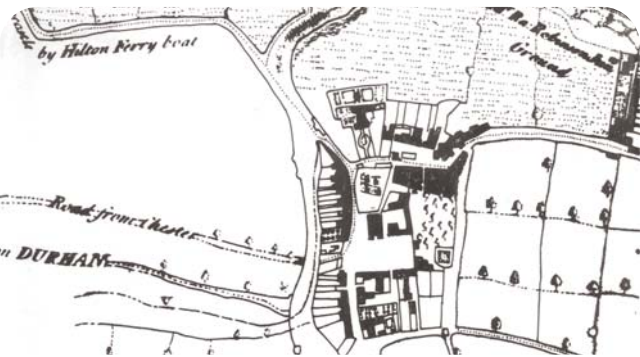


Figure 6: Historic Map - Bishopwearmouth 1737



Figure 7: Illustration- Bishopwearmouth 1800

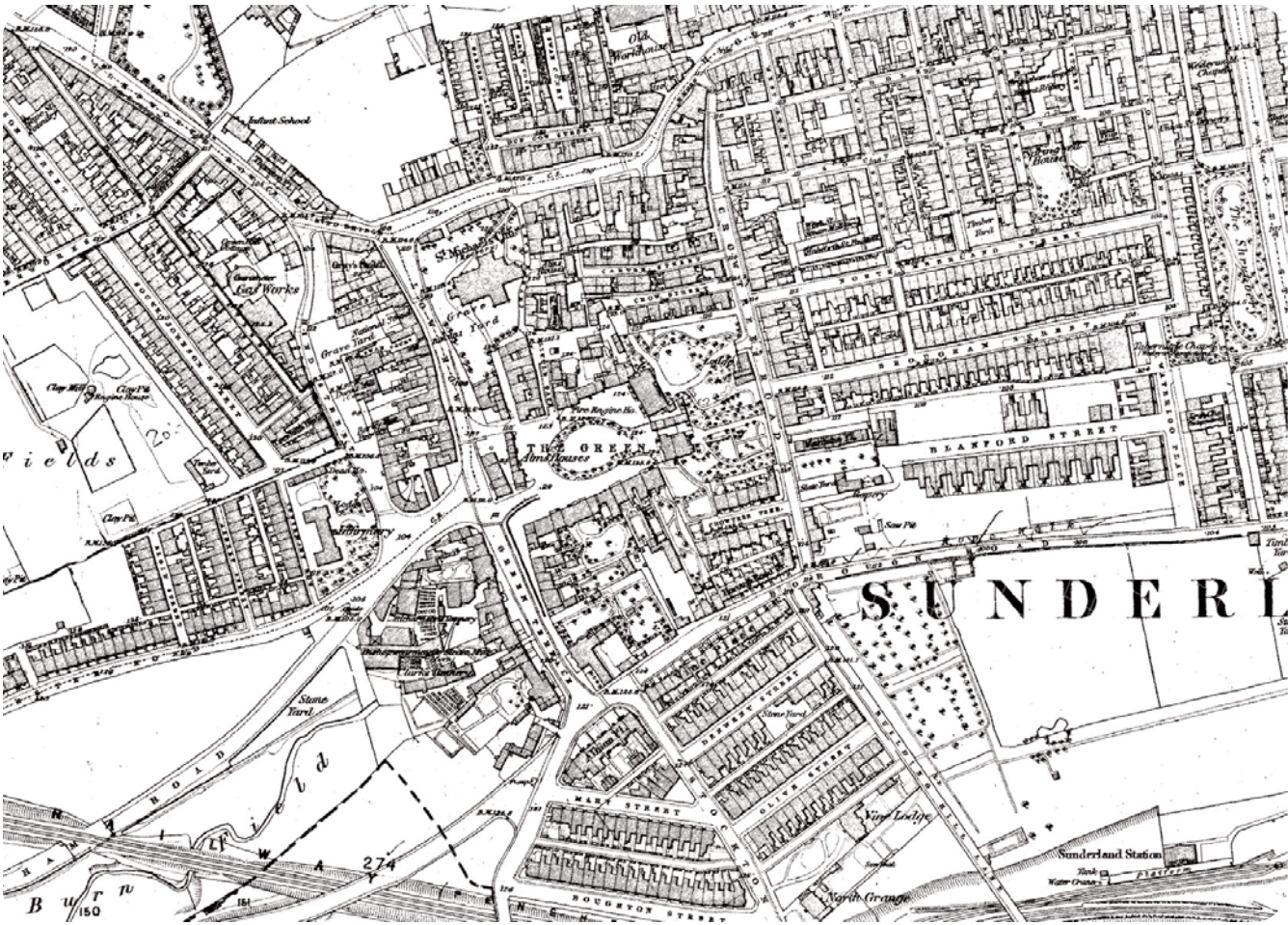


Figure 8: Historic Map - Bishopwearmouth 1856

2.3 Planned expansion

The expansion of Bishopwearmouth during the 18th and 19th centuries eventually led to it merging with the Old Town of Sunderland to the east to create the City Centre as we know it today. All development plots within the Minster Quarter were at one time or another over this period occupied by streets with high density building plots

of terraces, cottages, inns, smithies, and a multitude of factories, shops, offices and other commercial and industrial enterprises.

Early to mid-19th century several terraces were built to the south of The Green. In the early years of the 20th century, several key Edwardian developments took place, especially along High Street West with the construction of some very

impressive buildings such as the Empire Theatre and the Dun Cow and Londonderry Public Houses. The image below from around 1930 shows how the tower of the Empire Theatre dominates the north side of High Street West. Several of the buildings were designed by Sunderland's most renowned architects, the Milburn brothers, who were particularly active in the early 20th century and especially notable for their impressive Edwardian Baroque style of architecture.



Figure 9: Photograph – High Street West 1930

Key landmark buildings such as the Empire and St Michael's Church came close to being destroyed during the war. Mowbray Almshouses and their garden railings were actually damaged by bombings in 1943 but have since been restored. Until the 1960's the area still retained many of its industrial enterprises that were part of a mixed use village; for instance a flour mill was located to the rear of Green Terrace and Low Row was the home of a toffee factory and a laundry.

2.4 Redevelopment



Figure 10: Photograph – Market Square Shopping Centre 1969

During the 1960's and 1970's the west side of the City Centre was radically transformed. Decayed parts of the old village had been demolished and their sites left vacant. The demolition of the Bowes Almshouses had once again opened up The Green and 'Market Square' Shopping Centre with its three residential tower blocks was completed in 1969.

By the end of 1973, all of the buildings in Little Gate, South Gate, Fenwick Street, Crow Street and the buildings to the north and east of The Green had been removed to make way for car parking. The area to the south of St. Michael's has since been landscaped to form, in conjunction with the remnants of The Green, the Town Park.



Figure 11: Photograph – Crowtree Leisure Centre 1978

The Crowtree Leisure Centre was opened in 1978, comprising a leisure pool, ice rink, sports hall, squash courts and associated facilities, as well as a small parade of retail units fronting Crowtree Road. The Market Square Shopping Centre was enclosed in the late 1980s and rebranded as The Bridges.

The Bridges extension, opened in 2000 and physically integrated part of the Leisure Centre structure into the main shopping centre, requiring the diversion of the pedestrian link between Town Park and Crowtree Road. The Bridges development also included the department store (Debenhams) and multi-storey car park adjoining the Leisure Centre.

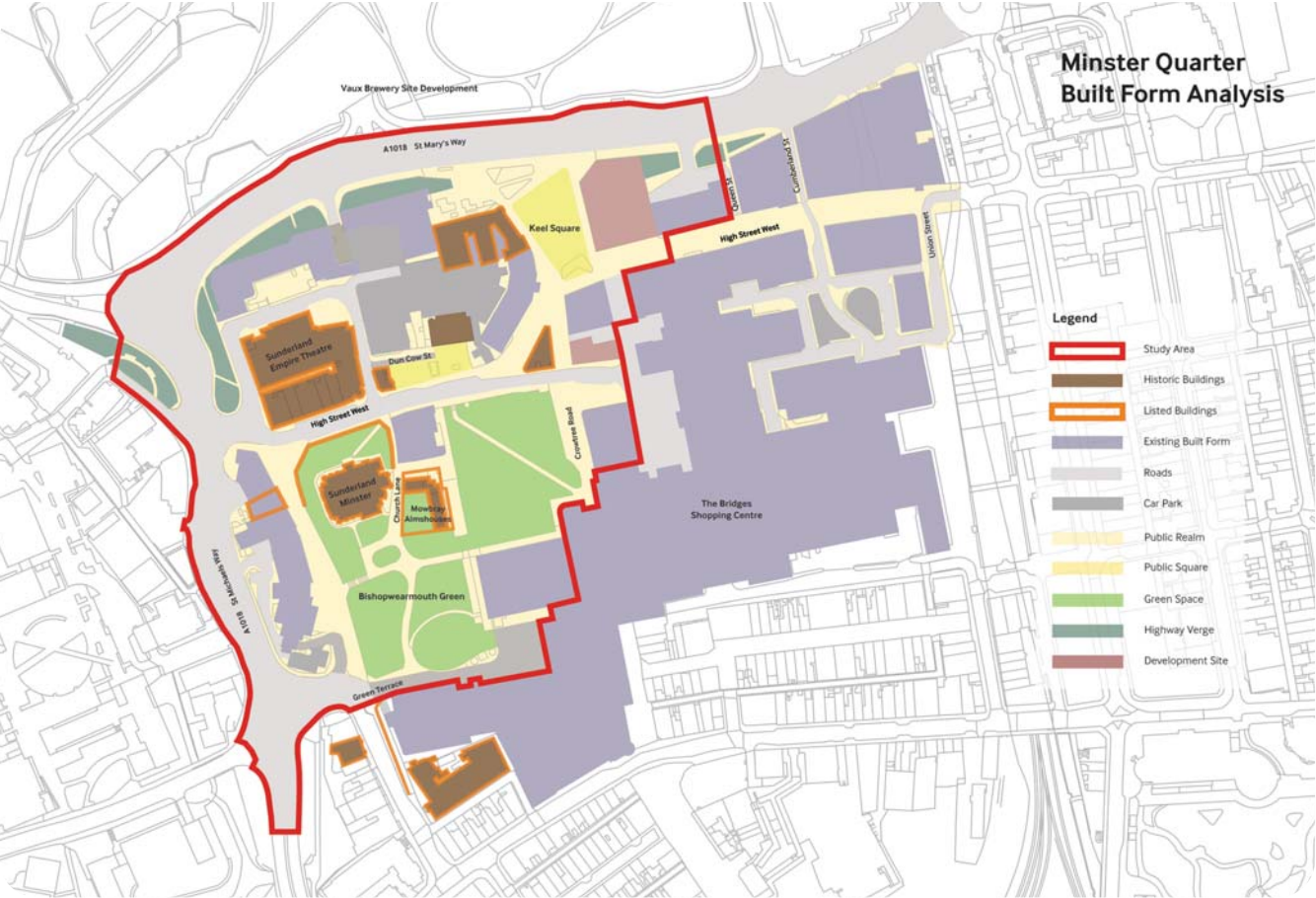


Figure 12: Minster Quarter Built Form Analysis Plan

2.5 The Historic Legacy

As highlighted earlier a large proportion of the Minster Quarter is now designated as Bishopwearmouth Conservation Area and is arguably the most architecturally and historically significant part of Sunderland City Centre.

The area contains an abundance of listed buildings and other historic buildings set within the medieval street

Sunderland Minster, Grade II*

The most prominent and historically significant building in area, Sunderland Minster (or St Michael's Church) stands elevated on Town Park at the heart of the former village of Bishopwearmouth on the site of the original early medieval church.

It is a key landmark in the Minster Quarter and City Centre as a whole. It is a quite remarkable building of a free neo-perpendicular style with a variation of roof heights and shapes. Although largely rebuilt in the 19th century and again in the 1930s it retains the character, features and some fabric from its medieval origins.



Figure 13: Photograph -Sunderland Minster, Grade II* Listed Building

pattern, including landmark buildings such as the grade II* listed Sunderland Minster and Empire Theatre and several prominent grade II listed buildings such as the Londonderry and Dun Cow Public Houses and the Magistrates Courts. These historic buildings are discussed in further detail below:

Empire Theatre, Grade II*

Highly impressive Edwardian Theatre built 1906/07 in a free baroque style. The most notable of the buildings in the area designed by W.M. and T.R. Milburn, its huge ashlar drum tower and copper cupola, surmounted by an effigy of Terpsichore, the Greek Muse of Dance, makes an imposing architectural statement and is the most prominent feature on High Street West.



Figure 14: Photograph - Empire Theatre, Grade II* Listed Building

Dun Cow Public House, Grade II:

Prominent corner building built in 1901 in an extravagant Baroque style. Designed by Benjamin Simpson who was a prolific and well renowned architect in Newcastle. Its interior features one of the most stunning back bars in Britain with richly decorated Art Nouveau style woodcarving recently delicately refurbished and restored.



Figure 15: Photograph – Dun Cow Public House, Grade II Listed Building

Londonderry Public House, Grade II

Designed by the Milburns in a simple baroque style, yet very prominent and distinctive due its unusual triangular plan with bell-shaped lead turrets surmounting each corner of the building. Built 1901/02.



Figure 16: Photograph – Londonderry Public House, Grade II Listed Building

Magistrates Courts, Grade II

Designed by the Milburns and built in 1907. Edwardian Baroque in style and described by Pesvner as “large, ashlar, very eclectic”. Features a square clock tower with a vaulted open stage and ball finial, a very prominent and attractive structure especially when viewed from the recently re-aligned St Mary’s Way and the across the newly formed Keel Square.



Figure 17: Photograph – Magistrates Courts, Grade II, Listed Building

Mowbray Almshouses, Grade II

Rebuilt in 1863 on the L-shaped footprint of the original almshouses of 1727. Gothic in style and arranged around a rectangular communal lawned garden that adds to the tranquil village feel of this part of the area.



Figure 18: Photograph – Mowbray Almshouses, Grade II, Listed Building

Greens Public House, Low Row, Grade II

Historically called the “Hat and Feathers”, Greens PH is the only listed building on Low Row. Dating from around 1901 it is yet another Edwardian Baroque building with interesting roof features, including two green tarnished copper domes and a pediment lantern.



Figure 19: Photograph – Greens Public House, Low Row, Grade II, Listed Building

2.6 Unlisted buildings

The former Fire Station on Dun Cow Street is the most notable unlisted building in the area, designed by the Milburns and built in 1907 it is an important part of their Edwardian legacy. It is notable for its elegant façade with rusticated arched entrances for the fire engines, its former use symbolised by flaming torches between the windows of the first floor.

There are several other unlisted buildings within Bishopwearmouth Conservation Area that are of heritage value, including Vesta Tilley’s Public House, 309 High Street West, the Victorian Buildings (Revolution Bar), Low Row and Establishment Public House, Low Row.



Figure 20: Photograph – Fire Station on Dun Cow Street

2.7 Summary

Overall the Minster Quarter’s heart is steeped in history and a townscape of exceptional quality, giving it a strong identity that should be utilised as a catalyst for regeneration activity and provide an urban grain and form that can act as a contextual template for future development planning.

3 The Minster Quarter Today

3.1 Introduction

As part of the analysis to the study, a review of the Minister Quarter today provides a basis for a comprehensive understanding of the study area. This informs the subsequent vision and proposals for new development, improved functionality and connectivity and the identification of potential and necessary areas of change and investment. Included within the scope of this section are the economic picture and an urban design audit. The analysis pinpoints the main characteristics which the masterplan should build on or resolve.

3.2 Economy

Sunderland city centre has suffered both from the new employment developing almost exclusively on out-of-town sites and from depressed economic activity in the city following the rundown of the city's traditional industries. Only 16.6% of the district's employment is located in the city centre compared with 33% in Newcastle, which means less spending power 'on the doorstep'.

Vibrant city centres largely depend upon office workers using shops, restaurants and other facilities. Sunderland has not achieved the critical mass of facilities needed to attract significant numbers of shoppers from outside. Consequently, the centre lacks the scale, quality, vibrancy and variety of uses that would normally be found in a regional city centre. Crucially, it lacks that city 'feel'.

Retail Market

A number of national, multiple retailers are represented in the city centre, albeit the offer is dominated by value and mid-market orientated operators.

The Bridges Shopping Centre comprises of over 100 units of retail accommodation and proximately 900 multi storey car parking spaces. A wide variety of comparison goods retailers are represented including Debenhams, Boots, Bank, River Island, HMV, Next and Topshop. High Street West, part of which is located within the Quarter, is positioned immediately to the north of The Bridges Shopping Centre and also provides comparison goods with Marks & Spencer, Primemark, Mothercare and Argos represented on the street.

A significant number of retail units in the both the Bridges and High Street West have constrained floorplates which do not align with modern retailers requirements. There is a clear opportunity to deliver accommodation which aligns with modern retailers requirements.

Leisure Market

Sunderland has a limited evening economy and has historically endured a poor retention rate from within its catchment area to neighbouring Newcastle. An element of that retention rate has increased in the last decade due to an increase in vertical drinking establishments (non food bars), the night club offer, and the influx of students to the city.

The restaurant offer is poor for a city of its size and whilst attempts have been made have been made to address that gap, vacant units around the Quarter suggest that demand is limited.

Without the benefit of a leisure anchor additional to the Empire Theatre and delivery of new employment accommodation at the former Vaux Brewery/Farringdon Row sites to generate footfall at lunchtime and in the early evening, it will be difficult to generate demand from complementary leisure operators (A3 restaurants and cafes) at the Minster Quarter.

Residential Market

The scarcity of cafés and restaurants further restricts the development of the city centre as an evening venue, and makes it a less attractive place to live. Better housing also will help to enhance the centre as a whole and bring in new spending power. Sunderland is fairly well served by areas such as Ashbrooke, Hendon, Milfield for larger type family housing which is within walking distance to the city centre meaning there is sufficient supply to meet the demand.

Generally demand for city centre accommodation is driven by young professionals working in the city centre who typically look for 'starter accommodation' 1-2 bed apartment/flats. Demand for this type of property is limited due to the current lack of employment within the city centre which is evident from several of the recent schemes including Echo 24 and River Quarter where apartments are predominantly held for investment and let as student accommodation.

Demand is likely increase as city centre employment space is occupied, however in the short term (5 years) demand is likely to be satisfied from either existing stock or new proposed development in the pipeline such as residential on Vaux which offers waterfront views.

In the medium to longer term (10-15 years) with the cyclical nature of residential property and revival of the city centre and the establishment of new CBD, demand for city centre residential accommodation is likely to increase making new residential development schemes viable.

3.3 Recent and Current Development Proposals

The plan opposite sets out the major planning approvals and development opportunities within and adjacent to the Minster Quarter.

Sunderland Strategic transport Corridor

The Sunderland Strategic Transport Corridor (SSTC) will link the International Advanced Manufacturing Park on the A19 with the city centre and Port of Sunderland. The SSTC will be developed in five phases. Phase one of the Sunderland Strategic Transport Corridor saw the realignment of St Mary's Way and Livingstone Road, a core component of Sunderland's Urban Design Strategy.

The new, tree-lined boulevard provides a key route for traffic coming in and out of the city centre, releasing land to its southern side, creating retail and leisure development opportunities that will add to the current retail offer and further enhance the newly formed Keel Square.

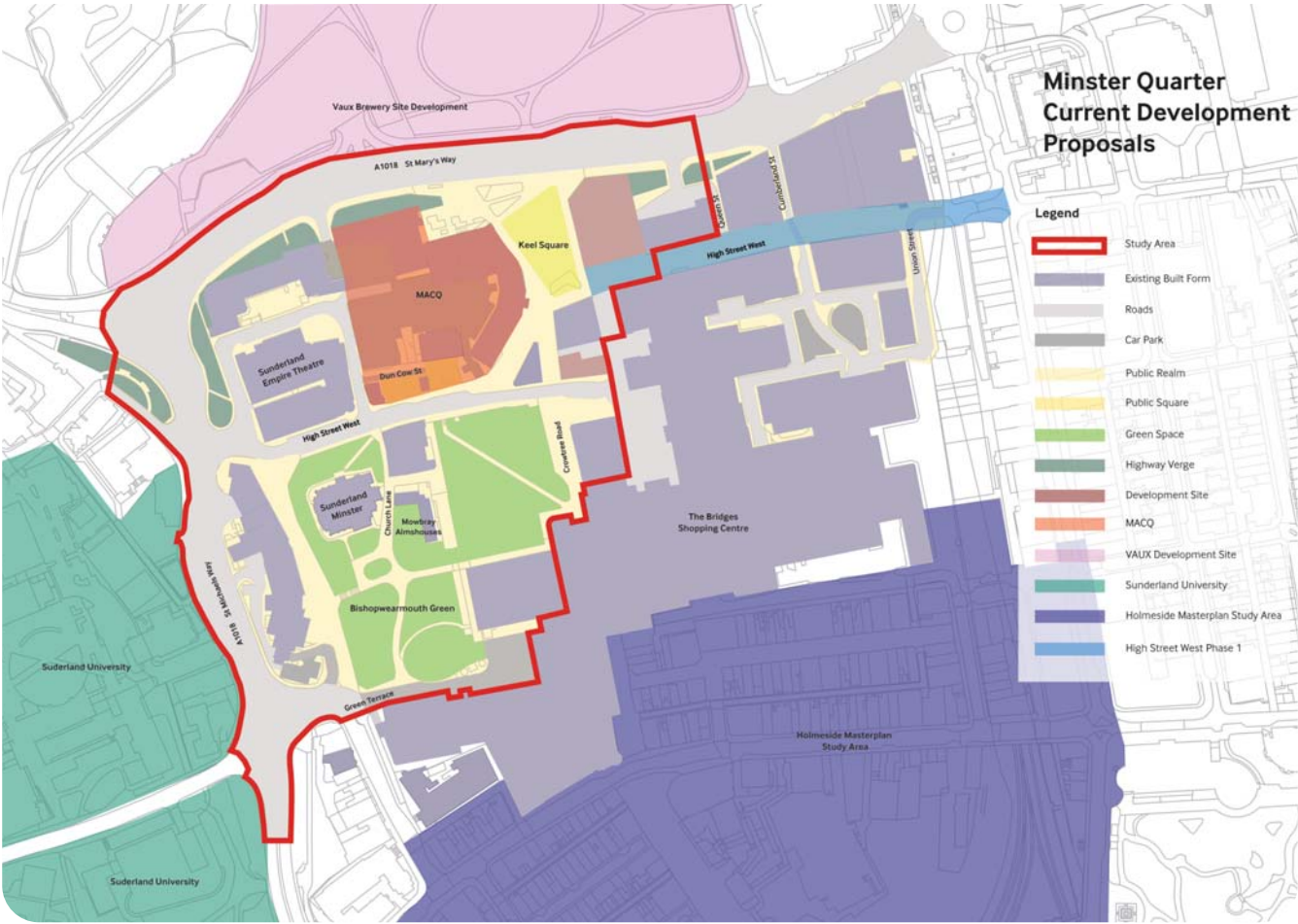


Figure 21: Minster Quarter Recent and Current Development Proposals Plan



Figure 22: Photograph –Public Art, Propellers of the City, Keel Square

Keel Square

Keel Square is a key gateway into the Minster Quarter and forms a new major public space of the highest quality, joining together the existing city centre retail core and the Vaux site.

The square has been designed around the concept of the “Keel Line”; a physical and metaphorical link for growth and cultural opportunities in Sunderland. The scheme changes how this part of the Quarter looks and feels, providing an improved gateway and a new public square in the heart of the city centre.



Figure 23: Visualisation - Former Fire Station

Music, Arts and Cultural Quarter

The Music, Arts and Cultural Quarter (MACQ) project aims to restore an important section of the city at the heart of the Minster Quarter. The project will bring the former Fire Station back into use, transforming the redundant building into an active and commercially viable heritage asset, including theatre and studio spaces, a bar/restaurant and café area.

Over time it is hoped additional leisure, entertainment, arts and cultural uses will be brought to Gilbridge House and the Magistrates Court (should it become vacant) as well as the development of a new auditorium building and performance space.



Figure 24: Illustration – Vaux Masterplan

Vaux

The prime development site adjacent to the Minster Quarter is earmarked for the creation of a new central business district in the heart of Sunderland. A mixed use site on five and a half hectares with outline planning approval for a 60,000 sq ft anchor office building, residential, car parking, a hotel, leisure and retail elements.

The site will also see the creation of high quality public open spaces with path and cycle routes along the river bank and throughout the site. The site also includes the continuation of the Keel Line - linking the river bank to the Quarter via Keel Square.



Figure 25: Visualisation – High Street West Public Realm Improvements

High Street West

Running through the Quarter, the current investment in High Street West is part of the Councils Investment Corridor Programme and is aimed at supporting existing businesses, as well as new investment to transform the streetscape of this important shopping thoroughfare with new paving, seating and lighting, creating a quality pedestrian environment, linking the Quarter with other parts of the city to the East and West.



Figure 26: Photograph – University of Sunderland

University of Sunderland's City Campus

The University of Sunderland's City Campus is located adjacent to the Minster Quarter. Over £50m of public and private sector investment has been spent in creating a high quality campus environment to accommodate the academic areas of Science, Education and the Arts. Construction work is in progress for the new £10m Centre for Enterprise and Innovation.

Scheduled to open in early 2017 the centre will provide accommodation and support for businesses, acting as the gateway for engagement with the University. The centre will support the creation of 120 innovative growth businesses and over 400 jobs.

The centre will also be the home of the Sunderland FabLab, the first in the North East of England aimed at supporting enterprise and innovation activity and engaging young people in Science, Technology, Engineering and Mathematics (STEM) based subjects.



Figure 27: Visualisation - Sunderland College

Holmeside and Parklane

To the south of the Minster Quarter lies the Holmeside and Parklane area, which is home to the new Sunderland College City Centre Campus, Park Lane Transport Interchange and Sunderland Central Railway Station, both of which provide a key gateway into the city centre. Holmeside remains a regeneration priority for the city with a masterplan currently in preparation and proposals for a new modern day Central Railway Station being developed.

3.4 Urban Design

Introduction

The historic appraisal in the Section 2 shows a multi-layered and complex urban domain that has evolved from key historic interventions. The urban design analysis builds upon this understanding and provides a further layer to the way urban spaces and the activities that take place in them define the Minster Quarter. The analysis is structured around three key topics:

- Arriving in the Minster Quarter- exploring the experience of approaching and arriving in the area by foot, cycle, public transport and car.
- Moving around the Minster Quarter - considering the experience of moving around the different streets and spaces.
- Being in the Minster Quarter - the quality of the areas attractions, mix of uses and places and spaces.

Together, each of these elements contributes towards generating the Minster Quarters sense of place.

Arriving in the Minster Quarter

In the Minster Quarter there have been significant changes to the road network over the past 25 years. The creation of St Michael's Way inner ring road in the 1990s allowed the removal of through traffic from High Street West and Low Row and means the Quarter is well served by key routes from the north, east, west and south.

Car parking in the area is provided at the Bridges (Debenhams) multi-storey car park, the Bridges Roof Top and St Mary's multi-storey car park. There are also private surface car parks to the rear of the Empire Theatre and former fire station.

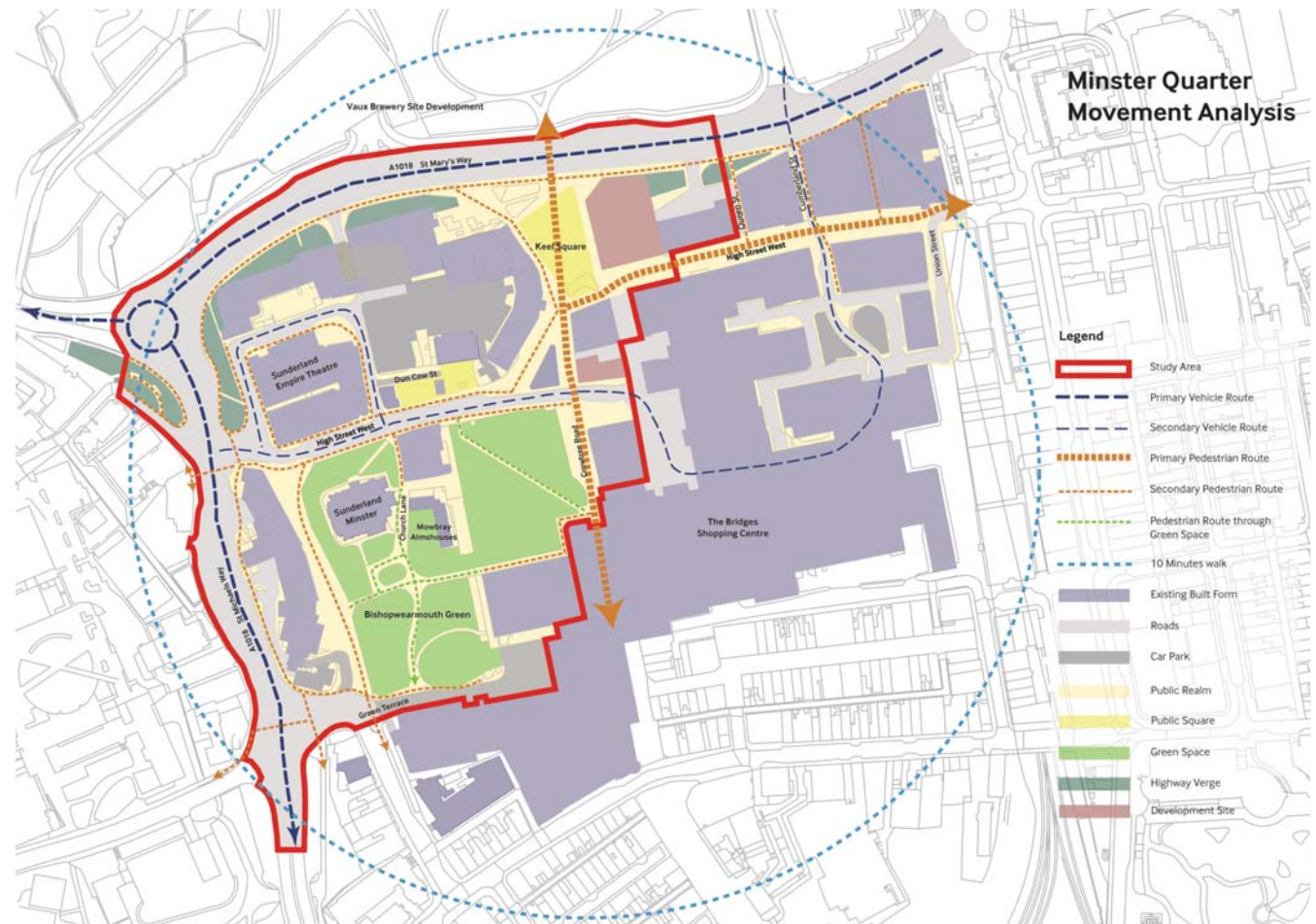


Figure 28: Minster Quarter Movement Analysis Plan

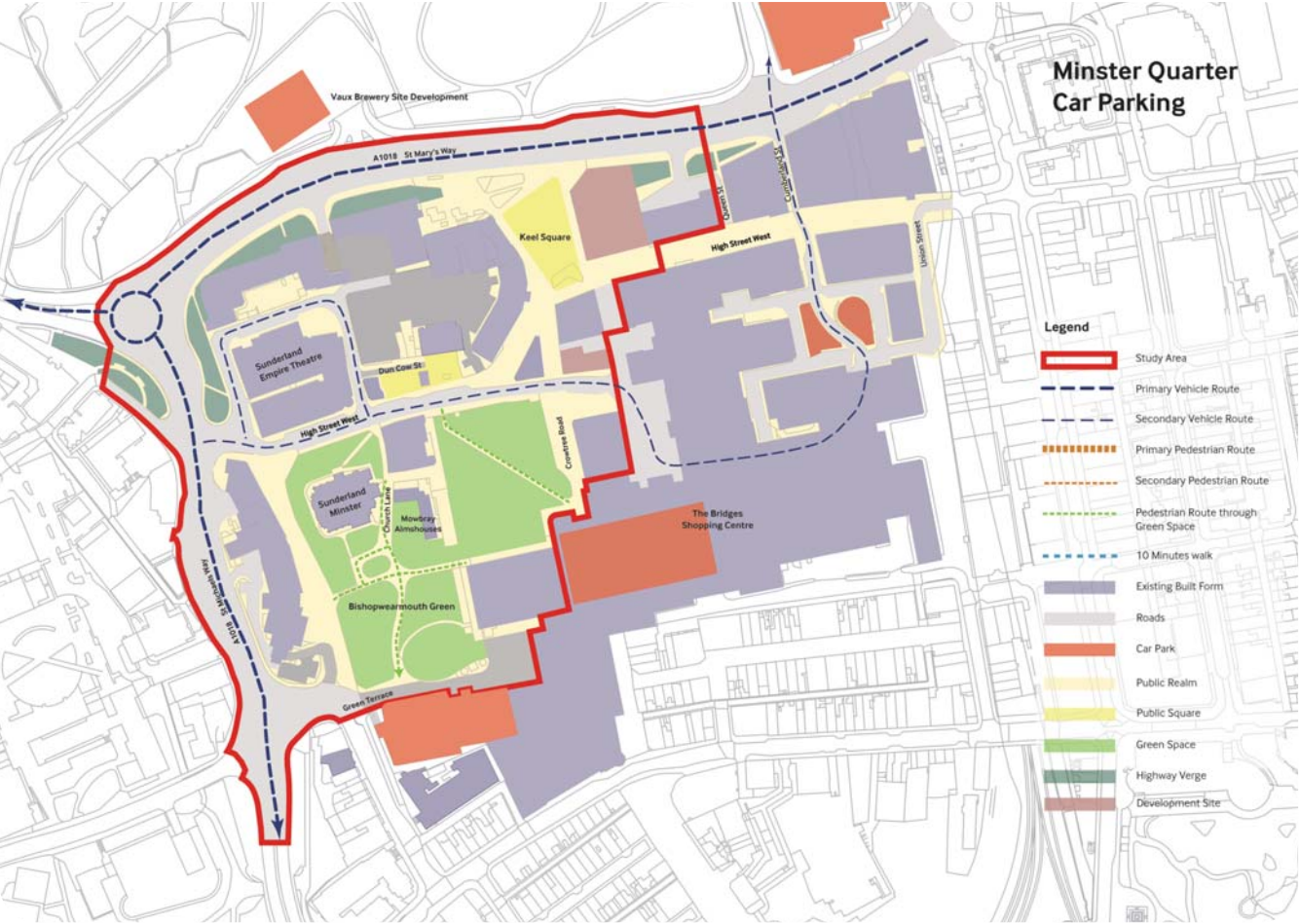


Figure 29: Minster Quarter Car Park Analysis Plan



Figure 30: Photograph –Bridges Car Parking



Figure 31: Photograph – Car Parking Issues at Former Fire Station Public Square

Many routes to the west of the Quarter do little to communicate anything positive about the study area as a place, with few buildings of quality fronting and overlooking the routes, heavily engineered junctions with poor pedestrian provision, and areas of left-over space with no positive function. This is particularly true of St Michael's Way at the junctions of High Street West and Chester Road. In these locations St Michael's Way is a major barrier to pedestrian movement between the Sunderland University campus and the Quarter to the east. To the north of the study area, the Sunderland Strategic Transport Corridor which has seen the realignment of St Mary's Way and the creation of Keel Square have vastly improved arriving into the study area both by foot and car.



Figure 34: Photograph – Keel Square a new major public space



Figure 36: Photograph – Public Art, the 'Keel Line' at Keel Square



Figure 32: Photograph – Heavily Engineered junctions of St Michael's Way and High Street West Junction



Figure 35: Photograph – High quality street furniture at Keel Square



Figure 37: Photograph – Keel Square has become a key gateway into the Minster Quarter



Figure 33: Photograph – Poor Pedestrian provision at St Michael's Way and Chester Road Junction

In terms of cycling, the National Cycle Network route 7 runs through the study area from the St Michael's Way/Green Terrace junction in the southwest, along Low Row and High Street West towards the Wearmouth Bridge to the northeast. At present cycling facilities are limited, however options are being developed via the Council's City Centre Cycle Permeability Scheme.

In terms of public transport access the picture is poor. The St Mary's Boulevard scheme has resulted in the relocation of bus routes and infrastructure with new stops created adjacent to the Magistrates Court and Keel Square. However, some services were re-routed away from the area during construction works and have not been reinstated meaning that the area is relatively poorly served by bus services.

Park Lane transport interchange provides safe, attractive modern facilities but remains isolated due to the severance created by the Bridges Shopping Centre. Furthermore as mentioned above Sunderland Central Railway Station which remains a regeneration priority as the current station is dated, dark and cramped offering poor passenger facilities.



Figure 39: Photograph –Park Lane Interchange

On the basis of this analysis it will be critical for the Minster Quarter Masterplan to address the following issues:

- Improves pedestrian and vehicle accessibility to the Quarter.
- Positive discrimination in favour of walking and cycling, reducing the conflict between pedestrian and vehicles.
- Ensure that approach routes leading into the Quarter are of a consistent quality in terms of public realm and adjoining built development.
- Provide accessible, convenient parking facilities.
- Encourage bus operators to serve the area again and improve public transport accessibility.



Figure 38: Photograph – Central Station

Moving around the Minster Quarter

The diagram opposite highlights how the compactness and scale of the Quarter make it very well suited to encourage its use by pedestrians. The length of Minster Quarter can be easily covered within 10 minutes, in a walk animated by the many outstanding individual buildings, a changing townscape and urban vistas.

The diagram also illustrates the Quarter's level of connectivity, highlighting where blockages at key gateways and nodes are isolating destinations. A lack of legible routes detaches the Quarter from the riverside to the North and the Sunderland University to the West.

Whilst Keel Square is a huge step in the right direction, areas of visual clutter of uncoordinated street furniture, paving, signposts, lighting columns, bus shelters, seating, planters and litter bins still exists elsewhere in the Quarter, detracting from the overall environmental quality.



Figure 40: Photograph – Visual Clutter at St Michaels Way and High Street West Junction

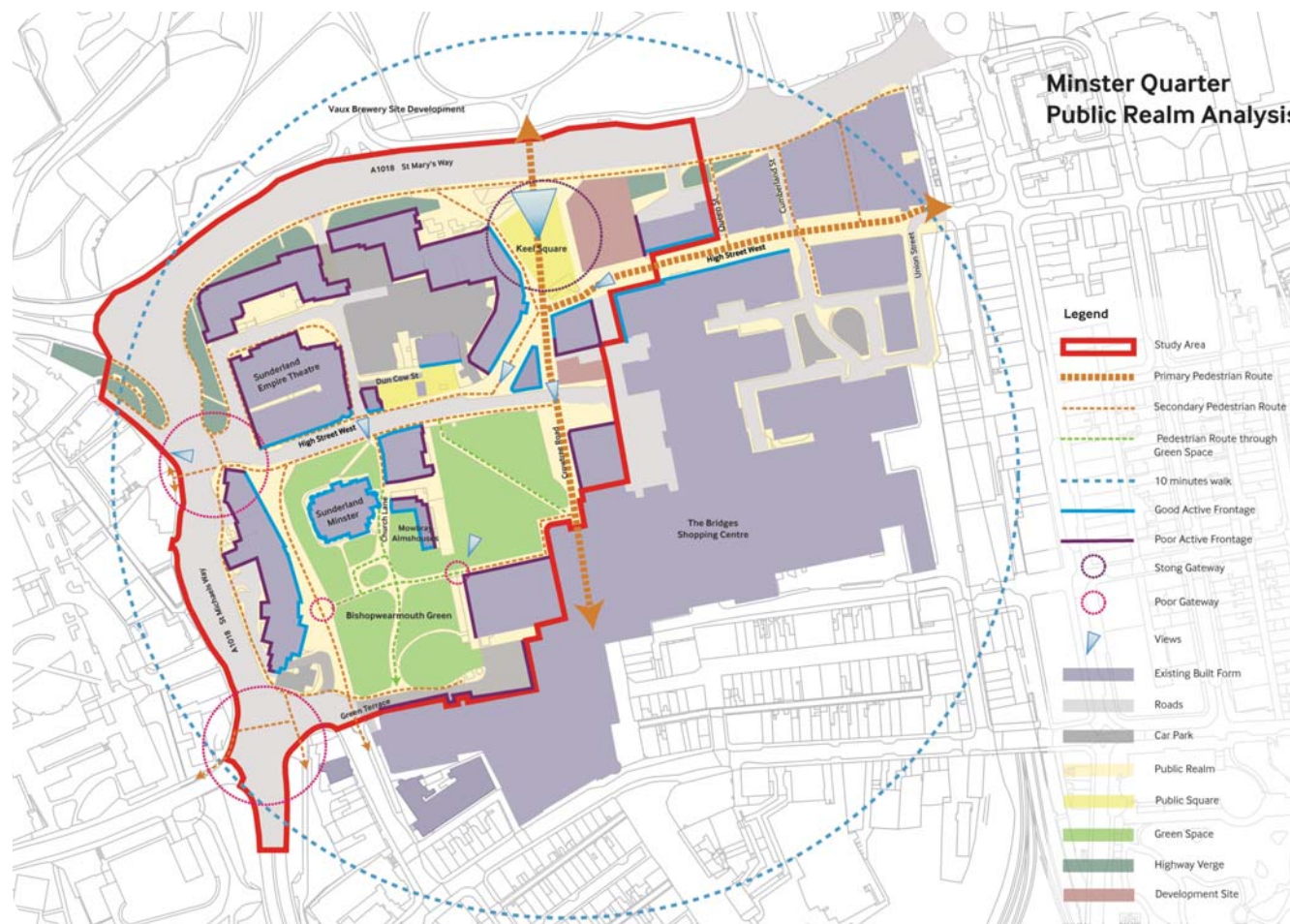


Figure 41: Minster Quarter Public Realm Analysis Plan



Figure 42: Photograph –Link of Town Park via Church Lane

Town Park at the heart of the Quarter provides a setting for Sunderland Minster. Paths provide a route between the University and the Quarter, however the remainder of the Crowtree Leisure Centre and the Bridges multi-storey car park present unattractive and inactive frontages which result in a lack of natural surveillance, raising public safety and security issues.



Figure 43: Photograph – Town Park provides a natural settling for the Minster



Figure 44: Photograph –Lack of natural surveillance at entrance steps into Town Park



Figure 45: Photograph – Bridges multi-storey car park present unattractive edge to Town Park



Figure 46: Photograph – Crowtree Leisure Centre presents inactive frontage onto Town Park

In relation to vehicle movements with the Quarter, accessibility to the rear of the Empire Theatre is currently an issue with narrow carriageways and poor junction visibility hindering larger vehicles navigating this area. Attracting 'West End' productions to the Empire brings with it the need to accommodate lorries bringing equipment and coach drop off points.

Similarly, the proposed MACQ development will require appropriate provision for delivery of equipment and customer drop off points. On the basis of this analysis it will be critical for the Minster Quarter Masterplan to:

- Improve the Quarter's permeability and legibility, making it easy for people to find their way around, creating additional north/south and east/west routes, adding to the hierarchy of routes and spaces.
- Allow for street frontage and activation onto pedestrian routes which will improve safety and allow for positive social interaction.
- Improve signposting and waymarking within the Quarter making it easier for people to find their way

around and to make connections.

- Improve traffic movement in and around the Empire Theatre, including Paley Street, Eden Street West and Garden Place.

Being in the Minster Quarter

The experience of being in the Quarter is made up of interrelated elements, including the mix of uses and the quality of the buildings and the public realm that provide the physical setting and backdrop to activities. Town Park, the Empire Theatre and Sunderland Minster are important historic and cultural attractions that form an important focus for the Quarter. The Empire is the largest theatre between Manchester and Edinburgh and as such has both city and regional appeal. The Sunderland Minster provides a number of roles within the Quarter including spiritual, cultural and community uses.

As highlighted in Section 2 parts of the Quarter have retained the historic pattern of streets and alleyways of the early settlement and key historic buildings contribute to the townscape quality of the area. However, later development associated with the city's ring road, the Crowtree Leisure Centre, the Bridges Shopping Centre and areas of surface car parking around the theatre and the old fire station have eroded the character of the area.



Figure 47: Photograph – Areas of surface car parking around the Theatre



Figure 48: Photograph – Historic pattern of streets and key historic buildings



Figure 49: Photograph – Former Fire Station

The location of the Empire Theatre gives the quarter a predominant leisure use. However, as highlighted in the Policy Background, whilst the theatre attracts high numbers of people into the city centre there is an issue that there is a shortage of complementary facilities to attract patrons into the area both before and after performances.

Most of the major retailers are located in the Bridges Shopping Centre and as a consequence, shopping is now mostly concentrated within this internal private domain, which has had a negative impact on traditional open air streets, most notably High Street West. Employment wise, like the rest of the city centre, the area has suffered both from new employment developing almost exclusively on out-of-town sites and from depressed economic activity in the city following the rundown of the city's traditional industries.

Residential wise, it is limited to the properties at the Almshouses within Town Park. In summary many of the buildings and spaces are under-utilised and the area as a whole lacks vitality and footfall.

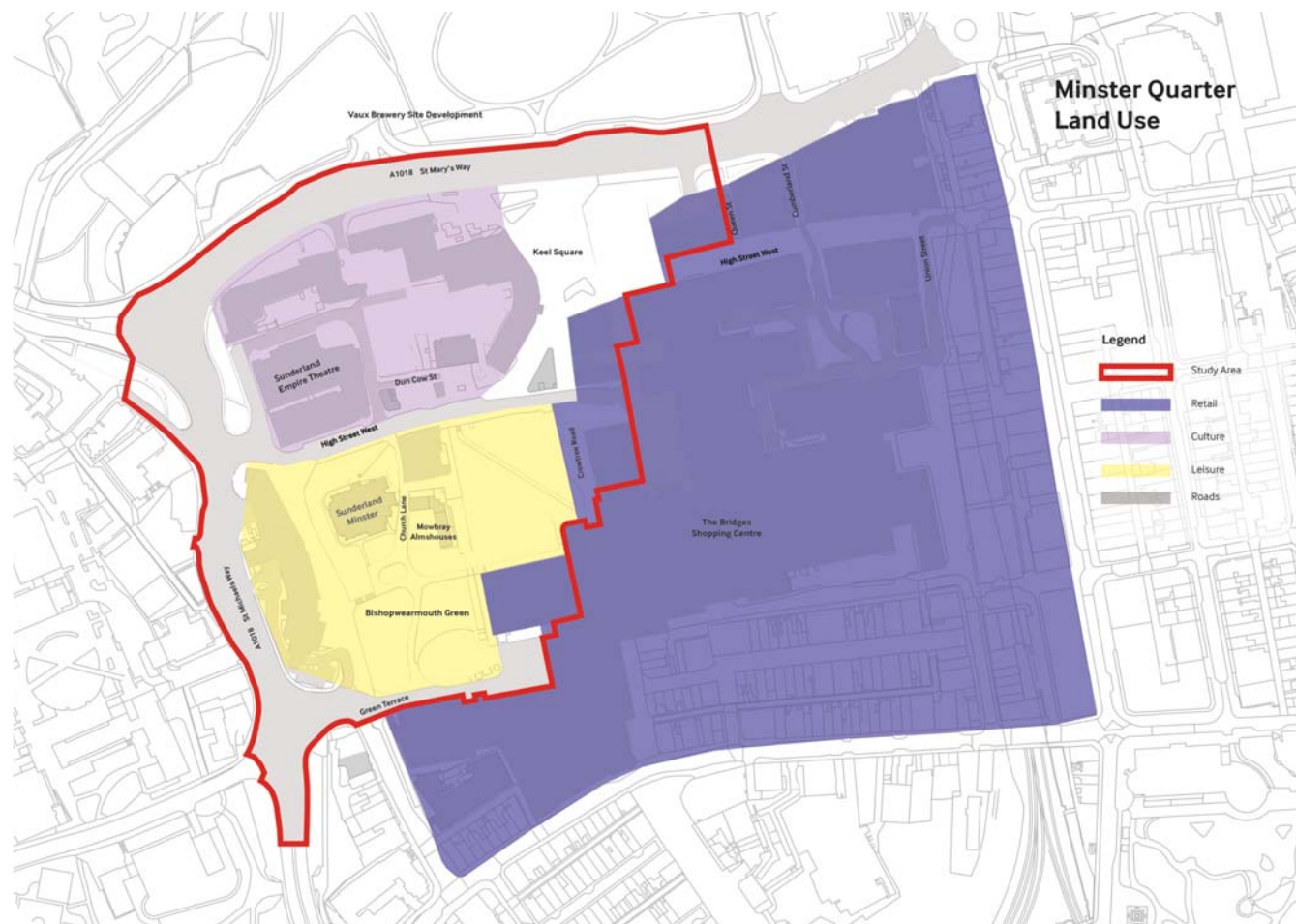


Figure 50: Minster Quarter Car Land Use Plan

3.5 Summary

The area's historic buildings, streets, spaces and landscape all present, along with vacant sites and plots, a number of opportunities to make key and essential contributions to the regeneration of the Minster Quarter.

The area's 19th and early 20th century architecture is among the best in the City Centre and, when taken together in such a relatively small area along recent improvements to Keel Square and High Street West, presents an urban form and townscape quality and character. This quality and history provides the area with a strong sense of place and identity and can make it an attractive place to do business and to stay and visit.

It will be important for the masterplan to deal with the following issues:

- Structure the Quarter around identifiable places each offering a complementary but distinct mix of uses catering for a wide range of age groups and interests.
- Introduce new opportunities for central area living.
- Make sure that all new development is of a high architectural standard and contributes to the character and identity of the Quarter.
- Ensure routes are framed with the views and vistas of key buildings (Minster, Empire and the Dun Cow) creating a favourable image of the city.

3.6 SWOT

Strengths

- Quarter is well served by key road routes from the north, east, west and south.
- Sunderland Strategic Transport Corridor which has seen the realignment of St Mary's Way and the creation of Keel Square have vastly improved arriving into the study area both by foot and car.
- Town Park, the Empire Theatre and Sunderland Minster are important historic and cultural attractions that form an important focus for the Quarter.

Weaknesses

- Routes to the west of the Quarter do little to communicate anything positive about the study area as a place, with few buildings of quality fronting and overlooking the routes.
- Heavily engineered junctions with poor pedestrian provision, and areas of left-over space with no positive function.
- Michael's Way is a major barrier to pedestrian movement between the Sunderland University campus and the Quarter to the east.
- Poorly served by bus services, isolated from Park Lane interchange and the Central Rail Station is dated with poor facilities.
- Later development associated with the city's ring road, the Crowtree Leisure Centre, the Bridges Shopping Centre and areas of surface car parking around the theatre and the old fire station have eroded the character of the area.

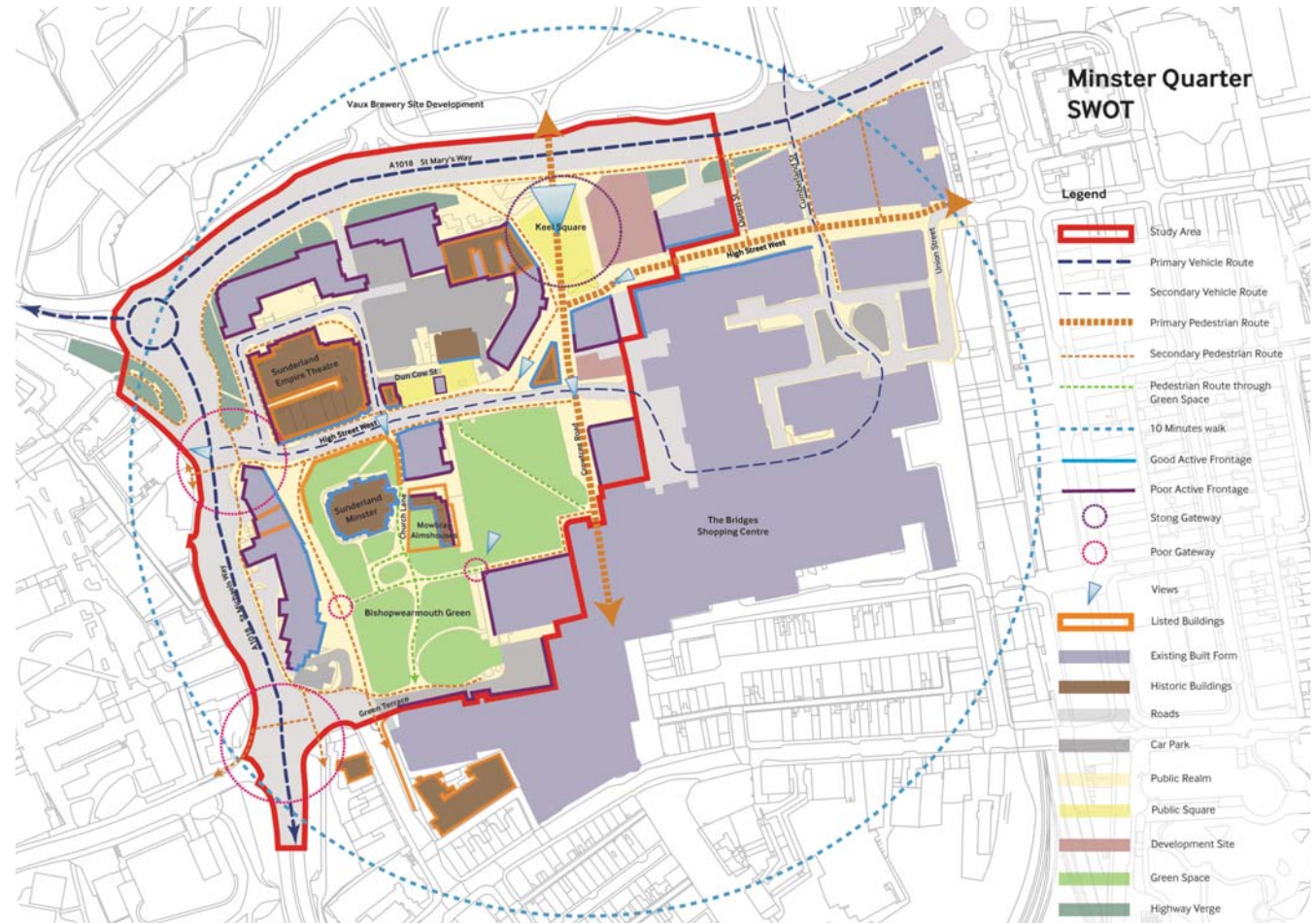


Figure 51: Minster Quarter SWOT Analysis Plan

- A lack of legible routes detaches the Quarter from the riverside to the North and the Sunderland University to the West.
- Areas of visual clutter of uncoordinated street furniture, paving, signposts, lighting columns, bus shelters, seating, planters and litter bins.
- Shortage of complementary leisure facilities.
- Buildings and spaces are under-utilised and the area as a whole lacks vitality and footfall.
- Lack of a coherent townscape, for example to the north end of Crowtree Rd and the blank gables on High Street West.

- Cycling facilities are limited.

Opportunities

- Ensure that approach routes leading into the Quarter are of a consistent quality in terms of public realm and adjoining built development.
- Provide accessible, convenient parking facilities.
- Improves pedestrian and vehicle accessibility to the Quarter.
- Encourage bus operators to serve the area again and improve public transport accessibility.
- Improve the Quarter's permeability and legibility.
- Allow for street frontage and activation onto pedestrian routes.
- Improve traffic movement in and around the Empire Theatre.
- Structure the Quarter around identifiable places each offering a complementary but distinct mix of uses catering for a wide range of age groups and interests.
- Introduce new opportunities for central area living.
- Ensure routes are framed with the views and vistas of key buildings (Minster, Empire and the Dun Cow) creating a favourable image of the city.
- Several development plots.

Threats

- Crowtree Leisure Centre and the Bridges multi-storey car park present unattractive and inactive frontages which result in a lack of natural surveillance, raising public safety and security issues.
- Accessibility to the rear of the Empire Theatre is currently an issue with narrow carriageways and poor junction visibility hindering larger vehicles navigating this area

4 The Vision and Objectives for Minster Quarter

4.1 Introduction

The redevelopment of the Minster Quarter is a crucial part of the City Council's vision for a 'step change' in the quality of the urban environment of Sunderland city centre. In order for Sunderland to fulfill this 'step change' the following vision and objectives have been established for the Minster Quarter.

4.2 Vision

The vision is to create a Cultural Quarter and a key gateway into the city centre of Sunderland that restores the area's historic importance and to create a place that is valued by the whole community. Architectural and urban design excellence will underpin a first class environment with a distinctive character and identity that draws on its rich heritage. Great streets, beautiful squares and parks will provide the setting for a lively and dynamic mix of uses which are safe and accessible to all.



Figure 52: Illustration - Crowtree Public Realm



Figure 53: Illustration - Former Fire Station Public Square



Figure 54: Illustration - Keel Square Gateway Improvements

4.3 Objectives

The six masterplan objectives provide a framework for addressing the individual challenges facing the Quarter and delivering the vision. The objectives are the reference points for benchmarking the success of the Minster Quarter masterplan as implementation proceeds. The projects and proposals that form the masterplan should meet and fulfil these cross-cutting objectives:

- Recognise the historic and cultural role of the area by introducing opportunities for a mix of new uses and ensuring that new development respects the townscape qualities of the area.
- Create a critical mass of leisure uses and reinforcing retail development.
- Introduce new opportunities for central area living.
- Deliver a development that is highly accessible by sustainable modes of transport including walking, cycling and public transport to reduce dependency on the private car.
- Consider opportunities to improving north-south and east-west movement and creating an outward looking and sympathetic contextual built form.
- Redevelop areas of surface car parking to stitch back together the built form and character of the area.

4.4 Principles & Parameters

To ensure that the Minster Quarter meets its potential and realises the Council's aspirations it is necessary to establish a set of principles and parameters to deliver the visions and objectives for the Quarter. The principles and parameters should be considered and fully reflected through the formulation of detailed proposals for the development of the area. The principles and parameters are structured around the following:

- Inclusive Design
- Built Form
- Public Realm
- Materials and Detailing
- Movement
- Mix of Uses
- Sustainability

They set out key design consideration that developers must address. The guidance will be used to assess proposals identified and described in section 5.

4.5 Inclusive Design

A truly inclusive society demands an environment in which a diverse population can exist harmoniously and where everyone, regardless of disability, age or gender can participate equally and independently, with dignity and choice. All new development in the Quarter must meet the highest standards of accessibility and inclusion. The key principles of inclusive design, based on the recommendations set out by CAGE (the Commission for Architecture and the Built Environment) in its report Inclusion by Design: Equality, Diversity and the Built Environment, are:

- Incorporating inclusive design principles from the outset. They are not an optional extra to be applied at the end of the design process if the budget allows. The latter approach can be guaranteed to result in ad hoc, often ineffectual and unsightly adaptations to overcome obstacles that should have been foreseen and designed out.
- Ensuring that inclusive design is applied consistently, and with continuity, throughout the design process from inception through to completion and management.
- Establishing and maintaining a constructive dialogue with community groups from the earliest stages of the project.
- Ensuring that designers of the built environment – including architects, town planners, landscape architects, highways engineers, and maintenance teams – understand and apply the principles of inclusive design.
- Thinking about everyone who will use the space or building that is being designed, and not just the immediate obligations placed on a professional designer by his/her client.

Age Friendly City

Reinforcing the need for inclusive design is the fact that Sunderland became a World Health Organisation (WHO) Age Friendly City in October 2015. This provides the Council with the opportunity to explore a range of ways of managing the demands presented by the city's ageing population. Like many cities Sunderland is expecting its population to become increasingly aged, with residents aged over 60 projected to increase from 24% in 2012 to 31.2% in 2037.

The focus of age friendly is on the 50+ population, though it's clear that some activity that the Council and partners undertake for this group will also benefit a broader age group, making this activity All Age Friendly. Being an Age Friendly City commits the Council and partners to progressing a range of WHO themes that will improve the City's physical and social environments which are key determinants of whether people can remain healthy, independent and autonomous long into their old age.

The outside environment and public buildings have a major impact on the mobility, independence and quality of life of older people and affect their ability to "age in place". If older people live in an environment that makes it easy and enjoyable for them to go outdoors, they are more likely to be physically active and satisfied with life and twice as likely to achieve the recommended levels of healthy walking.

Lesser-quality environments are often considered by older people to pose an increased risk of falls, especially by those with vision, mobility or other impairments. They can heighten fears about crime, nuisance and traffic and make going outdoors less enticing; reinforcing feelings of loneliness or entrenching the challenges of socio-economic deprivation.

Measures to make streets less car-centric improve older people's perception of supportiveness and safety but, neighbourhood-wide, it is good paths, accessible open space, safe crossings and plentiful seats, toilets and greenery that really make the difference. Design and materials need careful specification, with consideration given to UK weather patterns.

4.6 Built Form

As highlighted in earlier sections, over time the Minster Quarter has undergone significant change. There is now considerable scope for new buildings to provide high quality additions to the existing built form, adding greatly to its attractiveness, character and distinctiveness. This will help to stitch together areas where the urban form has become fragmented and strengthen the qualities of more distinctive historic built form.

It will be vital for new development proposals to be considered within the context of the city's historic environment, distinctive townscape and streetscape, including buildings, structures and landscape features, ensuring that it is preserved or enhanced.

New development should reinforce the distinctive scale, form, plot size, block structure and urban grain of the surrounding part of the Quarter ensuring that the integrity and setting of key historic buildings and areas of townscape value are respected.

Built form within the Quarter is generally within a range of 3 and 5 storeys in height, new development proposals must reinforce this pattern, adding to the character, identity and legibility of the Quarter as a whole. The height of development proposals within the Quarter will be assessed having regard to the following criteria which are identified, where appropriate, on the plan:

- Buildings within the Quarter will be acceptable within the range of 3 to 5 storeys in height having regard to the context of the area.
- Landmark buildings up to 6 storeys in height will be considered on key approaches, at city gateway sites to signal points of arrival and adjoining public squares and spaces.

The landmark buildings will help signal important locations in the Quarter, such as the corners of junctions between main streets, or at key public spaces or gateways, and will emphasise the role or status that a particular building has within the Quarter. A landmark building is not necessarily a taller buildings and can include those of special architectural quality and character with distinctive and memorable features or house a special or unique use.

The pattern of different building heights and the location of landmarks will play a significant role in helping people to understand the Quarter, making it easier to locate important places, making the study area legible. The ground floor of the buildings will have an important role to play in ensuring the area becomes active and vibrant. Active ground floor uses such as restaurants, cafés, bars and small retail units will be focused around the Quarter's key areas of public realm.

4.7 Public Realm

The public realm comprises of the streets, parks and squares of the Minster Quarter. These in turn are defined and contained by buildings and other elements and structures. The relationship between buildings and the public realm should ensure that streets and spaces are busy, overlooked by the public fronts of buildings, and perceived to be safe throughout the day and into the evening. The design, quality and appearance of the public realm in the Minster Quarter will play a large part in the perception of the place.

The Quarter must have a distinctive, people centred environment focused on high quality streets and public spaces. This will create a permeable and well-connected movement structure using existing routes and additional linkages across and through the proposed development areas.

The public realm is one the principal means of providing a cohesive identity across the Quarter and will play a key role in:

- Improving the green infrastructure of the city, providing space green space and links whilst solving urban and climatic challenges by building with nature.
- Linking the various development sites both visually and physically.
- Unifying the Quarter through a coordinated design approach that utilises high quality materials and street furniture.
- Creating an environment that is busy, overlooked and safe through the relationship with adjoining buildings.
- Improving opportunities for sustainable forms of transport particularly walking and cycling through enhancements to the connectivity and legibility of the area and identifying new and enhanced linkages across and around key development opportunity sites.

The character and identity of Quarter is strongly rooted in its history. This legacy must be celebrated through the design of the public realm, both the renewal and continued use of existing streets and spaces and in the creation of new squares and public places.

4.8 Materials and Detailing

A palette of high quality materials will help to firmly establish the character and identity of Quarter, both the public realm and the built form. High quality materials that emphasise this particular location should be used.

This not only helps build upon the existing character of Bishopwearmouth, but also introduces colour and texture enriching the perception and appreciation of its sense of place.

Built form details, construction materials, decorative detailing such as towers and rotundas at prominent corners, balconies and railings, public art, and even basic features such as windows and shop fronts, entrances and doorways all help re-enforce the image of place.

They assist in making a place legible, familiar and distinctive. As a result particular attention must be paid to the design and detailing of these important aspects of the building. The public realm must be of robust and timeless with a co-ordinated but limited palette of durable surface materials will provide a strong setting for development.

Select, high quality materials will help to give image and identity to the Quarter, unifying overall appearance and character and distinguishing the Quarter from other locations. Although the initial outlay for higher quality street furniture and materials can be relatively high the longer term on-going maintenance savings can be even greater thereby minimising lifetime costs.

4.9 Movement

Movement through and around the Quarter must ensure that the relationship between vehicular traffic, pedestrians, and cyclists maximises accessibility for all users. As highlighted in the public realm section above, streets and walks must be designed to ensure that people can easily and conveniently get to where they need to be, so increasing the 'walkability' and maximising sustainable forms of transport, without being obliged to detour in order to cross busy, traffic dominated roads.

A basic principle in the design and layout of all routes, crossings and public spaces should be following the lines that pedestrians want to take, not forcing alternatives. This will help to join together different parts of the Quarter, increasing permeability, and overcoming the barriers created by busy roads, such as St Michaels Way. Enhanced

connectivity, particularly for pedestrians and cyclists, is a key design and development principle. Development layouts should establish a formal, permeable and legible pattern of movement that connects effectively with the existing street network and provides new linkages to them.

The location, design and layout of car parking must ensure that it is both safe and useable, yet does not become a dominant or intrusive element within the Quarter. Generally new parking should be provided in high quality parking away from the immediate street scene, achieved using undercroft parking areas or integrated into the public realm or built form.

The location of new parking facilities must be carefully considered and distributed to give easy and convenient access to car borne visitors but also ensuring that pedestrian linkages into the city centre are of the highest quality. Car parks must be modern, well lit and safe – first impressions are very important and many visitors will be strongly influenced by the quality of parking facilities and the connections into the city centre.

Servicing yards and access points must be unobtrusively accommodated. This will be achieved through carefully designing servicing yards within blocks in order that they are hidden from view. Access points to servicing yards must be discretely located in places where there is minimum conflict with key pedestrian routes.

Cycle parking must also be a key component. Adequate facilities must be incorporated into new development schemes as part of the built structure ensuring that facilities are safe, secure and the entrance point is well overlooked. Public cycle parking stands will be required in the design of the public realm in key locations across the Quarter, particularly adjoining major retail and leisure areas as well as new squares.

4.10 Mix of Uses

Successful urban areas contain a mix of uses that animate the area at different times of the day. A mix of uses must be promoted across the Minster Quarter including leisure, cultural facilities, cafes, bars, restaurants and other uses to promote the evening economy as well as retail and residential.

The Quarter must offer a broad range of facilities to all potential users including families, children, young people and the elderly. Everyone should feel safe and welcome at all times of the day and evening. Within a busy, mixed use environment a degree of disturbance from streets, squares and walks is to be expected, but care should be taken in the design and layout of new development to place livelier uses, such as cafes, bars and restaurants, sensitively relative to the places where greater numbers of people will live, thereby reducing the likelihood of excessive disturbance and future problems.

4.11 Sustainability

Sunderland is committed to playing its part in tackling climate change in helping to achieve the national target to cut carbon dioxide emissions by 80% by 2050. The Minster Quarter has a role to play too, sustainable design and construction will assist in reducing the impacts of climate change and ensuring the area is resilient to the potential effects. Key design principles to be used to enhance the environmental performance of new development are summarised below:

- **Flood Risk** - All development proposals will be required to consider the effect of the proposed development on flood risk, both on-site and offsite, commensurate with the scale and impact of the development, through the completion of a Flood Risk Assessment (FRA).

- **Sustainable Urban Drainage (SUDs) -**
Development in the Quarter will have to ensure integration of Sustainable Drainage System (SuDS) to manage surface water drainage. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.
- **Utilities** - Adequate utility infrastructure must be provided to serve each phase of development.
- **Storage and Waste** - The storage and collection of refuse and recycling must be carefully considered so as not to visually detract from the overall appearance of development. The layout of development must be designed to ensure that the collection can be easy and efficient. The layout should allow for flexibility to adapt to new waste requirements.

5 Minster Quarter Masterplan

5.1 Introduction

As a physical reflection of the vision, there is an emphasis on defining the uses, activities, buildings and spaces that will enhance the prosperity of the Quarter and improve the quality of life of those that work, live and visit the city centre. The masterplan strategy is focused on reviving the historic core and incorporating areas of key change.

5.2 Area A - Hotel with Ground floor Retail

Site Description

Sitting immediately to the east of Keel Square, Area A is bounded to the north by St. Mary's Way, to the east by the service area of a number of retail units, while High Street West defines the southern boundary.

Development Aspirations

The site will provide the initial focus for new commercial development through the development of a hotel (Use class C1) that will help meet a recognised shortage in hotel accommodation in the city whilst providing ground floor units (Use classes A1, A3, A4) fronting on to Keel Square and High Street West. The development should be a landmark building of high quality that complements Keel Square, providing a coherent gateway statement for the Minster Quarter.

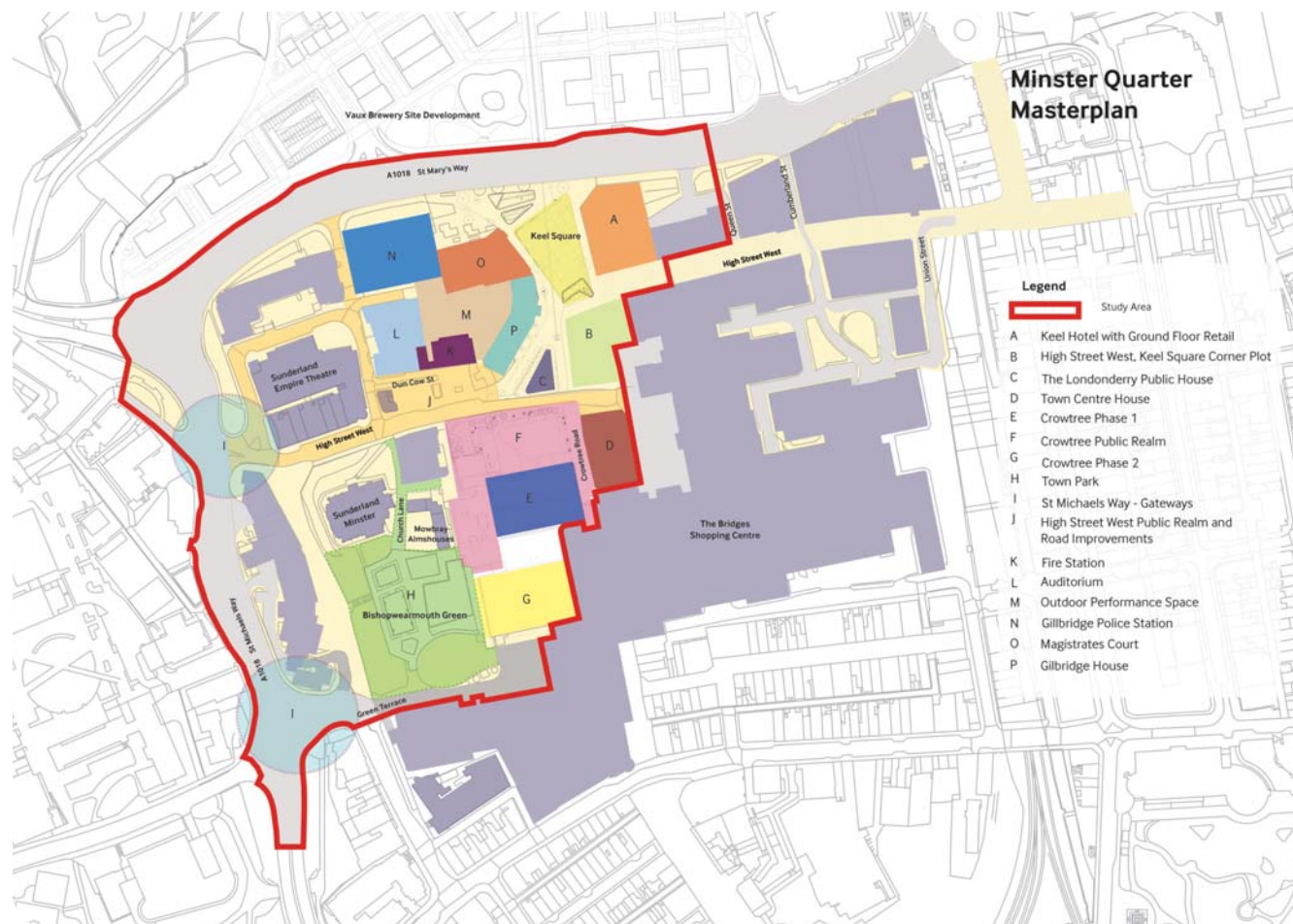


Figure 55: Minster Quarter Masterplan



Figure 56: Illustration –Gateway into Minster Quarter via Keel Square

Key Considerations

- The scale and massing of the building must respond to the scale of adjacent buildings in particular the Magistrate building and the proposed Vaux development.
- The building frontage will need to provide the main interface and activation onto Keel Square, therefore the elevation should allow transparency and explore ground floor opportunities for bar/café overspill to create activity.
- High Street West is a main retail street within the city centre and therefore the buildings elevations fronting onto High Street West should be designed to provide interest and again maximise activity (particularly at ground floor level). Consideration should be given to how the building turns the corner to encourage pedestrians from and into the square and the proposed Vaux developments.
- A large expanse of the building will front onto St Marys Way, again it is recommended that this element of the development should include additional fenestration to create additional overlooking and surveillance onto St Marys Way and the proposed Vaux site developments.

5.3 Area B - High Street West, Keel Square Corner Plot

Site Description:

Area B is bounded by Keel Square to the north, Primark to the east, Middle Street to the south and Crowtree Road to the west. The site incorporates a 2 storey property currently split into three units. Part of the first floor is occupied by Luciano's Restaurant, whilst at ground floor level below that is the former Indigo Rooms. The remainder of the property, the former Corner Flag bar which comprises of a ground floor bar with stores and first floor bar. To the south of the property is a cleared developed site and to the east of West Street is a 2 storey vacant office development.



Figure 57: Illustration - Landmark buildings fronting onto Keel Square

Development Aspirations:

Area B provides a key landmark development opportunity suitable for a mix of uses that complement the wider retail and leisure offer. The site is a key gateway, linking the Bridges, Keel Square, High Street West and the Vaux site. Uses considered appropriate include large floor plate retail (Use class A1), food and drink, including cafes, bars and restaurants (Use class A3 and A4), leisure (D2) and non-residential institutions including galleries and museums (Use class D1).

Key Considerations

- The scale and massing of the building must respond to the scale of adjacent buildings in particular the listed buildings of the Londonderry public house and Magistrate building.
- The building frontage will need to provide the main interface and activation onto Keel Square, therefore the elevation should allow transparency and be designed to provide interest and again maximise activity (particularly at ground floor level).
- Consideration should be given to how the building turns the corner to encourage pedestrians from the square to other parts of the Quarter.

5.4 Area C - The Londonderry Public House

Site Description

Area C, the Londonderry Public House is one of the two prominent Edwardian pubs in the area (the Dun Cow PH being the other). The Londonderry is another of several buildings in the vicinity designed by the Milburns. Built in 1901/02, the building is a major city centre landmark prominently sited on a triangular site, creating three presented elevations. It fronts the newly created Keel Square and the proposed Crowtree Phase 1 site.



Figure 58: Photograph – Londonderry Public House, Grade II Listed Building

Development Aspirations

The Londonderry has recently closed and it is in need of significant repair, reinstatement and refurbishment inside and out. The building has the potential to become a strong anchor of the evening economy bringing a bar and restaurants (Use classes A3 and A4) to both the ground and first floor to complement the wider leisure offer.

Key Considerations:

- Development proposals must have regard to the detailed Bishopwearmouth Conservation Area in particular to the retention of surviving historic pub interiors in the interests of preserving the areas distinctive pub heritage.
- The three presented elevations should be designed to maximise activity (particularly at ground floor level).

5.5 Area D - Town Centre House

Site Description

Town Centre House is a 2 storey 1960s development currently occupied by New Look on the ground floor and a gym facility on the first floor. The area provides direct frontage onto the proposed Crowtree Public Realm works to the west, High Street West Public Realm and Road Improvements to the north, a service area to the east and the Bridges Shopping centre to the south.



Figure 59: Photograph – Town Centre House

Development Aspirations

The area provides an opportunity to reinforce retail offer in this location through redevelopment of Town Centre House, taking advantage of the footfall into the Bridges Shopping Centre and the proposed adjacent retail extension of Crowtree Phase 1. Uses considered appropriate and to be encouraged in this area include a mix of A1 Retail, D2 assembly and leisure, A3 cafes and restaurants.

Key Considerations

- The scale and massing of the building must respond to the scale of adjacent buildings in particular the listed building of the Londonderry public house and the proposed Crowtree Phase 1 development.
- The building frontage will need to provide the main interface and activation onto Crowtree Public Realm, therefore the elevation should allow transparency and be designed to provide interest and again maximise activity (particularly at ground floor level).

5.6 Area E - Crowtree Phase 1

Site Description

The area is part of the former Crowtree Leisure Centre which was demolished in early 2014. The area directly abuts the remainder of the Crowtree Leisure Centre building and the Bridges Shopping Centre. Whilst the site is relatively flat, it does sit much lower than the adjacent pedestrian ramp link, which runs along the southern boundary; the adjacent road, High Street West, and the land to the west which includes Almhouses and links to Town Park.

Development Aspirations

The area presents an excellent opportunity for a retail extension to the Bridges Shopping Centre. As highlighted in Section 3, the current retail provision is dominated by small retail units with constrained floor plates; therefore there is the opportunity to provide a larger footprint to align with modern retailers requirement.



Figure 60: Illustration –Crowtree Retail Expansions



Figure 61: Illustration –Crowtree integrated car parking

Key Considerations

- There is a considerable difference in levels between Area E and the Conservation Area. In particular Town Park is elevated above the site and emphasises the dominance of the Minster, its attractive landscaped setting and the roofscape of Bishopwearmouth. Therefore the size of the proposed retail store needs respect the height and massing of its surroundings and allow this group of distinctive buildings to breathe.
- The introduction of an active frontage to the north east and west elevations of the Bridges Shopping Centre.

- The design of the proposed building will need to sit well in close proximity to the sandstone historic buildings in the vicinity of the site.
- Car parking should be integrated into the built form or public realm.

5.7 Area F - Crowtree Public Realm

Site Description

The remaining area of the now demolished Crowtree Leisure Centre building on the land to the east, north and west of the Crowtree Phase 1. The site is currently an area of temporary green open space.

Development Aspirations

Between the proposed Crowtree Phase 1 retail extension to the Bridges Shopping Centre and High Street West will be an area of high quality public realm, incorporating a public square and pedestrian routes that will link Town Park through to the High Street West public realm improvements and Keel Square. Should market conditions become favourable then consideration will be given to retail expansion fronting onto High Street West with the development of Areas E and F as one.



Figure 62: Illustration – Crowtree Public Realm Improvements



Figure 63: Illustration –Crowtree improved linkage from Town Park

Key Considerations

- East-west movement between the University, Town Park and the Quarter.
- The detailed design of the public realm areas will need to ensure that appropriate high quality surface materials relate well to both the modern retail store and the adjacent Conservation Area.

5.8 Area G - Crowtree Phase 2

Site Description

The remainder of the Crowtree Leisure Centre sits between Town Park to the west and is structurally integrated in to the Bridges Shopping Centre to the east. Crowtree Leisure Centre, in terms of scale, massing and general form does not respond well to the historic context of the Quarter with the remaining structure forming a very unattractive inactive hard edge elevation to High Street West and along the eastern boundary of the conservation area adjacent Town Park.

Development Aspirations

There is a clear opportunity to utilise this area and its proximity and structural integration with the Bridges Shopping Centre lends itself towards a retail/leisure development. A mix of A1 Retail, D2 assembly and leisure, A3 cafes and restaurants located along the key pedestrian routes and on key frontages facing onto public spaces and adjoining streets would be appropriate.



Figure 64: Illustration – Improved activation of Crowtree building onto Town Park

Key Considerations:

- Development proposals must preserve or enhance the setting of the listed Minster and adjoining Alms Houses particularly maintaining a positive built form edge to Town Park.
- Introducing a link through the site to create a new pedestrian route to the Bridges Shopping Centre.



Figure 65: Photograph – Town Park an important gateway into the Quarter

5.9 Area H - Town Park

Site Description

Town Park is formed from various pockets of land all owned by the city council, including the former Bishopwearmouth village green. Today, Town Park has a tired, under-used feel and is more of an expedient route into the city centre than a well-used destination of choice. The Crowtree Leisure Centre (east) and multi-storey car-park (south) intrude on its setting, and clearance has left it exposed to the west. Only to the north does it have a strong authentic relationship with its surroundings, overlooked by the Minster and Mowbray Almshouses.

Development Aspirations

The Town Park provides an important gateway into the Quarter, including the Bridges Shopping Centre, as well as being a historic part of the city centre and the setting to the Sunderland Minster. Improvements will seek to make it easier to access the park and city centre beyond.

Key Considerations

- Provide an opportunity for future redevelopment of Crowtree Phase 2 where blank elevations could be replaced with active frontages onto Town Park for cafés to spill out into the park.
- As with the improvements to the St Michael's Way crossing facility, to improve connections between the University Chester Road campus and the Quarter.
- Installation of a new focal point installed in the 'lost' square around the green, such as interpretation or artwork.
- Traditional materials to be reintroduced including natural granite and sandstone, taking historic images as a cue. This would include Church Lane.
- Ways of highlighting the footprint of the lost building groups should be explored, such as pleached tree borders or raised grassed platforms with stone edges.
- Elements of the parks tranquil nature will need to be retained.
- Opportunities for a community garden or orchid should be explored.

5.10 Area I - St Michaels Way – Gateways

Site Description

On the western approach into the Quarter adjoining the University of Sunderland city campus on St Michael's Way at the junctions of High Street West and Chester Road.

Development Aspirations:

Pedestrian severance is caused by the width of the road and high traffic volumes on A1231 St Michael's Way and the convoluted crossing points over these roads via signalised crossings located near the vehicular access points.

It would therefore also be desirable to provide a safer and more pleasant environment to integrate the university campus with the Quarter through new measures for pedestrians and cyclists by proposing improved pedestrian crossings to St Michaels Way.



Figure 66: Photograph –Pedestrian movement hindered by St Michaels Way



Figure 67: Photograph –Keel Square Super Crossing has improved pedestrian movement to the North of the Quarter

Key Considerations:

- Reconfiguring these key junctions into gateways with enhancements to the pedestrian environment.
- Provide pedestrian routes and crossing points which reflect desire lines.
- Simplify layout and eliminate street clutter.

5.11 Area J - High Street West Improvements

Site Description

High Street West Improvements are part of the Councils Investment Corridor programme for environmental improvements to Sunderland city centre. The programme has been developed to align with existing and proposed investment (both private and public) in the city centre, including the realignment of St Mary's Way and the newly formed Keel Square.

Phase One of the High Street West Improvements focused on Bridge Street and High Street West up to Keel Square. Phase Two will continue the works from the square to the junction with St Michael's Way. This is the main route into the Minster Quarter from the west, encompassing the Theatre, the fire station, the Minster and Crowtree.

Development Aspirations

Phase Two of the will aim to deliver further environmental upgrades to improve the public realm and improve movement and connectivity for all users. Key elements of Phase 2 include:

- Empire Theatre Access Road - A new shared surface route linking High Street West with St Mary Boulevard via Garden Place will be considered. Garden Place could

become pedestrian priority, whilst servicing coach and car drop off is accessed via Eden St and egressed via newly left out only route onto St Mary's Boulevard.

- The Fire Station Square – will form a new space within the Quarter and will take its character from the quality of the surrounding buildings including the former fire station, Sunderland Minster, the Dun Cow public house and the Empire Theatre itself. The square provides a key public space for the fire station with the restaurant and bar providing overspill and activation.
- High Street West - will see improvements including new paving and traffic management.



Figure 68: Illustration –Fire Station Square complements the surrounding historic buildings



Figure 69: Illustration –Cars are no longer able to access the Fire Station Square



Figure 70: Illustration – Café overflow enliven the space



Figure 71: Illustration –existing trees are retained



Figure 72: Illustration –direct frontage allows for positive social interaction

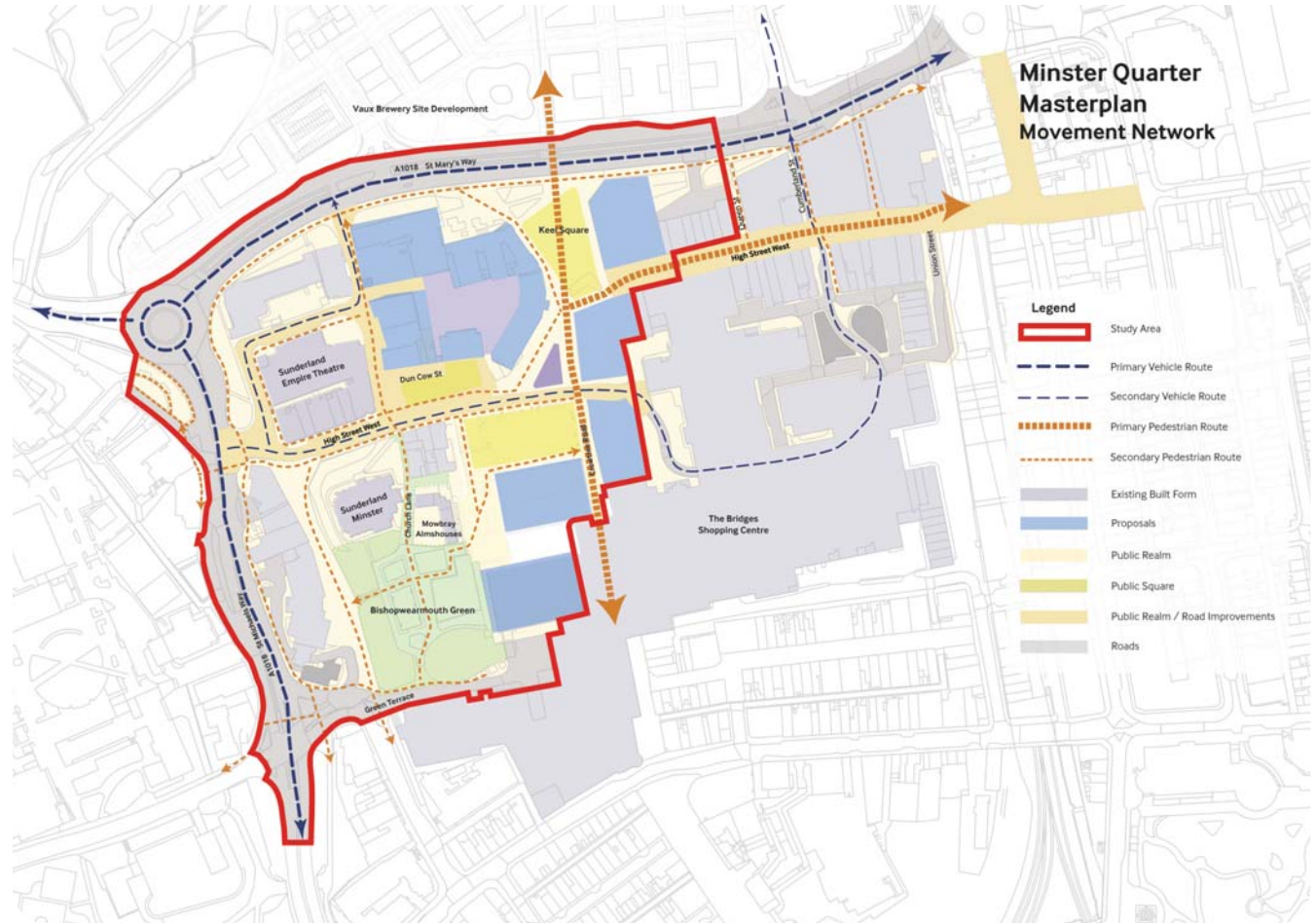


Figure 73: Minster Quarter Masterplan Movement Network Plan

Key Considerations

- Integrate the quarter with its surroundings, creating a direct and attractive pedestrian connection between the key facilities (Vaux, Riverside, Crowtree, Town Park, and Car Parking), avoiding a dead end via the creation of a convenient and comfortable place.
- Reorientation of entrances onto the route will enable further activation which will improve safety and allow for positive social interaction.
- A palette of high quality public realm materials will be required to respect the historic environment.

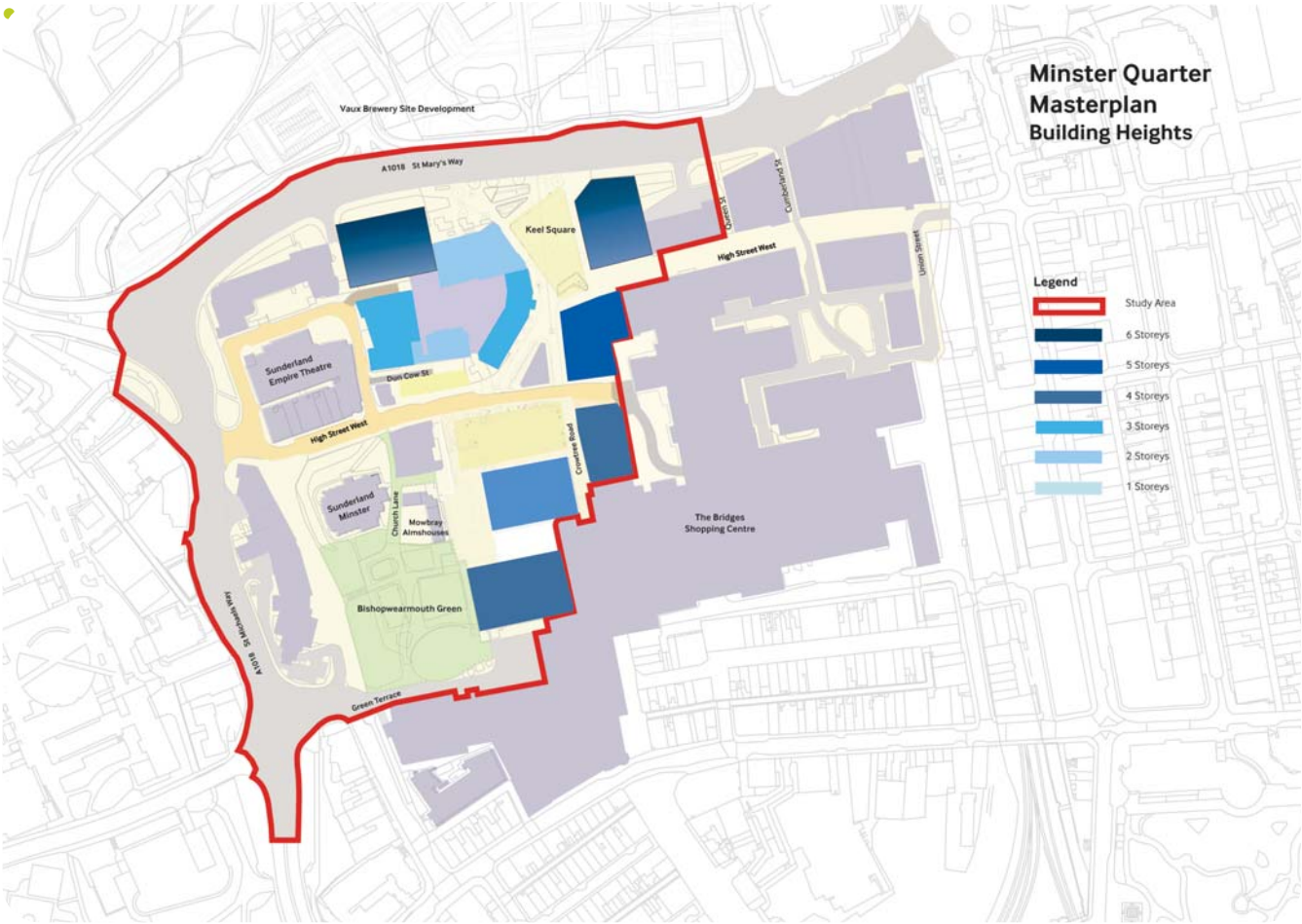


Figure 74: Minster Quarter Masterplan Building Heights Plan

Improves the cities permeability and legibility, making it easy for people to find their way around the city, creating a secondary north/south route, adding to the hierarchy of routes and spaces and enabling the city to be easily read.

- Ensuring routes are framed and aligned with the views and vistas of several of the city's key buildings (Minster, Empire and the Dun Cow) creating a favourable image of the Quarter.
- Improving traffic management and signage, accommodating the needs of cars, service vehicles and coaches.

5.12 Area K - Former Fire Station

Site Description

The former fire station, despite not being listed, is a building of immense local character. It is set back from the High Street West, on Dun Cow Street in the heart of the Minster Quarter.

Directly to the north of the site is the former Police Station and the Magistrates Court with the intervening land occupied by a car parking area.

To the south lies Dun Cow Street and the fires station forecourt. To the west lies the Empire theatre and the Dun Cow Public House. To the east lies the vacant the Gilbridge House and the Londonderry Public House.

Development Aspirations

It is proposed to bring the building back into use, transforming the historic building through conversion into an arts and culture venue, accommodating uses such as a restaurant, theatre, studio space, and an exhibition space that complement and reinforce the Quarters cultural heritage and evening economy.

Key Considerations

- Ground floor uses with outdoor seating such as cafes and restaurants will be particularly encouraged to support the proposed public realm improvements to the square to the front of the station and the Outdoor Performance Space to the rear.
- Prospective developers will adopt a sympathetic approach to repairing and adapting the building for conversion to ensure that its architectural and historic integrity is not compromised.

5.13 Area L - Auditorium

Site Description

The land to western side of the former fire station currently used as a car park.

Development Aspirations

This site presents an opportunity for major new development at the heart of the Minster Quarter. The surface parking represents an inefficient use of valuable land in the Quarter and does nothing to provide a setting for the significant buildings which surround it.

Key Considerations

- It is important that the heritage assets remain the dominant features in the development and retain their roles as the key townscape features of the area. Any new buildings should be sensitive insertions into the spaces between the heritage assets, rather than the heritage assets being engulfed into the overall development.
- Ground floor activation onto the proposed fire station square, the Empire Theatre Access Road and the Outdoor Performance Space.
- The detailed design of the elevations will be crucial to the quality of the design. Design intricacies such as the type and finishing of the window frames and doors, the depth of window reveals, choice of materials and its coursing, delicate design elements of the roof finish will make or break the design quality.

5.14 Area M - Outdoor Performance Space

Site Description

The area between the fire station, Gillbridge House tax office and the Magistrates' Court is currently used as a car park.

Development Aspirations

The site has the potential to be a semi-public outdoor performance space at the heart of the Quarter.



Figure 75: Illustration - Outdoor Performance Space

Key Considerations

- Allow for ground floor activation for the surrounding buildings onto the space to help promote positive social interaction.

5.15 Area N - Gillbridge Police Station

Site Description

Located on the northern boundary of the Quarter with Keel Square to the east, the four storey former police station building is of brutal concrete design and dates from 1972.

Development Aspirations

The former police station building provides an opportunity for conversion and/or redevelopment at a key gateway site into the Quarter and the adjacent Vaux development to the north. Potential uses for the area include residential (C3), office development (A1/A3) and uses associated with creative industries (B1).

Key Considerations

- The building frontage will need to provide activation onto Keel Square, therefore this elevation should allow greater transparency through fenestration and explore ground floor activity.
- A large expanse of the building fronts onto St Marys Way, again it is recommended that this element of the development should retain fenestration to create overlooking and surveillance onto St Marys Way and the proposed Vaux site developments.

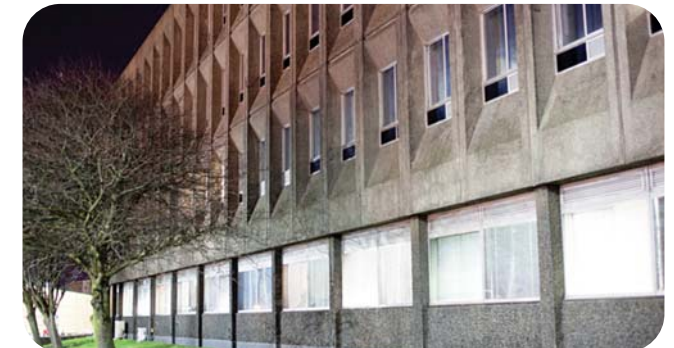


Figure 76: Gillbridge Police Station

5.16 Area O - Magistrates Court

Site Description

Sunderland Magistrates Court at western terminus of High Street West overlooking Keel Square. This large civic building still operates as law courts and like the Empire Theatre was designed by the Milburn brothers. Constructed in 1907 of sandstone ashlar and featuring a square clock tower, it is one of the highest profile historic buildings in the city centre.

Development Aspirations

Should the current use cease in the future the building lends itself to conversation for a range of uses including heritage centre, galleries and museum (D1 Non-residential institutions) and/or restaurants and cafés (A3 uses).

Key Considerations

- The building has not been surveyed, but the building is thought to be in good condition. Likely works need to concentrate on reinstatement.



Figure 77: Illustration - Gillbridge House with key frontage onto Keel Square

5.17 Area P - Gillbridge House

Site Description

Built in 1992, Gilbridge House is currently an HMRC Tax Office that is about to be vacated. Built on the site of the public the baths, the building has now gone but its portico entrance and clock were carefully dismantled from the historic baths and incorporated into the modern offices of Gilbridge House.

Development Aspiration

The building lends itself to a number of uses that would complement the wider area including, offices, workshops and studios. The ground floor could be converted into restaurants and retail units (A1/A2).

Key Considerations

- The building frontage will need to provide the main interface and activation onto Keel Square, therefore the elevation should allow transparency and explore ground floor opportunities for bar/café overspill to create activity.

6 Delivery

6.1 Delivery vehicle

The success of the SPD and fundamentally of the Minster Quarter will ultimately be judged by what is delivered and will depend to a large extent on the continued partnership working of the landowners, the Council, and other key stakeholders to secure delivery of a high quality and sustainable place.

It is essential that development is brought forward in a coordinated and cohesive manner with the bigger picture clearly in mind, in this way the overall vision and objectives for the area can be achieved.

The Masterplan gives specific development guidance in relation to the form, use, nature and quality of development as well as outlining a realistic approach to phasing. This will ensure that a high quality development is delivered, capable of raising the profile of Central Sunderland and assisting in realising the economic renaissance of the city as a whole.

6.2 Infrastructure Delivery

Developers will be encouraged to engage with Sunderland City Council at an early stage to negotiate the need for planning obligations. Where appropriate the Council will seek contributions from developers to fund infrastructure works required as a consequence of development. Planning Application Requirements

Pre-Applications

The council encourages applicants to seek early engagement with officers from Development Management to discuss proposals for development at Minster Quarter prior to the submission of a planning application, at the pre-application stage. This service helps to speed up the development process and to avoid the submission of unacceptable proposals.

It is recommended that the applicant considers the viability of a site at the pre-application stage, to allow any issues to be resolved before the submission of a formal planning application. Heads of Terms of Section 106s should also be discussed at this stage.

Planning Performance Agreement

A Planning Performance Agreement (PPA) is a framework agreed between the City Council and an applicant for the management of complex development proposals within the planning process. A PPA allows both the developer and the council to agree a project plan and programme which will include the appropriate resources necessary to determine the planning application to a firm timetable.

It may be to the advantage of the developer and the City Council that applicants within Minster Quarter enter into a Planning Performance Agreement, due to the scale, nature and complexity of the planning applications likely to be submitted. Further details on the City Council's PPAs can be found on the council's website.

Planning Application Requirements

A list of information to be submitted as part of an outline application for development proposals at Minster Quarter are provided below. It should be noted that this list is not exhaustive and further requirements may be identified as a result of pre-application discussions.

Some elements may also be more appropriately submitted at reserved matters stage dependent upon the scope of the application made at outline application stage.

The Tyne & Wear Validation Checklist will outline the requirements that must be met before a planning application can be validated.

- Planning Statement
- Design and Access Statement
- Affordable Housing Statement
- Environmental Statement
- Transport Assessment/Transport Statement/Travel
- Plan/Parking Assessment
- Flood Risk & Drainage Assessment
- Ecological Survey Assessment and Mitigation Report & Protected Species Survey
- Sustainability Statement
- Infrastructure Strategy
- Statement of Community Involvement

- Open Space, Landscape and Recreation Strategy
- Habitat Regulations Assessment/Screening Report
- Environmental Impact Assessment
- Planning Obligations – Draft Head of Terms

There may be a need for additional assessments/statements depending on the site specifics, these may include:

- Heritage Statement
- Land Contamination Assessment
- Noise Assessment
- Air Assessment
- Highways and Public Rights of Way
- New Highways
- Tree Survey and/or Statement of Arboriculture
- Implications of Development

