

# **Lisburn Terrace Triangle Draft Development Framework**

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## **1.0 INTRODUCTION**

### **Overview**

The Lisburn Terrace Triangle site is situated to the south of Pallion New Road at its junction with Queen Alexandra Bridge, to the west of Sunderland City Centre. The site is located within the Central Sunderland Boundary, and is defined as a strategic location for change in the UDP Alteration No.2 for Central Sunderland (2007) (hereafter referred to as 'Alteration No.2').

The Lisburn Terrace Triangle site represents an opportunity to provide an impressive gateway to the City Centre from the west and has the potential to provide new business facilities, housing and ancillary uses in close proximity to the existing Millfield residential community and the Millfield Metro Station.

This Development Framework establishes the requirement for a high quality, fine grained and intensive pattern of development within the site. Such development would make effective use of this important gateway location, which benefits from good road and public transport (including Metro) links into and out of the city. There is the opportunity to adopt a long-term strategy for this site on a phased basis.

### **Purpose**

Policy ECB5 contained within Alteration No.2 requires the City Council to prepare a broad Development Framework for the Lisburn Terrace Strategic Location for Change, setting out key principles and parameters that are to be reflected, firstly, in the preparation of a comprehensive masterplan to be prepared by developers and agreed with the City Council and ultimately, in detailed proposals for which planning permission will be sought.

The Framework also identifies and advises developers to take account of relevant Development Plan policies covering the wider Sunderland area, national and regional planning policy objectives and national practice guidance, as well as relevant up to date Supplementary Planning Documents (SPD) and Supplementary Planning Guidance (SPG).

## **2.0 SITE AND SURROUNDINGS**

A plan, defining the boundary of the Lisburn Terrace Triangle Strategic Location for Change is set out at Policy SA6B.1 of Alteration No.2 and is included at Appendix 1. The site occupies approximately 10.8 hectares of land between the Queen Alexandra Bridge and Deptford (to the north) and Millfield (to the south and east). The metro line running between Millfield and Pallion defines the south-western boundary of the site.

The site is currently part vacant with the remainder occupied by a variety of uses. Nearby premises are occupied by the Rocktop scrapyards and Gala Bingo. The site is surrounded by residential areas to the east, south and west. Pallion Engineering is located to the north-west.

The Pallion Engineering site is also a site identified as a strategic location for change in Alteration No.2. The proposed Sunderland Strategic Transport Corridor (SSTC) will pass the Lisburn Terrace Triangle site to the north.

### **3.0 STRATEGIC VISION**

This Development Framework envisages the creation of a new mixed-use area, comprising urban blocks, arranged around meaningful areas of public spaces, which will complement the gateway location whilst also benefiting the amenity of the surrounding residential areas. The comprehensive, mixed-use redevelopment of the site will:

- i) Provide a high quality, imaginative scheme that befits this prominent gateway site;
- ii) Take advantage of the excellent transport links into and out of the city centre
- iii) Take advantage of the high degree of connectivity with the existing Millfield community to the south / southeast; and
- iv) Provide a model of sustainable urban regeneration, in respect of energy efficiency and sustainable methods of transportation.

### **4.0 PLANNING POLICY AND BEST PRACTICE**

#### **Site Specific Policy**

Policies EC5B and SA6B.1 of Alteration No.2 support the Lisburn Terrace Triangle site as a strategic location for change. These policies are included at Appendix 2. In summary, they:

- Confirm that the City Council will support a mixed-use development on the site;
- Explain that the City Council will prepare a broad development framework document, setting out the key principles to be reflected in a comprehensive masterplan for the site;
- Require Class B1 (business), Class C3 (residential) and ancillary uses to be developed on the site;
- Confirm that Class B2 (general industry) and B8 (storage and distribution) uses would be unacceptable;
- Explain that proposals for other uses will be considered on their individual merits, having regard to other Development Plan policies; and
- Identify Lisburn Terrace Triangle as a key gateway into the City Centre

#### **Local Policy**

The relevant saved Unitary Development Plan and Alteration No. 2 policies in addition to those set out above are referenced in Appendix 3.

It is envisaged that a number of the Unitary Development Plan policies will be replaced over the coming years and developers / applicants are advised to confirm with the City Council that these policies remain in place and whether other policies have been adopted.

The site will also be subject to the following local planning documents already adopted by the City Council as Supplementary Planning Documents:

- Residential Design Guide, Sunderland City Council (2008);
- Design and Access Statements, Sunderland City Council (2008);

### **Regional Policy**

The site will be subject to the relevant policies contained within the Regional Spatial Strategy for the North East of England (July 2008). These Policies are summarised in Appendix 3.

### **National Policy and Guidance**

In addition to the statutory Development Plan policies, any development proposals for the site should have regard to national planning policies and objectives, set out in:

- PPS1 – Delivering Sustainable Development (2005)
- Planning Policy Statement: Planning and Climate Change, 2007
- Building a Greener Future: Towards Zero Carbon Development, 2007, Department of Communities and Local Government.
- PPS3 – Housing (2006);
- PPS6 – Planning for Town Centres (2005);
- PPS12 – Local Development Frameworks (2004);
- PPG13 – Transport (2001);
- PPG15 – Planning and the Historic Environment (1994);
- PPG16 – Archaeology and Planning (1990);
- PPS23 – Planning and Pollution Control (Annex 2) (2004);
- PPG24 – Planning and Noise (1994);
- PPS25 - Development and Flood Risk (2006).

The Masterplan and detailed proposals for the Lisburn Terrace Triangle site should also make reference to the following best practice guidance documents:

- By Design: Urban Design and the Planning System – Towards Better Practice, ODPM (2000);
- Urban Design Compendium 1: Urban Design Principles, English Partnership (2000);
- Car Parking: What Works Where? English Partnerships (2006);

- Code for Sustainable Homes: A Step Change in Sustainable Home Building Practice, DCLG (2006);
- Design and Access Statements; How to Write, Read and Use Them, CABE (2006);
- Guidance on Tall Buildings, CABE & English Heritage (2007);
- Urban Design Compendium 2: Delivering Quality Places, English Partnerships (2007);
- Manual for Streets, DCLG & DFT (2007); and
- Building for Life, CABE & HBF (2007).

Any prospective applicants are advised to check that the above documents remain up-to-date and relevant when preparing a masterplan and detailed proposals for the site.

## **5.0 DEVELOPMENT PRINCIPLES**

### **Land Use Proposals**

The required, acceptable and unacceptable uses for the redevelopment of the Lisburn Terrace Triangle site are summarised in section 4.0 above and set out in Appendix 2.

Whilst residential development is identified as an acceptable use, there exists no up-to-date specific allocation for housing numbers or densities on this site. The City Council is currently carrying out a Strategic Housing Land Availability Assessment (SHLAA), which assesses potential sites for future housing development and forms part of the evidence base for the Local Development Framework (LDF). The SHLAA does not allocate sites for housing development; however it nevertheless provides guidance on housing capacity and the deliverability of new sites. It has been established through the SHLAA that the Lisburn Terrace site has a capacity for 270 dwellings. The site is considered deliverable in the next 1-5 years.

Proposals for residential development will also be considered on their own merits and with regard to the requirements of PPS3 and the requirements of this development framework.

In accordance with PPS3, developers must as part of any masterplan, provide a phasing and delivery strategy to demonstrate how the development of the site shall be brought forward in a manner that avoids piecemeal development.

### **Comprehensive Development**

The master plan boundary should reflect the area of the strategic location for change as shown in UDP Alteration No.2. (see site location plan - Appendix 1) and in addition incorporate the strip of derelict land which separates the eastern boundary of the site with the rear of Cirencester Street.

## General Design Requirements for Lisburn Terrace Triangle

Sunderland City Council is committed to achieving high quality and imaginative design solutions in all new developments. The City Council requires that all developments shall meet the key objectives of good urban design which are:

- i. Character - promote character in the townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture;
- ii. Quality of the public realm - promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people;
- iii. Adaptability - promote adaptability through development that can respond to changing social, technological and economic conditions;
- iv. Diversity - promote diversity and choice through a mix of compatible developments and uses that work together to create a viable environment to respond to local needs;
- v. Ease of movement - Promote accessibility and local permeability by making places that connect with each other, are flexible and are easy to move through, putting people before traffic and integrating land uses and transport;
- vi. Legibility - to promote legibility through development that provides recognizable routes; intersections and landmarks that help people find their way around.

## Design and Access Statement

Early in the masterplanning process, the developer will be expected to demonstrate awareness of opportunities for good design and how the principles of current best practice in design have informed the Lisburn Terrace proposals. This is to be articulated through the submission of a Design and Access Statement.

The Design and Access statement must comprise:

A **design brief**, which clearly sets out the aims and aspirations of the project and demonstrates how the principles of development set out in this document will be applied.

A **policy review**, which identifies planning and design policies and best practice guidance that are relevant to the project.

An **appraisal of the site** and its context will identify key constraints, opportunities and characteristics. To include a:

- Topographic survey
- Ground conditions survey
- Landscape character appraisal
- Built form character appraisal
- Movement appraisal

A **design concept** to include a brief written statement and illustrations in sketch form to demonstrate how the design brief, policy review and the site appraisal have informed the principal design concepts of the project.

An Access Statement will be required to form part of the Design and Access Statement. The Access Statement must illustrate how proposals have considered issues around inclusive access from the start of the design process. It must clearly demonstrate the developer's

approach to inclusion and show how all potential users, regardless of disability, age or gender, can enter the site, move around the site, enter and circulate within the buildings and use the facilities.

## **Site Specific Design Requirements**

### **Built form**

The proposals to be brought forward on the Lisburn Terrace Triangle site must address the following design requirements:

- The need for a strong gateway development that provides a strong frontage to Pallion New Road and a buffer between this and any proposed residential development; without compromising permeability of the site
- Proposals must include a mix of dwelling types across the site to provide housing choice and also to secure a high standard of urban design;
- Masterplans and accompanying documentation should demonstrate a high level of architectural ambition across the site. Plans, sections, structural elements, environmental services, materials and detailing must be integral to the overall architectural expression of the development;
- Storey heights and block articulation should respond to the local streetscape and topography of the area. Residential development of up to 3 storeys will be considered acceptable.
- Landmark building(s) will be located at key positions within the development area; as indicated on the indicative plan (see Appendix 4).
- Proposals should complement and effectively bind with the surrounding grid-iron street pattern found throughout the surrounding residential areas; however designs should not be limited to replication of this form of layout
- Layouts should promote street patterns that give priority to pedestrians and cyclists above vehicular traffic and maintain permeability and access for people to the surrounding areas.
- Strong street frontages (onto both existing and new streets) should be established which are continuous where feasible; large expanses of blank facade must be avoided.
- Visually cohesive structures should be created, as viewed from both inside and outside the confines of the area;

### **Materials**

- The proposals must demonstrate how the choice and specification of external materials and architectural detailing has been informed by, and reflects a thorough understanding of, the distinctive qualities and characteristics of the wider area.
- This however does not preclude the use of modern building materials providing they are of sufficient quality and the council will be seeking the use of high quality, durable and aesthetically pleasing materials in all cases.



- The sustainability of materials, related to production, supply or re-cycling must be considered, as well as future maintenance, including long term replacement costs and ease of repair or alteration over the whole life of the buildings.
- Consideration of materials for all adoptable spaces will be important.

## **Public Realm**

- The council will require high quality and connected public realm spaces at key nodes, focal points and routes.
- The masterplan must demonstrate a consistent and imaginative landscaping approach to all public areas within the site, incorporating soft and hard areas which can be easily maintained.
- Particular attention should be given to the layout and choice of surface materials for the access roads and footways, to create an environment that is safe, includes attractive pedestrian routes and clearly indicates that vehicles do not have priority.
- Further guidance on the design of public realm can be found in Sunderland City Council's 'Residential Design Guide' Supplementary Planning Document

## **Access Movement and Highways**

- Sunderland City Council wishes to see a highly accessible development that effectively binds with the surrounding area and takes advantage of the excellent transport links into and out of the city. The masterplan must have regard to all modes of transport, but particular priority should be given to the needs of pedestrians and cyclists.
- All proposals must take into account the future development of the Sunderland Strategic Transport Corridor (SSTC) programme; please contact Eric Henderson of the Transportation Section for further information in this regard. ([Eric.Henderson@sunderland.gov.uk](mailto:Eric.Henderson@sunderland.gov.uk) / 0191 5611620)
- The masterplan must define an appropriate vehicular access with regard to the above transport route
- The masterplan must seek to improve pedestrian access into and out of the site; existing pedestrian links across the Metro line to the Millfield community must be improved. The layout of the development must also enhance pedestrian permeability within the site.
- The street pattern must give priority to pedestrians above motorised traffic; the inclusion of residential streets incorporating the Home Zone street design concept will be considered favourably, if developed appropriately from the start of the design process
- Development should introduce and define cycle routes through the site and also establish linkages to existing outside routes; The existing railway tunnel access located under Pallion New Road should be explored as a potential cycle route access;
- The use and improvement of the existing public transport infrastructure should be considered. In particular, options for the inclusion of public transport routes through the site and development of an additional metro station should be explored with the relevant transport operators early in the development process.

## Parking (Car and Cycle)

- Car parking numbers must comply with policy T23A set out in the Sunderland City Council 'UDP Alteration Number 2' (2007). The following standards apply:

### *Residential*

Developments lying within 400metres of a metro station - average 1 space per dwelling

Developments lying between 400 and 800 metres of a Metro station - average 1.25 spaces per dwelling.

### *Business (B1):*

Developments lying within 500 metres of a Metro station - 1 space per 50sqm. gross floor space.

The standards are maxima and are based on averages over the development site area. For mixed use development the relevant standard shall apply to each separate category of development.

- Car parking areas must be designed so as to minimise any detrimental visual impact upon the amenity of the locality; the development must create a public realm that is not dominated by parked vehicles. Parking must be incorporated within high quality landscaped areas, in a form which is well integrated into the development and contributes to the overall character of the public realm.
- A variety of parking solutions should be used through the site. A Blanket approach relying solely on integral garages and large areas of areas of hard standing or parked vehicles directly fronting the street must be avoided
- Visitor car parking must be spread evenly throughout the residential development to serve all dwellings equally.
- Residents parking spaces should be supplemented with well-designed on-street visitors' car parking, but overall provision must not exceed the standard set out in Policy T23A.
- Spaces should be clearly defined using high quality, contrasting materials and be well surveyed and well lit.
- In the case of the office development, the visual and environmental impact of any surface car parking must be mitigated by substantial elements of planting and a quality landscaping scheme within the site and on the boundaries.
- Locating car parking within the ground floor of office buildings in a manner that presents a blank elevation to the main frontage will not be permitted.
- The Masterplan must seek to build upon existing cycle routes nearby to create a cycle friendly environment. Developers should be aware of the following requirements:
  - Office development must provide an appropriate mix of short-stay and long-stay cycle parking. 2 spaces per 375m<sup>2</sup> for office staff should be provided.
  - Short-stay cycle parking facilities should be sited as close as possible to the entrance of the building and should be secure and well over-looked from the building or by passers-by.
  - Long-stay cycle parking must be located in a safe and well lit location. Whilst security is important the location must also be accessible and convenient.

The developer should refer to Gateshead Council's 'Cycling Strategy for Gateshead' and Bristol City Council's 'Guide to Cycle Parking Provision' for further information and guidance:

[www.gateshead.gov.uk/DocumentLibrary/Transport/Strategy/cyclingstrategy.pdf](http://www.gateshead.gov.uk/DocumentLibrary/Transport/Strategy/cyclingstrategy.pdf)  
[www.bristol.gov.uk/ccm/content/Environment-Planning/Planning/cycle-parking-guidance-for-developers.en](http://www.bristol.gov.uk/ccm/content/Environment-Planning/Planning/cycle-parking-guidance-for-developers.en)

## **Amenity Open Space**

- The masterplan must indicate provision for a minimum of 0.4 ha of amenity open space per 1000 bed spaces. Bed spaces are calculated at two bed spaces for a one-bedroom dwelling, with one additional bed space added for every additional bedroom.
- Open space must be properly integrated within the development at the design stage in convenient, safe locations, easily accessible for maintenance purposes and where it can be overlooked from within the development and by pedestrians to provide passive supervision.
- Provision should not be unduly fragmented but provided in meaningful concentrations.
- Landscaping (both hard and soft) of an appropriate scale must also be provided, together with the provision of other appropriate elements to provide visual interest, such as enclosures, artwork, seating etc.
- The open space must be welcoming to every one of all ages and be designed to be cohesive and vibrant space, which encourages active living.
- Developers should investigate the potential to establish the culverted watercourse that runs through the site as a green lung
- Options to convert the basements of former buildings on site into amenity space/public realm features should be explored.

## **Public Art**

The developer contribution to public art should not be appended to the development but should be carried out as part of the development agreement and building approval process.

The developer should contribute an amount equal to 1% of the construction costs through Section 106. The precise amount would be determined either by the developer providing a detailed written estimate of the building costs or by the application of a nationally recognised building price index.

Expenditure on public art should cover the following:

- Commissioning
- Artists fees and fabrication
- Specialist advice and project management
- Linked education programmes

The commissioning of contemporary artwork(s) must be an integral part of the design process. The Developer should work in consultation with the Council's Public Arts Officer to ensure best practice towards commissioning, and should start this process at the earliest

opportunity. Ongoing maintenance of the public art will be part of the developer's responsibility, potentially via a commuted sum to the 'Sunderland City Council Public Art Maintenance Fund'.

### **Play space**

- The Masterplan must make provision for on site equipped play facilities. 0.2 hectares of formal equipped play space per 1000 bed spaces will be required. Bed spaces are calculated at three bed spaces for a two bedroom dwelling, with one additional bed space added for every additional bedroom.
- The current required contribution towards the total cost of the play equipment is £680 per family dwelling (two bedrooms or more) although the sum applied will be that applicable at the time planning permission is granted. This will be the subject of a section 106 agreement attached to any granting of planning permission.
- Play space must be properly integrated within the development early in the design process. Detailed design and layout of the play space is to be agreed with the City Council during the pre-application stage and submitted as part of the planning application for the site.
- Play equipment must meet national standards for play and urban games. The provision must aim to reach all age groups from 0 to 19 years old.

### **Noise**

- The proximity of the Metro line to the south west of the site raises significant noise amenity issues.
- The developer must demonstrate how the scheme will satisfy the noise attenuation criteria of PPG24 Planning and Noise (1994).

### **Sustainable Construction**

- Sustainability in its widest sense should be fundamental to any development proposals. The developer must demonstrate that the principles behind environmentally friendly, low carbon development are fully explored and integrated into the design from the outset.
- The Council requires development that will deliver and exceed the sustainable construction requirements of the adopted Regional Spatial Strategy (RSS).
- The proposal will be expected to comply with the requirements of Policy B2A of Alteration No. 2 and Policy CS15 of the Emerging Core Strategy in relation to energy efficiency and supply of renewable energy. Accordingly the development will be expected to achieve energy efficiency ratings of at least Code level 3 (Code for Sustainable Homes) or BREEAM Very Good/Excellent; and supply an embedded 10% of the site's energy consumption from renewable sources, unless it can be demonstrated that this is not feasible. (Further details on the City Council's Sustainable construction policies can be found in Appendix 3)
- Evidence of the above criteria must be provided within an overall Sustainability Statement.
- Developers should refer to Sunderland City Council's Residential Design Guide for further information on Sustainable Construction

## **Flood Risk and climate change**

- The development will be expected to comply with the requirements of Policy B2A of Alteration No.2 and Policy CS16 of the emerging Core Strategy. A Flood risk assessment will be required for the Lisburn Terrace site. This must assess and manage risk associated with changing climate impacts including surface water flooding.
- The development must demonstrate a positive contribution to managing or reducing flood risk through the inclusion of Sustainable Drainage Systems (SUDS) and other techniques.

## **6.0 PLANNING REQUIREMENTS**

### **Planning Submissions**

- The developer should ensure that any eventual submissions for Planning permission satisfy the submission requirements of the 'Validation of Planning Applications in Tyne and Wear' checklist. A copy of the checklist can be found at:  
[www.newcastle.gov.uk/wwwfileroot/regen/plantrans/ValidationTWfinalversionrb.pdf](http://www.newcastle.gov.uk/wwwfileroot/regen/plantrans/ValidationTWfinalversionrb.pdf)
- Further information in this regard can be obtained from Danielle Scott, Pre-application Manager: [Danielle.Scott@sunderland.gov.uk](mailto:Danielle.Scott@sunderland.gov.uk)

### **Section 106 Agreements**

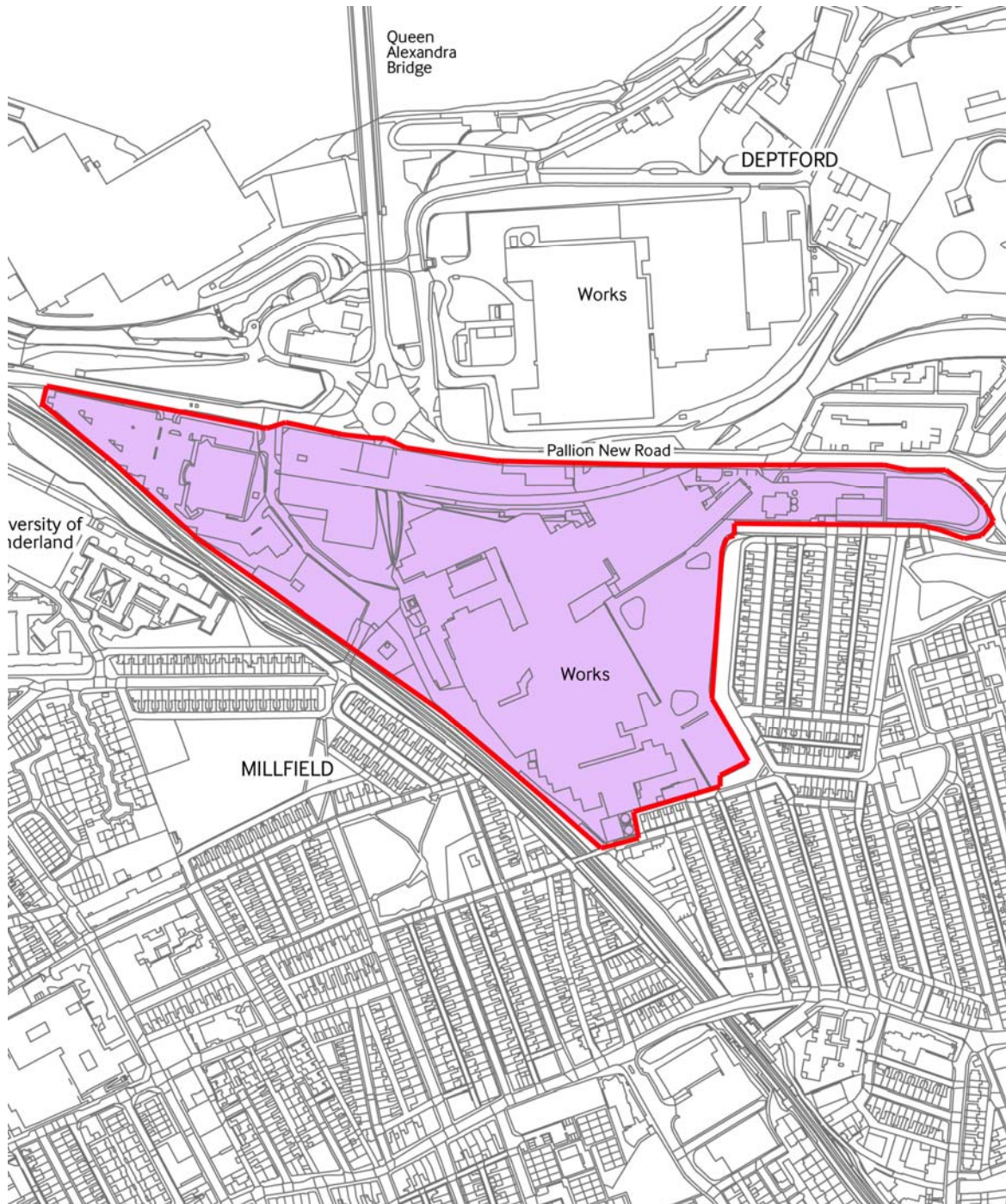
As with any development site of the scale of Lisburn Terrace, the developer will be required to enter into a section 106 Agreement. Developers should engage with the City Council at the earliest opportunity to enable Heads of Terms agreements to be drawn up as part of the pre-application consultation. Section 106 contributions will cover the following requirements:

- Potential contributions towards additional school places  
*Due to the potential for significant increased housing numbers at Lisburn Terrace and neighbouring sites (Groves, Deptford Works, Pallion Shipyard) the need for increased local school capacity has been established. Section 106 provisions towards additional school facilities at an appropriate venue - secondary and/or primary school - is to be determined by the City Council. The extent of such contribution will be dependent upon the number of residential units to be provided and the size and extent of this and surrounding development.*
- Onsite Equipped Play Space  
*See details provided on page 10*
- Public Art  
*See details provided on page 9*



## APPENDIX 1

### LISBURN TERRACE TRIANGLE SITE LOCATION PLAN



## APPENDIX 2 – SITE SPECIFIC POLICY

### EC5B – STRATEGIC LOCATIONS FOR CHANGE

Within the Strategic Locations for Change, as defined on the proposals map, the City Council will seek diversification to secure the following range of uses which will be defined for each site in part 2:

#### Acceptable Uses

A2 Financial and Professional Services  
A3 Restaurants and Cafes;  
A4 Drinking Establishments;  
B1 Business;  
C3 Housing;  
D1 Non-residential Institutions; and  
D2 Assembly and Leisure

#### Unacceptable Uses

B2 General Industry; and  
B8 Storage and Distribution

The City Council will encourage environmental / access improvements and selective mixed use redevelopment which improves connection and integration with the surrounding urban area and with public transport infrastructure.

Proposals for new development or redevelopment are required to:

- i) Contribute to achieving increased intensity of development around public transport nodes and a concentration of land uses that are most likely to benefit from proximity to public transport;
- ii) Create linkages between different land uses;
- iii) Take account of the potential of these prominent locations in enhancing the image of the city;
- iv) Accord with UDP Supplementary Planning Guidance 'development control guidelines'.

Development proposals should comprise or form part of a comprehensive masterplan for the whole development site, to be agreed with the City Council, having regard to UDP Supplementary Planning Guidance.

**For each site, the Council will prepare a broad framework document setting out key principles to be reflected in each comprehensive master plan.**

Proposals for town centre uses within strategic locations for change will be assessed against Policy S2A.

### **SA6B.1 LISBURN TERRACE TRIANGLE**

While the current land uses are likely to remain in the short to medium term, the council will encourage the more effective use of land within the Lisburn Terrace Triangle area in the longer term and therefore its protection pending review.

#### **Land Use**

The following uses will be:

##### **Acceptable**

- B1 Business
- C3 Housing – outside the timescale of this alteration
- D1 Non-residential institutions

##### **Unacceptable**

- B2 General Industry
- B8 Storage and Distribution.

Proposals for land uses not referred to above will be considered on their individual merits having regard to other policies of the UDP.

#### **Design Requirements**

- i) The area is a key gateway into the City Centre and would benefit from high quality environmental improvements which should also benefit the amenity of surrounding residential areas.



## **APPENDIX 3 – REGIONAL AND LOCAL POLICY**

### **North East of England Regional Spatial Strategy – Final, 2008**

- Policy 1 – North East Renaissance;
- Policy 2 - Sustainable Development;
- Policy 5 – Locational Strategy;
- Policy 6 – Tyne and Wear City Region;
- Policy 12 – Sustainable Economic Development;
- Policy 13 – Brownfield Mixed Use Locations;
- Policy 24- Delivering Sustainable Communities;
- Policy 25 – Urban and Rural Centres;
- Policy 30 – Gross and Net Dwelling Provision;
- Policy 31 – Delivering and Managing Housing Supply;
- Policy 34 – Historic Environment; and
- Policy 39 – Sustainable Construction.

### **Sunderland Unitary Development Plan saved policies:**

- R1 – Sustainable Development;
- H1 – General Housing;
- H21 – Open Space in Residential Areas;
- S1 – Shopping Strategy;
- S2 – Retail Hierarchy;
- S7 – Design;
- S8 – Shop Fronts;
- S9 – Adverts;
- S10 – Security Shutters;
- L1 – General Leisure;
- L5 – Amenity Open Space;
- L6 – Children’s Playspace;
- EN7 – Development Near Railways;
- EN11- Flooding;
- B2 – Design and Massing;
- B4 – Conservation Areas;
- B8 – Listed Buildings;
- B10 – Development in Setting of Listed Buildings;
- B18 – Historic Parks and Gardens;
- B23 – Street Furniture;
- T8 – Pedestrians;
- T9 – Cycling;
- T10 – Paths and Multi-user Routes;

- T14 – New Development and Transport;

- T21 – Parking; and
- T22 – Private Parking;

#### **Sunderland Unitary Development Plan Alteration No.2:**

- H5A – Housing Allocations in Central Sunderland;
- S2A – Shopping and Retail Development
- B2A – Sustainable Urban Design;
- B2B – Design of Tall Buildings;
- T2A – Modal Split;
- T23A – Public Transport Orientated Development – Parking Standards;
- SA67 – Residential Development – Conversion and Change of Use;
- SA74 – Leisure/Evening Economy Development Within Central Sunderland; and
- SA97 – Public Parking

#### **Sunderland Core Strategy: Preferred Options**

- CS1 – Spatial Development, Growth and regeneration
- CS3 – Delivering Design Quality
- CS5 - Housing Choice
- CS7 – Developing healthy safe and inclusive communities
- CS8 - Accessibility and sustainable transport
- CS15 – Planning Globally
- CS16 - Flooding and Climate Change
- CS20 - Planning Obligations



## Appendix 4 Indicative Framework Principles

