

Core Strategy



Local Development Framework
Draft Sustainability Appraisal
Revised Preferred Options (March 2010)


Sunderland
City Council

Sunderland City Council Core Strategy Revised Preferred Options Draft Sustainability Appraisal Report



Produced with the support and guidance of Scott Wilson

Janet Johnson
Deputy Chief Executive
Sunderland City Council
P.O. Box 102
Civic Centre
Sunderland
SR2 7DN

Contact: Musawwir Choudhary
Tel: (0191) 561 1516
Fax: (0191) 553 1224
E-mail: planningpolicy@sunderland.gov.uk
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1.0 INTRODUCTION

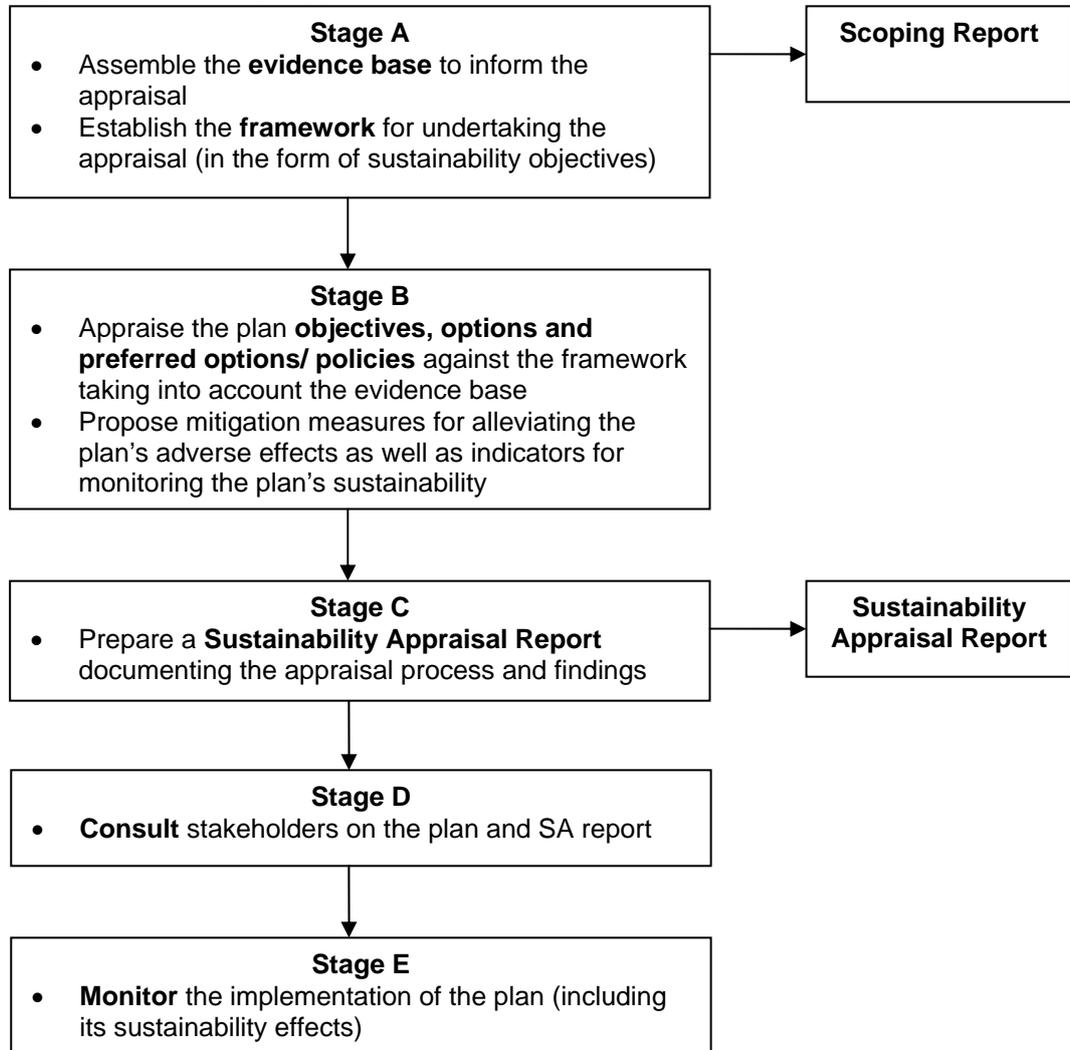
- 1.1 The Core Strategy is the key document in the Sunderland Local Development Framework (LDF), which will guide the delivery of physical change in the city necessary to achieving the Sunderland Strategy vision. It will set out the spatial strategy for the City for 15 years after its adoption by the City Council proposing broad locations for development across the city. It will provide a framework for where and how much development should take place and how this development will be delivered. It will cover a broad range of issues including housing, retail and the natural and historic environment. Once adopted, all other Development Plan Document's (DPD), must conform to it.
- 1.2 In September 2009, the City Council undertook consultation for the Core Strategy Alternative Spatial Strategies, which set out varying spatial options for the future development of the city and which was subject to sustainability appraisal. The Alternative Spatial Strategies set out an outline of the reasons for selecting the alternatives dealt with.
- 1.3 Taking into account representations received during the consultation and the sustainability appraisal, Approach 'D' (which took into account sub-area spatial requirements) including elements of Approach 'C' (focussing development in the current urban area and safeguard the city's green infrastructure) was carried forward to be represented in the Revised Preferred Option policies.
- 1.4 Sustainability Appraisal**
Sustainability Appraisal (SA) is an assessment procedure that seeks to identify and evaluate the effects of a plan on the community, the environment and the economy – the three aspects of sustainability - and to suggest measures for improving the plans content and sustainability performance. The SA process incorporates Strategic Environmental Assessment (SEA) as required by European legislation.¹ The Core Strategy must be subject of SA and should be accompanied by an SA report on the impact of its proposals. SA should be undertaken at each stage of participation in an iterative fashion, appraising policies as they are developed.
- 1.5 This report explains the SA that has been undertaken in preparing the Core Strategy Revised Preferred Options for consultation.

¹ Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment

2.0 PROCESS AND METHODOLOGY

2.1 Government guidance² for local development documents advocates a five-stage approach to undertaking SA, illustrated in figure 2.1.

Figure 2.1: Five stage approach to SA



2.2 **Stage A** in the process involved gathering an evidence base and developing the framework for undertaking the appraisal by defining SA Objectives. The findings of this stage have been documented in a Scoping Report that underwent consultation (May- July 2009) with stakeholders including the three environmental statutory consultees, English Heritage, the Environment Agency and Natural England. Comments received on the report, including the framework, were incorporated and the Scoping Report was adopted in August 2009.

2.3 This report is part of **Stage B** in the SA process, which involves undertaking appraisal. In the current case this involves identifying and evaluating the impacts of the Revised Preferred Option policies.

² ODPM (2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, London

Mitigation measures for alleviating adverse impacts and measures to enhance positive effects are also proposed at this stage together with proposals for monitoring the plan's implementation, although at this stage they are not definitive.

- 2.4 This report represents **Stage C** in the SA process, which involves documenting the appraisal and preparing this report (which incorporates the material required for inclusion in the Environmental Report under the SEA Directive).
- 2.5 Following statutory consultation at **Stage D**, the SA Report may require updating to reflect changes made in response to representations. **Stage E** concerns ongoing monitoring of significant effects.
- 2.6 Sustainability Appraisal Methodology**
The Scoping Report proposed a framework for the assessment of the Core Strategy. This incorporated the overarching SA Objectives derived from the Integrated Regional Framework for the North East, augmented by locally distinctive criteria. This report has been constructed with a chapter for each of the SA objectives within which we have asked a series of questions:
- What is the policy context?
 - What are the key sustainability objectives we need to consider?
 - What's the situation now?
 - What will the situation be without the plan (up to 2026)?
- 2.7 These questions correspond to the key requirements of the SEA Directive, as set out in Annex I to the SEA Directive (see Table 2.1). The report then outlines the main implications of the Revised Preferred Options policies.
- 2.8 The proposed approach is based on more holistic 'whole plan' appraisal whereby only the policies that are likely to have a significant effect on a given SA Objective are assessed in detail and their effects on that SA Objective are considered together as well as independently. It is considered that this approach will better assist in assessing the real sustainability effects of the plan and in telling how the Core Strategy has evolved to date.
- 2.9 In addition, a judicial review of September 2007 found that SEAs prepared for two local plans in Northern Ireland were 'not in substantial compliance' with the requirements of the SEA Directive, in part because they did not describe the likely evolution of the current state of the environment without implementation of the plan and did not describe the full range of possible effects of the plan (e.g. short, medium, long term, synergistic, cumulative etc.).
- 2.10 This suggests that a step-change in the quality of SA / SEA reports is required. The topic-based approach assists in clearly identifying the

evolution of the current state of the environment and provides a greater scope for identifying the full range of impact dimensions.

2.11 This approach will help to ensure that comments are targeted and locally relevant.

Table 2.1: Meeting the Requirements of the SEA Directive (1)

Question for each topic	Key requirement of the SEA Directive
What is the policy context?	“an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes” (Annex I(a))
What are the key sustainability objectives we need to consider?	“the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex I(e))
What’s the situation now?	“the relevant aspects of the current state of the environment and the likely evolution thereof without the implementation of the plan or programme” (Annex I(b)) “any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC” [NB problems relating to European sites are addressed through the HRA / AA] (Annex I(d))
What will the situation be without the plan (up to 2026)?	“the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme” (Annex I(b))
What will the situation be under the Revised Preferred Option Policies?	“the likely significant effects (1) on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors (1) These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects” (Annex I(f))
How can we mitigate/enhance effects?	“the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme” (Annex I(g))

2.12 In every SA Objective chapter, we have provided a summary of the plans likely impacts. This summary discusses the short, medium and long term effects, secondary effects and permanent and temporary effects as well as positive and negative effects. Chapter 16 sets out

the cumulative and synergistic effects of the different policies. The table below provides the indicators for the scoring of effects.

Significant positive impact
Positive impact
Neutral impact, or rough balance of positive and negative effects
Unclear impact, or no data available
Impact could be positive or negative depending on implementation of the DPD
Negative effect
Significant negative effect

2.13 Not all of the requirements of Annex I of the SEA Directive are recorded in the table above. These can be found elsewhere in this report or the Scoping Report (see Table 2.2 below).

Table 2.2: Meeting the Requirements of the SEA Directive (2)

Key requirement of the SEA Directive	Where this can be found
“the environmental characteristics of areas likely to be significantly affected” (Annex I(c))	Scoping Report (which also contains further detail in relation to Annex I a, b, d and e)
“ an outline of the reasons for selecting the alternatives dealt with , and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information” (Annex I(h))	Chapter 1 of this report and the Core Strategy Alternative Spatial Approaches (September 2009)
“an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information” (Annex I(h))	Chapter 2 of this report
“an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information ” (Annex I(h))	Scoping Report
“a description of the measures envisaged concerning monitoring...” (Annex I(i))	Chapter 18 of this report

2.14 The differing types of effects³ set out in Appendix I of the Directive have been considered within each SA objective chapter and within

³ Secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects

Chapter 16 in order to consider performance across all of the SA Objectives.

This Report

2.15 This report sets out the findings of the SA of the Core Strategy Revised Preferred Options, and is structured as follows:

Chapter 2 sets out the methodology for the report

Chapters 3 – 12 set out the SA findings and recommendations that relate to the following Sustainability Appraisal Objectives:

- **SA Objective 1-** Adapting to and mitigating against climate change
- **SA Objective 2-** Living within environmental limits
- **SA Objective 3 -** Safeguarding and enhancing Sunderland's environmental infrastructure
- **SA Objective 4-** Strengthening Sunderland's economy and employment market
- **SA Objective 5-** Stemming the declining population of the city by reducing out migration and encouraging in-migration
- **SA Objective 6-** Establishing a strong learning and skills base for Sunderland
- **SA Objective 7-** Building sustainable communities in Sunderland
- **SA Objective 8-** Improving health and well-being whilst reducing inequalities in health
- **SA Objective 9-** Promoting, enhancing and respecting Sunderland's culture and heritage
- **SA Objective 10-** Developing sustainable transport and communication
- **Chapter 13 to 15-** Relate to the SA of Strategic Sites, Locations for Major Development and Priority Locations for Regeneration.

Chapter 16 sets out the SA conclusions

Chapter 17 sets out initial proposals for monitoring

Chapter 18 sets out what happens next in the SA process

3.0 ADAPTING TO AND MITIGATING AGAINST CLIMATE CHANGE

3.1 Introduction

3.1.1 Climate change, caused in large part by the emission of greenhouse gases (including CO₂) will worsen droughts in the summer, floods in winter, and extreme events such as storms. The Stern Review on the economics of climate change (2006) suggested that, worldwide, climate change could reduce GDP by 20% unless it is actively tackled now. Climate change has direct and negative impacts on agriculture, coastal and marine ecosystems, biodiversity, human health, water resources and poses threats to infrastructure.

3.2 What is the Policy Context?

3.2.1 The supplement to Planning Policy Statement (PPS) 1 (Planning and Climate Change) cuts across all other planning guidance so that where discrepancies occur, it takes precedence. It recognises that there is an urgent need for action on climate change and sets out how planning should contribute to reducing emissions and stabilising climate change. It aims to move towards 100% zero carbon energy supply in housing developments by 2016 and states that the Core Strategy should be informed by local strategies on climate change.

3.2.2 The 2007 Energy White Paper (Meeting the Energy Challenge) aims to cut CO₂ emissions by 60% by 2050 with real progress by 2020 and to generate 10% of electricity from renewable energy sources by 2010 and 20% by 2020. This is also reflected in PPS22, Renewable Energy.

3.2.3 The Pitt Review (2008) was commissioned by the government following the floods of 2007. The review looked at the causes and subsequent management of the flooding to see what lessons needed to be learned about how to manage and respond to this type of event in the future. As part of the review local authorities are required to produce Surface Water Management Plans, where they are needed, which would take an overview of surface water across the area, preventing piecemeal drainage provision and ensuring sustainable development with minimise flood risk. The Draft Flood and Water Management Bill aim's to increase the use of Sustainable Drainage Systems (SUDS) and requires developers to place SUDS in new developments where practicable.

3.2.4 The RSS (Policy 38) states that all plans should contribute to mitigating climate change and assisting adaptation to the impacts of a changing climate and that major new development should secure at least 10% of their energy supply from decentralised and renewable or low carbon sources.

- 3.2.5 The Sunderland Climate Change Action Plan (2008) is the framework through which Sunderland will work to reduce its carbon emissions, and is the first step towards meeting the UK government's long term target. The Action Plan also demonstrates how Sunderland is aiming to support the UK Climate Change Act. It includes proposed actions to reduce carbon dioxide emissions from housing, public and commercial organisations and transport and to reduce methane emissions from the disposal of domestic waste.
- 3.2.6 Sunderland has also signed the European "Covenant of Mayors" initiative which commits Sunderland to submitting a Sustainable Energy Action Plan to the European Commission setting out proposed actions to reduce CO₂.
- 3.2.7 Sunderland is now aiming to cut carbon emissions by at least 34% by 2020 (compared to 2005), to align itself with the new UK Low Carbon Transition Plan (July 2009). This is an increase from the 26% target agreed previously.

3.3 What are the key sustainability objectives we need to consider?

- 3.3.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:
- Put the UK on a path to cut its carbon dioxide emissions by some 80% by 2050
 - Flood risk should be considered at all stages of the plan and development process in order to reduce future damage to property and loss of life.
 - Consult and take into account advice from the Environment Agency when preparing development plans and considering applications for planning permission, which should incorporate the latest information on climate change.
 - Assist in the creation of a positive planning framework for renewable energy and adopt and positively strive to achieve Government's targets and aspirations for renewable energy.

3.4 What is the situation now?

- 3.4.1 The Regional Scoping Study on Climate Change in the North East⁴, which includes temperature records since 1847, shows a 0.5°C mean temperature rise, with most warming occurring since 1930. Also, a regional trend exists showing that winters have got wetter over the same period.
- 3.4.2 By 2007/08, renewable energy projects in the city were producing 4.65MW of energy, with a further 19.0MW of projects being planned. This included the replacement of Great Eppleton Wind Farm, which,

⁴ Source: UKCIP "And the weather today is..." Regional Scoping Study on Climate Change in the North East.

when installed, will produce between 9.98MW and 13.98MW of energy.⁵

- 3.4.3 In 2007, Sunderland's carbon emissions were 1,864,300 tonnes CO₂, which is a 4.5% reduction since 2006, and a 5.6% reduction since the baseline year of 2005. Of these emissions, 34% were produced by housing, 40% from employers (public and commercial) and 26% from road transport. With initiatives known to have been implemented from April 2008 to January 2010, an estimated 56,000 tonnes CO₂ will be saved, taking total emissions in 2009 to 8% below 2005 levels.
- 3.4.4 Recent improvement in the amount of domestic waste recycled has greatly reduced the amount going to landfill, and as a result, methane emissions (a much more powerful greenhouse gas) from landfill have reduced by 17% between 2001 and 2006.
- 3.4.5 In 2006, Sunderland's main landfill site at Houghton Quarry was fitted with a methane capture and combustion unit, to collect and generate electricity from waste landfill gas. This means that all waste going into landfill from now will eventually be capped, and the majority of landfill gas will be collected and burnt, greatly reducing the methane emissions arising from domestic waste disposal.⁶
- 3.4.6 Sunderland is relatively fortunate as far as flooding goes. It is largely elevated well-above sea level with the River Wear running mainly in a deeply incised channel. Few areas are prone to flooding whether tidal, fluvial (from the river) or from surface inundation (local storms).
- 3.4.7 In Sunderland 1,422 properties have been recorded as at risk of flooding. Out of these properties 101 are in Flood Warning Areas, where 87% are registered to the Environment Agency's flood warning service.
- 3.4.8 From 2004/05 to 2007/08 no planning applications have been granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality.⁷
- 3.4.9 A new Strategic Flood Risk Assessment is being undertaken for the city, and will be published later this year. It will provide the evidence base for the City Council to apply the Sequential Test as set out in Planning Policy Statement 25: Development and Flood Risk.
- 3.4.10 The SFRA is expected to state that Sunderland does not have a significant flooding problem, and that tidal flooding from the River Wear is not as significant as first assessed during the first SFRA produced in 2006.

⁵ Sunderland City Council Annual Monitoring Report 2007/08

⁶ Sunderland Climate Change Action Plan

⁷ Sunderland City Council Annual Monitoring Reports

- 3.4.11 The key issues, problems and constraints for Sunderland with regard to climate change, flooding and energy resources are:
- Production of greenhouse gases is expected to increase by 8.8% between 2006 and 2021.
 - The rate of coastal erosion could increase with higher sea levels and more storms.
 - Frequency of flooding, in particular from surface water, is expected to increase.
 - Sea levels could potentially rise, with the tidal surge inundation a greater possibility.
 - The average temperature is projected to increase which will have effects for flora and fauna in the city.
 - More heat waves will affect vulnerable populations e.g. the very young and very old.

3.5 What will the situation be without the plan (up to 2026)?

- 3.5.1 The average temperature in the North East is projected to increase over the next few decades. The latest data⁸ indicates that by 2020, the city can expect a minimum 1.5°C increase in average summer temperature, rising to 2.2°C by 2050 and 3.7°C by 2080.
- 3.5.2 For summer rainfall, Sunderland could see falls of 5% by 2020, 10% by 2040 and 17% by 2080. For winter rainfall, there could be increases of 4% by 2020, 9% of 2040 and 14% by 2080.
- 3.5.3 Due to its location by the sea, Sunderland will have to deal with rising sea levels, though whilst the potential for the frequency and level of flooding will increase, this will be limited in location due to the nature of the River Wear Valley and the raised nature of the coastal topography. Flash flooding will also become more common as a result of increasing precipitation intensity.
- 3.5.4 Average rising sea levels in the north east are lower than those predicted for the global average. However, rising sea levels, in particular under the high emissions scenario, would have major implications for coastal areas like Sunderland.⁹

⁸ UK Climate Projection 2009 (UKCP09)

⁹ Source: And the weather today is ...' Climate Change in the North East (2002)

Table 3.1: Projected Sea Level Increases

	Low Emissions Scenario	High Emissions Scenario
Global Average	9cm	69cm
North East Average	6cm	66cm
London (greatest increase)	26cm	86cm
South West Scotland (lowest increase)	-2cm	58cm

Source: Source: 'And the weather today is ...' Climate Change in the North East (2002)

3.5.5 Future actions and opportunities identified in the Sustainable Energy Action Plan could cut Sunderland's carbon emissions by a further 404,000 tonnes CO₂. This will reduce total emissions to 29% below 2005 levels.

3.6 What will the situation be under the Revised Preferred Options?

3.6.1 By focussing development for large scale town centre uses towards the city's main centres, policy CS1 is encouraging development which attracts large numbers of people in the most sustainable locations, which are accessible by public transport and may also encourage linked trips.

3.6.2 The policy also supports an integrated approach to transport and land use planning. It aims to focus development in accessible built up areas, which would encourage a reduction in trips and promote public transport, walking and cycling.

3.6.3 Policy CS2 supports the reinvigoration of the Metro which could attract more users as trains and stations are upgraded making them more attractive. The potential re-opening of the Leamside Line would lead to increase use of the railway for freight movement, which would lead to road being used less. Improving arterial routes through congestion reduction initiatives and enhanced bus infrastructure would encourage more people to use the bus rather than the private car.

3.6.4 The creation of cross-boundary and other cycle routes, including an off-road cycle network for Washington and a direct cycle link from Doxford International to Belmont Viaduct, along all the other schemes discussed, and policy CS1 would lead to a reduction in carbon dioxide and other greenhouse gas emissions.

3.6.5 However, the development of the Sunderland Strategic Transport Corridor, the Central Route and the Ryhope to Doxford Link Road would increase vehicle use in the city and would lead to an increase in emissions.

3.6.6 Policy CS3 aims to ensure that development is located and designed so as to reduce the risk from climate change impacts and minimise

the risk from flooding in accordance with the city's Sunderland Strategic Flood Risk Assessment and also promotes the use of Sustainable Urban Drainage systems and other drainage techniques.

- 3.6.7 The policy requires development to achieve minimum sustainable construction levels to ensure that any new development contributes to the government's aim of making all new homes Zero Carbon by 2016 and all other non-domestic buildings Zero Carbon by 2019.
- 3.6.8 Policy CS3 also supports renewable energy developments. The area policies for Washington, Coalfield and Central Sunderland give further detail to the potential location of these developments; Nissan, Great Eppleton and the Port.
- 3.6.9 How can the effects be mitigated/ enhanced?**
The plan could enhance effects by requiring developments to go above the sustainable construction methods outlined. However, this could impact upon a development's viability. The City Council and its partners could also promote the proposed cycle networks to ensure more people know about these routes. More attractive pricing could lead to more people using the bus.

Table 3.3: Summary of Impacts- Adapting to and mitigating against climate change

Type of impact	Preferred options
Short/medium term (0-10 years)	Housing development would move towards ensuring that they are zero carbon.
Long term (11-15 years)	Development attracting large numbers of people in the most sustainable locations, which are accessible by public transport and encourage linked trips would have been developed, whilst all new homes would be zero carbon.
Areas likely to be significantly affected	<p>Sunderland City Centre, Washington Town Centre and Houghton Town Centre would be affected as large scale town centre uses are, and would be, focused there.</p> <p>All sub-areas of the city are likely to be affected positively in terms of transport infrastructure. However, Washington is the only sub-area which is unlikely to be affected detrimentally as no new road schemes are proposed here.</p> <p>In terms of sustainable construction the whole city would be affected as the policy is applicable to all developments.</p>
Permanent vs. temporary	<p>If large scale town centre uses are continually focused towards the main centres in the most sustainable, accessible locations, the effects would be permanent.</p> <p>As transport infrastructure is permanent, the effects would be permanent too.</p> <p>Sustainable construction methods are likely to have permanent impacts on reducing carbon emissions.</p>
Secondary	<p>Effects include increased vitality and viability of the three main centres which could lead to increased investment and more jobs.</p> <p>Secondary effects of the transport schemes could include improving air quality as fewer people use private vehicles leading to better health. The development of more cycle routes could also lead to better health for users.</p> <p>Secondary effects of the three road schemes include worsening air quality which could have a detrimental impact on health and biodiversity.</p> <p>By moving towards Zero Carbon energy supply in all developments, and making home more energy efficient, residents would be spending less money on utilities and increase their disposable income.</p>

4.0 LIVING WITHIN ENVIRONMENTAL LIMITS

4.1 Introduction

4.1.1 The re-use of PDL often referred to as brownfield land, has become increasingly significant in development planning, so as to minimise the growth of urban areas into countryside and onto other undeveloped 'greenfield' land. In Sunderland, PDL sites are primarily along the river corridor. This objective also looks at air and water quality.

4.2 What is the Policy Context?

4.2.1 Local authorities have a statutory duty under the 1995 Environment Act to monitor air quality in the area regularly. If it is deemed necessary it can declare an Air Quality Management Area (AQMA) where air quality exceeds pollution limits.

4.2.2 The Air Quality Strategy for England (Working Together for Clean Air, 2002) sets out key targets for nine pollutants and air quality objectives and policy options to further improve air quality in the UK. As well as direct benefits to public health, these are intended to provide important benefits to quality of life and help to protect the environment.

4.2.3 The Tyne and Wear Local Transport Plan seeks to improve air quality across Tyne and Wear as a whole and also states that wherever possible, the City Council should prevent designating Air Quality Management Areas.

4.2.4 PPG 14, Development on Unstable Land, explains the effects of instability on development and land use and examines the causes of instability and explains instability should be taken into account in the planning process.

4.2.5 The Regional Spatial Strategy recognises the need to make the best use of land and optimise the development of previously developed land in sustainable locations. It also promotes the concept of green infrastructure in and around the regions towns and cities.

4.2.6 The Sunderland Strategy also aims to maximise the use of previously developed land in accessible locations for new development, in order to minimise the need to develop on greenfield land and reduce travel requirements.

4.2.7 PPS10, Planning for Sustainable Waste Management, sets out key planning objectives to be integrated into local planning strategies which will help to meet the government waste policy. This guidance has been successfully integrated into the National Waste Strategy (2007).

4.2.8 Specific waste targets in the National Waste Strategy were incorporated into regional waste management plans. The South Tyne and Wear Joint Municipal Waste Management Strategy (2007) outlines objectives and targets which include a 45% increase in recycling/composting and 75% increase in waste recovery by 2020. Furthermore, at a local level the Sunderland Strategy sets out targets to support sustainable patterns of consumption by reducing waste to landfill to less than 25% by 2025.

4.2.9 The Water Framework Directive (2000/60/EC) introduces an integrated and coordinated approach to water management through a statutory system of analysis and planning for river basins. The Directive sets target for the quality of all inland and coastal waters to reach 'good status' by 2015.

4.3 What are the key sustainability objectives we need to consider?

4.3.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- Maintain air quality where it is good and improve it in other cases.
- Protect our human health and environment by producing less waste and prioritise waste management in accordance with the waste hierarchy: reduce, re-use, recycle, and recover energy from waste.
- Improve the water quality of river, ground and coastal waters that are considered to be 'at risk' of not meeting Directive objectives.
- Make the best use of land and optimise the development of previously developed land in sustainable locations and maintain the broad extent of the Green Belt

4.4 What is the situation now?

4.4.1 Air Quality

The last Updating and Screening Assessment of Air Quality (USA)¹⁰ for the city was undertaken in 2006 in accordance with the Environmental Act 1995. The results of the USA found that air quality across Sunderland is currently within pollutant limits. As a result no AQMAs have had to be declared in the city.

4.4.2 The latest air quality data indicates those days when the levels of Particulate Matter 10 (PM10) are 'moderate' or 'high' or above the Air Quality Strategy. The table below shows that levels have risen from zero days in 2005 to one and three moderate days in 2006 and 2007

¹⁰ Sunderland Updating and Screening Assessment for Air Quality (2006) Available at: www.sunderland.gov.uk/public/editable/themes/healthy-city/eh/pollution/.../Updating-Screening-Assessment-of-Air-Quality-2006.pdf

respectively although other pollutants have remained relatively constant.

Table 4.1: Days of Moderate or High Air Pollution

Year		2004	2005	2006	2007
Days when air pollution is 'moderate' or 'high' or above the Air Quality Strategy	Nitrogen Dioxide	0	7 high 11 moderate	0	0
	Sulphur Dioxide	0	0	0	0
	Carbon Dioxide	0	0	0	0
	PM10	0	0	1 moderate	3 moderate

Source: Sunderland City Council Annual Monitoring Report 2007/08

4.4.3 Land Resources

Sunderland has only one site designated as contaminated land, Halliwell Banks Quarry at Ryhope Cliffs. The site was designated as a Special Site in November 2008 and has been passed to the Environment Agency to regulate and ensure remediation.

4.4.4 In the area from Hendon Promenade southward to the city boundary and beyond, coastal erosion and landslip occurs where defences such as walls/promenades/piers are not present.

4.4.5 As with most of the region, areas such as Houghton, Hetton, Shiney Row and Washington contain many old mineshafts, drifts and shallow coal workings, many of which pre-date the Coal Authority's own records. It is therefore possible that unknown workings may re-open or to be a source of subsidence

4.4.6 The re-use of previously developed land and buildings (PDL), often referred to as brownfield land, has become increasingly significant in spatial planning. The city's main PDL sites are primarily along the river corridor.

4.4.7 Sunderland continues to achieve the government and NE RSS targets of 60% and 80%, respectively, for new homes provided on previously developed land.

Table 4.2: New Homes Provided in Sunderland on PDL

Financial Year	% of dwellings built on PDL	% of dwellings on Greenfield land
2007/08	94	6
2006/07	94	6
2005/06	91	9
2004/05	72	28

Source: Property and Business Gazetteer 2008

Includes gains from new build, change of use and conversion

4.4.8 Healthy soils are essential to sustainable development. Soils form part of most terrestrial habitats, provide a medium in which plants can grow and are, therefore, essential to biodiversity. Similarly, they play a key role in agriculture, with the fertility of the soil having a major bearing on the productivity of the land.

4.4.9 Agricultural land is categorised into Grades 1-5, with Grades 1, 2 and 3a being considered the best and most versatile. Sunderland's agricultural land is likely to fall into Grade 3. However at present there is no comprehensive survey information available which reliably identifies areas of Grade 3a or above.

4.4.10 Waste

The amount of municipal solid waste produced in tonnes has been steadily decreasing. Between 2002/03 and 2007/08, the amount of municipal solid waste produced in the city fell by 6%.

4.4.11 In the same period, the percentage of household waste recycled in the City rose by 15%, and the percentage of waste composted by nearly 9.5%. This increase in recycling and composting took place whilst household waste landfill levels fell by 23%.¹¹ Although Sunderland has also made improvements in recycling rates, it is still below the average regional and national figures.

4.4.12 Water

The River Wear estuary is currently classified as moderate in terms of both ecological and chemical quality and is considered at risk of not meeting the requirements of the Water Framework Directive by 2015. The coastal waters adjacent to Sunderland are currently of moderate ecological quality and high chemical quality, with a prediction for 2015 of moderate ecological quality and good chemical quality.

4.4.13 There are two designated Bathing Waters within the city both of which are located in the seafront area between Seaburn and South Bents, and at Roker. These are considered to be 'sensitive' areas for water quality with any waste water requiring secondary treatment before deposition. Their water quality has been rated as 'excellent' (meeting European Bathing Water guideline standards) but when the

¹¹ Best Value Performance Indicator Report 2007/08

bathing season includes periods of heavy rainfall, results can fall to 'good' (mandatory standard).¹²

- 4.4.14 Both beaches had lost their 'Blue Flag Status' in 2008. However, Roker beach has now regained it, whilst Seaburn had its Quality Coast Awards renewed indicating that it is well managed, although not up to Blue Flag Status.
- 4.4.15 Groundwater quality in the magnesian limestone found in the east of the city is currently rated as poor for both quantitative and chemical quality and predicted to remain poor by 2015. Groundwater in the carboniferous limestone and coal measures further west is currently good in terms of quantitative quality but poor in chemical quality, with the situation again predicted to remain unchanged up to 2015¹³.
- 4.4.16 The Environment Agency has classed the River Wear as being very good in terms of chemical and biological water quality¹⁴. Achieving chemical water quality of Grade A means that the river has natural ecosystems and would make very good fisheries. It may also be used for any type of water abstraction including potable supply. Grade A in terms of biological quality means that the river is similar to that expected for an unpolluted river¹⁵.
- 4.4.17 The key issue for the city with regard to this objective include:
- Sunderland still has low levels of recycling and composting when compared regionally and nationally and has higher levels of waste being sent to landfill. However, this may improve in the future due to the landfill avoidance tax and the implementation of the South Tyne and Wear Waste Management Partnership Joint Municipal Waste Management Strategy.
 - The River Wear estuary is currently classified as moderate in terms of both ecological and chemical quality and is considered at risk of not meeting the requirements of the Water Framework Directive by 2015.
 - There are high levels of nitrates and very high level of phosphates entering the river system.
 - Groundwater quality in the magnesian limestone found in the east of the city is currently rated as poor for both quantitative and chemical quality and predicted to remain poor by 2015, which may have been implications for water quality abstracted from the aquifers.
 - Traffic levels and car ownership and carbon and greenhouse gas emissions are likely to increase as a result of transport, and although currently not a significant sustainability issue, air quality may then become so in the future.

¹² Environment Agency website '*what's in your back yard*'

¹³ Environment Agency '*what's in your back yard?*', March 2009

¹⁴ Environment Agency '*what's in your back yard?*', March 2009

¹⁵ Environment Agency '*what's in your back yard?*', March 2009

4.5 What will the situation be without the plan (up to 2026)?

4.5.1 Air Quality

The Tyne and Wear Local Transport Plan states that levels of car ownership are growing faster in Tyne and Wear than any other part of England and as a result traffic levels in Sunderland are expected to continue to rise. Poor air quality from transport does not only result in health problems and unpleasant living conditions for those residents affected by it; it is also a threat to the region's development and regeneration.

- 4.5.2 Emissions from vehicles are likely to increase as traffic levels rise and congestion increases. Sunderland City Centre is likely to be most affected as the city's major focus for, shopping and services employment within the region. It is possible that the air quality objectives in this area will be exceeded especially in 'hot spot' areas where levels of nitrous oxides are already close to limits. Whilst continued improvements in vehicular technologies could help to limit emissions it is likely that there would be a net increase in pollutants.

4.5.3 Land Resources

The Council is keen to promote the reuse of previously developed land, some of which may be contaminated. Developers are required to remediate any such contaminated land prior to construction taking place. It is likely that ongoing redevelopment in the City will result in the continuing clean up of contaminated land and the continuing use of previously developed land.

- 4.5.4 Continued priority accorded to the reuse of previously developed land will minimise pressure for urban development on the agricultural land resource, the countryside more generally and urban greenspace. In effect, continued use of brownfield land will maintain the loss of greenfield land of all kinds to about a fifth of what could happen should the brownfield land not be utilised.

- 4.5.5 Significant coastal erosion will continue to take place in the vicinity of the cliff south of Hendon beach to Ryhope Dene due to the lack of defences.

4.5.6 Waste

Sunderland's municipal waste arisings have been forecast to grow from current levels to 182,655 tonnes by 2021¹⁶. The forecast for 2007/08 was that 161,137 tonnes of waste would be produced. However, the actual number was 155,667- a difference of 5,470 tonnes (3.4%).

- 4.5.7 There has been an upward trend in recycling and composting in the city and this is likely to continue. However, it is unlikely that

¹⁶ North East Assembly Apportionment of Future Waste Arisings, Entec Report January 2008

Sunderland will meet the target set out in the national Waste Strategy.

4.5.8 Water

The water quality of beaches in Sunderland is likely to continue to be at a 'Good' or 'Excellent' level. However, the River Wear estuary is currently considered at risk of not meeting the requirements of the Water Framework Directive by 2015.

4.6 What will the situation be under the Revised Preferred Options?

4.6.1 Policy CS4, Waste Management, aims to reduce waste production and increase recycling through applying the waste hierarchy (reduce, re-use, recycle, recover energy from waste and ultimately disposal).

4.6.2 Policy CS3 aims to ensure that development, and site selection, is in accordance with the RSS sequential approach, ensuring that development is built in the most sustainable locations. This prioritises previously developed land in urban areas, which would lead to land in Central Sunderland and Sunderland South being maximised.

4.6.3 Development of the three road schemes outlined in policy CS2 would lead to a decrease in air quality across the city, except Washington. This could exacerbate existing problems with air quality in the city centre and possibly lead to the designation of an Air Quality Management Area. Sustainable transport schemes mentioned in the policy would help to increase air quality in some areas though promoting the bus as a sustainable mode of transport along with the Leamside Line and promoting walking and cycling. Policy CS3 also aims to prevent the development of increased air pollution levels and Air Quality Management Areas.

4.6.4 Policy CS5, Minerals, would not minimise the use of global and local resources by continuing to extracting sand and gravel from the city's quarries. Mineral safeguarding areas would ensure that resources are available for the future.

4.6.5 Policy CS3 aims to ensure that the adverse effects of pollution are minimised through ensuring development along the River Wear continues to deliver improvements in water quality and that water resources are protected against pollution.

4.6.6 How can the effects be mitigated/ enhanced?

Through educating residents and promotional material, waste could be minimised and levels of recycling could increase.

Table 4.3 Summary of Impacts- Living within environmental limits

Type of impact	Preferred options
Short/medium term (0-10 years)	More waste would be recycled and less would be sent to landfill. Development sites would continue to be selected in accordance with the sequential approach.
Long term (11-15 years)	Sites would continue to be selected in line with the sequential approach but may lead to less sustainable sites being developed as the most sustainable ones have already been the subject of development.
Areas likely to be significantly affected	The city centre currently has the worst air quality in the city. This could be exacerbated by developing the SSTC. Also bus routes into the city centre are also highlighted from all across the city and this could have positive effects on air quality.
Permanent vs. temporary	The effects of people disposing of less waste and recycling more is likely to be permanent, as people are educated and get into a pattern of recycling.
Secondary	If less waste is sent to landfill, this can have lead to a reduction in carbon emissions. However, if energy is recovered from waste, this could lead to an increase in emissions.

5.0 SAFEGUARDING AND ENHANCING SUNDERLAND'S ENVIRONMENTAL INFRASTRUCTURE

5.1 Introduction

5.1.1 Large swathes of the city are designated Green Belt and almost 40 percent of the city area comprises of countryside. The city is also home to many urban wildlife sites, open spaces and gardens, which are home to a variety of wildlife. These areas require continued conservation and enhancement.

5.2 What is the Policy Context?

5.2.1 At a European level the European Conservation of Natural Habitats and Wild Fauna and Flora Directive (92/43/EC) requires the protection of species and habitats of EU nature conservation designations and introduced the concept of Appropriate Assessment. The European Conservation of Wild Birds Directive (79/409/EC) provides for the protection of all naturally occurring wild bird species and their habitats, with particular protection for rare species.

5.2.2 The Biodiversity Strategy for England promotes sustainable development by ensuring biodiversity considerations are integrated into policies and programmes and includes the broad aim that planning, construction, development and regeneration should have minimal impacts on biodiversity.

5.2.3 Government guidance strongly emphasises the need to protect biodiversity (PPS9). The Government's vision is to conserve, enhance and restore the diversity of England's wildlife and geology by sustaining and improving the quality and extent of natural habitats and geological sites. Furthermore, it advocates measures to improve biodiversity in green spaces and amongst developments in urban areas.

5.2.4 At a sub-regional level, the Durham Biodiversity Action Plan (DBAP) aims to help species and habitats that are considered to be under threat. The DBAP along with the RSS promotes the continued protection and enhancement of important sites and species.

5.2.5 Planning Policy Guidance 2, Green Belts, states that the Green Belt must be maintained to prevent urban sprawl and to preserve the openness of the Green Belt. One of the main purposes of the Green Belt is to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

5.2.6 The Durham Heritage Coast Management Plan aims to promote, protect and enhance the natural beauty of the coast.

5.3 What are the key sustainability objectives we need to consider?

5.3.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- Conserve, enhance and restore the diversity of wildlife and geology by sustaining and improving the quality and extent of natural habitats and geological sites.
- Maintain, and where possible, enhance habitats and species that are considered to be under threat.
- Maintain the broad extent of the Green Belt and protect the countryside for the sake of its intrinsic character and beauty
- Preserve the character of the heritage coast

5.4 What is the situation now?

5.4.1 Biodiversity and Geodiversity

Sunderland has many sites of botanical interest and a variety of habitats of value to wildlife, including parts of two Natura 2000 sites, comprising the Northumbria Coast Special Protection Area (SPA) and Durham Coast Special Area of Conservation (SAC).

5.4.2 Both the SAC and SPA sites are fragmented, comprising discrete portions of the coast north and south of the Wear Estuary. The SAC overlaps part of the SPA and Ramsar site,.

5.4.3 The SPA comprises sections of rocky foreshore and during the winter season supports purple sandpipers and turnstones. Key threats to these are the potential loss of feeding habitat (as a result of removal or smothering of the habitat), and non-physical disturbance through noise or visual disturbance (e.g. from dog walking).¹⁷

5.4.4 During the breeding season the SPA/Ramsar site regularly supports pairs of little terns.¹⁸ Sources of threats to the breeding little tern colonies could potentially include habitat loss and disturbance at the breeding areas, and declines in food supply.¹⁹

5.4.5 The individual units which make up the SPA, SAC and Ramsar sites are also designated as sites of special scientific interest (SSSI).

5.4.6 Within the city there are also a further 17 Sites of Special Scientific Interest, 10 of which are identified for both biological and geological or geomorphical value²⁰.

¹⁷ City of Sunderland Unitary Development Plan, Alteration No. 2 Central Sunderland, Appropriate Assessment

¹⁸ <http://www.jncc.gov.uk/page-161>

¹⁹ City of Sunderland Unitary Development Plan, Alteration No. 2 Central Sunderland, Appropriate Assessment

²⁰ <http://www.sssi.naturalengland.org.uk/Special/sssi/report.cfm?category=C,CF>

Table 5.1: Condition of SSSI's in Sunderland 2009

SSSI Name	Condition
Claxheugh Rock and Ford Limestone Quarry	100% Favourable
Dawson's Plantation Quarry	100% Favourable
Durham Coast	60.18% Favourable 33.54% Unfavourable Recovering 5.83% Unfavourable No Change 0.45% Unfavourable Declining
Fulwell and Carley Hill Quarries	100% Favourable
Gilleylaw Quarry	100% Favourable
Herrington Hill	100% Favourable
Humbledon Hill Quarry	100% Favourable
Hylton Castle Cutting	100% Favourable
Joe's Pond	100% Favourable
Moorsley Banks	100% Favourable
Tunstall Hill and Ryhope Cutting	100% Favourable
Wear River Bank	100% Favourable
Hetton Bogs	100% Unfavourable Recovering
High Haining Hill	100% Unfavourable Recovering
High Moorsley	100% Unfavourable Recovering
South Hylton Pasture	100% Favourable Recovering
Hastings Hill	100% Favourable

Source: Natural England, April 2009²¹

5.4.7 There are also 70 Sites of Nature Conservation Importance and five Local Nature Reserves within the city. Rainton Meadows Nature Reserve, an SNCI, was awarded green flag status in 2007.

5.4.8 In addition Sunderland has two Priority Habitats identified in the UK Biodiversity Action Plan (the Maritime cliffs and slopes and Lowland calcareous grassland), and a number of priority habitats with the DBAP Action Plan.

5.4.9 Land Resources

Although primarily urban and industrial in character, nearly 30 per cent of land in the city is designated Green Belt, covering 70% of the city's rural area, a total of 4211 hectares. The Green Belt has had a strategic role separating the built up areas of Washington, Sunderland and Houghton-le-spring, and maintaining access to the

²¹ <http://www.sssi.naturalengland.org.uk/Special/sssi/report.cfm?category=C,CF>

countryside and promoting urban regeneration while allowing for essential development when needed.

5.4.10 Landscape

Natural England has mapped England into 159 separate distinctive National Character Areas. Sunderland is included in two of these areas, the Tyne and Wear Lowlands and the Durham Magnesian Limestone Plateau.

5.4.11 The Hendon Leas to Ryhope coastline forms part of the Durham Heritage Coast. It includes four sites of nature conservation importance, one of which includes a regionally important geological/geomorphological site and is characterised by a mix of open space/agricultural land uses.

5.4.12 Natural England has defined the coastline as a nationally important landscape, with several key characteristics:

- Gently undulating low upland plateau, of open, predominantly arable, farmland dipping southward and eastward, with incised denes cut into coastal edge on the east.
- Clearly defined west-facing escarpment, dissected by minor streams, with remnant broadleaved woodland, scrub and species-rich limestone grassland on steeper slopes.
- Widespread industrial development, with large scale active and disused quarries and landfill sites, often prominent on the escarpment, and areas of derelict, under-used or recently restored colliery land.
- Varied coastal scenery of low cliffs, bays and headlands, rich in wildlife, although despoiled in places by former extensive dumping of colliery waste on beaches and foreshores.
- Strong urban development, dominated by Sunderland and by larger mining towns and villages towards the north and east, contrasting with small villages in rural areas.
- A19 corridor, railway lines and other infrastructure elements.

5.4.13 The key issues for the city with regard to this objective include:

- Climate change;
- Inappropriate built development;
- Priority habitats and species that are recognised nationally and internationally require greater protection.
- Coastal erosion, flooding and rising sea levels have led to the need for re-alignment of coastal defences which may damage designated sites.
- Development along the River Wear corridor may have detrimental effects on protected species.
- Sufficient suitable sites for new development must be maintained to meet requirements but also to protect the City's Green Belt, other settlement breaks and major open spaces

- No policy protection such as is provided by Green Belt status, for the Durham Magnesian Limestone in the southern coalfields.
- The need to conserve and enhance the Durham Heritage Coast, a nationally defined landscape;
- Ensure the protection and enhancement of protected species in designated sites.

5.5 What will the situation be without the plan (up to 2026)?

5.5.1 The baseline has illustrated that the SSSI designations within the city are predominantly in favourable condition. It is reasonable to consider that this picture may continue.

5.5.2 The most important designations are the Northumbria Coast SPA/Ramsar/SSSI and the Durham Coast SAC/SSSI. Due to large urban populations close to the coast, the coastline does suffer heavily from disturbance by human activity. There is little reason to believe that degradation of habitats by human activity will continue at any faster a pace than it is currently, but this will depend on the activities/lifestyles of the population.

5.5.3 Coastal erosion as a result of climate change however is considered to be the primary long term risk affecting habitats and biodiversity along the Sunderland coastline. This has implications not just for the geomorphology of the coastline but also habitats in the coastal zone. Taking into account future predictions for seas level rises and storm frequency/extreme weather events, it is not illogical to presume that habitat quality will worsen as a result. Coastal geomorphology will also be altered as the Shoreline Management Plan leaves the majority of this section of coast to natural forces.

5.5.4 The application of national and regional policy should ensure that the broad extent of the Green Belt open is maintained.

5.6 What will the situation be under the Revised Preferred Options?

5.6.1 The establishment of green infrastructure in CS1 would ensure that biodiversity in the city is enhanced and designated sites are protected. The policy also aims to maintain the broad extent of the Green Belt (except land North of Nissan) from inappropriate development.

5.6.2 One of the six key interlinked green corridors is the coast, which includes the Durham Heritage Coast. This gives the coast an element of protection. However, one of the key aims of green infrastructure is to increase accessibility and functionality of designated areas. This could lead to an increase in users which could have a detrimental impact on the Heritage Coast.

- 5.6.3 Policy CS2 aims to conserve and enhance designated sites throughout the city from inappropriate development which would enhance the biodiversity potential of the city and protect designated sites. The policy also aims to protect and enhance priority habitats and species in line with the Durham Biodiversity Action Plan.
- 5.6.4 Policy CS3 aims to ensure that development does not have an adverse impact on biodiversity but should seek to enhance it and where appropriate propose mitigation measures. This would lead to biodiversity being protected and enhanced throughout the city.
- 5.6.5 The areas policies outline locally important green infrastructure corridors which would be protected and enhanced. The plan also aims to maintain the balance between recreation and conservation particularly in areas close to sensitive natural sites along the River Wear. These would enhance the biodiversity potential of the city and continue to protect nature conservation sites across the city.
- 5.6.6 How can the effects be mitigated/ enhanced?**
Mitigation measures along the Durham Heritage Coast could be implemented, which would inform users of the areas importance. Development along the River Wear should be undertaken in a careful manner and mitigation measures should be proposed if there could be any possible effect on wildlife and their habitats in the area.

Table 5.2: Summary of Impacts- Safeguarding and enhancing Sunderland's environmental infrastructure

Type of impact	Preferred options
Short/medium term (0-10 years)	Green infrastructure would be established across the city. Designated sites would be protected across the city.
Long term (11-15 years)	Biodiversity would continue to be protected, including the Durham Heritage Coast and designated sites across the city.
Areas likely to be significantly affected	Designated sites and green infrastructure corridors across the city would be significantly affected in a positive manner.
Permanent vs. temporary	The effects are likely to be permanent, protection would last throughout the plan period and beyond.
Secondary	Green infrastructure can have positive effects on health by improving access to green and open space.

6.0 STRENGTHENING SUNDERLAND'S ECONOMY AND EMPLOYMENT MARKET

6.1 Introduction

6.1.1 In the 19th and 20th centuries, the key drivers of the economy in Sunderland were mining and new heavy industries (including ship building). With the decline of these industries, large numbers of the workforce were made unemployed. However, new primary sources of employment for the city's workforce have witnessed a step-change in the economy providing more sustainable and diverse forms of economic development.

6.2 What is the Policy Context?

- 6.2.1 Planning Policy Statement 1, Sustainable Development, stresses the importance of a strong, stable and productive economy and requires planning authorities to ensure that the necessary infrastructure is provided to support new and existing economic development. Accessibility to jobs and services should also be addressed as a means of achieving social cohesion and inclusion. PPS1 also emphasises the need for Planning Bodies to bring forward "*sufficient land of a suitable quality in appropriate locations..... for a positive planning framework for sustainable economic growth*".
- 6.2.2 Planning Policy Guidance 4, Industrial, Commercial Development and Small Firms, aims to balance the aims of promoting economic development and promoting and maintaining a high quality environment. The guidance note encourages: new development in locations, which minimise the length and number of trips, especially by motor vehicles and new development in locations that can be served by more energy efficient modes of transport. It also discourages new development where it would be likely to add unacceptably to congestion.
- 6.2.3 Communities and Local Government have produced a Draft Planning Policy Statement 4 (PPS4) on sustainable economic development. The Government's key objective for sustainable economic development is to enable communities to take full advantage of the economic opportunities available to them, sustaining and creating employment and prosperity.
- 6.2.4 To achieve this objective, the Government is seeking to; raise productivity; maximise job opportunities for all; improve the economic performance of all English regions and reduce the gap in economic growth rates between regions; deliver sustainable development and build prosperous communities by improving the economic performance of cities, sub-regions and local areas, promoting regeneration and tackling deprivation.

- 6.2.5 The North East Regional Spatial Strategy recognises that there is an increasing need to focus economic growth in the most sustainable locations, which maximising regional growth and wider regeneration priorities, whilst safeguarding the environment. The North East Regional Economic Strategy sets out how the region is going to deliver greater and sustainable prosperity to all of the people of the North East and aims to Increase GVA per head to 90% of the UK average.
- 6.2.6 The Sunderland Strategy sets out key aims to directly sustain and promote local economic development in the city. The Strategy under its *prosperous city* priority area seeks to *'To create an enterprising and productive global city with a strong and diverse economy. A city that provides jobs and careers for generations to come, where everyone has the opportunity to contribute to and benefit from the local economy. People will fulfil their potential to be skilled, motivated and wealth creating without losing the special characteristic of Sunderland's balanced way of life'*. The strategy aims to increase average wage and GVA in the city to those of national levels by 2025.

6.3 What are the key sustainability objectives we need to consider?

- 6.3.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:
- Promote a strong, stable and productive economy that aims to bring jobs and prosperity and all
 - Balance the aims of promoting economic development and maintaining a high quality environment
 - Improve GVA through increased participation, increased productivity and creating businesses.

6.4 What is the situation now?

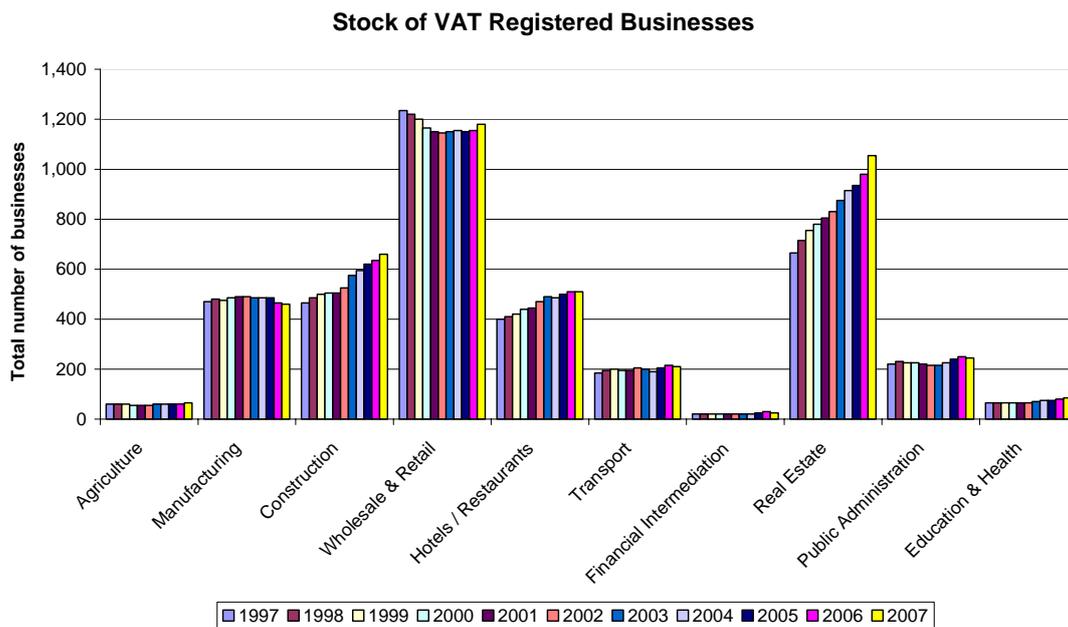
- 6.4.1 The step-change in employment sectors from the former traditional industries to a significant increase in the service industries is evident, as the workforce now is primarily employed in the public administration, education and health sectors (30%); other industries sustaining significant levels of employment are distribution, hotels and restaurants (20%), and finance, IT and other business activities (19%).
- 6.4.2 The percentage of people economically active within the city is consistently lower than regional and national levels whether in employment as an employee or self employed.²²
- 6.4.3 The majority of Sunderland's workforce (78.2%) is employed in the service sector (this includes distribution, public administration and finance). However, this is still lower than both the regional and

²² Nomis

national average. Sunderland also has a higher proportion of people working in the manufacturing sector (14.9%) than both the regional (12.5%) and the national average (10.6%).²³

- 6.4.4 Key changes to VAT registered businesses in the city include the significant increases in construction, hotel/restaurants, and real estate, other changes include an increase in public admin and education whilst there has been a continued decline in manufacturing since 2005.

Figure 6.1



Source: Nomis

- 6.4.5 Since 2002, gross weekly pay for residents of Sunderland has consistently been lower than that of their regional and national counterparts. However, the percentage rise since 2002 (21%) is slightly higher than both the region (19%) and Great Britain (18%). Gross weekly pay by workplace shows that in 2008, Sunderland workers earned 2.8% more when compared to the regional workforce.
- 6.4.6 In terms of retail, Sunderland is the third largest shopping centre in the North East Region, behind Newcastle City Centre and the Metro Centre.
- 6.4.7 Sunderland City Centre is by far the largest of the service centres in the city, with Washington second and then several smaller local town and district centres. The table below indicates that there has been a reduction in floorspace in several of the smaller centres, with floorspace in Concord falling by nearly 14% and Hetton by nearly a

²³ Nomis

quarter. However, the information also shows that where an increase in floorspace has taken place, the change has been quite significant. For example the City Centre grew by 16.5% and Houghton by 20% between 1993 and 2006.

Table 6.1: Floorspace Change in the Main Centre's in Sunderland

	1993	1999	2001	2005	2006	% Change 1993-2005
Sunderland City Centre	107546	111111	124030	124169	125297	16.5%
Sea Road	5671	5859	5787	5684	5692	-0.4%
Southwick	6275	5766	5729	5603	6055	-3.5%
Chester Road	3679	3842	3714	3581	3646	-0.9%
Washington Town Centre	31482	31095	31095	31095	40387*	28.3%
Concord	5805	5078	5060	5005	5005	-13.8%
Houghton Town Centre	6652	7445	7726	8005	7979	19.9%
Hetton	2289	2211	1978	1719	1719	-24.9%

* Takes into account the recently built Galleries Retail Park which opened in October 2008.

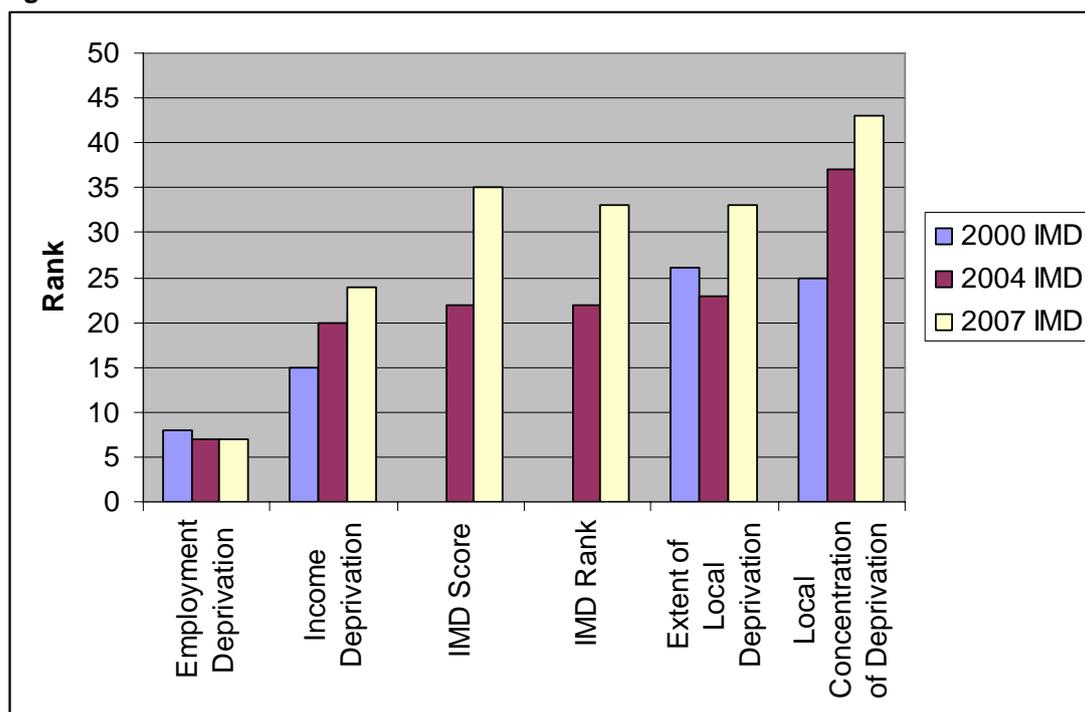
Source: 2007 LDF Topic Paper 5: Retailing and Town Centres

6.4.8 Indices of Multiple Deprivation

There are 188 LSOAs in Sunderland. According to the IMD, 82 of these (43% of the city's population) are ranked among the 20% most deprived LSOAs nationally, 41 (22%) of those SOAs are ranked within the 10% most deprived nationally. They are home to about 59,000 people. Eighteen of these LSOAs are in the most deprived 5% nationally and 3 in the most deprived 1%. These 3 LSOAs are in Hendon and Southwick wards.

6.4.9 Communities and local government have produced six local authority summaries of the Indices of Multiple Deprivation (IMD) data which give rankings of deprivation for all 354 English district and unitary authorities. Sunderland is in the top 50 on all six of these rankings.

Figure 6.2. Summaries of IMD data for Sunderland



6.4.10 Although Sunderland remains in the top 50 of the six district summary rankings there is a recognisable improvement in terms of the 2004 and 2000 ranks in all but employment deprivation, where Sunderland remains in the 10 most deprived authorities.

6.4.11 The key issue for the city with regard to this objective include:

- Unemployment in the city is rising and the outlook for the city, regional and national economy is poor and is expected to remain so until 2010, with the recovery expected to be slow. This may further impact on residents migrating out of the city and on existing high levels of deprivation.
- Lack of employment in the City Centre, notably office based, results in a lack of spending power and poor retail offer, and greater reliance on less sustainable employment locations elsewhere.
- The number of people employed in manufacturing is falling which could lead to higher levels of unemployment and may mean that more training and learning opportunities need to be established.
- New jobs are being created in other sectors, some of which may not offer sustainable employment in the long term.
- Need to further diversify economic base.
- Need for greater geographical spread of shopping facilities to meet local needs.
- Peripheral non-central employment locations, lead to substantial cross- town journeys.
- Sunderland is in the top 50 authorities for all six domains of deprivation on the IMD

6.5 What will the situation be without the plan (up to 2026)?

- 6.5.1 In the short term levels of unemployment in the city are set to continue as the economic downturn gets worse, whilst those in a job may have to take a pay cut or have their pay frozen. The unemployment rate has been rising steadily across the country to 7.1% for the 3 months to March 2009, up 0.8% over the previous quarter and 1.8% over the year.
- 6.5.2 National unemployment is forecasted to rise above 3 million by 2010. Average earnings short term prospects are also poor given the employment outlook.
- 6.5.3 The largest increases in VAT registrations since 1997 have been in Construction and Real Estate. These will be affected by the current economic downturn and may fall.
- 6.5.4 Sunderland's rank in the IMD will continue to increase. Again, however, this may change due to the recession.

6.6 What will the situation be under the Revised Preferred Options?

- 6.6.1 Policy CS1 distributes 225 hectares of land for employment uses throughout the five sub-areas, with Washington accommodating nearly 50% of this. However, employment land in the Washington (CS9) sub-area would be focussed towards providing for larger floorspace and logistical activities which generally are very low density and produce fewer jobs. Although Central Sunderland (CS6) receives much less employment land, office development would be prioritised here, in particular the city centre. Offices development in the city centre would be of a high density, potentially creating far more jobs.
- 6.6.2 Policy CS2 promotes the diversification of the economy, including the creation of a "University City" through supporting high-tech and knowledge based sectors and the potential of the city to accommodate over 90,000sqm of retail floorspace, concentrated on the city centre but also within Houghton town centre and Sunderland North. The city centre would also be strengthened by focussing large scale main town centres uses there.
- 6.6.3 The development of the SSTC, and other transport initiatives, would improve accessibility to the City Centre, enhancing its role and helping to tackle deprivation in the city.
- 6.6.4 This could increase the number of people economically active in the city, enhance the economic role and influence of the city centre, improve the city's economic performance, help to tackle deprivation and promote the diversification of the economy.

6.6.5 How can the effects be mitigated/ enhanced?

Apprenticeships and other training schemes could be provided to ensure that the residents of Sunderland have access and opportunities to new jobs being created in the city.

Table 6.2: Summary of Impacts- Strengthening Sunderland's economy and employment market

Type of impact	Preferred options
Short/medium term (0-10 years)	The number of people economically active in the city would increase in the short term.
Long term (11-15 years)	225 hectares of land would have been developed for economic development purposes.
Areas likely to be significantly affected	Washington, with nearly 50% of all employment land, would be the area significantly affected. However, as the key location for office and retail development, the City Centre would also be significantly affected especially in terms of job creation.
Permanent vs. temporary	Economic growth is temporary but may have permanent effects including on infrastructure.
Secondary	Economic growth can lead to negative effects on the environment but can be good for population levels, human health and community wellbeing. It may also decrease levels of crime. However, the development of the SSTC may also lead to deteriorating air quality.

7.0 STEMMING THE DECLINING POPULATION OF THE CITY BY REDUCING OUT- MIGRATION AND ENCOURAGING IN- MIGRATION

7.1 Introduction

- 7.1.1 To reverse the trend of a declining population, there must be provision of new housing which is of the right type and tenure and which is in a suitable location and well related to employment opportunities. Existing residential environments should also be enhanced so as to retain and attract more families whilst providing for the needs of other resident citizens, including an ageing population.
- 7.1.2 The City Centre also needs to be improved, and this will not only benefit existing residents of the city but will attract others in from the surrounding area.²⁴

7.2 What is the Policy Context?

- 7.2.1 The Sunderland Strategy identifies that the city needs to attract newcomers if it is to reverse declining population trends, achieve the objectives of the Sunderland Strategy for the regeneration of the city, and make the optimum contribution to the region.

7.3 What are the key sustainability objectives we need to consider?

- 7.3.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:
- Stem the declining population by reducing out-migration

7.4 What is the situation now?

- 7.4.1 The population in all Tyne and Wear districts has been declining since the early 1960's with the exception of Sunderland where the development of Washington has meant that the city continued to grow until the late 1970's.
- 7.4.2 From around the mid 1970's Sunderland's population stabilised just below the 300,000 mark before starting to decline again. By 2001 Sunderland's population had fallen to 284,600. The 2007 mid year estimate shows a further continued decline to 280,300.

²⁴ Sunderland: The Challenge of the Future (Centre for Cities, January 2009)

Table 7.1: Population Change (1000's)

	1971	1981	1991	2001	2007
England	46,411.0	46,820.8	47,187.6	47,875.0	51,092.0
North East	2,678.5	2,636.2	2,587.0	2,540.1	2,564.5
Tyne & Wear	1,217.6	1,155.2	1,123.8	1,086.8	1,089.3
Gateshead	226.0	213.2	203.1	191.2	190.5
Newcastle upon Tyne	311.7	284.1	275.0	266.2	271.6
North Tyneside	208.3	198.6	195.5	192.0	196.0
South Tyneside	178.1	161.9	157.2	152.8	151.0
Sunderland	293.5	297.3	295.9	284.6	280.3

Source: ONS Population Estimates Unit

7.4.3 The continued decline in population in Sunderland can be attributed to several causes including the decline in traditional industries, migratory patterns and ratio of births vs. deaths.²⁵ The data illustrates that the most acute decline in Sunderland occurs in the period 1991-2001 with a loss of 11,300 in the population of the City, rising to 15,600 for the period 1991-2007.

7.4.4 The majority of the population is concentrated in the main built up area of the city (Sunderland South and Sunderland North), which lies east of the A19. To the West of the A19 lies the new town of Washington as well as a number of linear former mining settlements, known as the "Coalfield".

Table 7.2: Sunderland population by sub-area

Sub-Area	Population	% City population
North	56,686	20
South	119,707	43
Washington	56,433	20
Coalfield	47,446	17
City	280,272	

Source: ONS 2007 mid-year estimates

7.4.5 A large minority of the city's population are between the ages of 30 and 44 (20%) and 45-59 (20%). The table below shows the age structure of residents.²⁶

²⁵ 2007 LDF Topic Paper 15: Socio-Demographic Profile

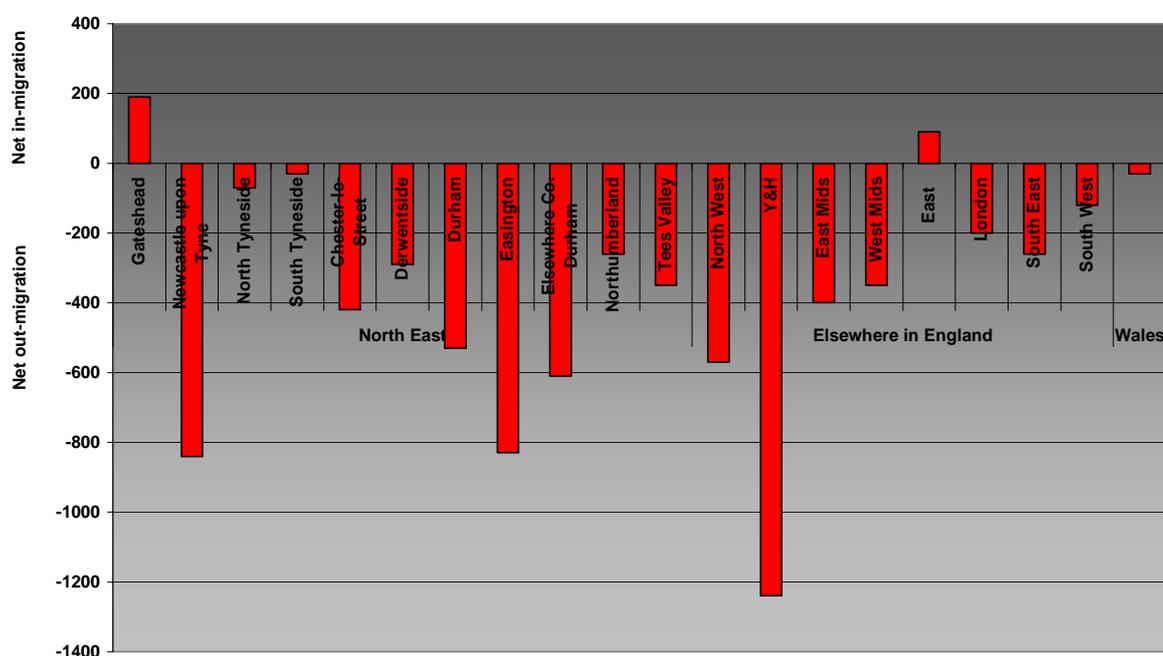
²⁶ 2007 Mid Year Estimates of Population

Table 7.3: Age of residents in Sunderland

Age Group	Number of Residents	Percentage
0-9	29,700	10.6%
10-19	36,100	12.9%
20-29	38,900	13.9%
30-39	35,800	12.8%
40-49	41,700	14.9%
50-59	36,600	13.1%
60-64	15,700	5.6%
65+	45,700	16.3%

- 7.4.6 The city's ethnic minority population rose between 1991 and 2001; however white residents still comprise 98.1% of the population, compared with a national average of 90.9%.
- 7.4.7 The city's non-white population is focused in wards closest to Sunderland City Centre, with ward concentrations reflecting the England & Wales average.
- 7.4.8 Historically, there has been high levels of migration but out-migration has, in net terms, been higher- a major cause of population decline. More recent research shows that this trend continues. The net impact of all migration can be seen in figure 7.1 below. Around half the numbers of in-migrants originate from elsewhere in Tyne and Wear (with the largest number from South Tyneside and most of the remainder from Gateshead and Newcastle) or County Durham (particularly the former districts of Easington and Chester-le-Street). A further 10.1% originate from Yorkshire and the Humber (particularly West Yorkshire) and 7.7% from the North West and around one-quarter (24.6%) originate from non-Northern regions of England, and Wales; for instance, around 6% of in-migrants originate from London.
- 7.4.9 For out-migrants over one-third of out-migrants are moving to County Durham, in particular the adjacent former districts of Easington, Durham City and Chester-le-Street, 11.4% are moving to Newcastle. There is a very limited net out-flow to neighbouring South Tyneside, with in-flows matching out-flows; 16.8% are moving to Yorkshire and the Humber, particularly West Yorkshire (e.g. Leeds).
- 7.4.10 Of particular note, during the year to June 2006, there was a considerable net out-flow of 420 residents to Easington (which represents around 35% of total net out-flow from Sunderland).

Figure 7.1: Net flows of population between Sunderland and other districts and regions July 2000 to June 2006



Source: Sunderland Strategic Housing Market Assessment

7.4.11 The city needs to retain as many as possible of its working-age residents, including graduates from the University and colleges; and help to attract more people to come and live in Sunderland; as well as encouraging existing residents to remain within the city. To achieve this, the city must provide homes of the right type to attract and retain the relevant population groups.²⁷

- 7.4.12 The key issues with regard to population are:
- The continuing out-migration causing the city's population to decline.
 - The projected increase of an aging population is a major issue as the demand for housing (especially specific types of dwellings) will increase and it will impact on the economy as a higher number of people will become economically inactive.

7.5 What will the situation be without the plan (up to 2026)?

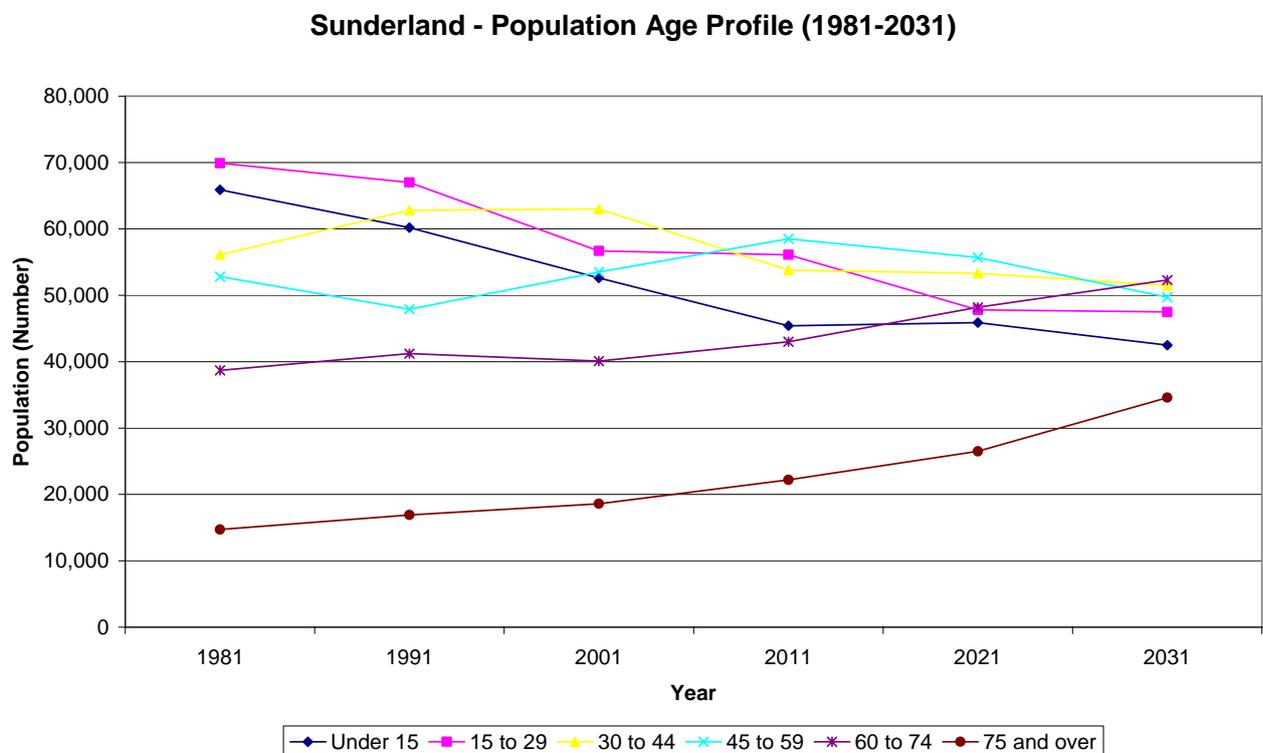
7.5.1 The Regional Spatial Strategy for the North East, states that the region's population has been falling for the past few decades, primarily due to net out-migration. However, Office of National Statistics projections indicate that the region's population can expect to grow by 2028.²⁸

²⁷ Sunderland Strategic Housing Market Assessment

²⁸ Regional Spatial Strategy for the North East

- 7.5.2 Projections by the ONS based on the 2006 mid year estimates indicate that Sunderland's population will continue to fall from 280,600 in 2006 but that between 2011 and 2016 the figure will have stabilised at about 278,400 and will remain around this level to at least 2031.
- 7.5.3 Ageing residents will contribute further to the proportion of residents over 60 already in the city, so that by 2031 the figure is projected to be around 31%.
- 7.5.4 By 2029, the proportion of residents aged 60 or over is expected to increase dramatically. The number of residents aged 85+ is expected to more than double to 8,600 by 2029. By 2029, Sunderland will have the largest number of 85+ residents compared with other Local Authority Districts in Tyne and Wear. In contrast, the proportions aged 0-19 and 0-39 is expected to decline.²⁹
- 7.5.5 When considered holistically over the period (1981 – 2031) there has been a continued decline in residents under the age of 30 (under 15, and 15 to 29) and whilst the chart below shows the population of the city is projected to become fairly balanced in the proportion of each age profile this has wider implications primarily focused toward sustainable economic activity.

Figure 7.2



Source: LDF Topic Paper 15: Socio-Demographic Profile

²⁹ Sunderland Strategic Housing Market Assessment

7.5.6 The chart illustrates that throughout the period (1981 – 2031) the city has a rising aged population with residents aged 60+ in constituting 17.9% of the city’s population in 1981 whilst projections estimate this will increase to 31.2% by 2031. In contrast the proportion of residents aged under 30 is expected to decline from 45.5% in 1981 to 32.3% in 2031.

7.5.7 Recent statistics and population projections³⁰ for the period 2006 – 2031 provide detailed information relating to current and projected migratory patterns. Key issues emerging from this information include natural change (births and deaths) remaining as a net gain for the city in the period 2006 – 2021 yet changes to a loss in the latter period 2026 – 2031. The data estimates that in the period 2006 – 2031 the population of Sunderland will continue to decline with a loss of 2,400 residents due to migration and natural change, whilst natural change has a higher gain in population in relation to births vs. deaths for the majority of the projected period the main issue for Sunderland is a high rate of internal out-migration in comparison to internal in-migration.³¹

7.6 What will the situation be under the Revised Preferred Options?

7.6.1 Policy CS2 could help improve the city’s residential environment and would provide a choice of housing across the city by ensuring a mix of housing types, including affordable and executive housing, density, affordability, and supporting the renewal programmes of Gentoo and other Registered Social Landlords. This would help meet the needs of current and future residents.

7.6.2 Policy CS3 would help improve the city’s residential environment by ensuring that development takes into account the sequential approach and ensures the efficient and effective use of land and existing buildings which respect their surroundings. The policy would also ensure development contributes to infrastructure where required, further enhancing the physical environment of the city.

7.6.3 The perception of the city centre would be enhanced as the policy outlines that Central Sunderland, including the city centre, would be a priority for regeneration. The plan also ensures the city centre remains a viable and vibrant destination as it would be a focus for main town centre uses, including retailing, and as it prioritises the city centre for office development. The development of Sunnyside as a mixed-use urban quarter would further enhance the city centre.

7.6.4 The development of the city’s learning infrastructure, which includes the University of Sunderland which has a campus in the city centre, through encouraging the creation of a “University City” and through

³⁰ Source: Population Estimates Unit, ONS (2008)

³¹ 2007 LDF Topic Paper 15: Socio-Demographic Profile

new employment sectors could enhance the perception of the city centre.

7.6.5 The plan could also help to develop appropriate employment opportunities that are accessible as employment land would be distributed across the five sub-areas. The plan also aims to provide housing in all parts of the city which would meet the needs of current and future residents, including affordable and executive housing.

7.6.6 How can the effects be mitigated/ enhanced?

No measures have been identified.

Table 7.4: Stemming the declining population of the city by reducing out-migration and encouraging in-migration

Type of impact	Preferred options
Short/medium term (0-10 years)	Key areas and sites across the city would have been transformed.
Long term (11-15 years)	Employment opportunities across the city would still be created across the city.
Areas likely to be significantly affected	<p>All parts of the city would be affected. In terms of employment land, Washington has nearly 50% of allocated land, whilst Sunderland South would have the most housing developed.</p> <p>The city centre would see high density office development leading to significant job creation and would also see large amounts of housing. With ongoing development, such as the University and Sunnyside, its role would be greatly enhanced.</p>
Permanent vs. temporary	<p>As economic growth is temporary, new residents may move once employment opportunities cease to exist in the city, or new opportunities are created in other parts of the region or country.</p> <p>Any improvements in infrastructure are likely to be permanent as is development of land and buildings.</p>
Secondary	<p>An increasing population may lead to an increase in house prices and a boost for the city's economy but may also lead to increase in carbon emissions.</p> <p>By developing infrastructure, the city may become more attractive to potential employers and lead to an increase in jobs.</p>

8.0 ESTABLISHING A STRONG LEARNING AND SKILLS BASE

8.1 Introduction

8.1.1 To create a city with a thriving learning culture that supports personal fulfilment is a key priority in the Sunderland Strategy. The strategy aims to ensure learning and training supports the city's economic prosperity and enables individuals to thrive in the global economy.

8.2 What is the policy Context?

8.2.1 The North East Regional Economic Strategy 'Leading the Way' highlights the benefits and need for increasing skills within the region "*the availability of high value added skills in a region will support growth in productivity through increasing innovation and helping to attract investment*". Increasing skills in the North East is considered to be based on a range of factors:

- The extent to which people in the region have the incentive, information and access to clear progression routes to improve their skills levels, so that a greater proportion of the population has high and medium level skills.
- The extent of investment by employers and individuals in developing workforce skills.
- The skills levels which young people have attained by the time they enter the labour market.
- The skills levels which people of working age migrating to the North East bring with them, and people migrating out take away with them.

8.2.2 The RSS supports the growth and increasing role of universities and colleges in the regional economy and recognises the pivotal role universities can play in the transition to higher productivity and a more knowledge-based economy.

8.2.3 The Sunderland Strategy has the vision that Sunderland will be a "welcoming, internationally recognised city where people have the opportunity to fulfil their aspirations for a healthy, safe and prosperous future". The strategy includes 'Sunderland: A Learning city' amongst its strategic priorities. With the following focus 'To create a city with a thriving learning culture that supports personal fulfilment. Everyone will be able to access their learning in a cohesive, inclusive city committed to social justice, equality and prosperity. We will ensure learning supports the city's economic prosperity and enables individuals to thrive in the global economy'

8.3 What are the key sustainability objectives we need to consider?

8.3.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- Increase skill levels and support people to gain suitable employment
- Raise general levels of education and training in the city to improve residents' employment prospects
- Raise aspirations and increase the entrepreneurialism and educational/vocational attainment of our children and young people

8.4 What is the situation now?

8.4.1 The percentage of pupils receiving 5 A*- C grades at GCSE level is rising steadily but is still lower than the regional and national average.

Table 8.1: GCSE Educational Attainment

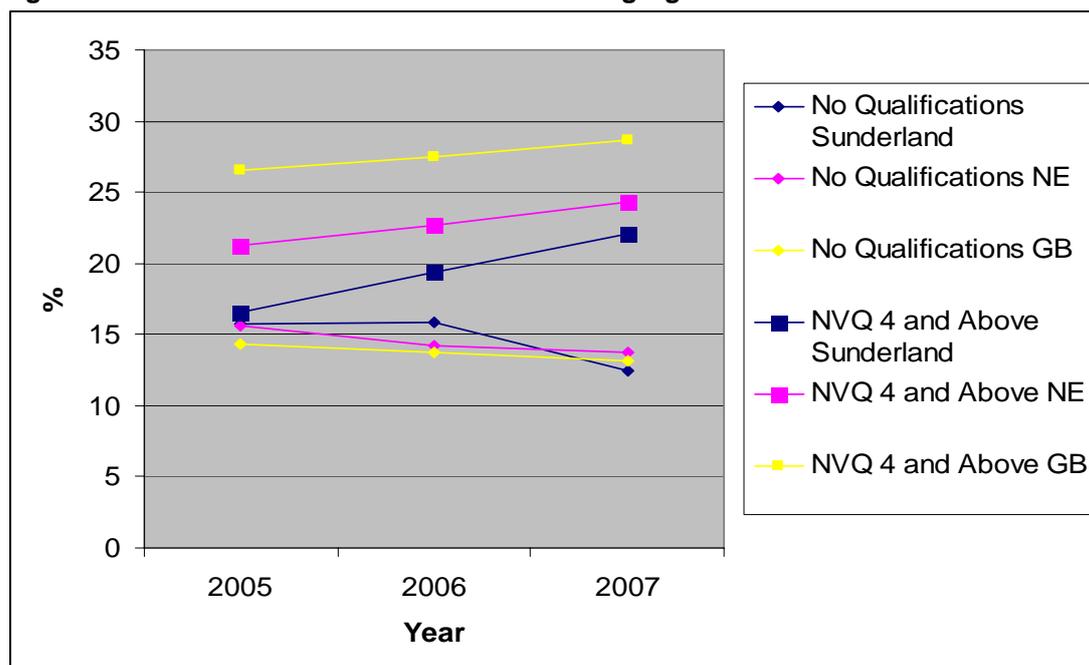
		Sep 2004 – Aug 2005(%)	Sep 2005 – Aug 2006(%)	Sep 2006 – Aug 2007(%)
Pupils achieving 5+ A* - C	Sunderland	51.5	54.9	59.4
	North East	53.5	57.3	60.6
	England	56.3	58.5	62.0
Boy pupils achieving 5+ A* - C	Sunderland	45.1	50.7	55.5
	North East	48.4	52.9	56.1
	England	51.4	53.8	57.7
Girl pupils achieving 5+ A* - C	Sunderland	58.2	59.2	63.5
	North East	58.8	61.9	65.2
	England	61.4	63.4	66.4

Source: Neighbourhood Statistics

8.4.2 The proportion of residents with no qualifications is at its lowest level since 2005 and for the first time is below that of the region and the country.

8.4.3 However, the number of residents with NVQ4 and above, although increasing at a much faster rate, is still lower than comparative levels for the region and country.

Figure 8.1: Qualifications of Residents of Working Age



Source: Nomis

- 8.4.4 The development of the higher education industry (University of Sunderland and Sunderland College) has increased at a significant level over the last decade. The University and College have key links with the city-wide economy and support a wide range of local, city region and regional businesses. The university and College are a fundamental element in supporting the economic growth of the City.
- 8.4.5 In September 2007 the university began a multi-million pound redevelopment of the City Campus. Around £75m will be spent on the City Centre site and £11m on a sports and recreation facility.
- 8.4.6 The university also has a corporate social responsibility statement which aims to influence the organisation's internal and external practices and their employees, customers, partners and environment in a positive manner.³²
- 8.4.7 In recent years the College has invested heavily in its infrastructure and learning facilities including £10million at its new campus on the old Usworth School Site in Washington. Its other main campuses include facilities at the Bede Centre, situated close to the City Centre on Durham Road, Shiney Row and the Hylton Skills Campus north of the river, which offers a £1million hospitality and catering wing and a specialist centre at Doxford International.

³² www.sunderland.ac.uk

- 8.4.8 The key issue for the city with regard to this objective include:
- The number of residents of working age with qualifications equivalent to NVQ level 4 is fewer than that for the region and the country.
 - Sunderland is in the top 50 authorities for all six domains of deprivation on the IMD.

8.5 What will the situation be without the plan (up to 2026)?

8.5.1 The number of pupils receiving five or more A*-C GCSE passes is likely to continue as is the number of residents of working age qualified to level NVQ4 and above.

8.5.3 Sunderland's rank on the IMD will increase slowly.

8.6 What will the situation be under the Revised Preferred Options?

8.6.1 The plan supports the development of the city's learning infrastructure. This could consist of the University of Sunderland and Sunderland College but also the Building Schools for the Future programme. By developing the infrastructure, and making learning more attractive to potential users, opportunities to improve educational attainment and skills and qualifications for the working age population across the city could be created.

8.6.2 How can the effects be mitigated/ enhanced?

Through effective promotion and making more residents aware of lifelong learning opportunities, skills and qualifications of the working age population could be improved further.

Table 8.2: Establishing a Strong Learning and Skills Base

Type of impact	Preferred options
Short/medium term (0-10 years)	The Building Schools for the Future programme will be ongoing.
Long term (11-15 years)	The University of Sunderland will have further developed campuses at Chester Road and St Peters.
Areas likely to be significantly affected	The University of Sunderland and Sunderland College campuses would be significantly affected. Schools all across the city would also be affected, especially those involved in the BSF programme.
Permanent vs. temporary	The effects of educational attainment and more skills, along with developing the learning infrastructure in terms of buildings, would be permanent.
Secondary	Residents with more skills and qualifications would be more attractive to employers leading to lower levels of unemployment across the city which would also help tackle the causes of deprivation.

9.0 BUILDING SUSTAINABLE COMMUNITIES IN SUNDERLAND

9.1 Introduction

9.1.1 Sustainable communities are broadly defined as being places where people enjoy living and where a full range of local services and facilities is provided, helping to reduce the need to travel. Sustainable communities encompass cohesion, are mixed, safe, socially inclusive, meet a diverse range of needs, are sensitive to their environment and contribute to a high quality of life through being well planned, designed, built and run.

9.2 What is the Policy Context?

9.2.1 Planning Policy Statement 1, Delivering Sustainable Communities stresses that the government is committed to developing strong, vibrant and sustainable communities and to bring jobs and prosperity for all. Planning authorities should ensure that the necessary infrastructure and services are provided to support new and existing economic development and housing.

9.2.2 PPS 1 and PPS 3, Housing, both emphasise that housing developments should be in suitable locations which offer a good range of community facilities and good access to jobs, key services and infrastructure. New housing should also be easily accessible and well-connected to public transport. PPG Note 13, Transport, also supports this.

9.2.3 The Government's key housing policy goal, as set out in *Planning Policy Statement 3:Housing* (PPS3) is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. In particular, the planning system should deliver a "*sufficient quantity of housing taking into account need and demand and seeking to improve choice*". The North East Regional Spatial Strategy has set out the overall level of housing provision for the region, and this will allow the City Council to plan for housing to 2021.

9.2.4 Since April 2007, the developer of any new home in England can choose to be assessed against the *Code for Sustainable Homes*, which measures the sustainability of a new home in relation to various categories of sustainable design. The aim of the Code is to improve the overall sustainability of new homes by setting a single national standard within which the house building industry can design and construct homes to higher environmental standards.

9.2.5 The North East RSS states that LDF should adopt a sequential approach to the identification of land for development and to give priority to previously developed land and buildings in the most

sustainable locations. Local authorities should also aim to deliver sustainable communities by retaining and stabilising population in sustainable locations through a better mix of housing size, type and tenure within high quality living environments. The RSS also sets out to achieve a better mix of housing size, type and tenure within high quality living environments.

9.2.6 Manual for Streets (Department for Transport, 2007) aims to assist in the creation of high quality residential streets that builds and strengthen communities and creates safe and attractive places.

9.2.7 One of the key aims of the Sunderland Strategy is that everyone in the city and those wanting to come to Sunderland should have the opportunity of a decent home at a price they can afford, in a place in which they want to live and work, and to be part of safe, strong, diverse, healthy and sustainable communities. By 2025 the strategy also aims to help create sustainable and environmentally friendly housing developments that open up and connect neighbourhoods with each other and to town centres, and create common spaces shared by all communities.

9.2.8 The Sunderland Centre for Cities Report recognises that the city has not participated in the recent country-wide rebirth of city centres and that parts of the city centre are run down or underutilised, and the area is lacking in modern work, retail and living space. The report states that the improvement of the city centre will benefit all of Sunderland residents and will attract others in.

9.3 What are the key sustainability objectives we need to consider?

9.3.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- Reduce crime and the fear of crime
- Promote sustainable communities
- Ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live
- Achieve a better mix of housing size, type and tenure within high quality living environments

9.4 What is the situation now?

9.4.1 Crime

In 2006/07, 42.19 crimes were committed per 1000 of the population. This had fallen to 35.89 in 2007/08. However, as figures were still above the Forcwide figures of 38.56 and 33.48 respectively. The

detection rate had also increased by 3.4%, but again was lower than the Forcewide average.³³

9.4.2 The latest data for Sunderland shows that many types of crime have fallen, some significantly. For example, More Serious Violence Against the Person fell by 22%, Vehicle Interference was down by 38% and Taking Without Owners Consent fell by 19%. However, some crime also rose, the main increases were robbery (business) up 21% and drug crime up by 39%.³⁴

9.4.3 Housing

Since 2004 house building rates have been relatively high, however the number of net additions to the city's housing stock has not reached RSS targets primarily due to the demolition of poor quality and low-demand, 'obsolete' stock. This demolition has been largely within the social rented sector, namely Gentoo's (formerly the Sunderland Housing Group), renewal programme.

9.4.4 The percentage of new homes built on previously developed land has consistently been above the regional average since 2004/05, as can be seen in the following chart. Tyne and Wear and Sunderland have both shown year on year improvements of new homes built on previously developed land. Although the regional average has increased since 2004/05, it fell slightly in 2006/07. However, the data for Sunderland shows that the city is performing better than the region and sub region.

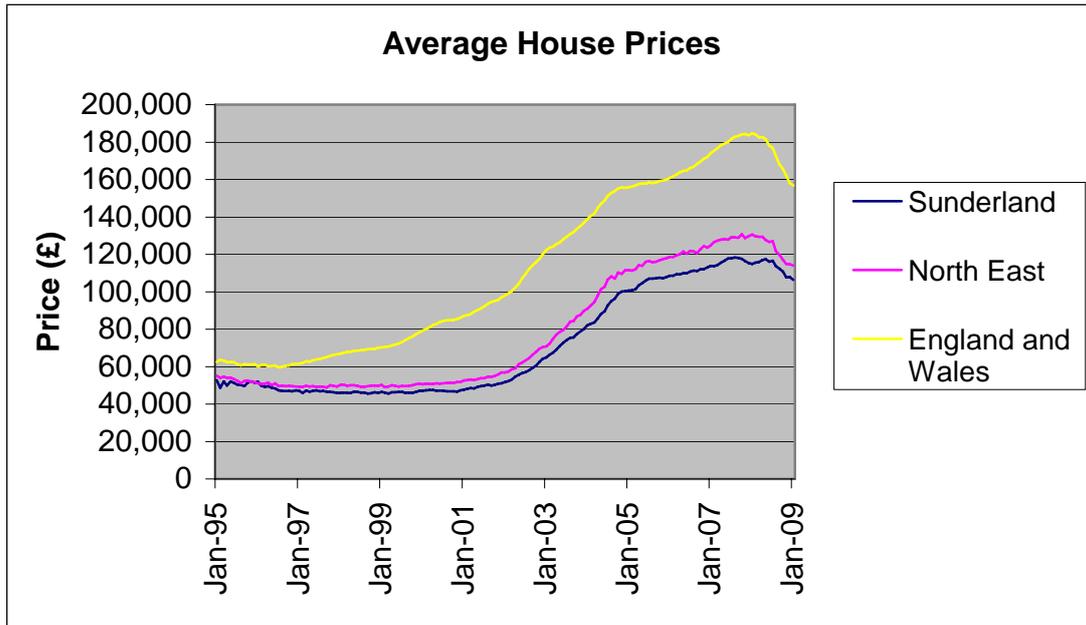
9.4.5 The average house price in Sunderland has been rising steadily over the past few years³⁵. This reflects wider regional and national trends. However, house prices in the City have consistently been below that of the region and well below national house prices.

³³ Northumbria Police Forcewide Summary of Crime

³⁴ Northumbria Police Crime Statistics available at <http://www.northumbria.police.uk/about%5Fus/targets%5Fand%5Fperformance/>

³⁵ Land Registry Custom Report

Figure 9.1: House Prices in Sunderland



Source: Land Registry Custom Reports

9.4.6 However, house prices have been dropping; the average house price in the City for January 2008 was £106,369 this has reduced by 7.4% in comparison to the average house price in January 2009. However, comparable losses have been witnessed throughout the country; the average house price nationally has dropped by 15.1% in the last year and 12.7% regionally (Land Registry House Price Index). In June 2009, house prices in Sunderland were at autumn 2004 levels.

9.4.7 The majority of dwellings in Sunderland are concentrated in the lower council tax bands. Nearly 90% of homes are in council tax bands A, B and C. This is 5% higher than the regional average and nearly 25% higher than the national average.

9.4.8 There is a lack of executive and high value family housing in the city. Properties in council tax bands G and H account for just 0.5% of all homes in the City; less than half of the regional average and much lower than the national average of 4%³⁶.

9.4.9 City Centre

Sunderland City Council has undertaken an annual residents' survey every year since 1995. This allows the Council to gauge satisfaction with the City and Council services.

9.4.10 Residents in recent years have not been very positive about the City Centre. However, last year residents are more positive about some aspects, with more saying that new building and redevelopment currently underway and future plans for City Centre regeneration are good. Ratings are also high for the City's shopping facilities (rated

³⁶ www.neighbourhood.statistics.gov.uk,

positively by 71%), signposting (69%), and things to do in the evening (68%).³⁷

9.4.11 Too much of the city centre is still occupied by unrealised regeneration sites, and the symbolic Vaux Brewery Site, the key to any vision of Sunderland re-born, has now been vacant for over a decade.³⁸

9.4.12 Lack of progress in re-inventing the city centre has contributed to a dispersal of investment and economic activity away from the urban hub, and a leakage of jobs, spending and entrepreneurship into other markets within the region.³⁹

9.4.13 The key issues, problems and constraints for the city with regards to sustainable communities are:

- Lack of employment in the City Centre, notably office based, results in a lack of spending power and poor retail offer, and greater reliance on less sustainable employment locations elsewhere.
- The lack of significant employment opportunities, notably office based, in the city centre, one of the most sustainably accessible locations in the city, may mean that more people have to use their own car to travel to places of work that are peripheral to the city. Again, this has knock on effects for air quality, health and the withdrawal of public transport services.
- A lack of attractive environments in the city and particularly the poor image of the City Centre have also been shown to adversely impact on migration.
- A lack of housing choice is seen as driving people out of the city. This needs to be addressed to help curb the continued decline of the city's population. This is exacerbated by the number of empty properties in the city.
- The provision of affordable homes is consistently low and there is a lack of executive and high value housing in the city; A balance needs to be struck between delivering the housing required by middle- to higher-income groups and the more affordable housing required by lower income groups.

9.5 What will the situation be without the plan (up to 2026)?

Crime levels are likely to fall whilst levels of detection will increase. However, this may partly be because economic activity rates in the city has been rising whilst, unemployment has been falling. In the recession this may change.

9.5.1 Although the above data shows that the average house price in Sunderland has been rising every year since 1996, in the short term at least, this is unlikely to continue as more recent monthly data indicates

³⁷ Mori Annual Residents Survey 2008

³⁸ Sunderland: The Challenge for the Future (Centre for Cities, January 2009)

³⁹ Sunderland: The Challenge for the Future (Centre for Cities, January 2009)

that house prices have fallen in Sunderland due to the economic downturn. This is not just a local trend but also a national one.

9.5.2 Analysis demonstrates that older people (headed by someone aged 60 or over) prefer to stay in their own home with aids to help them to remain independent. If they choose to move their option is to move into another house, a bungalow, sheltered accommodation or an apartment. Therefore with an ageing population, there may be more demand for bungalows and other types of accommodation for older people in the city such as 'extra care' accommodation.

9.6 What will the situation be under the Revised Preferred Options?

9.6.1 Through high quality design, policy CS1 aims to provide safe, attractive places to live. Design can decrease levels of and the fear of crime.

9.6.2 Policy CS3 aims to ensure that development, and site selection, is in accordance with the RSS sequential approach, ensuring that development is built in the most sustainable locations.

9.6.3 Policy CS3 ensures that new developments achieve the highest quality of urban design, producing buildings and spaces which make a positive contribution to the character and setting of areas would ensure a well planned and designed city.

9.6.4 How can the effects be mitigated/ enhanced?

No measures have been identified.

Type of impact	Preferred options
Short/medium term (0-10 years)	High quality design would be required by the council for all development.
Long term (11-15 years)	High quality design would continue be required by the council for all development whilst sites would continue to be selected in line with the sequential approach.
Areas likely to be significantly affected	Developments across the city would have to ensure that they adhere to the policies with regards to design and take the sequential approach into account. Therefore the whole city would be affected.
Permanent vs. temporary	High quality development would be permanent.
Secondary	A high quality of design can lead to increased levels of walking and have significant health benefits.

10.0 IMPROVING HEALTH AND WELL BEING WHILST REDUCING INEQUALITIES IN HEALTH

10.1 Introduction

10.1.1 Although average life expectancy in the city is increasing, a gap still remains between that of the city when compared to the region and country. The Sunderland Strategy aims to create a city where everyone can be supported to make healthy lifestyle choices and which provides excellent health services for all who need them.

10.2 What is the Policy Context?

10.2.1 PPG 17, Planning for open space and recreation states that “open spaces, sport and recreation all underpin people's quality of life. Well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objectives”. These objectives include supporting urban renaissance and urban renewal, promotion of social inclusion and community cohesion, and health and well being.

10.2.2 The Sunderland Strategy has the vision that Sunderland will be a “welcoming, internationally recognised city where people have the opportunity to fulfil their aspirations for a healthy, safe and prosperous future”. The strategy includes ‘Sunderland: A healthy city’ amongst its strategic priorities.

10.3.1 What are the key sustainability objectives we need to consider?

10.3.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- Everyone should be supported to make healthy life and lifestyle choices
- Health plays a vital role in the development of strong, vibrant and sustainable communities including the need to provide good access to health facilities, to create healthy and attractive places to live, and to promote health and well-being by making provision for physical activity.
- Ensure that existing and proposed open space promotes health and well being

10.4 What is the situation now?

10.4.1 Sunderland has a three tier approach to health care. The primary tier is focussed on Sunderland Royal Hospital, located on Chester Road. This is supported by smaller second tier Primary Care Centres that are being developed within centres at Bunny Hill, Sandhill View and Washington, with another to be developed at Houghton-le-Spring. These will be further supported by a number of upgraded and existing doctor's surgeries across the city.

- 10.4.2 Eighty of the city's 188 Super Output Areas- containing 42.5% of its population were ranked amongst the 10% most health deprived nationally in the 2007 Indices of Multiple Deprivation⁴⁰.
- 10.4.3 Life expectancy for men in Sunderland is 75.6 years and for women 80.2⁴¹ (2007). Both of these have risen over the past twenty years indicating that health conditions are continuing to improve in the city. However, they are still less than the average regional and national life expectancy figures.
- 10.4.4 There is a significantly higher proportion of residents within the city with limiting long-term illness (24.1%) compared to the England & Wales average (18.1%). However since 2000, deaths in the city due to coronary heart disease or cancer have fallen by 35% and 18% respectively.⁴²
- 10.4.5 In 2001, 64% of the population described its health as good whilst 23% described it as fairly good. The remaining 13% described their health as not good.
- 10.4.6 Almost 11% of Sunderland residents of working age were claiming incapacity Benefits in August 2008. This was above the regional average of 9.7% and the GB average of 7.0%.⁴³
- 10.4.7 In 2003-2007 Sunderland achieved Healthy City designated status from the World Health Organisation. The accolade is not based on current level of health in the local authority area; rather it represents the acknowledgement by city authorities that health is a primary issue and their commitment to addressing issues related to poor health through initiatives such as Healthy Urban Planning and Health Impact Assessment.
- 10.4.8 More than 50% of the city is greenspace, consisting of statutorily designated Green Belt, and open space. The table below, taken from the Open Space register, details the amount of coverage of the city by type of green space as a % value.

⁴⁰ Index of Multiple Deprivation 2007

⁴¹ Office of National Statistics

⁴² 2001 Census Data

⁴³ Office of National Statistics

Table 10.1

Type of Coverage	Amount of Coverage
Parks and gardens	3.5%
Natural and semi natural green space including woodland	5.2%
Outdoor sports facilities (not including school facilities)	3.4%
Cemeteries and disused churchyards	0.06%
Accessible countryside in the urban fringe	32.8%
Amenity green space	5.4%
Green corridors	Not defined
Provision for children and young people	118 sites currently
Allotments	104 Council sites
Coast and river	10km (coast) and 13km (river) approximately

10.4.9 To date, the City has achieved the Council's current minimum standard of 2.0 ha per 1000 population for amenity open space laid down in 1983.

10.4.10 The council's Sport and Leisure section applied to the Department for Children, Schools and Families for Play Pathfinder Status and secured a £2.1 million Government grant. This grant has been matched by the same amount from the City Council and developers.

10.4.11 Play Pathfinder is part of a country-wide scheme to get more children playing outside. Play boosts children's confidence and social skills and helps with fitness. The funding will go towards 28 new or updated play areas across Sunderland.

10.4.12 By submitting a comprehensive Play Pathfinder application based upon the City's play and urban games strategy 2007-2012, the council's Sport and Leisure section highlighted the importance on improving play opportunities for children and young people.

10.4.13 The 28 new or updated play areas across Sunderland will be delivered over a 2 year period. The 11 Year 1 projects were completed in March 2009 and are suitable for children and young people (including those with disabilities), from 0-19 years of age. However the vast majority of the usage is predicted to be by children and young people less than 16 years old.

10.4.14 Consultation work is ongoing for Year 2 projects with all sites to be complete by March 2010.

10.5 What will the situation be without the plan (up to 2026)?

10.5.1 It is reasonable to think that the health of the population of Sunderland will continue to improve alongside national trends. The city's commitment to health related objectives and status as a Healthy City may also see an improvement in health related indicators that could improve its overall performance in regards to health and life expectancy relative to the other parts of England and Wales.

10.5.2 A Greenspace Audit is currently being undertaken for the city and is expected to be completed in late 2009. This will form the basis for a Green Infrastructure Strategy for the city. This strategy will indicate whether or not the city meets the Accessible Natural Greenspace Standards for towns and cities (ANGST), which identifies areas where the resident population do not have adequate access to greenspace.

10.6 What will the situation be under the Revised Preferred Options?

10.6.1 The establishment of green infrastructure, comprising of six strategic inter-district corridors and local sub-area corridors, would increase access to green and open space for the vast majority of residents in the city which would help promote sport and exercise.

10.6.2 By ensuring development is in accessible built up areas, and by promoting walking and cycling, including through the creation of cycle networks, the plan promotes opportunities for recreation in everyday life.

10.6.3 By ensuring the provision of appropriately located high quality health facilities, the plan would increase access to local healthcare provision.

10.6.4 How can the effects be mitigated/ enhanced?

Large developments could, through planning obligations, ensure that appropriate health facilities are developed across the city, in particularly at large housing developments.

Table 10.2: Improving health and well-being whilst reducing inequalities in health

Type of impact	Preferred options
Short/medium term (0-10 years)	Green infrastructure would be established across the city.
Long term (11-15 years)	Large amounts of development would have taken place in the most accessible locations making walking and cycling more attractive to residents of these areas.
Areas likely to be significantly affected	The most accessible locations, for example the city centre and key transport corridors will be significantly affected, along with identified green infrastructure.
Permanent	The accessibility to green infrastructure is likely to be

vs. temporary	permanent, as sites are protected from inappropriate development, as are the effects of good health.
Secondary	The establishment of green infrastructure may lead to increased tourism spending for the city's economy. If more people are walking and cycling there may be less carbon emissions as car usage declines.

11.0 PROMOTING, ENHANCING AND RESPECTING SUNDERLAND'S CULTURE AND HERITAGE

11.1 Introduction

11.1.1 The historic environment of the city is a rich and diverse resource that warrants every effort being made to sustain it. Heritage sites and assets enrich the city's culture and benefit the city's communities. The historic environment encompasses ancient archaeological sites such as the Neolithic round barrow at Seven Sisters, Copt Hill; early Christian relics – most notably St. Peter's Church; some medieval structures and remains including Hylton Castle and Chapel; and a rich legacy of sites, buildings and monuments from the industrial revolution onwards.

11.1.2 The historic environment can also make up an integral part of the city's Green Infrastructure and assist with the Governments Place Making Agenda helping to create locally distinctive neighbourhoods.

11.2 What is the Policy Context?

11.2.1 The Ancient Monuments and Archaeological Areas Act 1979 made provision for the investigation, preservation and recording of matters of archaeological or historical interest. It allows nationally important archaeological sites to be designated by Government as Scheduled Ancient Monuments and hence enjoy statutory protection. It also introduced the concept of Areas of Archaeological Importance.

11.2.2 The Planning (Listed Buildings and Conservation Areas) Act 1990 relates to special controls in respect of buildings and areas of special architectural or historic interest. The Act outlines the obligations and responsibilities of Local Authorities and property owners with regards to Listed Buildings. It also requires local authorities to designate areas of "special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance" as Conservation Areas and from time to time to formulate and publish proposals for their preservation and enhancement.

11.2.3 PPG15, Planning and the Historic Environment, states that there should be effective protection for all aspects of the historic environment: the formulation of planning policies and delivery of the development control function by local planning authorities should afford this objective 'special consideration'. Grade I and II* Listed Buildings are of particularly great importance to the nation's built heritage and their significance is generally to be beyond question; nonetheless there is a presumption that all Listed Buildings are to be preserved and enhanced, regardless of grade. The PPG also provides guidance on the assessment, designation and management of change in conservation areas.

11.2.4 PPG 16, Archaeology and Planning, states that positive planning and management can help to bring about sensible solutions to the treatment of sites with archaeological remains and reduce the areas of potential conflict between development and preservation. Appropriate management of archaeological remains is essential to ensure that they survive in good condition. In particular, care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed.

11.2.5 In July 2009, a consultation paper on the new PPS15 was published replacing both PPG 15 and PPG 16. It is intended to reflect a more modern, integrated approach which defines the historic environment in terms of heritage assets to be conserved and in proportion to their significance.

11.2.6 The RSS states that there should be conservation and enhancement of the historic environment through various means including encouraging the refurbishment and re-use of appropriate disused or under-used buildings and incorporating them into regeneration schemes, and seeking to preserve, in situ, archaeological sites of national importance and, where appropriate, other archaeological remains of regional and local importance.

11.2.7 The European Landscape Convention promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues.

11.2.8 Natural England's Countryside Character (Volume 1: North East) identifies landscapes and aims to raise awareness of the diversity of countryside character, increase the understanding of what contributes to that character and what may influence it in the future.

11.3 What are the key sustainability objectives we need to consider?

11.3.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- The full potential of the historic environment should be realised and it should be accessible to all.
- There should be effective protection for all aspects of the historic environment
- Protect and enhance the features of the city's urban heritage and landscapes, with restoration and creation where appropriate.

11.4 What is the situation now?

11.4.1 There are no inscribed World Heritage Sites within the city at present, but there is a candidate site in Sunderland. St. Peter's, a 7th century church, is one half of the Wearmouth - Jarrow monastery, the other half being St. Paul's Church in Jarrow – one monastery in two places. The twinned monastery was the creation of Benedict Biscop, who founded

the monastery in the late 7th century. The theologian and historian, Bede, was a renowned member of the community from 680- 735 AD.

- 11.4.2 The Department for Culture, Media and Sport has confirmed that the Wearmouth - Jarrow monastic sites will be the UK's nomination in 2010 for World Heritage inscription.
- 11.4.3 The city is home to nine Scheduled Ancient Monuments and 692 Listed Buildings⁴⁴. This includes 9 Grade I Listed Buildings and 16 Grade II* Listed Buildings. The remainder are listed at Grade II.
- 11.4.4 Sunderland has two historic parks on the national Register of Parks and Gardens of Historic Interest, which is compiled by English Heritage. Mowbray Park is in the city centre and includes a number of Grade II listed structures, including fountains, memorials, statues and a footbridge. Roker Park is the focal point of the Roker Park Conservation Area and includes a Grade II listed bandstand and a drinking fountain.
- 11.4.5 There are no registered battlefields or shipwrecks in Sunderland.
- 11.4.6 There are currently six structures on the national English Heritage "Heritage At Risk Register", an increase of two structures since 2008. There are also four conservation areas on the At Risk Register. This year is also the first year that conservation areas have been included on the Register, hence there is currently no benchmark for monitoring change in this data. The Heritage at Risk Register includes Grade I and Grade II* Listed Buildings, Scheduled Monuments, Registered Shipwrecks, Registered Battlefields, Conservation Areas and Registered Historic Parks and Gardens. It does not include Grade II listed buildings, except where they are also designated as Scheduled Monuments.
- 11.4.7 Of the city's 14 conservation areas, 9 currently have character appraisals and management strategies adopted as formal planning guidance. Three are currently under preparation: Sunderland Central (Sunniside), Silksworth Hall and The Green, Ryhope. Old Sunderland and Old Sunderland Riverside conservation areas will have a joint character appraisal and management strategy.
- 11.4.8 In recent years there has been a steady rise in the number of Listed Building Consent applications received by the council, many in support of the city's heritage-led regeneration initiative in the Sunniside area of the city.
- 11.4.9 There are a large number of sites across the city that are of known archaeological interest, or else are the subject of reasonable speculation as to their possible archaeological interest. These sites

⁴⁴ State of the Historic Environment Report 2009, 2nd Edition

may be lost mediaeval villages, works of possible Roman origin, or even prehistoric sites that are speculated upon as a consequence of "finds" being made e.g. flints, or earthworks such as stock enclosures, that point to the presence of very early settlements, the precise location of which may be unknown.⁴⁵

11.5 What will the situation be without the plan (up to 2026)?

11.5.1 By 2011 it is anticipated that all existing conservation areas will have an adopted character appraisal and management strategy; subsequently the council intends to begin reviewing the earlier documents, embarking upon a 5-year review cycle. It is also likely that the council will begin to consider new areas for designation as conservation areas.

11.5.2 Despite the current economic downturn it is likely that applications for Listed Building Consent will continue to steadily increase as the emphasis on the sustainable re-use of historic buildings and the importance of heritage to sense of place continues to gain recognition.

11.5.3 In light of the anticipated Government guidance on the preparation and management of Local Lists, the council intends to produce a List of Locally Significant Buildings within the next two-three years.

11.5.4 The number of structures on the 2009 Heritage at Risk Register has increased since the last register was undertaken in 2008.

11.6 What will the situation be under the Revised Preferred Options?

11.6.1 Policy CS1 and CS2 respect the city's local heritage and historic environment (including listed buildings and conservation areas) by preserving and enhancing those parts of the built environment that make a positive contribution to local character, valued buildings and areas of historic or townscape significance.

11.6.2 Policy CS1 and CS8 (Sunderland North) promote the Seaburn and Roker Seafront for tourism within the city, whilst policy CS10 (Coalfield) aims to Develop Herrington Country Park as a regional outdoor events area.

11.6.3 Policy CS6 (Central Sunderland) aims to protect the unique historic environment of the city and the setting of the candidate World Heritage Site. The policy for Sunderland North also ensure that new developments in close proximity to the candidate World Heritage Site are sympathetically designed and do not detract from its setting.

11.6.4 The policies on Coalfield and Washington promote and protect the distinct identity and cultural heritage of the areas.

⁴⁵ State of the Historic Environment Report 2009

11.6.5 How can the effects be mitigated/ enhanced?

Information centres or monuments to the city's industrial heritage could be erected. Tourism could be enhanced further in the city through effective promotion.

Table 11.1: Summary of impacts- Promoting, enhancing and respecting Sunderland's culture and heritage.

Type of impact	Preferred options
Short/medium term (0-10 years)	St Peters is expected to be the Government's nomination for World Heritage Site inscription in 2011.
Long term (11-15 years)	Although large amounts of housing development would have taken place, the Coalfield would still have its own distinct identity.
Areas likely to be significantly affected	Conservation areas, listed buildings and the historic environment across the city are likely to be affected in a positive manner due to the level of protection they are given.
Permanent vs. temporary	The protection of the historic environment is likely to be permanent.
Secondary	The historic environment can play a vital role in place shaping.

12.0 DEVELOPING SUSTAINABLE TRANSPORT AND COMMUNICATION

12.1 Introduction

12.1.1 Sustainable transport is integral to the wider sustainable development agenda. An efficient transport network is a pre-requisite of a successful, modern economy. A safe and accessible transport network helps fulfil social objectives, while a low-pollution transport network is essential to safeguard the environment and climate.

12.2 What is the Policy Context?

12.2.1 Planning Policy Statement 1 aims to provide improved access for all to a range of services and facilities, by ensuring that new development is located where it is easily accessible for all on foot, bicycle or public transport and not just having to rely on access by car.

12.2.2 Planning Policy Guidance 13, Transport, states that quality of life depends upon transport and easy access to jobs, shopping, leisure facilities and services. PPG13's objectives include the integration of planning and transport at the national, regional, strategic and local level in order to promote more sustainable transport choices for both people and moving freight; promote accessibility to jobs and services by public transport, walking and cycling; and reduce the need to travel, especially by car. The guidance also recognises the role of walking and cycling in reducing air pollution.

12.2.3 The North East Regional Spatial Strategy states that plan should focus on improving sustainable accessibility and encourage a rebalancing of the transport system in favour of more sustainable modes. It also promotes the use of strategic public transport hub's which should be highly accessible to different transport modes, should enable high quality interchange opportunities, and be the focus higher density, mixed use developments.

12.2.4 The Tyne & Wear Local Transport Plan provides a strategic response to the spatial and transport patterns of the area, reflecting the policy objectives of the five local authorities in Tyne and Wear - Gateshead, Newcastle, North Tyneside, South Tyneside and Sunderland - and the Passenger Transport Authority. The vision of this plan is "to see Tyne and Wear continue to develop as an area where all residents have better access to a more prosperous, safer, healthier and more sustainable lifestyle in a more attractive environment". One specific target was the aim to increase cycling by 5% by 2010/11. Sunderland sets out proposals to increase cycling within the city in "On Your Bike – A Cycling Strategy for the City of Sunderland".

12.2.5 The Tyne and Wear Rights of Way Improvement Plan outlines plans for improving the network of public rights across the county.

12.2.6 The Sunderland Strategy aims to improve transport links between residential and employment areas whilst minimising traffic congestion.

12.3 What are the key sustainability objectives we need to consider?

12.3.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- Provide improved access for all by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport.
- Design and implement efficient and sustainable pattern of movement and communication , which will enable people to have a higher quality of life.
- Improve transport links between residential and employment areas minimising traffic congestion.

12.4 What is the situation now?

12.4.1 Bus patronage in Tyne and Wear has fallen by 44% since 1986; leading to various service reductions.⁴⁶ This trend has reversed since 2006 when the introduction of free concessionary travel for disabled and older people led to an increase in patronage. Metro patronage has grown 2% over the last year and passenger numbers have risen above 40 million across the network for the first time in 16 years. Metro is now the most reliable train operator in Britain, running 95.57% of trains on time during 2007/08.⁴⁷

Table 12.1: Public Transport Patronage in Sunderland

Year	Bus	Metro	Rail
2006/07	32,831,160	2,677,850	690,372
2007/08	32,887,986	2,603,732	672,716
2008/09	34,537,986	2,655,806	N/A

SOURCE: Business Intelligence Department, Nexus, 2008

* Excludes South Tyneside stations that are part of the Sunderland Metro Extension at Fellgate, Brockley Whins & East Boldon

** Rail patronage is based on boarding's on the Sunderland to Newcastle Northern Rail service

12.4.2 Car ownership levels in Sunderland are increasing at a faster rate than the national average. Road traffic has grown by 11% between 2000 and 2006 and is expected to continue to grow at about 2% per year.⁴⁸ This is likely to exacerbate problems of congestion, air pollution and carbon emissions.

12.4.3 To reduce the reliance on the private car, a Cycling Strategy for Tyne and Wear has also been developed which aims to see cycling trips increased across the region by 5% (2006-2011). Cycle levels within

⁴⁶ Sunderland City Council Sustainable Neighbourhoods Index

⁴⁷ Tyne and Wear Local Transport Plan Progress Report 2006-2011

⁴⁸ Tyne and Wear Local Transport Plan

Tyne and Wear have increased significantly already, with a 17% increase between 2004-2007. There are now nearly 100 km of designated cycle routes in the city with more than 80km off-road.⁴⁹

12.4.4 The key issues for the city with regard to transportation are:

- The majority of transport schemes identified have not been programmed.
- Rising car ownership figures indicate that congestion especially along key corridors such as the A183 and A690 will increase.
- Rising car use may further impact upon public transport, forcing costs of public transport use up and reducing patronage levels again.
- Rising car use will worsen safety and environmental conditions for walking and cycling (perceived or actual).
- The creation and improvement of walking and cycling networks.

12.5 What will the situation be without the plan (up to 2026)?

12.5.1 The trend for rising car ownership and resulting congestion is likely to continue according to forecasted growth outlined in the Tyne and Wear Local Transport Plan 2.

12.5.2 Bus usage is likely to increase and this may also be the case for the Metro. However, significant investment in rail may be required in order for the decline in patronage to be reversed.

12.5.3 Levels of cycling in the city, and the amount of designated cycle routes, are also likely to increase.

12.6 What will the situation be under the Revised Preferred Options?

12.6.1 The plans various transport schemes, in particular the reinvigoration of the Metro and the congestion reduction initiatives, promotes sustainable modes of transport. The three road schemes proposed, amongst other things aim to reduce congestion on other roads in their locality.

12.6.2 By improving arterial routes into the city centre through congestion reduction and other initiatives, the plan promotes the development of better public transport, and public transport routes, that connect well with housing, employment and town centre uses.

12.6.3 By supporting an integrated approach to transport and land use planning and focussing and intensifying development in accessible, built up areas the plan aims to reduce reliance on the car through increasing local accessibility and distributing land uses.

⁴⁹ Tyne and Wear Local Transport Plan 2

12.6.4 Improving cycling and walking levels in the city would be achieved through an off-road cycle network in Washington and a direct cycle route from Doxford International to Durham via Houghton-le-Spring and Belmont viaduct,.

12.6.5 The plan aims to support digital connectivity by assisting in the creation of a “University City” which would support high-tech and knowledge based sectors.

12.6.6 How can the effects be mitigated/ enhanced?

The SSTC should ensure that there are walking, cycling and pedestrian facilities, and possibly bus only lanes to ensure that potential users have a range of modes of transport available to them.

Table 12.2: Summary of impacts- Developing sustainable transport and communication

Type of impact	Preferred options
Short/medium term (0-10 years)	The SSTC and Central Route would have been developed.
Long term (11-15 years)	Phase 3 of the Metro reinvigoration plan is scheduled to start for 2021.
Areas likely to be significantly affected	Areas around the proposed road schemes are likely to be affected by increased traffic, noise and pollution.
Permanent vs. temporary	The effects of transport infrastructure, for example cycle routes and bus lanes, are likely to be permanent. The use of sustainable methods of transport may be temporary as it is dependent on a number of factors.
Secondary	Implementation of road scheme may lead to an increase in greenhouse gas emissions and air quality deteriorating in areas, whilst the promotion of public transport may have the opposite effect.

13.0 STRATEGIC SITES

13.1 This section provides the appraisal of the three Core Strategy Strategic Sites.

LAND NORTH OF NISSAN

13.2 What is the policy context?

The UDP deposit document (1997) proposed the site North of Nissan for employment purposes. However, this was removed following the Public Local Inquiry. The site was then brought forward in the Regional Planning Guidance for the North East (2002), which proposed a strategic employment site in this broad location, between 40 and 200 hectares, to be identified by Sunderland, South Tyneside and Gateshead Councils working collaboratively.

13.3 The Regional Spatial Strategy Submission Draft (June 200) proposed for the site, now entitled TyneWear Park, to be identified. However, the Secretary of States Proposed Changes (May 2007) led to the removal of the site from RSS.

13.4 What's the situation now and what will be the likely situation without the plan?

The site currently lies within the Green Belt in the north-east corner of Washington. The site is would remain Green Belt, if the plan did not propose a change of use.

Table 13.1: What will the situation be with the plan?

	North of Nissan
Climate Change	As the site is poorly connected to existing public transport infrastructure its development would lead to an increase in greenhouse gas emissions as private and commercial vehicles access the area.
Environmental Limits	Manufacturing of goods on the site would lead to an increase in waste. Due to the lack of public transport to the site, the majority of users would be using their cars to access the site and this would lead to worsening air quality.
Environmental Infrastructure	The site is currently in the city's Green Belt and any development would lead to a worsening in the site's biodiversity potential.
Economy and Employment Market	The site would be developed as a strategic employment site for the city, accommodating major employers. This would lead to an increase in economically active residents, tackle deprivation, and strengthen the city's economic performance. As emphasis would be given to developments supporting low carbon technology, the city's economy would become increasingly diversified. Businesses would be encouraged to link in with office development in the city centre, thereby enhancing its role

	and influence. As a key site in the production of the electric vehicles, the site would also be developed in light of the city's recent designation as a Low Carbon Economic Area, further strengthening the city's economy.
Population	The site would lead to the development of employment opportunities which would be diverse, plentiful and attractive to local residents and potential in-migrants. However, as the site has poor public transport links, it may not be accessible to all.
Learning and Skills	No significant impact
Sustainable Communities	The site is currently in an unsustainable location as it is a greenfield, Green Belt site and poorly accessed by public transport. The policy states that the site should be of a high standard of design and should incorporate a high standard of landscaping due to its prominent location.
Health and Well-Being	No significant impact
Culture and Heritage	The development of the site for a exemplar, low carbon business area would improve the image of the city.
Transport and Communication	The development of the site would lead to an increase in congestion due to poor public transport links and increased business traffic using the site.
Mitigation/ Enhancement Measures	Future businesses at the site could ensure that a shuttle bus is arranged for workers from major public transport hubs or encourage workers to car share by having a proportion of car share only parking bays. This would help reduce emissions, ensure that air quality does not deteriorate significantly, increase accessibility to the site and reduce congestion.

VAUX, FARRINGDON ROW AND GALLEYS GILL

13.5 What is the policy context?

The site is the location of the former the Vaux Brewery and was allocated in the UDP (1998) to be continued for this purpose. However, after its closure, UDP Alteration Number 2 (2007) allocated the site for business (B1) and housing (C3). A development framework has been published for Farringdon Row and Vaux has been granted permission for mixed use development.

13.6 What's the situation now and what will be the likely situation without the plan?

The Vaux Brewery closed in 1998 and the built structures have now been cleared for several years. Without the plan, the site is likely to come forward, however, may take considerably longer to be developed.

Table 13.2: What will the situation be with the plan?

	Vaux, Farrington Row and Galleys Gill
Climate Change	The site is located within the city centre, and is highly accessible by public transport. Although, some users would continue to use their private vehicles, there would be a high number of users accessing the site through various means including the metro and bus. As housing is also proposed on the site many workers may also be residents. Any housing development would need to move towards zero carbon energy supply.
Environmental Limits	Residential and office development on the site would lead to an increase in waste. However, recycling bins would be provided to households by the City Council to ensure recycling levels increase. Development of the site would mean that previously developed land in Sunderland South is also maximised. Development of the site could potentially have a detrimental impact on the water quality of the River Wear.
Environmental Infrastructure	The plan would ensure that Galleys Gill is maintained as open space which would ensure that its biodiversity potential is maintained or enhanced. The site's location on the River Wear could have an adverse impact on biodiversity. Development of the site could potentially have a detrimental effect on a SNCI in Galleys Gill.
Economy and Employment Market	The development of high density office development, and the major expansion of the office market in the city centre, would lead to an increase in its role and influence. Development would also strengthen the city's economic performance through the creation of more jobs and the office market would represent the diversification of the city's economy and the growth of new business sectors.
Population	The development of the site, in a key location in the city centre, would enhance the perception of the city centre. The proposed offices would lead to accessible, plentiful jobs which are attractive to current and potential residents. Housing development would incorporate an element of affordable and executive.
Learning and Skills	No significant impact
Sustainable Communities	The location is one of the most sustainable locations in the city as it is based within the city centre and is highly accessible by public transport. Housing, including affordable, would also be provided on site. Development would link well with public transport and shops and is in close proximity to the city's hospitals and schools.
Health and Well-Being	The maintenance of Galleys Gill as open space would mean that development of the site would ensure there is provision to safe, green and open space for activity.
Culture and	Development of this prominent site would improve the

Heritage	image of not only the city centre but also the city. Any development is likely to improve local environmental quality.
Transport and Communication	Although a proportion of users would access the car by private vehicle, development of the site, due to its accessibility, would promote the use of sustainable transport and transport routes that connect well with housing, employment. The mixed use nature of the site would reduce reliance on the car and encourage walking.
Mitigation/ Enhancement Measures	Development of the site could take account of the heritage and cultural fabric of the previous use which was a longstanding part of Sunderland's industrial legacy. The plan already ensures that development does not have an adverse effect on water quality in the River Wear.

HOLMESIDE TRIANGLE

13.7 What is the policy context?

The site was in the UDP (1998) under two separate allocations with an emphasis on shopping, offices, services, food and drink and leisure. However, UDP Alteration Number 2 (2007) promoted the site as a mixed use site with an emphasis on retail and allocated it for retail, housing and leisure. The site is also the subject of a development framework.

13.8 What's the situation now and what will be the likely situation without the plan?

The site is largely currently vacant. Without the plan, this site may still come forward but may take considerably longer to develop.

Table 13.3: What will be the situation with the plan?

	Holmeside Triange
Climate Change	By developing the Holmeside Triangle for both comparison and convenience retailing, the city centre would house large shopping facilities which would attract users into the area. As the city centre is the most accessible and sustainable location in the city, some residents may use public transport to access the site. This would mean that fewer cars are travelling to large shopping facilities out of the city or in less sustainable locations across the city.
Environmental Limits	Development of the site would mean that use of previously developed land in Sunderland South is maximised.
Environmental Infrastructure	No significant impact
Economy and Employment Market	The Holmeside Triangle is a key site within the city centre and its development would enhance the centres role and influence. As the site is a location for new retailing in the city, new jobs would be created, which would strengthen the Sunderland's economic performance and tackle one of

	the causes of deprivation in the city.
Population	The perception of the city centre would be enhanced as the Holmeside Triangle is in a key location. Employment opportunities would also be created in the city which may be attractive to local residents but may fail to attract new in-migrants into the city.
Learning and Skills	No significant impact
Sustainable Communities	The location is one of the most sustainable locations in the city centre as it is based within the city centre and is highly accessible by public transport as it is adjacent to Park Lane bus and metro interchange.
Health and Well-Being	No significant impact
Culture and Heritage	Development of this prominent site would improve the image of not only the city centre but also the city.
Transport and Communication	The site's development is likely to promote the use of sustainable transport as it is in a highly accessible, sustainable location adjacent to Park Lane bus interchange and Metro station.
Mitigation/ Enhancement Measures	None identified.

13.9 Conclusions

13.10 The appraisal has shown that both Vaux and Holmeside would contribute positively to sustainable development objectives in order to satisfy the requirements of the Core Strategy.

13.11 The Strategic Site at Land North of Nissan has shown several uncertainties in terms of performance against environmental SA objectives. The mitigation measure proposed however should ensure that some of these concerns are tackled in an appropriate manner.

13.12 It should be noted that the two sites in Central Sunderland have been sustainably appraised during the preparation of UDP Alteration Number 2. The Holmeside Triangle Development Framework has been the subject of SA, while any planning framework for Vaux, Farrington Row and Galleys Gill will also be subject to SA.

Table 13.4: Strategic Sites Summary of Impacts

	Land North of Nissan	Vaux, Farrington Row and Galleys Gill	Holmeside Triangle
Climate Change			
Environmental Limits			
Environmental Infrastructure			
Economy and Employment Market			
Population			
Learning and Skills			
Sustainable Communities			
Health and Well-Being			
Culture and Heritage			
Transport and Communication			

14.0 LOCATIONS FOR MAJOR DEVELOPMENT

14.1 This section provides the appraisal of the seven Core Strategy Locations for Major Development.

GROVES

14.2 What is the policy context?

The site is allocated as employment land in the Adopted UDP, whilst Alteration Number 2 allocates the land for a sustainable mixed use residential community comprising mainly of housing, with some business use and a local centre. The site is also a key location adjacent to the proposed Sunderland Strategic Transport Corridor (SSTC).

14.3 What's the situation now and what will be the likely situation without the plan?

The site has not been developed. Without the plan, this site may still come forward but may take considerably longer to develop.

Table 14.1: What will be the situation with the plan?

	Groves
Climate Change	By developing a mixed use residential community with housing, business and a local facilities, carbon emissions would be reduced as people may work, live and shop on site reducing the need to travel by car. A section of the site is located within a flood zone, largely along the eastern riverside area of the site.
Environmental Limits	Residential and office development on the site would lead to an increase in waste. However, recycling bins would be provided to households by the City Council to ensure recycling levels increase. Development of the site would mean that previously developed land in Sunderland South is also maximised. Development could also potentially have a detrimental impact on the water quality of the River Wear.
Environmental Infrastructure	The site's location on the River Wear could have an adverse impact on biodiversity.
Economy and Employment Market	Business development on the site would lead to an increase in economically active people in the city and strengthen Sunderland's economic performance.
Population	Appropriate employment opportunities would be developed that are accessible, diverse and attractive to local residents and potential in-migrants. There would also be a mix of housing provided on the site including affordable and executive.
Learning and Skills	No significant impact

Sustainable Communities	As the site would be developed as a mixed use residential community, and is accessible by public transport, including the Metro, the site is a sustainable location. A mix of housing, including affordable, would be provided which is accessible by public transport to schools, hospitals, shops and other facilities.
Health and Well-Being	The promotion of the site as a mixed use community would lead to exercise and opportunities for physical activity in everyday life as the use of walking and cycling would be promoted.
Culture and Heritage	The site is a large one (33 hectares) and any new development would improve the image of the city, especially as it would be a key gateway into Central Sunderland due to the location of the SSTC.
Transport and Communication	Development would reduce traffic congestion in the city as residents may work and shop in site. Its location next to a Metro station, and a potential new station, make the site highly accessible and ensure the site links well with other uses and the city centre. The development of a mixed use community would reduce reliance on the car due to the distribution of land uses and would help to increase walking and cycling.
Mitigation/ Enhancement Measures	The plan already ensures that development does not have an adverse effect on water quality in the River Wear. Any development should take into account flood risk on the site.

STADIUM VILLAGE

14.4 What is the policy context?

Stadium Village comprises two sites, Sheepfolds and Stadium Park, and was allocated under two different policies in the UDP. The first allocated Sheepfolds for business use classes, whilst Stadium Park, then Wearmouth Colliery, was allocated primarily leisure.

14.5 Under Alteration Number 2 the sites continued to be made up of the two sites. Stadium Park was allocated for leisure use whilst Sheepfolds was allocated for housing and business. The site is also the subject of a development framework.

14.6 What's the situation now and what will be the likely situation without the plan?

The Stadium of Light and the Aquatic Centre are currently on site. Large footplate leisure uses will continue to be developed. However, without the plan, development may still come forward but could take considerably longer to develop.

Table 14.2: What will be the situation with the plan?

	Stadium Village
Climate Change	Limited parking on site means fewer people using private vehicles to access facilities. The site is also accessible by the Metro and bus. Both these would ensure that sustainable modes of transport are used leading to a reduction in emissions. Any housing would be moving towards zero carbon energy supply.
Environmental Limits	Development of the site would mean that previously developed land is maximised. Development could however potentially have detrimental impacts on the water quality of the River Wear.
Environmental Infrastructure	The site's location on the River Wear could have an adverse impact on biodiversity.
Economy and Employment Market	Leisure related uses, and any office development, would lead to jobs being created, tackling the causes of deprivation and increasing the number of economically active people in Sunderland. The growth of leisure facilities would help to diversify the economy.
Population	Development of the site could enhance the city centre as the site is adjacent to a key gateway into the centre from Sunderland North and would create accessible and diverse jobs which would be attractive to local residents. Jobs in the leisure industry may not be attractive to potential in-migrants and may not be plentiful as, although developments are usually large scale they are relatively low in job density. Housing development would incorporate an element of affordable and executive.
Learning and Skills	No significant impact
Sustainable Communities	As the site is accessible by various means and close to the city centre, it is in a sustainable location. Some housing on site would be expected to be affordable and due to its location, in proximity to the city centre, would be accessible to a wide range of services.
Health and Well-Being	Leisure related uses would improve the health of residents and Sunderland and the north east and decreases the causes of ill health. As home to the only Olympic size swimming pool in the north east, Stadium Village attracts many people from across the region. Its location means it is highly accessible and reduces health inequality.
Culture and Heritage	The development of the site would lead to the image of the city and city centre to be enhanced as it is in a key location and adjacent to a key gateway into the city centre from Sunderland North. Visitors to the Stadium of Light would also see an improved area. The site promotes sustainable tourism as its is accessible by various means of transport including the bus and Metro.
Transport and Communication	As it is accessible by public transport the site would reduce congestion in the city. Limited car parking on site promotes

	the use of sustainable transport. Its location means that housing, employment and the city centre are easily accessible.
Mitigation/ Enhancement Measures	The plan already ensures that development does not have an adverse effect on water quality in the River Wear.

BONNERSFIELD

14.7 What is the policy context?

Bonnorsfield was allocated in the UDP for B class uses whilst Alteration Number 2 allocated the land for housing and education and training use.

14.8 What's the situation now and what will be the likely situation without the plan?

The site currently consists of St Peters campus and housing. Without the plan, it is expected that the site would not be developed.

Table 14.3: What will be the situation with the plan?

	Bonnorsfield
Climate Change	The site's location and accessibility would mean that users are likely to use public transport. Limited parking on site, and as the majority of users would be students and may not have access to a private vehicle, would ensure greenhouse gas emissions are reduced.
Environmental Limits	Development of the site would mean that previously developed land in the city is maximised. Development could also potentially have a detrimental impact on the water quality of the River Wear.
Environmental Infrastructure	The site's location on the River Wear could have an adverse impact on biodiversity.
Economy and Employment Market	Development of the site for offices and educational use would lead to job creation and strengthen the city's economy. The development of the university would lead to diversification of the economy. The St Peters campus would also have linkages with the city's Chester Road campus, enhancing the economic role of the city centre.
Population	The site's location would increase the perception of the city centre, and its development, primarily for education and the University, would lead to accessible, diverse, plentiful and attractive jobs for local residents and potential in-migrants. Housing development would incorporate an element of affordable and executive.
Learning and Skills	Development of the site for the University and educational related uses would help to improve educational attainment across the city and the qualifications and skills of the working age population.
Sustainable	As the site is accessible by various means and close to the

Communities	city centre, it is in a sustainable location. Some housing on site would be expected to be affordable and due to its location, in proximity to the city centre, would be accessible to a wide range of services.
Health and Well-Being	No significant impact
Culture and Heritage	The site's development could have a negative effect on the candidate World Heritage Site.
Transport and Communication	The site's location and accessibility would ensure that sustainable forms of transport are promoted. The University of Sunderland also plays a key role in the digital connectivity of the city and initiatives like Software City.
Mitigation/ Enhancement Measures	The plan already ensures that it development does not have a detrimental effect on the candidate World Heritage Site and its buffer zone.

SUNNISIDE

14.9 What is the policy context?

Sunniside was allocated in the UDP for business class uses. Alteration Number 2 allocated the site for a range of uses to promote the area as a mixed use urban quarter. The site is also the subject of a development framework.

14.10 What's the situation now and what will be the likely situation without the plan?

The area is starting to develop as a mixed use quarter. Without the plan, the area would be maintained for office uses. The plan ensures that the area is promoted for a vital and viable mix of uses.

Table 14.4: What will be the situation with the plan?

	Sunniside
Climate Change	As a mixed use urban quarter, with people working, living and shopping in the area, it is likely that users would not be dependent on private vehicles, leading to a reduction on emissions. Any housing would have to move towards zero carbon in energy supplies.
Environmental Limits	Residential and office development on the site would lead to an increase in waste. However, recycling bins would be provided to households by the City Council to ensure recycling levels increase. Development of the site would mean that previously developed land in Sunderland South is also maximised.
Environmental Infrastructure	Green infrastructure has, and would continue to be an important element in the development leading to enhanced biodiversity.
Economy and Employment Market	Office development may lead to job creation, leading to the city's economy being strengthened. Regeneration of the area would enhance the economic role and influence of the city centre.

Population	The perception of the city centre would be enhanced due to the regeneration of the area. Business and residential development would lead to employment opportunities and an element of affordable and executive housing.
Learning and Skills	No significant impact
Sustainable Communities	The location is one of the most sustainable locations in the city as it is based within the city centre and is highly accessible by public transport. Housing, including affordable, would also be provided on site. Development would link well with public transport and shops and is in close proximity to the city's hospitals and schools.
Health and Well-Being	As a mixed use urban quarter, with facilities in close proximity, the design of the area would promote the opportunities for recreation in everyday life.
Culture and Heritage	The image of the city, and in particular the city centre, would be greatly improved with the regeneration of the area, which would also promote sustainable tourism. The regeneration of the area would take into account its status as a conservation area and development would respect local heritage.
Transport and Communication	Development of the site would promote the use of sustainable transport due to its location in the city centre and proximity to bus and Metro facilities. The development of a mixed use urban quarter may help to increase levels of walking and cycling. Due to its accessibility, development would also promote the use of sustainable transport and transport routes that connect well with housing, employment.
Mitigation/ Enhancement Measures	None identified

THE PORT OF SUNDERLAND

14.11 What is the policy context?

The UDP states that the Port will be protected for port related developments and activities whilst Alteration Number 2 allocated the Port for employment generating uses.

14.12 What's the situation now and what will be the likely situation without the plan?

The site is currently used for port related economic development. Without the plan, development may still come forward but could take considerably longer to develop.

Table 14.5: What will be the situation with the plan?

	The Port
Climate Change	Development of the Port for renewable energy, including manufacturing, would lead to a reduction in carbon emission. Low lying areas of the Port are also vulnerable to flooding.
Environmental Limits	Development of the site would mean that previously developed land in Sunderland South is maximised.
Environmental Infrastructure	The site's location on the River Wear, and in close proximity to the city's Natura 2000 sites, could mean that development has have an adverse impact on biodiversity. The Coast, including the Heritage Coast, is also a key part of the city's green infrastructure and any development could negatively impact on both.
Economy and Employment Market	The development of the Port for related economic development purposes and renewable energy manufacturing may be attractive to current residents and potential in-migrants.
Population	Development of the site would lead to accessible, diverse, plentiful jobs being created. These would be attractive to current residents and potential in-migrants.
Learning and Skills	No significant impact
Sustainable Communities	No significant impact
Health and Well-Being	No significant impact
Culture and Heritage	No significant impact
Transport and Communication	Access to the Port is mainly through private vehicles. The development of the port for related economic development purposes and renewable energy manufacturing would lead to an increase in congestion, in particularly, freight using the site. Development of the SSTC and the Port Access Road would also lead to an increase in congestion.
Mitigation/ Enhancement Measures	The plan ensures that green infrastructure is established, and protected, across the city. This includes the Coast as a key green corridor. The plan already ensures that development does not have an adverse effect on water quality in the River Wear.

SOUTH RYHOPE

14.13 What is the policy context?

This site was allocated under the UDP as a new 20 hectare employment site.

14.14 What's the situation now and what will be the likely situation without the plan?

The site has not been developed. Without the plan, the site will continue to be undeveloped.

Table 14.6: What will be the situation with the plan?

	South Ryhope
Climate Change	Development of the site would lead to an increase in carbon emissions as the site would lead to an increase in freight using roads in the area and employees accessing the site.
Environmental Limits	More traffic in the area would lead to deterioration in air quality.
Environmental Infrastructure	The site is a greenfield site and its allocation for employment would lead to it not being a part of the city's green infrastructure. This would have a detrimental impact on the biodiversity potential of the site.
Economy and Employment Market	The site is allocated for employment and business use classes and this would lead to job creation and strengthen the city's economic performance. With more people in employment, deprivation in the city would also be tackled.
Population	Development of the site would lead to an increase in employment opportunities that are diverse, plentiful and attractive to current and potential residents. Public transport access to Ryhope is relatively good ensuring that jobs are accessible.
Learning and Skills	No significant impact
Sustainable Communities	Although the site is not in an unsustainable location, due to public transport links, it is a greenfield site.
Health and Well-Being	Development of the site would mean that there is less green space for activity.
Culture and Heritage	No significant impact
Transport and Communication	Development of the site would lead to an increase in freight. However, the site is relatively easy accessible by public transport and this could lead to potential employees using sustainable modes of transport.
Mitigation/ Enhancement Measures	Any development of the site should ensure that it incorporates green space on site to contribute to the city's green infrastructure.

CHERRY KNOWLE

14.15 What is the policy context?

Cherry Knowle in hospital in Ryhope was allocated in the UDP for a 200 bed psychiatric rehabilitation hospital.

14.16 What's the situation now and what will be the likely situation without the plan?

The site is currently a hospital. Without the plan, development may still come forward but could take considerably longer to develop. The site is also the subject of a development framework.

Table 14.7: What will be the situation with the plan?

	Cherry Knowle
Climate Change	Development would lead to an increase in carbon emissions due to an influx of residents and increasing car use. All homes developed would move towards zero carbon in energy supplies.
Environmental Limits	Residential development on the site would lead to an increase in waste. However, recycling bins would be provided to households by the City Council to ensure recycling levels increase. Due to an increase in car use, air quality in the area would deteriorate.
Environmental Infrastructure	No significant impact
Economy and Employment Market	No significant impact
Population	The site would provide a choice of housing to meet the needs of current residents and potential in-migrants.
Learning and Skills	No significant impact
Sustainable Communities	Ryhope has relatively good public transport access. Development would lead to the provision of high quality housing, including an element of affordable, accessible to a range of services.
Health and Well-Being	Health facilities are proposed on site, increasing access to local healthcare facilities and reducing health inequality.
Culture and Heritage	No significant impact
Transport and Communication	Development would lead to an increase in congestion due to an increase in the population and care usage. The site connects well with existing facilities.
Mitigation/ Enhancement Measures	The development of the site should propose opportunities to increase levels of walking and cycling, within the estate, by for example having a small local centre on site.

14.17 Conclusions

The appraisal has shown that the ongoing development of Sunnyside would contribute positively to sustainable development objectives in order to satisfy the requirements of the Core Strategy.

14.18 The development of Groves, Stadium Village and Bonnersfield could potentially have detrimental impacts on biodiversity along the River Wear, whilst Bonnersfield could also impact upon the candidate World Heritage Site.

14.19 The Port, South Ryhope and Cherry Knowle have different negative impacts when appraised against the SA objectives. However, the mitigation measures proposed should ensure that development of these three locations is undertaken in a more sustainable manner.

14.20 It should be noted that the five sites in Central Sunderland have all been sustainably appraised during the preparation of UDP Alteration Number 2. Sites which have been the subject of development frameworks would have been the subject of further SA. It is expected that development frameworks for all sites will be prepared in the near future and further SA work will be undertaken.

Table 14.8: Locations for Major Developments Summary of Impacts

	Groves	Stadium Village	Bonnorsfield	Sunniside	The Port	South Ryhope	Cherry Knowle
Climate Change	Yellow	Dark Green	Dark Green	Light Green	Yellow	Red	Orange
Environmental Limits	Yellow	Yellow	Yellow	Light Green	Light Green	Orange	Orange
Environmental Infrastructure	Orange	Orange	Orange	Light Green	Red	Red	White
Economy and Employment Market	Light Green	Light Green	Dark Green	Light Green	Light Green	Dark Green	White
Population	Dark Green	Light Green	Light Green	Dark Green	Light Green	Dark Green	Light Green
Learning and Skills	White	White	Dark Green	White	White	White	White
Sustainable Communities	Light Green	Light Green	Light Green	Dark Green	White	Orange	Light Green
Health and Well-Being	Light Green	Dark Green	White	Light Green	White	Orange	Light Green
Culture and Heritage	Light Green	Light Green	Orange	Light Green	White	White	White
Transport and Communication	Dark Green	Light Green	Light Green	Dark Green	Red	Yellow	Light Green

15.0 Priority Locations for Regeneration

15.1 This section provides the appraisal of the four Core Strategy Priority Locations for Regeneration.

HOUGHTON TOWN CENTRE

15.2 What is the policy context?

The area consists of several allocation in the UDP regarding the regeneration, and retail potential, of the centre

15.3 What's the situation now and what will be the likely situation without the plan?

Houghton Town Centre is currently a failing centre. Without intervention from the plan this would continue to be the case.

Table 16.1: What will be the situation with the plan?

	Houghton Town Centre
Climate Change	The development of retail facilities in the town centre would lead to a reduction in carbon emissions as more residents would use public transport to access the site rather than using their cars to travel to other parts of the city, and region, for their shopping needs.
Environmental Limits	The policy would not maximise the use of previously developed land as one of the key sites within the town centre is a greenfield site. Through regeneration and environmental improvements to the town centre, more visitors would be attracted to use its facilities. Although public transport is available, use of private vehicles is likely to increase leading to a deterioration in air quality.
Environmental Infrastructure	Regeneration of the area would have led to a greenfield site being developed. This could also harm biodiversity in the area.
Economy and Employment Market	The number of economically active people would increase as jobs in retail are likely to be created. This would also help to diversify the economy whilst also tackling one of the main causes of deprivation in the city.
Population	Jobs in retail would be created and these may be attractive to current residents but are unlikely to bring potential in-migrants into the city.
Learning and Skills	No significant impact
Sustainable Communities	Houghton Town Centre is in a sustainable location and is easily accessible by bus.
Health and Well-Being	Development of the site would mean that there is less green space for activity.
Culture and Heritage	Development of the town centre, including environmental improvements, would have a positive effect on the image of the city.

Transport and Communication	Congestion may increase as the regeneration of the town centre may attract more visitors. However, the area is also easily accessible by bus and therefore promotes the use of sustainable transport.
Mitigation/ Enhancement Measures	Regeneration of the area and environmental improvements should incorporate an element of open space to ensure opportunities for recreation and enhance biodiversity in the area.

HETTON DOWNS/ EPPLETON

15.4 What is the policy context?

The UDP outlines housing improvements to the area. An Area Action Plan (AAP) is coordinating development in the area as part of the council's response to the urgent need for a programme of housing renewal in the area following the findings of a city-wide Housing Stock Condition Survey that identified the area as containing some of the worst housing in the city.

15.5 What's the situation now and what will be the likely situation without the plan?

The housing stock is currently in poor condition, and it is around this issue that the area has become the subject of an AAP. Due to surrounding issues, development in accordance with the AAP would occur but would take considerably longer.

Table 16.2: What will be the situation with the plan?

	Hetton Down/ Eppleton
Climate Change	Housing renewal in the area would ensure that improvements would lead to better conditions, including energy efficiency, and would move towards zero carbon energy supply. Carbon emissions would also be reduced as the poor quality of current housing would be upgraded.
Environmental Limits	No significant impact
Environmental Infrastructure	Significant investment is envisaged for landscaping which would contribute to green infrastructure in the city and would enhance the biodiversity potential of the city. Intensive planting of tree belts and woodland using native species is also to be undertaken further contributing to wildlife.
Economy and Employment Market	No significant impact
Population	The residential environment of the area would be significantly improved due to housing renewal and demolition.
Learning and Skills	No significant impact

Sustainable Communities	One of the key objectives for the AAP is to design out crime in the area. Housing renewal, including demolition and rebuild, would ensure a well planned and well designed community. Community facilities, including support for retailing in the area, and public transport are accessible to housing.
Health and Well-Being	Landscaping in the area would contribute to green infrastructure leading to increased access to open space for activity.
Culture and Heritage	Residential improvements to the area would lead to a enhanced image of the city.
Transport and Communication	No significant impact
Mitigation/ Enhancement Measures	None identified at this level. The AAP and its SA, will detail proposals further and propose mitigation/ enhancement measures.

SEABURN AND ROKER SEAFRONT

15.6 What is the policy context?

The area consists of several allocation in the UDP, primarily regarding the regeneration of the seafront in terms of leisure and tourism. The area is also subject to a Masterplan, which is currently being produced.

15.7 What's the situation now and what will be the likely situation without the plan?

The seafront is a former seaside resort in need of regeneration. Without the plan, development would still continue but without a strategic, citywide focus.

Table 16.3: What will be the situation with the plan?

	Seaburn and Roker Seafront
Climate Change	Due to its location by the sea, development could be affected by flood risk.
Environmental Limits	Development of the area could have a negative impact on bathing waters in the area.
Environmental Infrastructure	The seafront is in close proximity to nature conservation sites and a SPA. The individual unit which makes up the SPA is also designated as a site of special scientific interest. Any development could impact on the biodiversity of the area, including the sites mentioned.
Economy and Employment Market	Regeneration of the area would attract more tourists and boost the local economy through diversification, through tourism, employing local people and strengthening the area's economic performance.
Population	No significant impact
Learning and Skills	No significant impact

Sustainable Communities	No significant impact
Health and Well-Being	Improving the image of the coast would lead to more people using the area and its open space facilities.
Culture and Heritage	The coast is an important part of Sunderland's heritage and any improvements would lead to an improvement in the image of the city and promote sustainable tourism to the city.
Transport and Communication	The area has a Metro station nearby, allowing users to access it via public transport, and a tourist trail may lead to increasing levels of walking and cycling. However, on busy days there may be an increase in congestion.
Mitigation/ Enhancement Measures	Regeneration of the area should take not have a detrimental effect on the Northumbria SPA or bathing waters. The Masterplan and its SA, will detail proposals further and propose further mitigation/ enhancement measures.

HENDON AND THE EAST END

15.8 What is the policy context?

The UDP identifies the area for housing renewal and environmental improvements. The area is also part of the New Deal for Communities programme.

15.9 What's the situation now and what will be the likely situation without the plan?

Without the plan, development may still come forward but could take considerably longer to develop.

Table 16.4: What will be the situation with the plan?

	Hendon and the East End
Climate Change	New housing in the area would move towards zero carbon in energy supply.
Environmental Limits	The regeneration of the area would ensure that previously developed land in Sunderland South is maximised.
Environmental Infrastructure	No significant impact
Economy and Employment Market	Regeneration of the area, including economic development, may lead to new job opportunities and help tackle one of the causes of deprivation in one of the poorest areas of the city.
Population	Housing renewal would greatly improve the residential environment of the area and its location may enhance the city centre. A mix of new housing may be provided and investment into the area may also develop appropriate employment opportunities.
Learning and	The New Deal for Communities programme would help

Skills	provide educational opportunities for residents in the area and may lead to an improvement in educational attainment as well as skills and qualifications.
Sustainable Communities	Through employment, housing renewal and education, crime and the fear of crime may fall. The sites location in close proximity to the city centre and good access through public transport ensures it is in a sustainable location. Housing renewal in the area would lead to high quality housing being built close to services.
Health and Well-Being	No significant impact
Culture and Heritage	Any improvements to Hendon and the East End would lead to an improvement in the city's image. Its proximity to the city centre may also lead to the centre's image being enhanced too.
Transport and Communication	The area's location near the city centre may promote sustainable transport.
Mitigation/ Enhancement Measures	Development should be undertaken in a sensitive manner to ensure it does not impact on the area's historic environment.

15.10 Conclusions

The appraisal has shown that the regeneration of Houghton Town Centre will have positive economic and housing factors but may have a negative impact on the environment and health.

15.11 The regeneration Hetton Downs and Hendon East End will have positive socio-economic and environmental factors, whilst the regeneration of the Seaburn and Roker Seafront will have positive social and economic effects but may have a detrimental impact on the environment.

15.12 It should be noted that Hetton Downs and the Seaburn and Roker Seafront have been sustainably appraised during the preparation of an AAP and a masterplan, respectively. Further detail in terms of the appraisal and enhancement and mitigation measures can be found in the relevant reports.

Table 16.5: Priority Locations for Development Summary of Impacts

	Houghton Town Centre	Hetton Downs/ Eppleton	Seaburn/ Roker Seafront	Hendon and the East End
Climate Change	Light Green	Dark Green	Orange	Light Green
Environmental Limits	Orange	White	Orange	Light Green
Environmental Infrastructure	Orange	Dark Green	Orange	White
Economy and Employment Market	Dark Green	White	Light Green	Light Green
Population	Light Green	Light Green	White	Light Green
Learning and Skills	White	White	White	Light Green
Sustainable Communities	Light Green	Dark Green	White	Light Green
Health and Well-Being	Orange	Light Green	Light Green	White
Culture and Heritage	Light Green	Light Green	Light Green	Light Green
Transport and Communication	Yellow	White	Light Green	Light Green

16.0 CONCLUSIONS

16.1 This chapter aims to bring together the main findings of the SA. Firstly, Table 16.1 sets out a consideration of cumulative effects in terms of Policies, Strategic Sites, Locations for Major Development and Priority Locations for Regeneration.

Table 16.1: Cumulative and Synergistic Effects

SA Objective	Cumulative and Synergistic Effects
Adapting to and mitigating against climate change	<p>The plan would have a positive impact on climate change in by focussing development for large scale town centre uses towards the city's main centres and supporting an integrated approach to transport and land use planning. Promoting sustainable modes of transport and renewable energy, including working towards zero carbon housing would also have a positive effect. This would be enhanced by the development of the two Strategic Sites and five Locations for Major Development in Central Sunderland and the Priority Locations for Regeneration with the exception of the seafront.</p> <p>However, the road schemes, the strategic site North of Nissan and the two Locations for Major Development in Ryhope would have a negative effect on climate change.</p>
Living within environmental limits	<p>The plan aims to reduce waste production and increase recycling through applying the waste hierarchy. It also aims to ensure that development applies the sequential approach to development.</p> <p>Sustainable transport schemes mentioned along with policy CS3, which aims to prevent the development of increased air pollution levels and Air Quality Management Areas, would help to increase air quality, whilst at the same time controlling it to ensure no deterioration. The plan also ensures that the adverse effects of pollution are minimised. Again, the two Strategic Sites and five Locations for Major Development in Central Sunderland would have a positive impact against this objective, along with regeneration area at Hetton Downs and Hendon.</p> <p>Development of the three road schemes outlined in policy would lead to a decrease in air quality across the city, whilst the continued extraction of sand and gravel would not minimise the use of global and local natural resources. Development at North of Nissan, the seafront, Houghton town centre and the two Locations for Major Development in Ryhope have a negative effect on environmental limits.</p>
Safeguarding and enhancing Sunderland's	<p>The establishment of green infrastructure would ensure that biodiversity in the city is enhanced and designated sites are protected, along with those priority habitats and</p>

<p>environmental infrastructure</p>	<p>species outlined in the Durham Biodiversity Action Plan. The policy also aims to maintain the broad extent of the Green Belt.</p> <p>The plan aims to ensure that development does not have an adverse impact on biodiversity and seeks to enhance it where appropriate.</p> <p>As the Durham Heritage Coast is a key piece of green infrastructure, it would also be protected and enhanced.</p> <p>However, one of the key aims of green infrastructure is to increase accessibility, along with a coastal footpath, this could have a detrimental impact on the Heritage Coast.</p> <p>North of Nissan would have a significant negative effect on environmental infrastructure, primarily because it is currently part of the Green Belt. Vaux and Holmeside would have a positive impact along with Sunnyside and Hetton Down. The remaining Locations for Major Developments and Priority Locations for Regeneration, with the exception of Hendon and the East End, would have negative, or significant negative impacts on environmental infrastructure.</p>
<p>Strengthening Sunderland's economy and employment market</p>	<p>The plan would develop 225 hectares of land, aid the diversification of the economy and states the potential of the city to accommodate over 90,000sqm of retail floorspace would ensure that the plan has a significant positive impact on the economy and employment market.</p> <p>This would be exacerbated by the development of the SSTC and the Central Route which would improve accessibility to key employment locations.</p> <p>All Strategic Sites, Locations for Major Development and Priority Locations for Regeneration would have a positive or significant positive impact on economy and the employment market in the city, with the exception of Cherry Knowle and Hetton Down, where there would be no significant positive or negative impact.</p>
<p>Stemming the declining population of the city by reducing out migration and encouraging in-migration</p>	<p>The plan would improve the city's residential environment and would provide a choice of housing across the city by ensuring a mix of housing types, including affordable and executive housing, density, affordability, and supporting the renewal programmes of Gentoo and other Registered Social Landlords.</p> <p>The perception of the city centre would be enhanced as the policy outlines that Central Sunderland, including the city centre, would be a priority for regeneration.</p>

	<p>The plan could also help to develop appropriate employment opportunities that are accessible as employment land will be distributed across the five sub-areas.</p> <p>All locational and site policies will have a positive effect on population in the city.</p>
<p>Establishing a strong learning and skills base for Sunderland</p>	<p>The plan supports the development of the city's learning infrastructure. This could consist of the University of Sunderland and Sunderland College but also the Building Schools for the Future programme. Development at Bonnersfield as part of the University of Sunderland and the New Deal for Communities programme will also improve education and skills and qualifications of residents across the city.</p>
<p>Building sustainable communities in Sunderland</p>	<p>Through high quality design, the plan aims to provide safe, attractive places to live. Design can also help decrease levels of crime and the fear of crime. By ensuring that new developments achieve the highest quality of urban design, the plan will ensure a well planned and designed city.</p> <p>Site selection in accordance with the RSS sequential approach will help ensure that development is built in the most sustainable locations.</p> <p>The only locational policy which will have negative effect is the Major Location for Development at South Ryhope employment site.</p>
<p>Improving health and well-being whilst reducing inequalities in health</p>	<p>The establishment of green infrastructure would increase access to green and open space in the city which would help promote sport and exercise.</p> <p>By ensuring development is in accessible built up areas, and by promoting walking and cycling, including through the creation of cycle networks, the plan would promote opportunities for recreation in everyday life.</p> <p>By ensuring the provision of appropriately located high quality health facilities, the plan would increase access to local healthcare provision.</p> <p>The only locational policies that would have a negative impact on health in the city would be the regeneration of Houghton Town Centre and the employment site at South Ryhope as they would lead to a loss of greenfield land.</p>
<p>Promoting, enhancing and respecting Sunderland's</p>	<p>The plan respects the city's local heritage and historic environment (including listed buildings and conservation areas) by preserving and enhancing those parts of the built environment that make a positive contribution to local</p>

<p>culture and heritage</p>	<p>character, valued buildings and areas of historic or townscape significance. Through the development of the Seaburn and Roker coast, the development of Herrington country park and the candidate World Heritage Site, sustainable tourism throughout the city would be promoted.</p> <p>The plan also aims to protect the unique historic environment of the city and the setting of the candidate World Heritage Site whilst ensuring that new developments in close proximity to the candidate World Heritage Site are sympathetically designed and do not detract from its setting.</p> <p>As a Location for Major Development however, development at Bonnersfield could have a negative effect on the candidate World Heritage Site.</p>
<p>Developing sustainable transport and communication</p>	<p>The plan support's an integrated approach to transport and land use planning and focussing and intensifying development in accessible, built up areas the plan aims to reduce reliance on the car through increasing local accessibility and distributing land uses.</p> <p>The plans various transport schemes, in particular the reinvigoration of the Metro and the congestion reduction initiatives, promotes sustainable modes of transport. The three road schemes proposed, amongst other things aim to reduce congestion on other roads in their locality.</p> <p>By improving arterial routes into the city centre and improving cycling and walking, the plan promotes the development of better public transport,</p> <p>The plan also aims to support digital connectivity by assisting in the creation of a "University City" which would support high-tech and knowledge based sectors.</p> <p>The Strategic Site North of Nissan would lead to increased congestion due to poor public transport links and an increase in business traffic. Development at the Port would also lead to an increase in freight and the development of the SSTC and the Port Access Road would also lead to an increase in congestion.</p>

16.2 Cumulatively, the plan would have a positive effect in light of the SA appraisals.

17.0 PROPOSALS FOR MONITORING

17.1 The SEA Directive includes a specific requirement for monitoring the significant environmental effects of plans and programmes and the Environmental Report on the assessment (incorporated within this report) should include a description of the measures envisaged for monitoring the plan.

14.2 The table below summarises the effects identified by the Sustainability Appraisal alongside suggestions for monitoring. Monitoring suggestions are based on existing indicators already monitored and suggested to monitor the Core Strategy, Annual Monitoring Reports and Government guidance.

Table 17.1: Monitoring suggestions

Effect	Monitoring Suggestion
A change in transport related carbon emissions from the use of more sustainable forms of transport and the implementation of road schemes in the city.	Per capita reduction in CO2 emissions in the LA area Percentage housing development that are built to Code for Sustainable Homes level 4
Promoting sustainable forms of transport	Length of new no car, bus only or cycle lanes Congestion- average journey time per mile during the morning peak
Development located in a flood risk area	Applications granted contrary to the advice of the Environment Agency
Increasing amounts of renewable energy produced	Renewable energy generation Permitted and completed stand alone renewable energy schemes Number of and potential capacity (MW) of renewable energy schemes permitted and refused
The number of homes that move towards zero carbon energy supply	The number of homes implementing Level 4 of the Code for Sustainable Homes
Air quality due to the development of three road schemes and the sustainable modes of transport proposed	Number of days where air pollution is moderate or high Number of AQMAs Congestion levels in identified nitrogen dioxide hotspots
Ensuring that the adverse effects of pollution are minimised during	Ecological status of River Wear Estuarine

development along the River Wear	Biological status of River Wear Estuarine
Distribution of 225 hectares of land	Total amount of additional floorspace (gross & net) by type Amount of employment land available by type Amount of floorspace developed for employment by type Overall Employment rate
Development of 90,000sqm of retail floorspace/ An enhanced perception of the city centre	Total amount of floorspace for town centre uses All town centre related proposals determined in accordance with adopted policy Level of retail vacancy in town centres Office Developments on PDL
Promoting a mix of housing	Affordable housing completions
Supporting the development of the city's learning infrastructure	Amount of completed new university/ college development Land allocated for future education facilities
Promoting sustainable forms of transport	Number of cycle routes developed in the city Access to services and facilities by public transport, walking and cycling Local bus and light rail passenger journeys originating in the authority area Percentage of householders can walk to bus stop within 400m
Protect Green Belt and green infrastructure from inappropriate development	Changes to the area of designated green belt Development approved within the designated green belt

	<p>Applications refused on Green belt land</p> <p>Proportion of open space managed to green flag status</p> <p>Amount of open space (ha) lost to development</p>
Conserve and enhance the biodiversity potential of the city	<p>Change in areas of biodiversity importance</p> <p>Changes in areas of biodiversity importance</p> <p>% of SSSIs in favourable or recovering condition</p>
Improving the health of the city's residents	<p>Adult participation in sport and active recreation</p>
Respect the city's heritage	<p>Applications for new development which are contrary to adopted policies for conservation areas, listed buildings, and schedule ancient monuments.</p> <p>Proportion of grade I and II* Listed Buildings 'at risk'</p>

18.0 WHAT HAPPENS NEXT?

- 18.1 In order to take account of the views of the community and other stakeholders there will be a period of consultation from 8th April to 20th May 2010 on the Core Strategy Revised Preferred Options and SA.
- 18.2 The SA can be read alongside the DPD in order to inform the consultation responses. Furthermore, views on the findings of the SA are welcomed.
- 18.3 Representations can be made in writing to the Deputy Chief Executive, Office of the Chief Executive, Sunderland City Council, PO Box 102, Civic Centre, Sunderland, SR2 7DN. Alternatively, comments can be emailed to planningpolicy@sunderland.gov.uk.
- 18.4 Under Article 3 (6) of the SEA Directive, a copy of the Sustainability Appraisal for the Core Strategy DPD will be sent to the following bodies for comment:
- English Heritage
 - Environment Agency
 - Natural England
- 18.5 In addition a number of organisations with environmental, social and economic interests will receive notification of both the consultation of the Core Strategy and the SA.
- 18.6 If consultation gives rise to significant changes that have not been subject to SA, the Council is then required to undertake an appraisal of these changes before the plan can be adopted.
- 18.7 The Sustainability Statement**
Once the DPD has been adopted by the Council, it will be required to provide the public and the consultation bodies with information on how sustainability considerations, highlighted through the SA process, as well as consultation responses, are reflected in the plan or programme and how its implementation will be monitored in the future.
- 18.8 A Sustainability Statement will be required setting out the above information for publication alongside the adopted DPD.



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Planning Policy Section
Office of the Chief Executive
Civic Centre
Sunderland
SR2 7DN

Tel: (0191) 5611574
Fax: (0191) 5531224
e-mail: planningpolicy@sunderland.gov.uk