

2018 Settlement Break Review

Sunderland Local Plan Part 1

Core Strategy and Development Plan 2015-2033



1.0 Introduction and Purpose of Report

Context

1.1 Sunderland City Council is in the process of preparing a new Local Plan for the City. The Local Plan will comprise of three key documents; the Core Strategy and Development Plan (CSDP), which will set out the overarching spatial strategy for development within the city over the plan period from 2015-2033, as well as containing more specific detailed development management policies; a separate Allocations and Designations Plan which will make the site specific allocations necessary to deliver the Core Strategy, and; the International Advanced Manufacturing Park (IAMP) Area Action Plan, which is being prepared jointly with South Tyneside to enable the delivery of a new International Advanced Manufacturing Park on land to the north of the existing Nissan car manufacturing plant.



Settlement Breaks

1.2 Amongst the spatial policies of the CSDP is a specific policy relating to the city's Settlement Breaks. Settlement Breaks in Sunderland can be traced back to the 1965 Sunderland Periphery Town Map, which included policies to maintain the separate identity of Ryhope, Silksworth and Doxford Park by protecting the open land between. In 1998, the Unitary Development Plan (UDP) provided a Settlement Break policy that covered specific locations in both South Sunderland and the Coalfield (as shown in Maps 1 and 2), relating to key countryside areas that were not afforded Green Belt protection. UDP Policy CN6 is as follows:

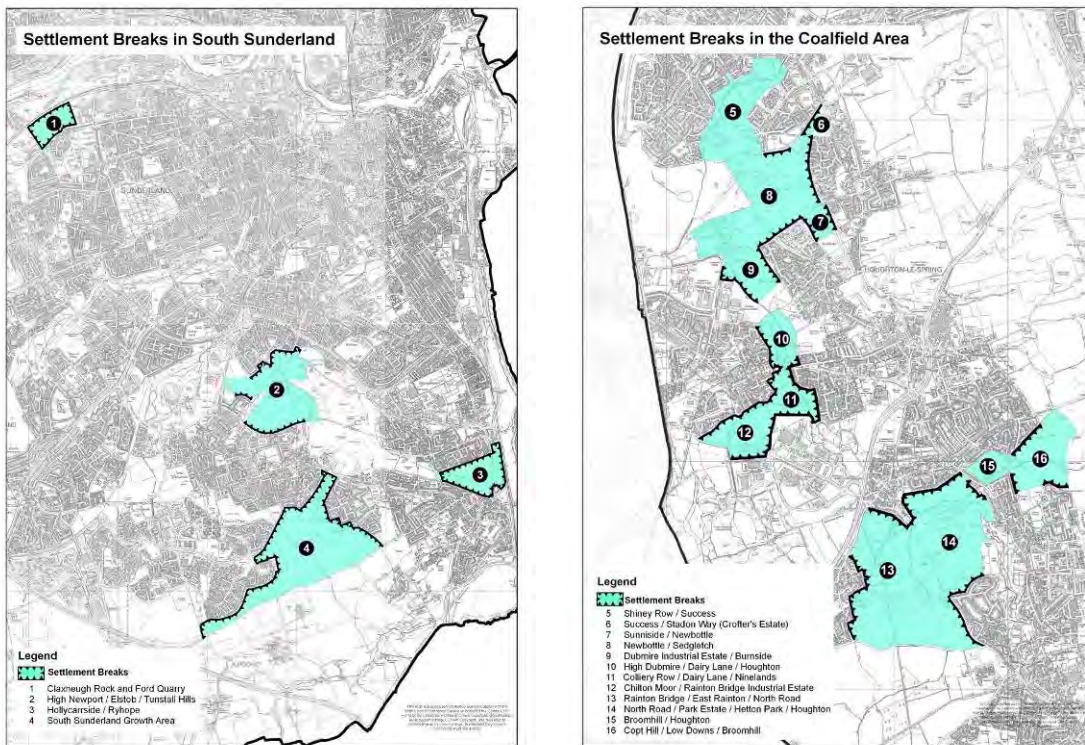
CN6

IMPORTANT OPEN BREAKS AND WEDGES WITHIN AND BETWEEN SETTLEMENTS WILL BE RETAINED AND ENHANCED.

1.3 The UDP also provided 3 key purposes of Settlement Breaks, namely that they should:-

- help to retain the distinct physical characteristics of the City's constituent communities
- assist in the regeneration of the older or poorer quality urban areas by focusing resources and investment into the built-up area
- provide open space lungs, sometimes incorporating leisure/recreational facilities which help to alleviate local deficiencies (e.g. the Ryhope-Silksworth crescent).

Maps 1 and 2: 1998 UDP Settlement Breaks



1.4 These functions are still broadly relevant. The use of Settlement Breaks to help ensure that new development is focused upon the existing built-up area is still of prime significance. This in turn has helped to stem encroachment and retain the distinctiveness of many communities. The Settlement Breaks have also helped to preserve vital Green Infrastructure corridors across the city. There has been limited built development within the Settlement Breaks, however in recent years there has been growing development pressure due to their proximity to the built up area.

Purpose of report

1.5 The purpose of this report is to assess the Settlement Break against its purposes to determine if any land could be released for development. The Settlement Breaks will be designated in the emerging CSDP and will be protected against development. The CSDP proposes the following policy:

Policy NE7: Settlement Breaks

1. Settlement Breaks (as designated on the Policies Map) will serve the following purposes:
 - i. prevent the merging of settlements;
 - ii. assist in the regeneration of the urban area of the city; and
 - iii. maintain the Green Infrastructure Network.
2. Within Settlement Breaks, planning permission will not be granted for any form of development, including changes of use, unless:
 - i. it can be demonstrated that the development is not contrary or detrimental to the above functions and aims; or
 - ii. it is essential for the proposed development to be located within the Settlement Breaks, and the benefits of which override the potential impact on the Settlement Breaks.

1.6 Whilst the purpose of settlement breaks policy is to protect them from development, it is not intended that they should operate as an absolute restriction on all development proposals. Certain types of development may be acceptable, so long as they are not detrimental to the character, role and function of the Settlement Breaks within which they are situated.

1.7 This report updates the previous Settlement Break Reviews that were published in 2013, 2016 and 2017. The 2013 Settlement Break review provided the first known comprehensive assessment of each part of Settlement Break in the city.

Changes to report since 2017

1.8 Following publication of the 2017 Settlement Break Review, consultation comments have been taken on board and further updates have been undertaken, notably:

- The Settlement Break boundary has been further refined to follow field boundaries more accurately and to take account of planning approvals or recent developments, such as new housing at Southern House Farm, Rainton Bridge;
- Justification of addition land to be included in Settlement Breaks
- Report updates in light of amendments to the Core Strategy and Development Plan (CSDP), including revision of the Settlement Break policy.

2.0 Methodology

2.1 This review seeks to assess each part of Settlement Break against Settlement Break purposes. The following section sets out the methodology used for undertaking this Green Belt review.

2.2 The Settlement Breaks have been divided into sixteen manageable sub areas which are illustrated on Maps 1 and 2 above. These have been defined by assessing their characteristics and using strong defensible boundaries. Four are in Sunderland South and are physically separated from each other. Those in the Coalfield are linked but have been split as follows:

- Settlement Break at Shiney Row is constrained by housing and is associated with the Herrington Burn – it is separated by a mineral railway line from the more open area west of Newbottle
- Sunnyside and Philadelphia also provide narrow spurs from this wider area
- The corridor between Burnside and housing at Dairy Lane is split by both the A1052 as well as greenspace at Flint Mill
- Further to the south west, the B1284 splits the Settlement Break between Chilton Moor and Colliery Row
- The B1284 also provides a divide between the Settlement Break that exists between East Rainton and Hetton
- Finally, the former Hetton Colliery Railway splits the Settlement Break in the vicinity of Rough Dene Burn, to the north of Broomhill Estate.

2.3 Most of these areas have then been divided again into defined tranches of land termed parcels. These parcels of land have been defined using strong defensible boundaries wherever feasible, for example:

- Road alignments
- Former railway alignments
- Public rights of way
- Hedgerows and field boundaries
- Protected wildlife site boundaries
- Protected greenspaces
- Watercourses
- Residential boundaries (including newly formed property boundaries).

2.4 Each sub-area has been assessed against the Settlement Break purposes, which are to:

- help to retain the distinct physical characteristics of the City's constituent communities
- assist in the regeneration of the older or poorer quality urban areas by focusing resources and investment into the built-up area
- provide open space lungs, sometimes incorporating leisure/recreational facilities which help to alleviate local deficiencies (e.g. the Ryhope-Silksworth crescent).

2.5. This assessment has also taken into account a number of different factors which can be seen in the following chapters. Information is provided for each sub area including:

- Location
- Size and land ownership

- What does the area separate
- Current use
- Neighbouring settlement background
- Whether the Settlement Break has altered since 1998
- Background policy considerations/history.
- Category 1 constraints¹ (see Appendix 1)
- Category 2 constraints²
- Topography.

2.5 A conclusion has then been drawn using this information as to whether the parcel should remain in the Settlement Break or not.

2.6 In addition, a new chapter is included in the report identifying and justifying additional land areas to be included within Settlement Breaks. This section also clarifies minor alterations to the Settlement Break boundary to more precisely follow logical and robust boundaries.

¹ Category 1 constraints: Sites of Special Scientific Interest (SSSIs), Ramsar sites, Special Protection Areas (SPAs), Special Areas of Conservation (SACs), National Nature Reserves (NNRs), Scheduled Ancient Monuments (SAMs), Health and Safety Executive Inner Zones, Flood Zone 3 Areas and Ancient Woodlands

² Category 2 constraints include locally designated wildlife sites and heritage sites, landscape character quality, local development designations, surface water and groundwater flooding, Conservation Areas and Listed Buildings, wildlife and green infrastructure corridors.

3.0 Conclusions

3.1 Overall, the majority of the Settlement Breaks have performed well. It is clear in most cases that settlement distinction and identity has been supported, whilst at the same time new development has been focused primarily on the urban area and often on brownfield land. These breaks have played a key role in helping to preserve Green Infrastructure corridors within and on the fringes of our built-up areas.

3.2 The South Sunderland Settlement Break (south of Doxford Park, Silksworth and Ryhope and north of the Burdon Green Belt) is a separate entity to the rest of the Settlement Breaks in that it was earmarked for longer-term development beyond the lifetime of the UDP. There are significant constraint issues influencing the area, including the need to retain green infrastructure north-south, and to preserve landscape features and views afforded by the Magnesian Limestone plateau. Nevertheless, the area as a whole provides a unique opportunity for the city for large-scale residential development.

3.3 In total, 65% of the city's Settlement Breaks is recommended for retention as Settlement Break. Cumulatively, this land has a key green infrastructure role to play, and in many cases is affected by significant natural and physical constraints. They also continue to serve an important role in defining urban area boundaries, supporting urban regeneration and settlement character. This remaining land (Map 3) will be protected against future development.

3.4 The remaining 35% of land (which includes the SSGA area) has limited Settlement Break role (see Figure 1, below), much of which is subject to proposed housing development, subject to careful and sensitive mitigation. Some areas to be removed from the Settlement Break will be put forward for protection as Green Infrastructure corridors or as greenspace in the forthcoming Allocations and Designations Plan. These areas have less of a role to play in terms of settlement separation. There is also scope for appropriate constraints mitigation and minimising impacts to Green Infrastructure corridors.

3.5 The 1998 UDP did not allocate land as Settlement Break if it was separately identified as providing existing or proposed open space or as protected wildlife sites. This includes large sections of wildlife corridors such as the Tunstall Hills or at Flint Mill in Houghton-le-Spring that demonstrate clear connecting roles to the purposes of Settlement Breaks. Chapter 17 has investigated these parcels (as well as redefining the Settlement Break boundary in fine detail to follow more logical and robust alignments). These sections add approximately 120 hectares to the overall Settlement Break area. Overall, as Figure 1 below shows, 190 hectares of land is proposed for Settlement Break deletion, with 122.6 hectares proposed for addition.

Figure 1: Areas proposed for Settlement Break deletion

Parcel of land	Reason for deletion	Hectares
Claxheugh	Does not perform as Settlement Break	13.93
Elstob parcel 7	Limited Settlement Break role	4.11
Hollycarrside parcel 5	Limited Settlement Break role, now included in SHLAA. Site has planning permission for housing.	1.01
South Sunderland	Limited Settlement Break role.	89.52

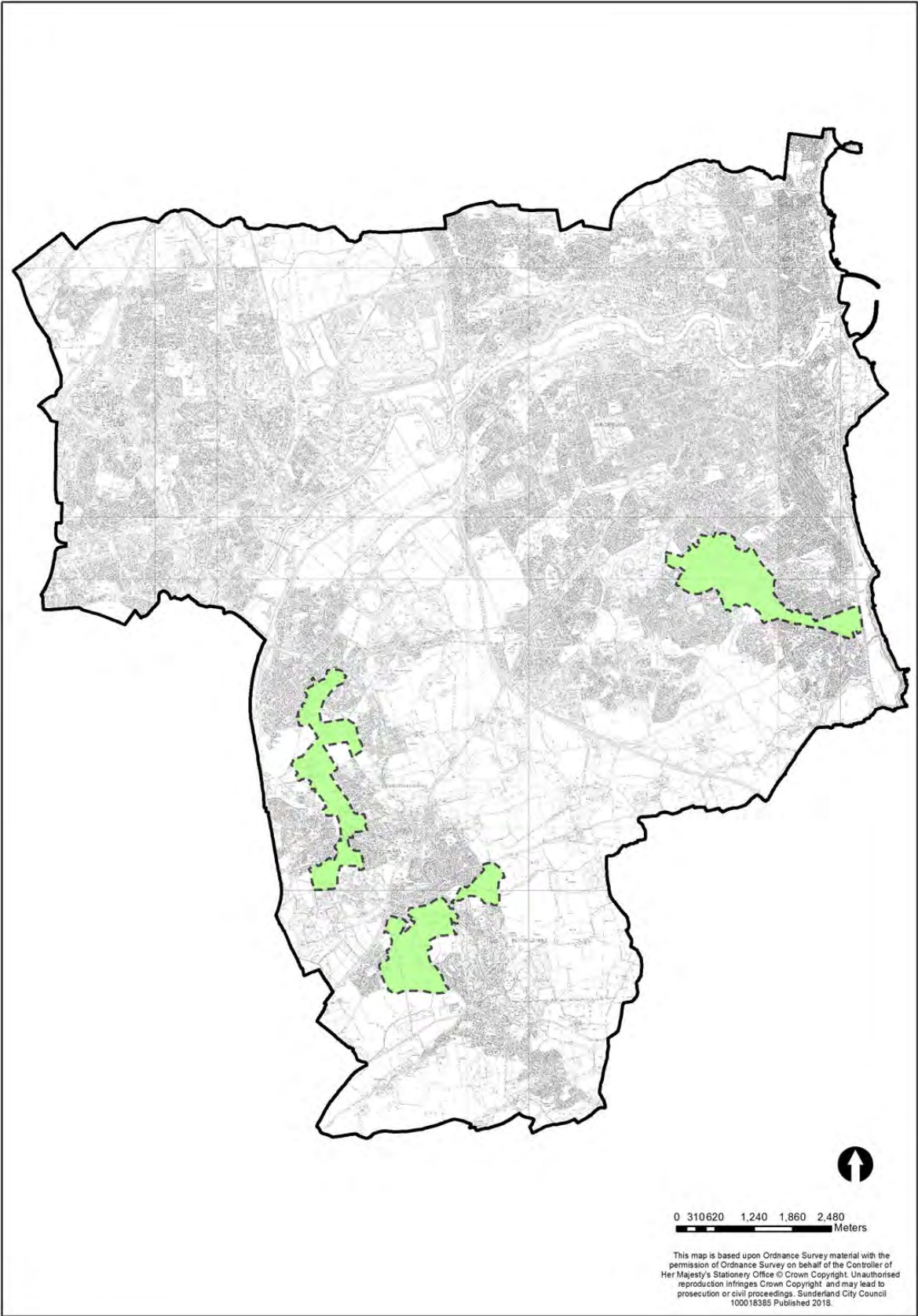
Growth Area (SSGA), parcels 1-7 and 9-14	Masterplanned for housing.	
South Sunderland Growth Area (SSGA) parcel 8	Provides a Settlement Break role, but narrow. Requires protection as a Green Infrastructure (GI) corridor, which will extend through the SSGA.	10.19
Shiney Row parcels 2 and 4	Both parcels provide less of a Settlement Break role (the countryside area widens out considerably). Both sites have been included in SHLAA.	4.64
Success parcels 1 and 2	Granted planning approval for housing as part of the Philadelphia Complex redevelopment. A GI corridor will be maintained, however.	4.28
Success parcel 3	Only remaining part of Settlement Break once Philadelphia Complex commences redevelopment. However, this land is planned for safeguarding as a GI corridor.	2.29
Sunniside	Very limited Settlement Break role. Site has planning permission for housing.	5.60
Newbottle parcel 3	Site is under construction for housing (Heritage Green).	10.82
High Dubmire parcel 4	Limited function as Settlement Break, new road forms a better Settlement Break boundary. Site now included in SHLAA.	3.38
Chilton Moor parcel 3	Site is under construction for housing.	2.17
East Rainton parcel 9	Limited function as Settlement Break-very wide area. Site now included in SHLAA.	0.76
East Rainton parcel 11	Site is under construction for housing.	6.79
North Road parcels 4, 5, 6 and 7	Partly performs a Settlement Break function, but area has outline planning approval for housing	19.50
Gillas Lane parcel 1	Site in under construction for housing	3.31
Broomhill parcel 1	Site has planning approval for housing	4.26
Minor boundary alterations - land deletions		3.50
Total		190.06

Figure 2: Areas proposed for Settlement Break addition

Parcel of land	Reason for addition	Hectares
High Newport Dene	UDP may have originally intended to include as Settlement Break. Undevelopable land parcel that provides clear support to the wider Settlement Break	2.95
Tunstall Hills Local Nature Reserve and	UDP may have originally intended to include as Settlement Break.	84.28

former Ryhope Golf Course	Undevelopable land parcel that provides a critical connecting link to the GI corridor, and supports settlement distinction.	
Ryhope Reclamation Site	UDP may have originally intended to include as Settlement Break. Former colliery and landfill site, currently providing lapsed football pitches, protected from development. Provides a critical connecting link to the GI corridor, and supports settlement distinction.	9.05
Farmland to the east of Elba Park	UDP may have originally intended to include as Settlement Break. Isolated area of open countryside that provides clear support to the wider Settlement Break.	6.82
Flint Mill	UDP may have originally intended to include as Settlement Break. Former landfill site that provides amenity and natural greenspace, protected from development. Provides a critical connecting link to the GI corridor, and supports settlement distinction.	10.31
Leyburn Grove Sports Pitches	UDP may have originally intended to include as Settlement Break. Site comprises sports pitches that are protected from development, and provides clear support to the wider Settlement Break.	6.17
Minor boundary alterations - land additions		3.03
Total		122.61

Map 3: Settlement Breaks to be retained



1) Claxheugh Rock / Ford Quarry



Location
North of Ford Estate (St Luke's Road)

South of Claxheugh Riverside and Metro line
West of Pallion West Industrial Estate
East of former Quarry View School.

Size and land ownership (if known)

13.5 hectares
Council-owned land

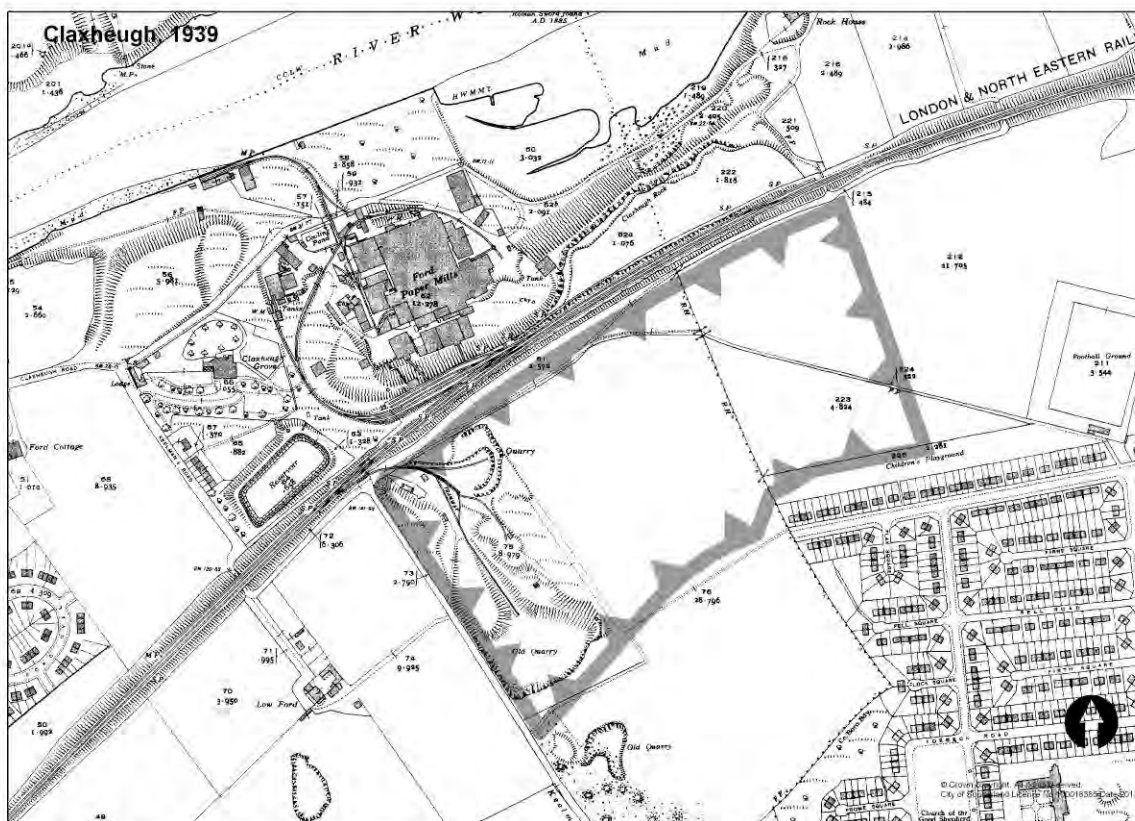
What does it separate?

It does not separate two or more settlements, and historically never has.

Current use

Protected as greenspace, and mostly used to provide adult and junior football pitches (includes a changing room block), but also includes part of the Claxheugh Rock and Ford Quarry Site of Special Scientific Interest (SSSI), and a patch of woodland and informal amenity greenspace.

Neighbouring settlement background



In the nineteenth and early twentieth centuries, the site was greenfield and was located within an undeveloped area, with the exception of Ford Paper Mills lying immediately to the north. As Ford Estate began to be developed in the 1930's the Settlement Break site was being quarried for limestone (long since ceased). Now, in complete contrast to the past, the site is bounded by greenspace to the north (beyond the Metro line), but largely surrounded by development to the west, east and south.

The only properties bounding the Settlement Break are along St Luke's Road (forming part of High Ford), and consist of early post-war link Council houses (now Gentoo homes). More recent homes have been built behind St Luke's Road, and to

the north-west on Estuary Way, South Hylton. Much of the nearby Ford Estate is now being demolished and being re-built. Along the eastern boundary of the break, Pallion Industrial Estate began development in 1938.

Has the Settlement Break altered since 1998?

No, it remains largely undeveloped, apart from changing rooms.

Background policy considerations/history

Site is additionally subject to:

- UDP Policy CN20 (Site of Special Scientific Interest)
- UDP Policy L1, 7, 9 and B3 (existing greenspace over 1 hectare)

Any development in this location would be considered as a departure from the Local Plan. Further cumulative factors to consider include the proximity to the new Wear bridge and to the Groves regeneration site, and implications to Habitats Regulations Assessment (HRA), relating to the European-protected coast.

Key constraints

Category 1:

- *Claxheugh Rock and Ford Limestone Quarry SSSI.*

A geological and botanical site in favourable condition.

SSSIs are the country's very best wildlife and geological sites. SSSI's are legally protected under the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way (CROW) Act 2000 and the Natural Environment and Rural Communities (NERC) Act 2006. This legislation gives Natural England powers to ensure better protection and management of SSSIs and safeguard their existence into the future.

A Phase 1 Habitat survey was carried out in Sunderland in 2012. A key finding was that Sunderland's protected wildlife sites were a quarter of the size of national sites, and thereby significantly increases the fragility of habitat and species in that location. Recommendations not only include the continued protection and enhancement of wildlife sites but also measures to increase their size, and include buffer zones around sites. The survey, in line with the NPPF, recommends the creation of connected corridors of green infrastructure.

In the case of this particular SSSI, the designated area renders much of the site undevelopable, and the need for site buffering alone probably dictates that any development within this Settlement Break would be unrealistic.

Category 2:

- *Greenspace – football pitches.*

Site includes an enclosed football pitch and 2 other pitches, plus changing rooms. Site being considered as a Sports Hub.

- *Woodland*

There are pockets of woodland on the fringes of the site. The 2012 Greenspace Report specifically identifies that Ford & Pallion have low woodland cover. The City Council will seek to protect and enhance the quality of existing woodland cover, and

increase tree cover across the city, to support wider climate change and green infrastructure principles.

- *Green Infrastructure corridor.*

The site lies adjacent to the River Wear Strategic Green Infrastructure corridor, and also forms part of a proposed local green corridor which aims to better link the river to King George V park and to Silksworth. Any site alterations should consider ways to enhance the connectivity of the corridors proposed, including north-south walking and cycling links, and increased woodland cover, for example.

- *Landfill/waste site*

Much of the site has been used for landfill/waste. This would be a factor to take into consideration, should any development be proposed.

- *Surface water flooding*

There is a small area of 1:100 (medium) incidence surface water flooding within the SSSI boundary.

Topography

The site itself is mostly flat (providing football pitches), though the SSSI lies within a quarried area. Access to the site, however, is via a relatively steep bank. The site is enclosed and not easily viewed.

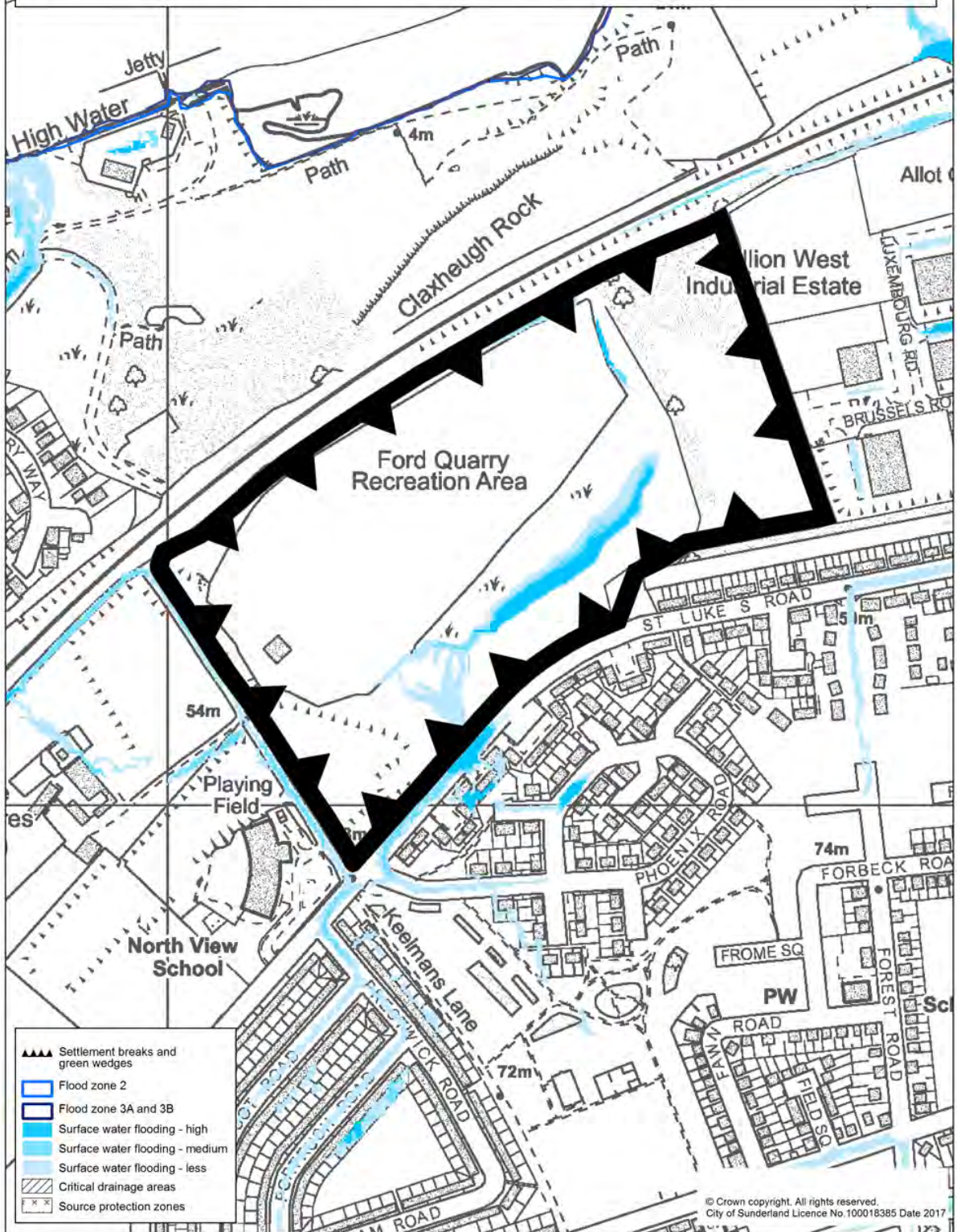
Conclusion

Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?	The site does not form a Settlement Break. There is no clear history of settlement character being preserved and kept separate by the Settlement Break policy.
Does the Settlement Break provide quality green infrastructure corridors?	The site should be protected by the Allocations and Designations Plan for biodiversity/geology and greenspace purposes.

Conclusion: Remove entire area from Settlement Break

Hydrology Constraints

Claxheugh Rock/ Ford Quarry Settlement Break



Green Infrastructure Constraints

Claxheugh Rock/ Ford Quarry Settlement Break

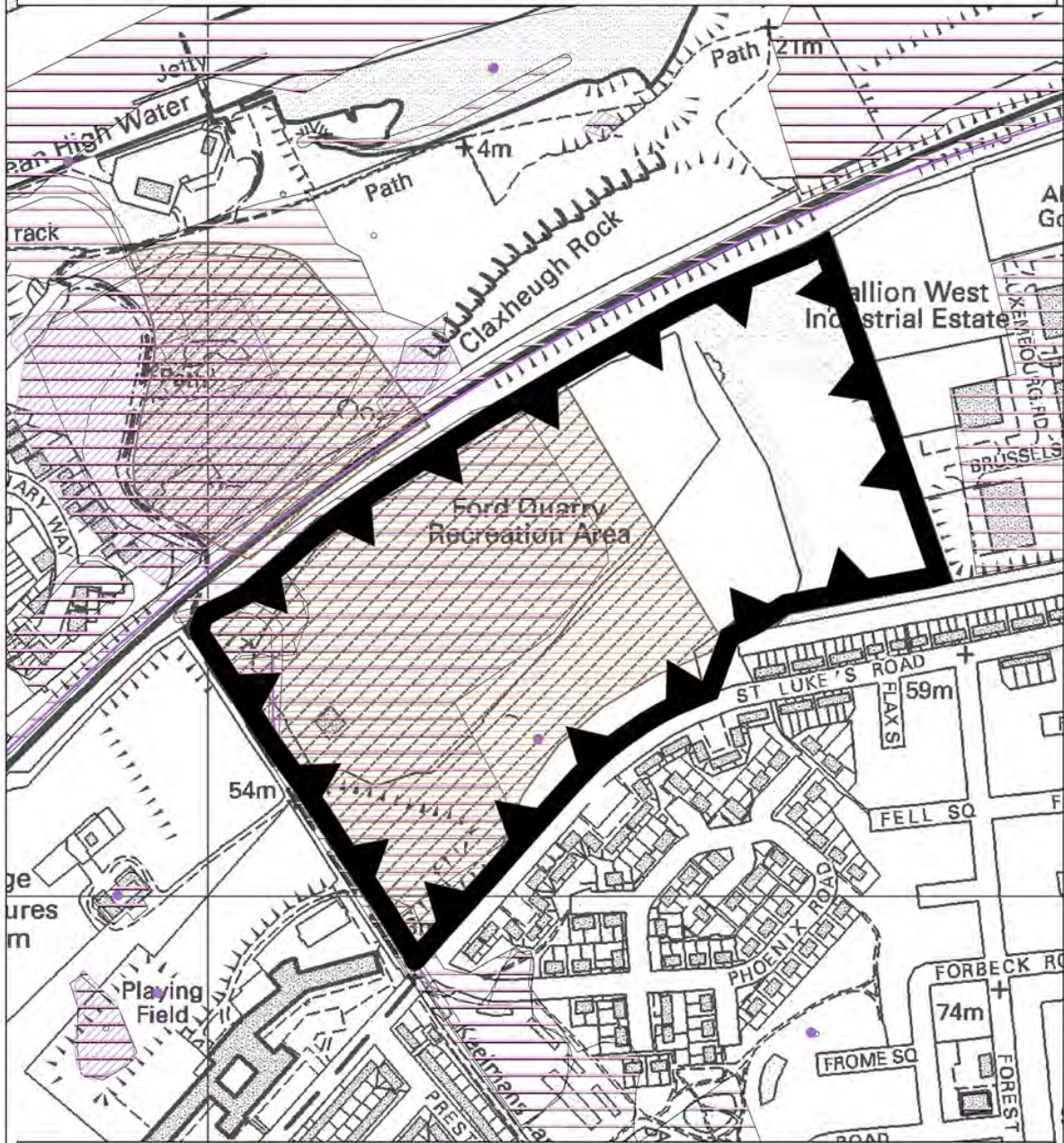


<p>▲▲▲ Settlement breaks and green wedges</p> <p>Biodiversity impact</p> <p>☐ Ramsar sites</p> <p>☐ SPA's</p> <p>☐ SAC's</p> <p>☐ SSSI's</p> <p>☐ LNR's</p>	<p>☐ LWS's</p> <p>☐ Proposed LWS's</p> <p>☐ LGS's</p> <p>☐ Woodland sites (2ha+)</p> <p>Other greenspace impact</p> <p>☐ Village greens</p> <p>☐ Allotments</p>	<p>☐ Cemeteries and churchyards</p> <p>☐ Green flag parks</p> <p>☐ Other formal parks</p> <p>☐ Outdoor sports fields</p> <p>☐ Amenity greenspace</p>	<p>☐ Green corridors (strategic)</p> <p>☐ Green corridors (local)</p> <p>☐ Local wildlife corridors</p> <p>☐ Regional wildlife corridors</p>	<p>Landscape</p> <p>☐ Durham heritage coast</p> <p>☐ TPO's</p> <p>☐ Important panoramic views</p>
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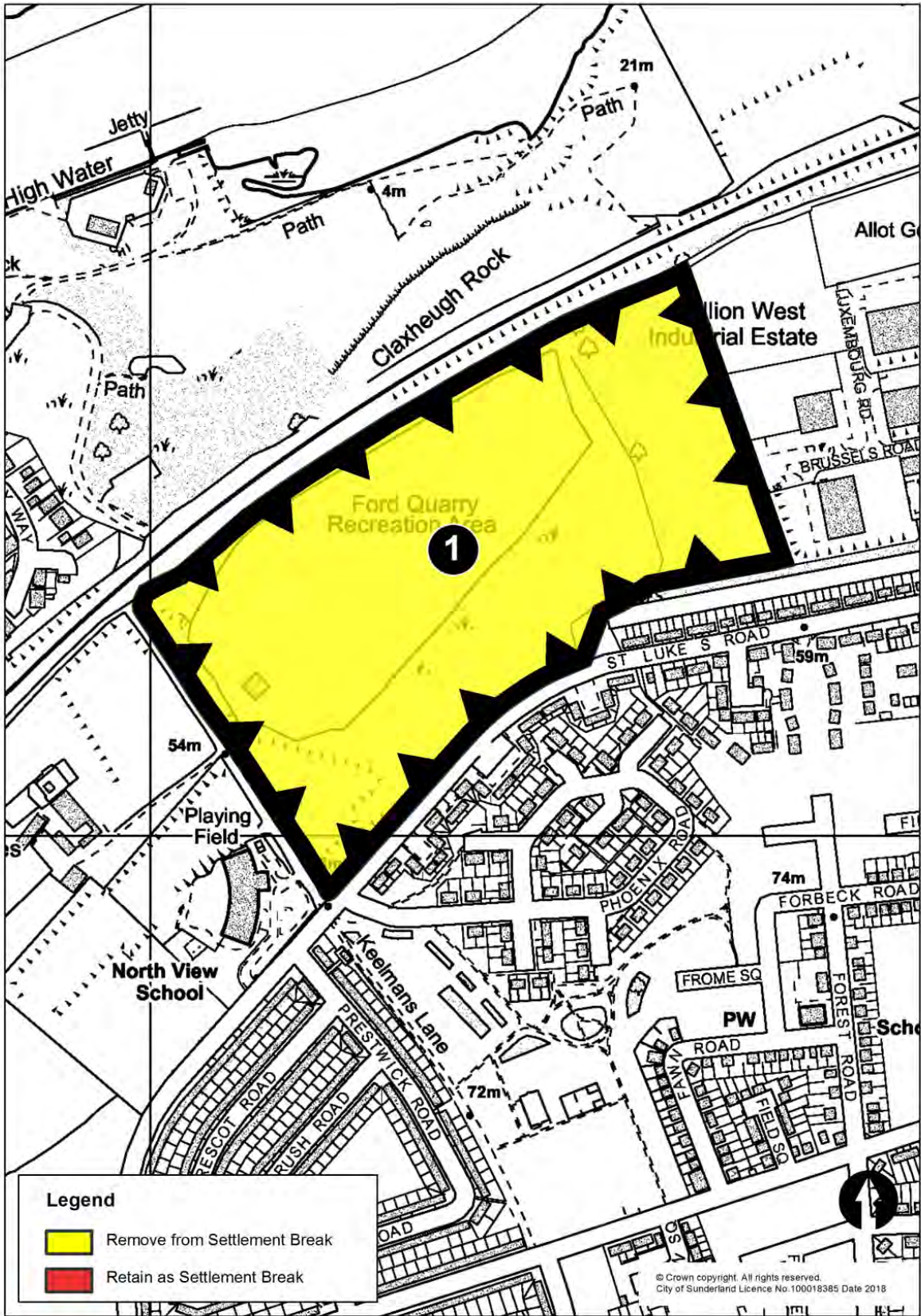
Historic and Physical Constraints

Claxheugh Rock/ Ford Quarry Settlement Break



Settlement breaks and green wedges	Listed buildings grade 2	Archaeological sites (polygons)	High voltage electricity line and 10m buffer zone	Previous industrial/ built development
Historic environment	Historic Villages	Physical constraints/ hazards	Electricity pylon and 10m buffer zone	Substation site
Scheduled ancient monuments	Conservation areas	HSE sites	Safeguarded mineral reserves	Infrastructure
St Peter's WHS setting boundary	Archaeological sites (points)	Inner blast zone	Landfill	Sewage treatment works
Listed buildings grade 1	Archaeological sites (lines)	Middle blast zone	Waste sites	Water abstractions
Listed buildings grade 2*		Outer blast zone		

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2) High Newport / Elstob / Tunstall Hills

Location

North of Silksworth
South of Elstob
West of Tunstall Hills
East of Silksworth Recreation Centre

Size and land ownership (if known)

58.8 hectares
Private and council-owned land

What does it separate?

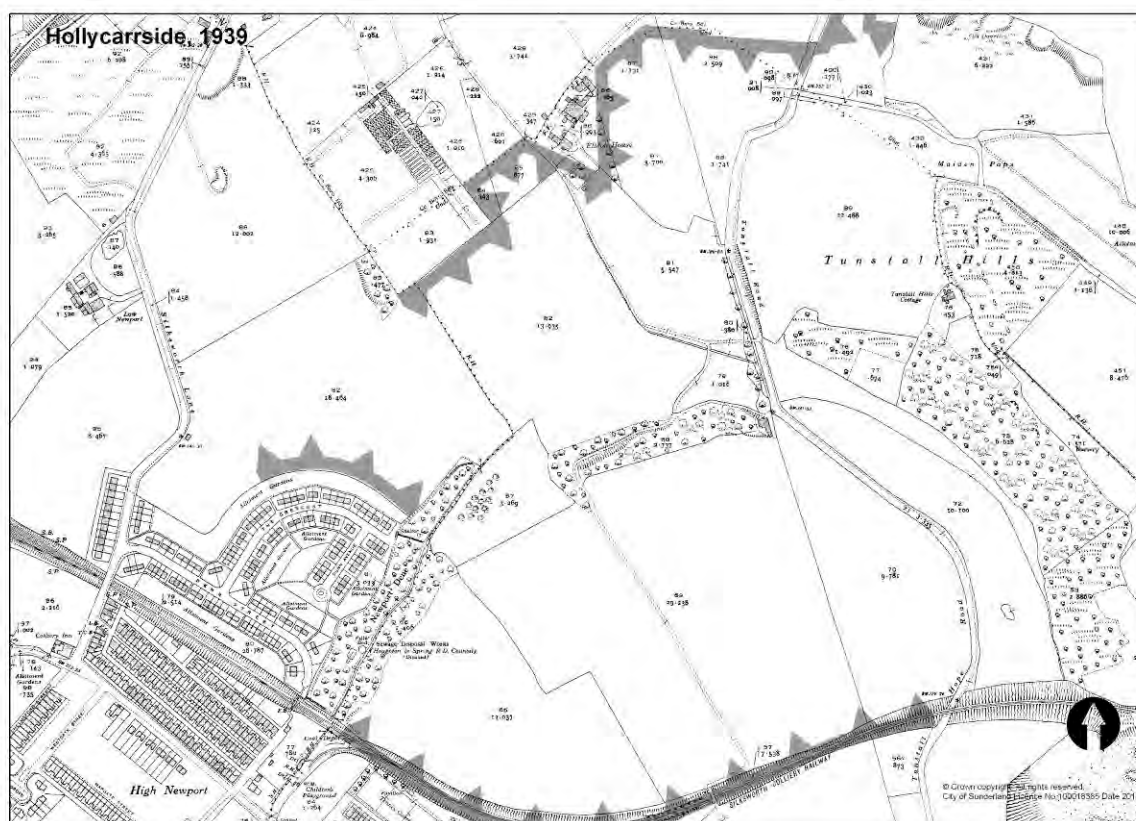
Separates Silksworth from Elstob. Forms part of a Green Infrastructure corridor from the centre of Sunderland to the coast.

Current use

Agriculture/pasture. Agricultural land quality not known, but the area is underlain by Magnesian Limestone, which is generally associated with better grade land.



Neighbouring settlement background



New Silkworth

Adjacent to the small mediaeval settlement of Silkworth (which incorporated Silkworth Hall and Doxford Park), the mining village of New Silkworth was established in the latter half of the 19th Century. New Silkworth consisted of approximately 400 people according to the Census of 1871, but this was to change after Lord Londonderry sunk a shaft to gain access to the rich coal reserves below. By 1879 the population had risen to 4707 covering the Silkworth and now Tunstall areas. The colliery houses of New Silkworth were packed tightly together, and had an informal confining boundary wall, much of which is still evident today.

New Silkworth was a stand alone settlement before WW2, and was part of Sunderland Rural District. There has been considerable expansion of the footprint of the Silkworth area since WW2. Large estates of semi-detached Council homes (now Gentoo-controlled) were built around all four sides of Silkworth. Private detached and semi-detached housing has also been developed (especially to the west and east), and the oldest pit rows were demolished and replaced. Today, (greater) Silkworth has a population of around 8,000. Yet despite all of this expansion, it still retains a physical separateness from Doxford Park, Farrington, Ryhope and Elstob.

Silkworth retains a distinct local identity and has many facilities, including a library and customer service centre, supermarket and rows of shops, post office, pubs, churches and primary schools.

Elstob

Elstob is a post-war private and popular housing estate, entirely residential, consisting primarily of semi-detached dwellings.

The closure of Silksworth Colliery in 1971 enabled the expansion of the Green Infrastructure corridor to take place, and the site now forms Silksworth Recreation Centre. In addition to providing a Settlement Break, the greenfield corridor provides a key backdrop to the Tunstall Hills Local Nature Reserve, one of the most important landmarks in the city and a nationally important geological and botanical Site of Special Scientific Interest (SSSI).

Has the Settlement Break altered since 1998?

No.

Background policy considerations/history

In the UDP, a 4 hectare site (Policy SA23.3) beside Elstob and Silksworth Lane was proposed for additional sports facilities (paragraph 19.113).

Site is additionally subject to:

- UDP Policy CN23 (Wildlife Corridor)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy L1, 7, 9 and B3 (existing greenspace over 1 hectare)
- UDP Policy CN21 (Local Wildlife Site)
- UDP Policy B14 (Areas of Potential Archaeological importance)

Any development in this location would be considered as a departure from the Local Plan, and in addition, implications to Habitats Regulations Assessment (HRA) relating to the European-protected coast would need to be fully addressed.

Key constraints

Category 1

The eastern fringes of the Settlement Break around the Tunstall Hills Local Nature Reserve (LNR) and SSSI.

Category 2:

- *Green Infrastructure corridor*

The Settlement Break forms a Green Infrastructure corridor from the centre of the Sunderland conurbation eastwards to the coast. This corridor was specifically identified in the 1998 UDP, and its physical retention since the 1960's has enabled the former stand-alone settlements of Silksworth and Ryhope to remain (in-part) separate to the rest of the city. The open countryside has supported the backdrop to the Tunstall Hills LNR, and crucially has connected the coast and Tunstall Hills to Local Wildlife Sites (LWS) at High Newport, and to the proposed LWS at Silksworth Recreation Centre.

- *Landscape Character*

Landscape protection required - The important habitats of Tunstall Hills, and the accessible areas on and around them, form an essential part of Sunderland's green infrastructure and this function should be retained. Further encroachment of residential or commercial development into this corridor of open land should be resisted, to maintain the physical connection between the Silksworth and Farringdon area and the coast.

This will be combined with landscape enhancement across the area, particularly the open fields at Hollycarrside and Newport Dene, where reinstatement and management of hedgerows is a priority. Onward links, both recreational and for wildlife, into the wider city can be improved and a better quality access network throughout the area could be provided. The aim will be to achieve a high quality linear area of accessible open space and well managed farmland linking suburbs.

- *Local Geological Site*

The Newport Railway Cutting LGS follows the southern boundary of the Settlement Break and should be protected in full from development. The strata exposed in the cutting are Upper Permian dolomites belonging to the Ford Formation (formerly Middle Magnesian Limestone), and are exposed for about 300m along the cutting westwards. The cutting also provides National Route 1 cycleway, which runs the full length of the UK. The cutting was originally a mineral railway to the former Silksworth Colliery, and is recognised for its archaeological importance.

- *Local Wildlife Site*

Newport Dene LWS is a small site to the east of the Settlement Break, providing broadleaved woodland. Its proximity to the Tunstall Hills is important. The site (and a suitable buffer zone) should be protected in full from development.

- *Other woodland sites*

To the south-west of the LWS, Newport Dene woodland continues up to the built-up area. Although affected by vandalism, the site provides a continuous ribbon of woodland to the Tunstall Hills. The site should be protected in full from development.

- *Critical Drainage Area*

This affects land beside Elstob and Silksworth Lane. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface Water Flooding (high, medium, less)*

A large swathe of land running south-east from Elstob to the former Ryhope Golf Course site is affected by 'medium' and 'high' levels of surface water flooding. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Panoramic viewpoint*

The top of the Tunstall Hills and Tunstall Hope Road provide panoramic views of south Sunderland and beyond. These views demonstrate how attractive and green the city is, remarkable given the central urban location.

- *Area of archaeological importance*

The Historic Constraints map indicates 'archaeological sites' in the eastern fields that flank the Tunstall Hills. These sites relate to prehistoric finds (human burials, flint tools, a bronze axe, cremations in urns, a tumulus and a cist (stone-lined grave), and should be deemed to be non-designated heritage assets (in line with the National Planning Policy Framework). Such remains should ideally be preserved in-situ. These fields should also be seen as forming part of the wider

Tunstall Hills area which should be wholly considered as an area of archaeological importance.

- *Other constraints to take into consideration:*
 - Minor previous industrial use- historic limestone quarry (pre-1856 map) beside Tunstall Hope Road. Remains of post medieval lime kilns could potentially survive
 - Track-bed of the 19th Century Silksworth Colliery Railway borders the south side of the Settlement Break
 - Grade 2 listed building, Tunstall Hope Lodge, beside Tunstall Hope Road
 - Minor landfill area – east of Tunstall Hope Road, north of railway line.

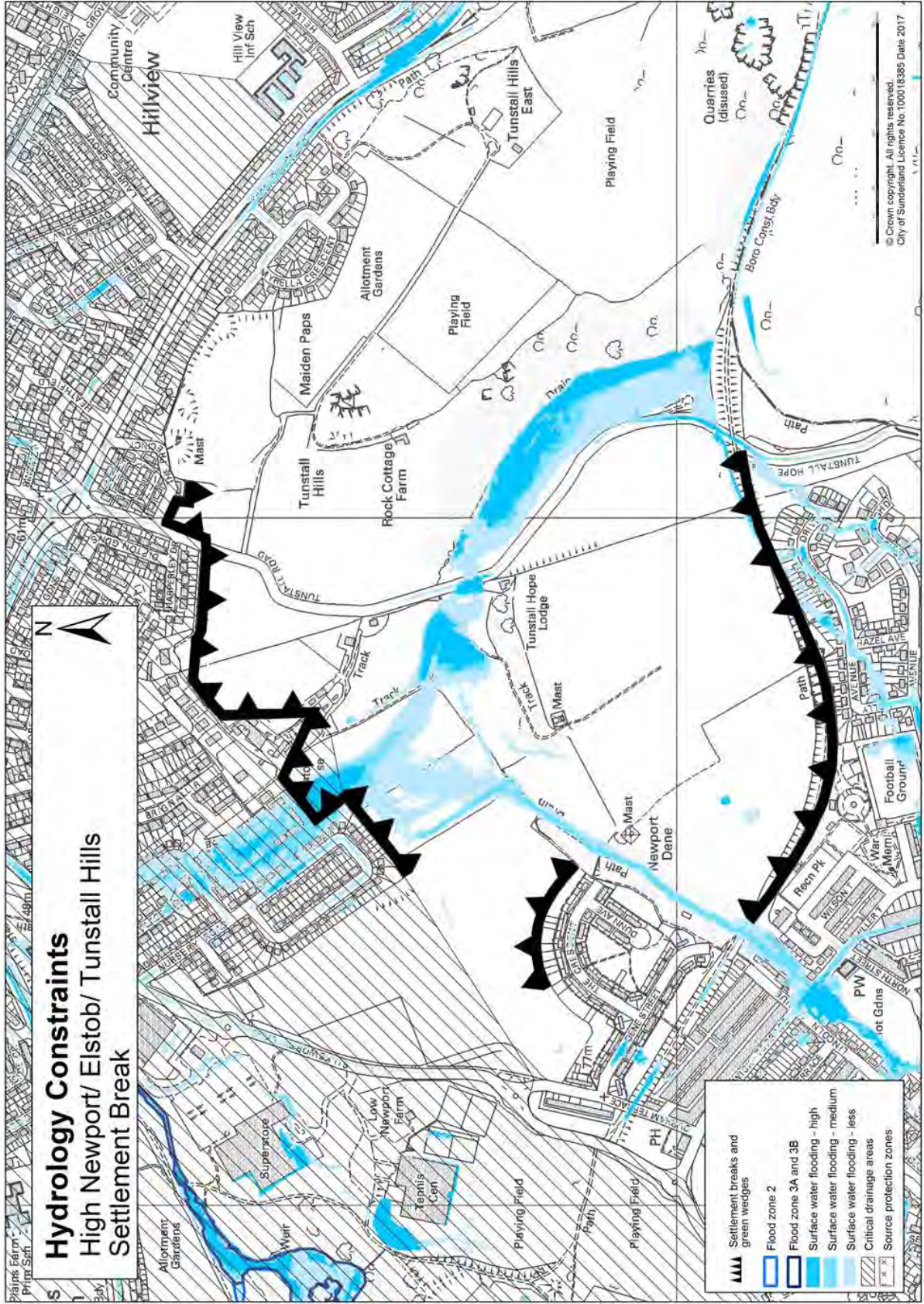
Topography

Most of the Settlement Break slopes northwards. The north-eastern part of the break slopes southwards, which creates a low-lying area that is prone to surface water flooding.

Conclusion

Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?	Yes, the Settlement Break has maintained Silksworth's distinct identity. However land adjacent to the north-western edge of the Settlement Break has a less fundamental role.
Does the Settlement Break provide quality green infrastructure corridors?	Yes, the corridor connects together a number of protected sites from Plains Farm to the coast.

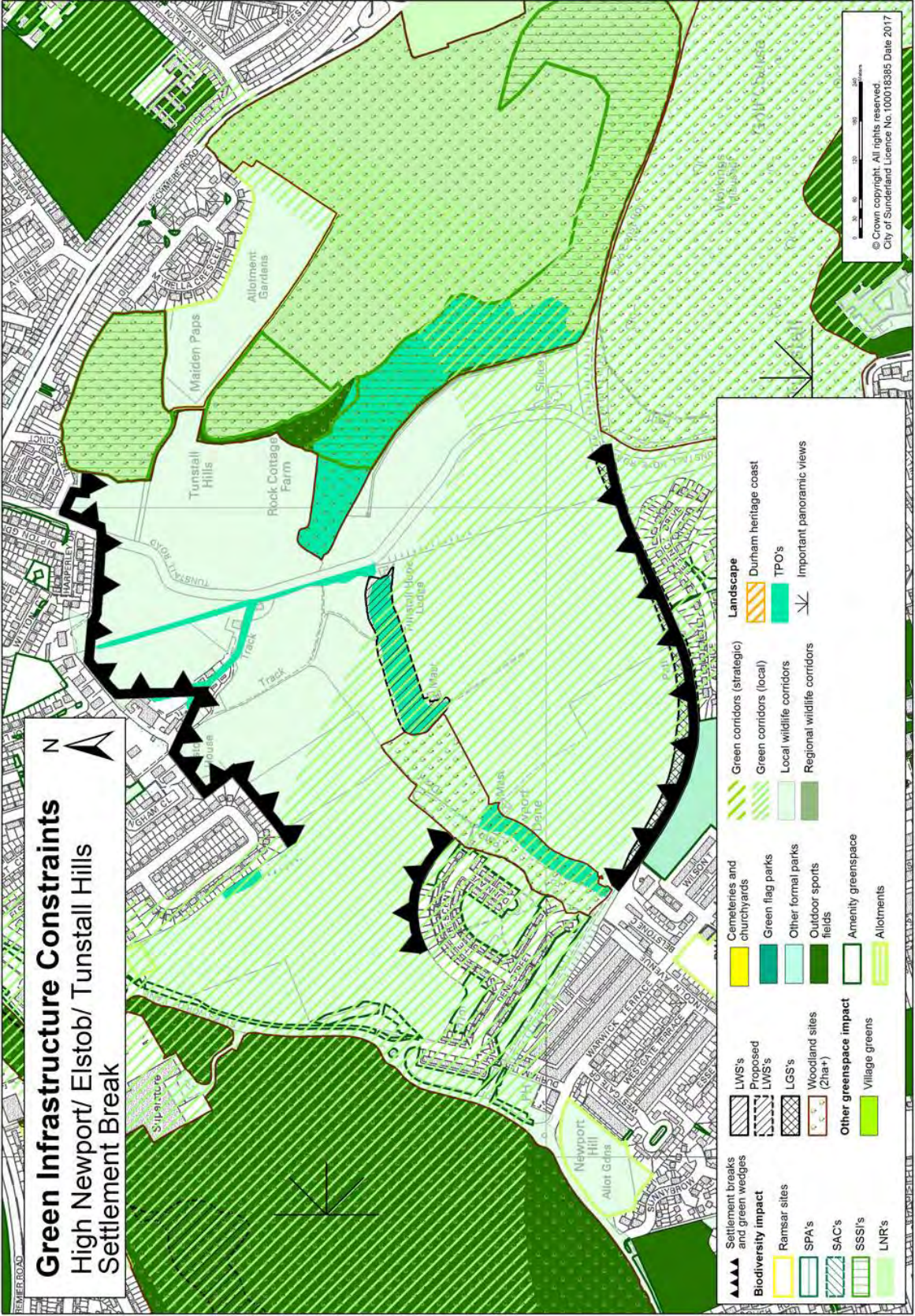
Conclusion: **Retain parcels 1-6 as Settlement Break**
 Remove parcel 7 from Settlement Break.

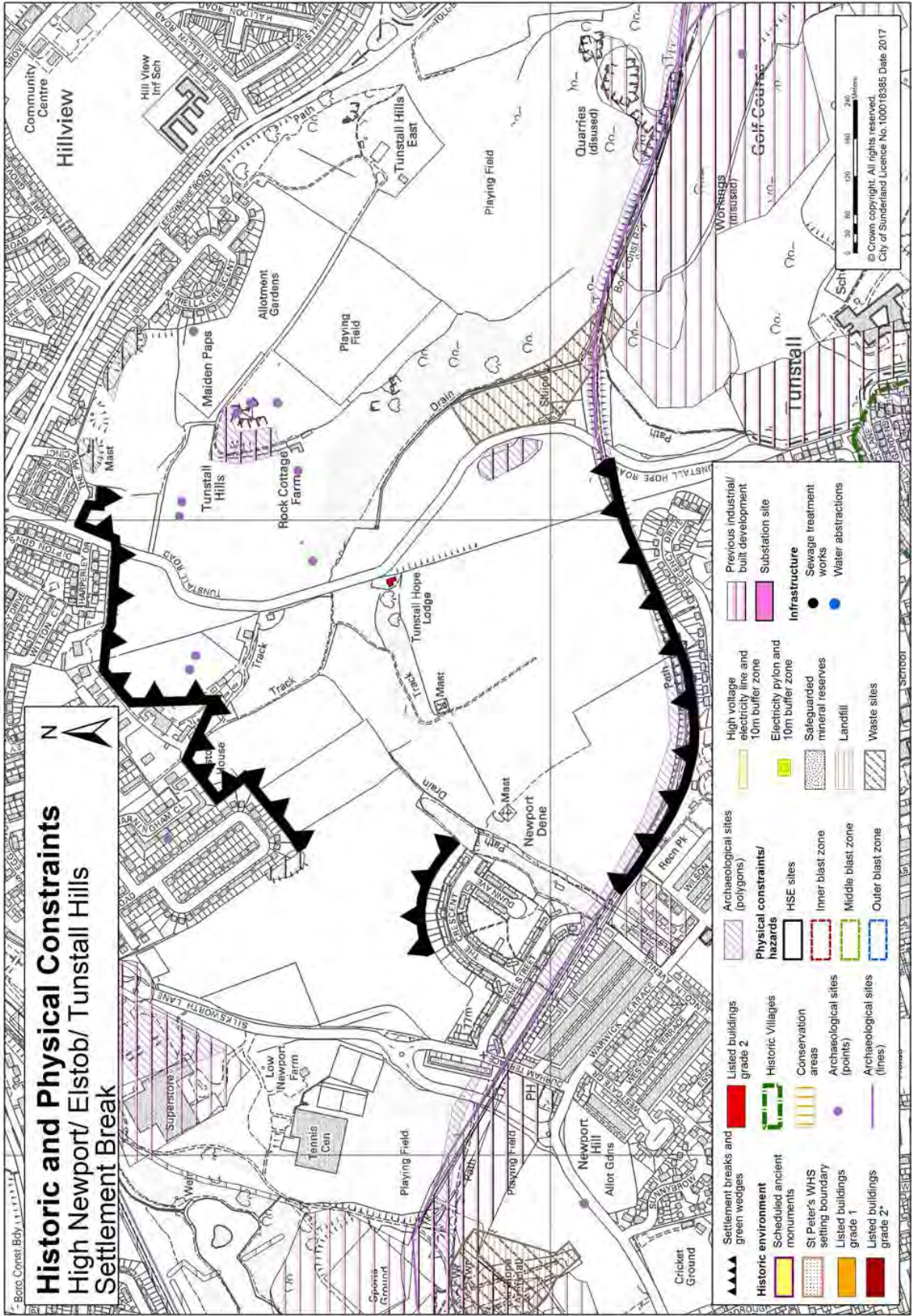


Hydrology Constraints

High Newport/ Eistob/ Tunstall Hills Settlement Break

- Settlement breaks and green wedges
- Flood zone 2
- Flood zone 3A and 3B
- Surface water flooding - high
- Surface water flooding - medium
- Surface water flooding - less
- Critical drainage areas
- Source protection zones





3) Hollycarrside / Ryhope



Location

North of Ryhope Village
South of Hollycarrside
West of Durham Heritage Coast
East of Ryhope Recreation Site

Size and land ownership (if known)

16.8 hectares

85% private owned, 15% Council-owned land

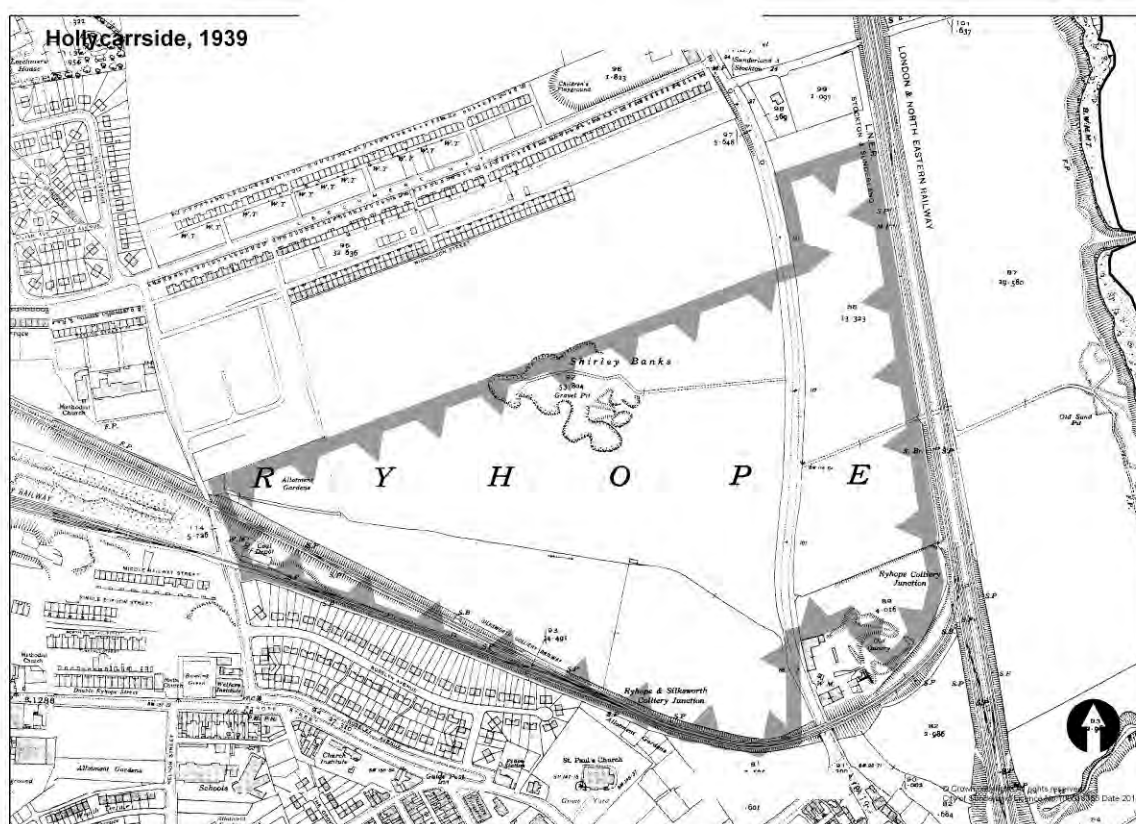
What does it separate?

Separates Ryhope from Hollycarrside. Forms part of a Green Infrastructure corridor from the centre of Sunderland to the coast.

Current use

Agriculture, amenity greenspace and sports fields (rugby). Agricultural land quality not known, but the area is underlain by Magnesian Limestone, which is generally associated with better grade land

Neighbouring settlement background



Ryhope

Ryhope is first mentioned in AD930. Located on the Durham coalfield, it was inevitable that Ryhope would follow the path of many other villages in the area, and abandon agriculture as the main employer in favour of coal. In 1859 a colliery was opened, causing huge changes in the geography of the village. The settlement of Ryhope extended west toward the area of Tunstall, creating two distinct areas of Ryhope; the 'Village' and the 'Colliery'. Railway lines were introduced to the area, linking Ryhope to Sunderland, Seaham and other Durham Coalfield mining villages. Now only a single railway line runs through the village, although there is no longer a station. The colliery was closed in 1966.

Ryhope Village was declared a Conservation Area in 1971 around the heart of the former medieval village in recognition of its architectural and historic interest. It can be described as a 3-row village centred upon a large triangular village green that evolved from a typical agricultural settlement into a mining village and later into a

residential suburb. The Village contains numerous fine 18th Century former farmhouses, barns and cottages, chapels, civic buildings and residential properties of various periods, including examples of 19th Century terraced colliery housing and latter 20th Century developments.

Beyond the Conservation Area is a mixture of terraced, semi-detached and detached properties. Ryhope has many facilities, including a library and customer service centre, supermarket and row of shops, post office, pubs, churches, primary schools and a secondary school. Ryhope, like Silksworth was part of the Sunderland Rural District, and while it now forms part of the City of Sunderland, it retains a distinct and separate village character.

Hollycarrside

Immediately to the north of Ryhope Village (beyond the Settlement Break) is the neighbourhood of Hollycarrside. Most of the estate consists of council-built (now Gentoo homes) semi-detached properties, with private properties built to the south-east. There are a couple of shops.

Has the Settlement Break altered since 1998?

The Settlement Break remains intact, although rugby pitches have been created along the eastern edge (east of Ryhope Road).

Background policy considerations/history

Site is additionally subject to:

- UDP Policy CN23 (Wildlife Corridor)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy B13 (Other Specific Sites and Monuments)
- UDP Policy SA48 (Strategic Multi-user Route)
- UDP Policy SA39.2, SA39.6, CN16, B1 (Tree Belts / Woodland)

Any development in this location would be considered as a departure from the Local Plan, and in addition, implications to Habitats Regulations Assessment (HRA) relating to the European-protected coast would need to be fully addressed.

Key constraints

Category 1:

- Strategic Green Infrastructure corridor.

The site is connected to the Durham Heritage Coast Strategic Green Infrastructure corridor, which includes two Natura 2000 sites: the Northumbria Coast Special Protection Area (SPA), which is also designated as a Ramsar site; and the Durham Coast Special Area of Conservation (SAC).

Category 2:

- *District Green Infrastructure corridor*

The Settlement Break forms a Green Infrastructure corridor from the centre of the Sunderland conurbation eastwards to the coast. This corridor was specifically identified in the 1998 UDP, and its physical retention since the 1960's has enabled the former stand-alone settlements of Silksworth and Ryhope to remain (in-part) separate to the rest of the city. The open countryside has supported the backdrop to the Tunstall Hills LNR, and crucially has connected the coast and Tunstall Hills to Local Wildlife Sites (LWS) at High Newport, and to the proposed LWS at Silksworth

Recreation Centre. The National Cycle Network (Route 1) follows the full length of the corridor. Any site alterations should consider ways to enhance the connectivity of the corridors proposed, including further biodiversity enhancements wherever feasible.

- *Landscape Character*

Landscape protection required - The important habitats of Tunstall Hills, and the accessible areas on and around them, form an essential part of Sunderland's green infrastructure and this function should be retained. Further encroachment of residential or commercial development into this corridor of open land should be resisted, to maintain the physical connection between the Silksworth and Farringdon area and the coast.

This will be combined with landscape enhancement across the area, particularly the open fields at Hollycarrside and Newport Dene, where reinstatement and management of hedgerows is a priority. Onward links, both recreational and for wildlife, into the wider city can be improved and a better quality access network throughout the area could be provided. The aim will be to achieve a high quality linear area of accessible open space and well managed farmland linking suburbs.

- *Sports pitches (rugby)*

Ashbrooke Rugby Club has created new rugby pitches on land to the east of Ryhope Road. This has helped to address a deficit in outdoor sports pitches (and particularly rugby pitches) identified in the 2012 Greenspace Report.

- *Allotments*

A small allotment site beside Ridley Avenue provides 11 plots. The 2012 Greenspace Report identifies an overall deficiency in allotment provision in Sunderland East ARF.

- *Surface Water Flooding (high, med, less)*

A small burn runs through the middle of the site. This is prone to more extensive 1:30 incidence and 1:100 incidence ('high' and 'medium') level Surface Water Flooding. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Panoramic viewpoint*

The top of the Tunstall Hills and Tunstall Hope Road provide panoramic views of south Sunderland and beyond. These views demonstrate how attractive and green the city is, remarkable given the central urban location. Retaining an attractive green environment is seen as key in the city's Economic Masterplan to attracting inward investment.

Other constraints to take into consideration:

- Previous industrial use – gravel pit, opposite the eastern side of Callington Drive. Old quarry beside former Ryhope Colliery rail junction. Other unknown industrial uses in centre of site
- Archaeological sites – along south side of Settlement Break, the former Ryhope and Silksworth Collieries mineral line. The eastern boundary of the site is formed by the Londonderry, Seaham and Sunderland Railway (built 1852), later the North Eastern Railway, Durham and Sunderland branch

- Small waste site/landfill site – to the east of the gravel pit, near to Ryhope Road.

Topography

Gently sloping site from north and south into burn.

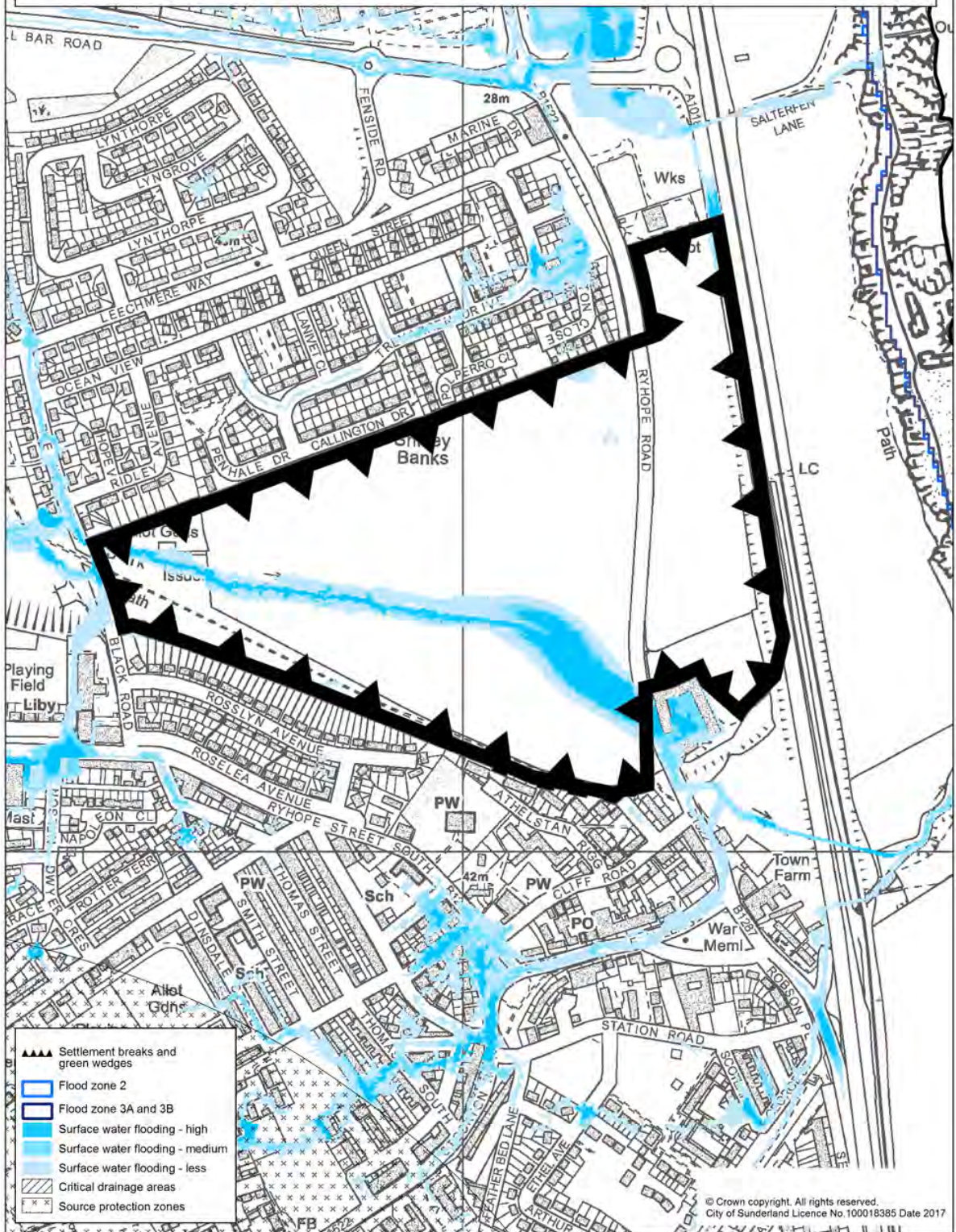
Conclusion

Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?	Yes, the Settlement Break has enabled Ryhope Village to retain its distinct identity. However, the northern most portion of land has roads to the east and west and provides less contribution to the Settlement Break.
Does the Settlement Break provide quality green infrastructure corridors?	Yes, it has maintained an important green infrastructure corridor in the centre of Sunderland and connects together a number of protected sites from Plains Farm to the coast.

Conclusion: **Retain parcels 1-4 as Settlement Break**
 Remove parcel 5 from Settlement Break.

Hydrology Constraints

Hollycarrside/ Ryhope Settlement Break

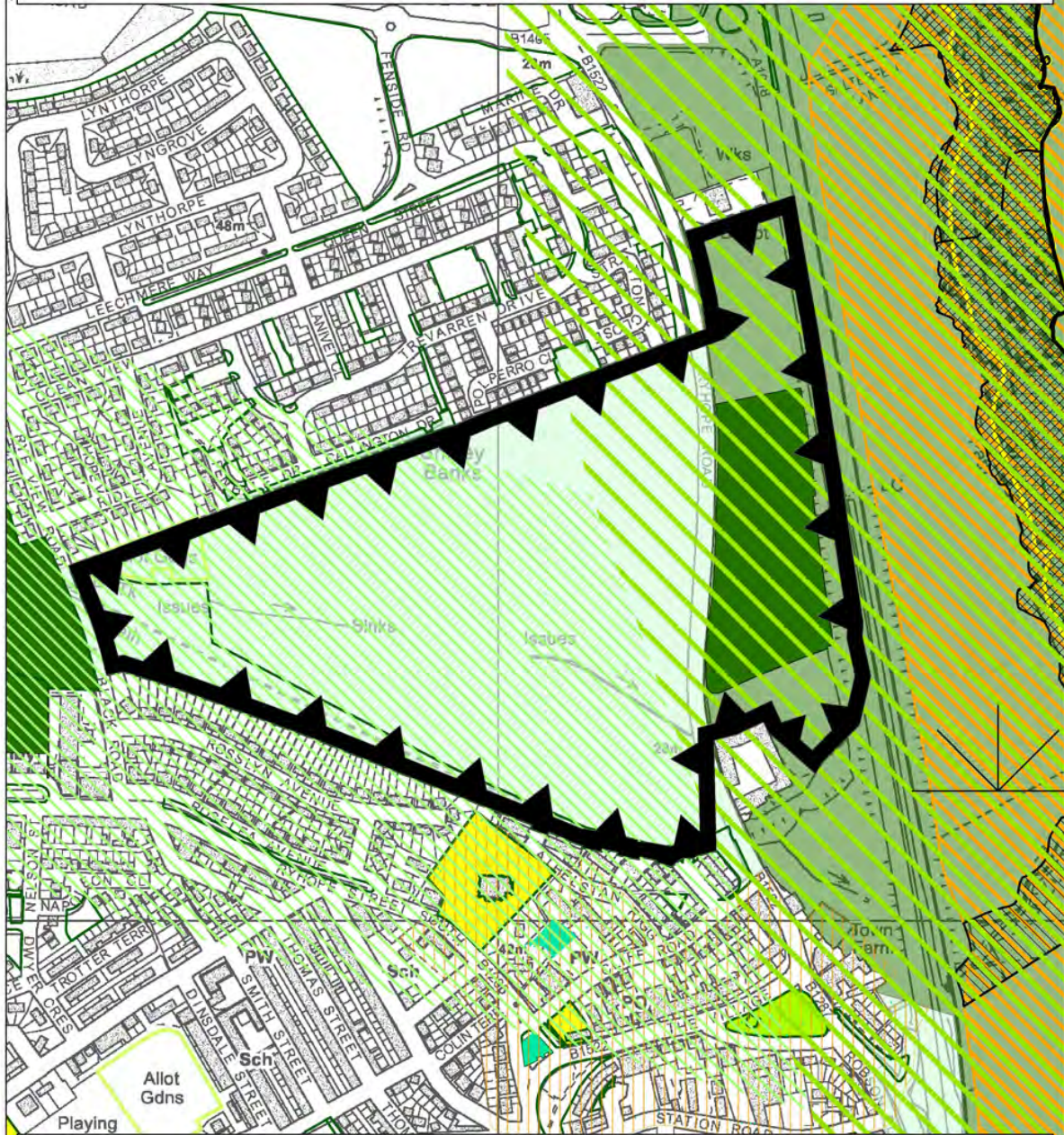


- ▲▲▲▲ Settlement breaks and green wedges
- Flood zone 2
- Flood zone 3A and 3B
- Surface water flooding - high
- Surface water flooding - medium
- Surface water flooding - less
- ▨ Critical drainage areas
- ×××× Source protection zones

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Green Infrastructure Constraints

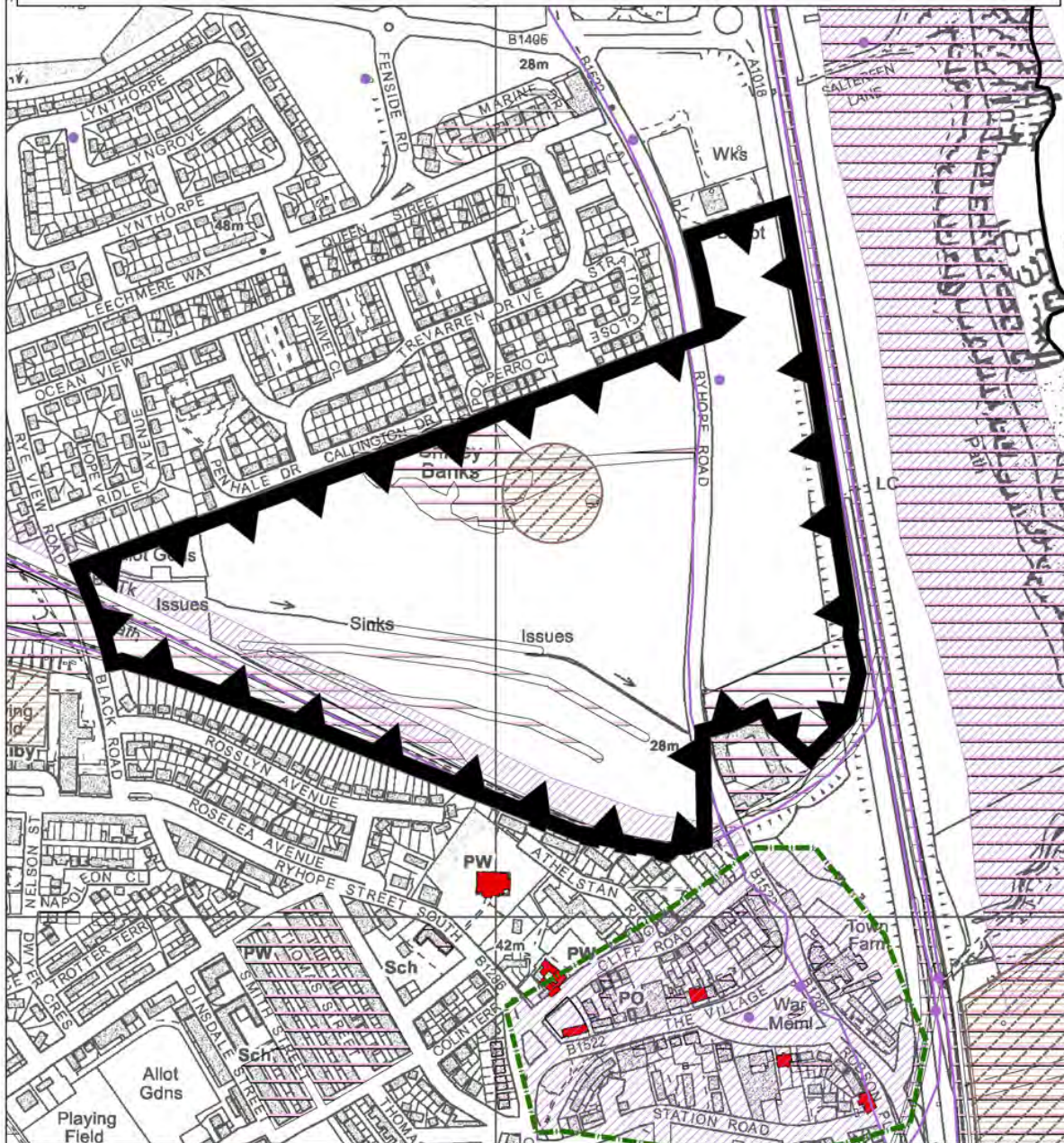
Hollycarrside/ Ryhope Settlement Break



Settlement breaks and green wedges	LWS's	Cemeteries and churchyards	Green corridors (strategic)	Landscape
Biodiversity impact	Proposed LWS's	Green flag parks	Green corridors (local)	Durham heritage coast
Ramsar sites	LGS's	Other formal parks	Local wildlife corridors	TPO's
SPA's	Woodland sites (2ha+)	Outdoor sports fields	Regional wildlife corridors	Important panoramic views
SAC's	Other greenspace impact	Amenity greenspace		
SSSI's	Village greens	Allotments		
LNR's				

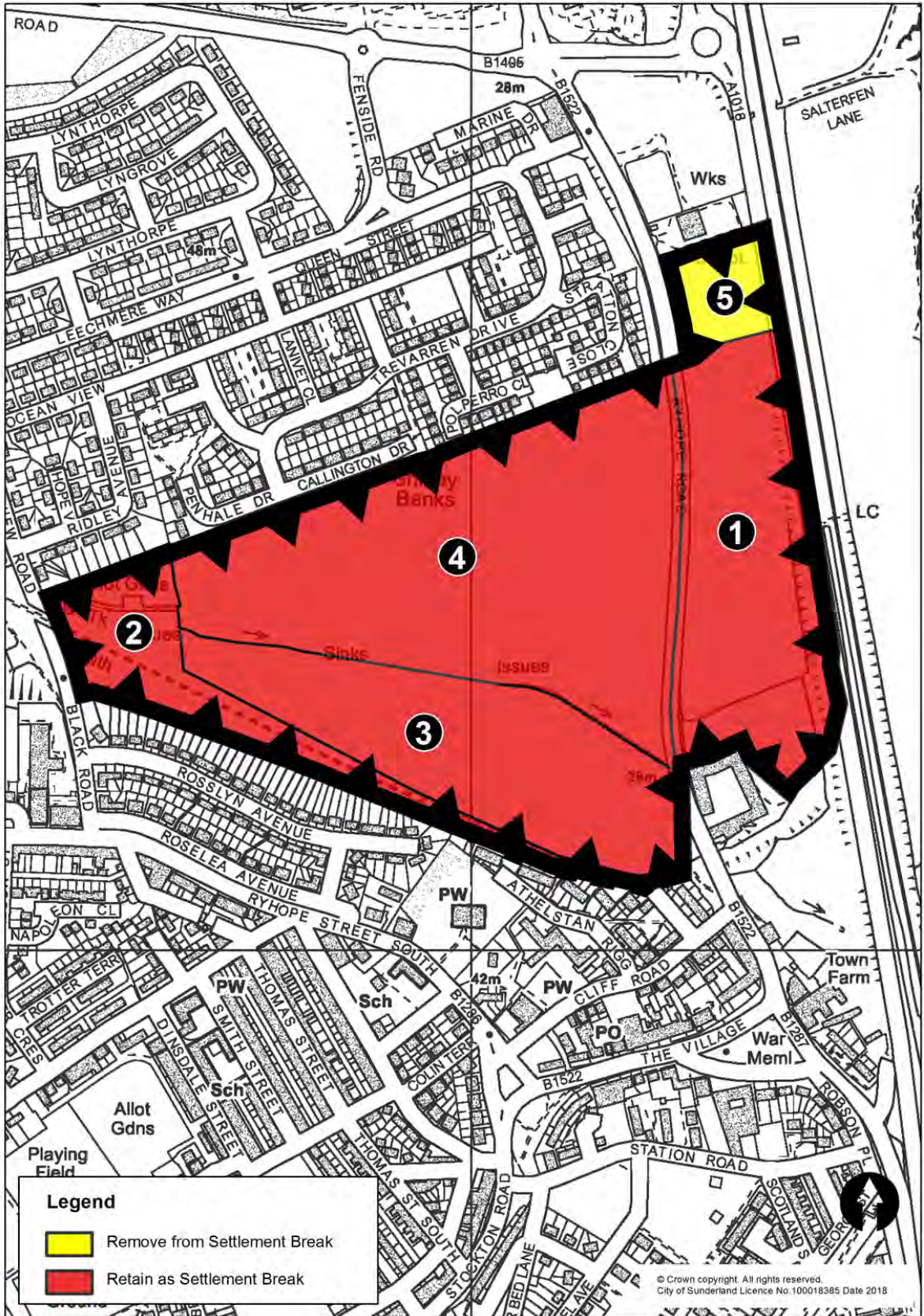
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Historic and Physical Constraints Hollycarrside/ Ryhope Settlement Break



Settlement breaks and green wedges	Listed buildings grade 2	Archaeological sites (polygons)	High voltage electricity line and 10m buffer zone	Previous industrial/built development
Historic environment	Historic Villages	Physical constraints/hazards	Electricity pylon and 10m buffer zone	Substation site
Scheduled ancient monuments	Conservation areas	HSE sites	Safeguarded mineral reserves	Infrastructure
St Peter's WHS setting boundary	Archaeological sites (points)	Inner blast zone	Landfill	Sewage treatment works
Listed buildings grade 1	Archaeological sites (lines)	Middle blast zone	Waste sites	Water abstractions
Listed buildings grade 2*		Outer blast zone		

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4) South Sunderland



Location

North of Green Belt boundary
South of Doxford Park, Tunstall Village, Tunstall Bank and Ryhope
West of Cherry Knowle
East of Doxford Park

Size and land ownership (if known)

100 hectares
Mostly private owned, partly Council owned.

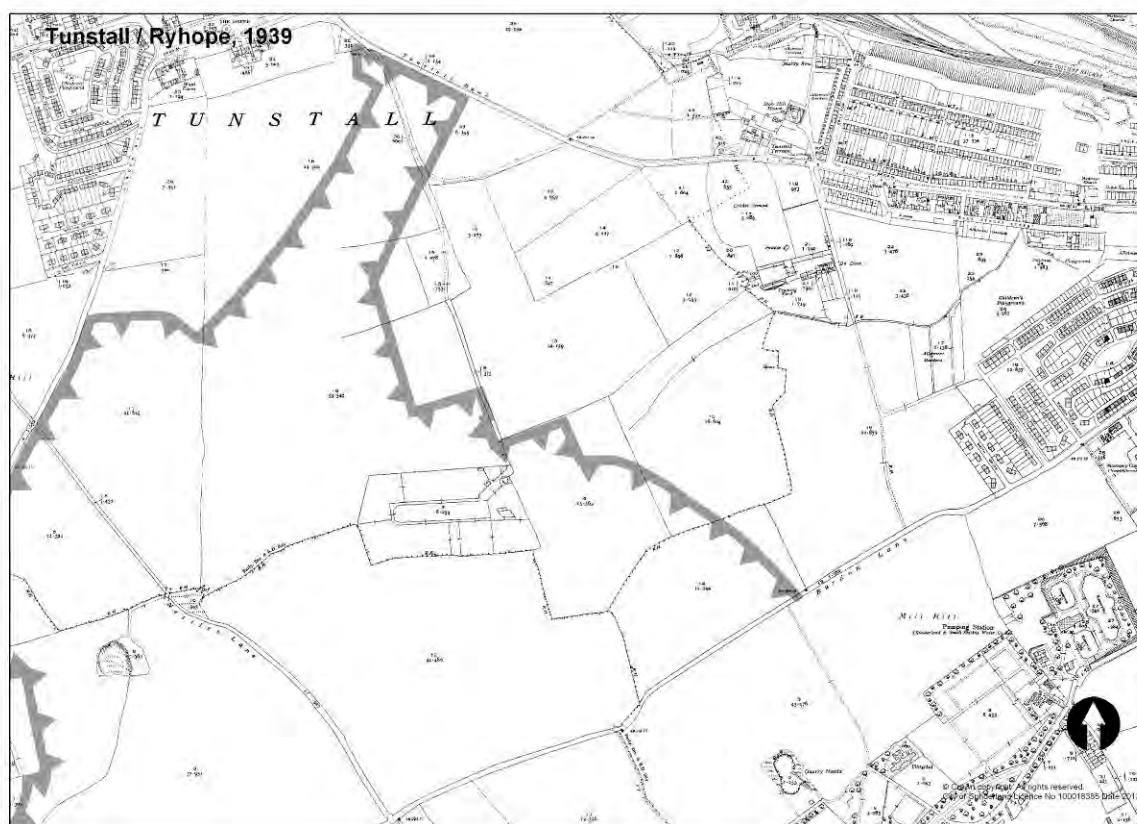
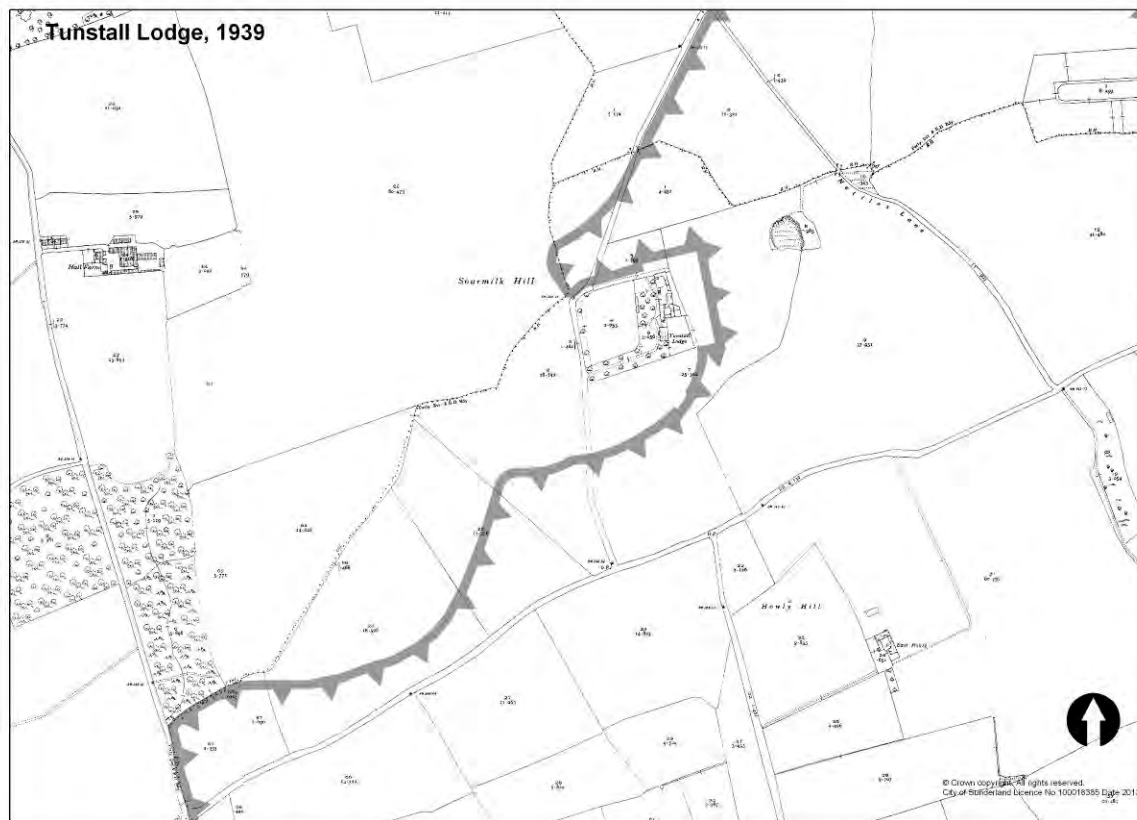
What does it separate?

- Doxford Park from the Green Belt and to a lesser extent from Burdon Village and Ryhope
- Tunstall from Tunstall Bank
- Tunstall and Ryhope from the Green Belt boundary
- Forms part of a Green Infrastructure corridor from Warden Law to the coast.

Current use

Agriculture and natural greenspace.

Neighbouring settlement background



Doxford Park

Doxford Park is a suburb of Sunderland, located to the south-west of the city centre. Apart from the Conservation Area of Old Silksworth (a mediaeval village that incorporated Silksworth Hall) to the north of the area, Doxford Park has been built up

in stages from the mid 1960s onwards. It is surrounded by the A19 and Doxford International Business Park to the west, Silksworth to the north, and settlement break to the south and east. In the centre of the village are Doxford Park shops, housing a major supermarket, library and row of shops. The village includes two primary schools.

Doxford Park consists of a variety of housing areas. Mill Hill is Gentoo controlled, and is being redeveloped. Private housing has been provided in Moorside, Hall Farm and Tunstall Lodge, offering a variety of flats, semi-detached and detached properties. The village is a mixture of a new town layout- with segregated footpaths using underpasses- and modern housing on cul-de-sacs, interspersed with mature woodland plantations.

Further residential development of Doxford Park is outlined in the 1998 UDP. The 'Chapelgarth' development area was originally identified to provide 860 dwellings, as well as open space and woodland. This area remains greenfield and already includes some woodland plantation that helps to screen the area away from the neighbouring A19 trunk road. A further thin belt of woodland screening also exists on the southern outskirts of Hall Farm, from Blakeney Woods to the west, to Tunstall Lodge in the east.

Less than a kilometre away to the south is the hamlet of Burdon, which is surrounded by Green Belt.

Tunstall Village

Standing high above the surrounding countryside beyond the Tunstall hills, this medieval agricultural hamlet was more prominent than its modern-day counterpart. Little survives from the middle ages except for the village green. Tunstall's cottages were arranged in two rows, facing across the green, their small tofts accessed from a back lane. The medieval form was still obvious in the early 19th Century, but the settlement had by then contracted dramatically. By 1872, there were 15 houses and a population of 94.

In the 20th Century, the inter-war years witnessed an eastern expansion of Silksworth, that joined-up with the western edge of Tunstall Village. Ryhope remained physically separate and distanced, until the post-war development of Tunstall Bank Estate. By 1939, the south side of the village green was starting to be re-built with private homes. In the 1960's and 1970's, development saw both sides of the village green surrounded by housing, and a further development extended the area to the south with private properties. Today, Tunstall and Silksworth are closely linked, joined further together with the establishment of the Venerable Bede Church of England Secondary School being located to the east of the village green. The area had one shop, but this closed a few years ago, and residents thereby rely on facilities in nearby Silksworth, Ryhope and elsewhere in Sunderland.

Tunstall Bank Estate

Tunstall Bank Estate was built by Sunderland Rural District in the 1950's, consisting of semi-detached family homes, virtually identical in design to those built at Silksworth Vicarage Estate. These are now held by Gentoo homes. Further private link homes were built in the 1960's along the western edge. Within the last 10 years, a new link road has been built around the west and south of the estate, providing

access to a new private estate of properties, consisting mainly of detached and town houses.

Tunstall Bank has limited facilities, except for a small supermarket, but has good transport connections. As Tunstall Village is linked to Silksworth, Tunstall Bank is linked to Ryhope, and the two are physically linked via the Welfare Park.

Ryhope

Ryhope is first mentioned in AD930. Located on the Durham coalfield, it was inevitable that Ryhope would follow the path of many other villages in the area, and abandon agriculture as the main employer in favour of coal. In 1859 a colliery was opened, causing huge changes in the geography of the village. The settlement of Ryhope extended west toward the area of Tunstall, creating two distinct areas of Ryhope; the 'Village' and the 'Colliery'. Railway lines were introduced to the area, linking Ryhope to Sunderland, Seaham and other Durham Coalfield mining villages. Now only a single railway line runs through the village, although there is no longer a station. The colliery was closed in 1966.

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Has the Settlement Break altered since 1998?

Nettles Lane has been closed to 'through' traffic.

Background policy considerations/history

There were no objections to the UDP policy (CN6); therefore it was not examined at the Public Local Inquiry (1997). As an aside, however, the issue of safeguarding land in the vicinity of Burdon Lane was raised by objectors. The Inspector to that Inquiry concluded that:-

"10.6.9 I have concluded in para.10.4.18 of the report that the area of unallocated land between the proposed Green Belt to the south of Sunderland and the edge of the built-up area would provide future decision-makers with sufficient flexibility when assessing the need for further development in this area beyond the Plan period. The availability of significant areas of land outwith the Green Belt in other parts of the City provides additional flexibility when considering the long term needs of the City as a whole. In the light of this flexibility, the agricultural quality of the proposed safeguarded area, the longevity of RPG1 and the absence of any vigorous quantified assessment of development

needs beyond the Plan period, I consider that there is insufficient justification to identify safeguarded land within the Plan at present, and that this issue would be better addressed at a detailed level after the update of RPG1. In the meantime, development of the land between the southern edge of the built-up area of Sunderland and the proposed Green Belt would be controlled by Policies CN1 and EN4, amongst others”.

Site is additionally subject to:

- UDP Policy CN8 (Agricultural land quality)
- UDP Policy CN15 (Great North Forest)
- UDP Policy CN13, CN14, SA38.5 (Important Panoramic Views)
- UDP Policy T9, SA47.5 (Cycle routes)
- UDP Policy T8, T9, T10, SA48.9, SA48.10 (Multi-User Routes)
- UDP Policy SA39.3, SA39.4, CN16, B1 (Tree Belts / Woodland)
- UDP Policy T13, T15, SA52.2 (Reserved for Transport Corridor)

This area now forms part of the South Sunderland Growth Area (SSGA). The SSGA will provide for approximately 3,000 homes. In order to ensure the comprehensive development of the sites and ensure that the necessary infrastructure is delivered at the right time, the council is preparing the South Sunderland Growth Area Supplementary Planning Document (SPD). This will provide a masterplan framework, incorporating design parameters and principles to ensure a high standard of design and sustainability, and will accord with the terms of the Habitats Directives.

Key constraints

Category 1

There are no direct Category 1 constraints, although the entire area is subject to Habitats Regulations Assessment (HRA) due to the proximity of the coast (and internationally protected sites).

Category 2

- *Green Infrastructure corridor*

The Settlement Break acts as a Green Infrastructure corridor linking southwards to Green Belt, that links the coast inland towards Houghton-le-Spring. To the north, the Settlement Break forms a narrow corridor that links to the former Ryhope Golf Course and to the Tunstall Hills. The break also helps to maintain a further narrow corridor of greenspace separating Doxford Park from Silksworth. In 1998, the UDP sought to maintain these corridors via Settlement Break policy or through greenspace protection. These breaks help to maintain the physical separation of Silksworth from Ryhope and Doxford Park. Any site alterations would need to ensure that an appropriate width green corridor was retained, that linked to the two corridors to the north and the Green Belt to the south, including further biodiversity and access enhancements wherever feasible.

- *Landscape Character*

The Landscape Character Assessment recommends ‘landscape enhancement’ towards an area of well managed and biodiverse farmland, which allows recreational access to and from the adjacent settlements. Existing woodlands, including the important coastal denes, will be protected and managed, with new connections formed by enhanced hedges and tree planting to form a connected habitat network

which links east to the coast, as well as west and south to the surrounding country. The largely undeveloped character of the majority of the landscape will be retained, alongside the introduction of robust settlement boundaries around the proposed SSGA. Recreational links will provide circular routes from the new residential and employment areas into the surrounding landscape, enabling appreciation of the biodiversity and geology of the area, as well as the broad views along the coast..

- *Two high voltage electricity lines*

These are fairly small in scale and wooden- not pylons. Any development would need to consider relocation of these two lines.

- *Source Protection Zone*

The area lies above the Magnesian Limestone principal aquifer and within the source protection zone of a public water supply. It is therefore essential that any future development would not impact upon this important underground water resource

- *Panoramic views off Burdon Lane*

Burdon Lane offers panoramic views of the southern urban landscape, the sea and coast and the attractive urban area around Burdon Village. Characteristic and significant structures can be identified, which contribute to the distinctive urban form of the city. Any development would need to consider whether these views can be maintained.

- *Critical Drainage Area*

This affects land between Hall Farm and Burdon Lane. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface water flooding*

The maps show only limited areas affected by surface water flooding. However, a 'medium' level flooding area exists at Lodgeside Meadow, Tunstall Lodge, and this is directly caused by run-off from Burdon Road and fields immediately to the south. Historically, this run-off has also affected properties at Thristley Wood.

- *Woodland*

A thin shelter belt of trees exists to the south of Hall Farm and this links to Blakeney Woods to the west. From an ecology perspective, Blakeney Woods is a little isolated, and would benefit from further woodland and natural greenspace being retained directly to the south, to enhance linkages with the Green Belt as well as woodland beside Burdon Lane. The thin shelter belt of trees would benefit from additional tree planting to strengthen the woodland belt, and this may help to mitigate any surface water flooding from the elevated fields to the south.

Other constraints to take into consideration:

- Small archaeological sites – There are two small pre-1856 limestone quarries: one is to the east of Nettles Lane / North of Burdon Lane; the other lies to the east of Tunstall Lodge
- Improved multi-user route and cycle route access proposed across area
- A new transport corridor (Ryhope – Doxford Park Link Road) proposed across the northern part of the Settlement Break.

Topography

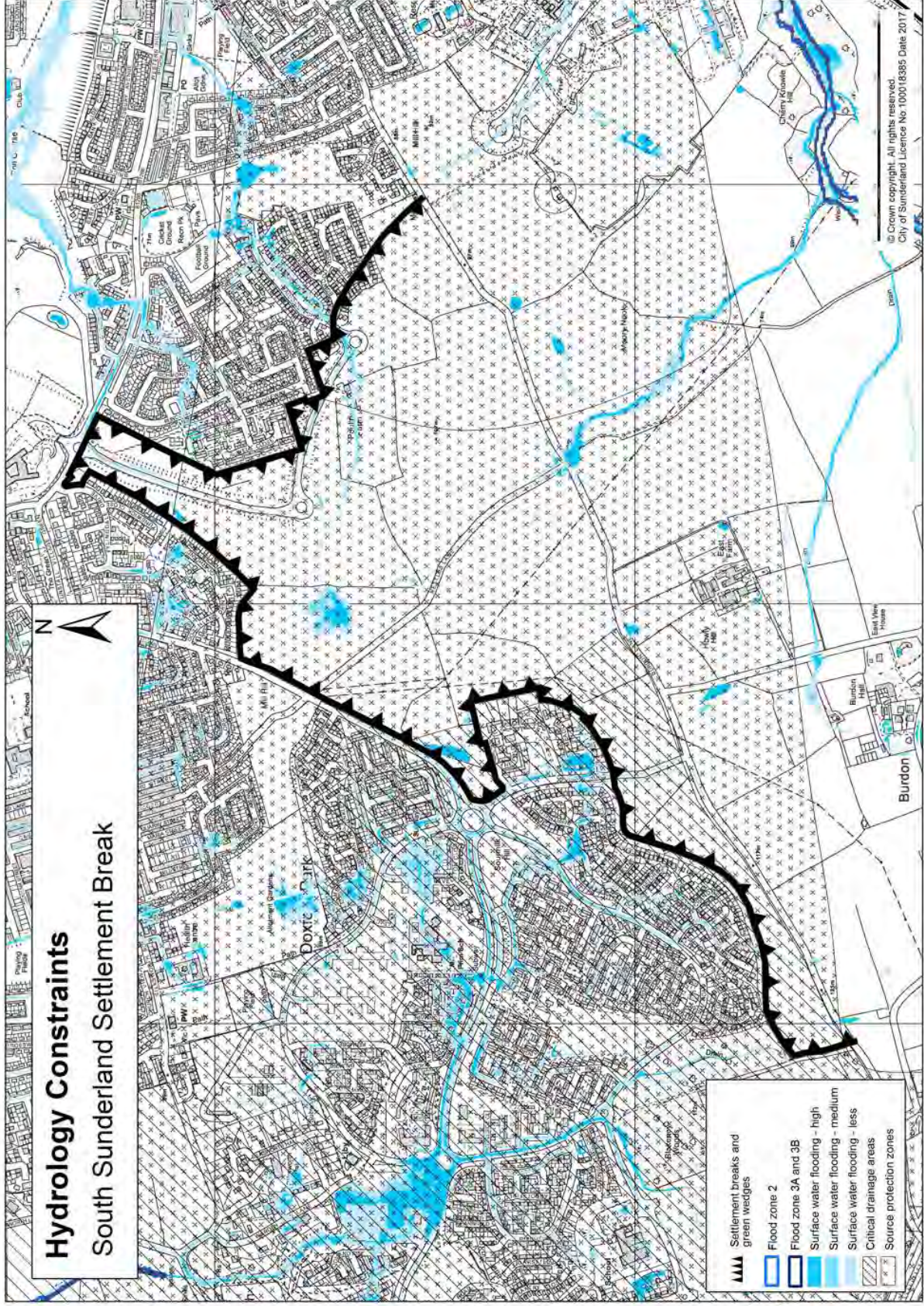
The gently rolling topography enables a visually open landscape. The land slopes south-north from Burdon Village to Tunstall Lodge, but further east the land beside Nettles Lane falls gradually north-south towards Burdon Lane and eventually to Cherry Knowle Dene. Nearer to Tunstall the land is flatter.

Conclusion

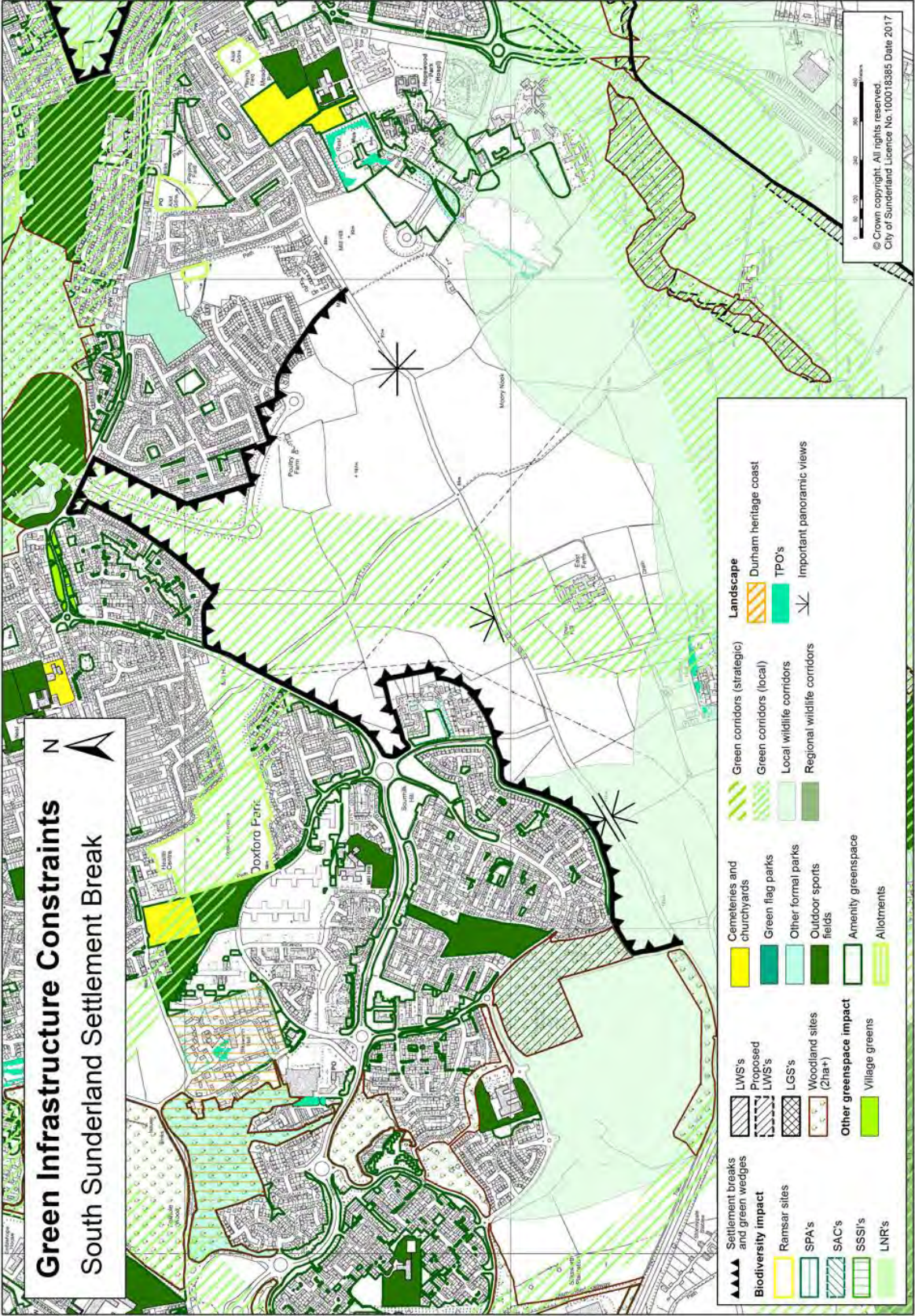
Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?	For the most part, the area does not specifically separate settlements. However, a separation between Silksworth/Doxford Park and Ryhope should be maintained.
Does the Settlement Break provide quality green infrastructure corridors?	The area currently supports a wider green infrastructure corridor south of the Sunderland area, though is also subject to development as part of the Draft South Sunderland Growth Area SPD. The proximity of this area to the coast (given European habitat protection and subject to Habitats Regulations Assessment) means that the design of greenspace throughout this area must satisfy Natural England criteria. Corridors of Suitable Alternative Natural Greenspace (SANGS) must be created across the SSGA, providing networks of green infrastructure that support localised recreation in the area, and does not increase footfall onto the wildlife-sensitive coastline. In addition, a north-south corridor should be retained linking Tunstall Hills southwards to the Green Belt at Burdon. This should be included in the Allocations and Designations Plan and is included in the Draft South Sunderland Growth Area SPD.

Conclusion: **Remove entire area from Settlement Break.**

Hydrology Constraints South Sunderland Settlement Break



- Settlement breaks and green wedges
- Flood zone 2
- Flood zone 3A and 3B
- Surface water flooding - high
- Surface water flooding - medium
- Surface water flooding - less
- Critical drainage areas
- Source protection zones

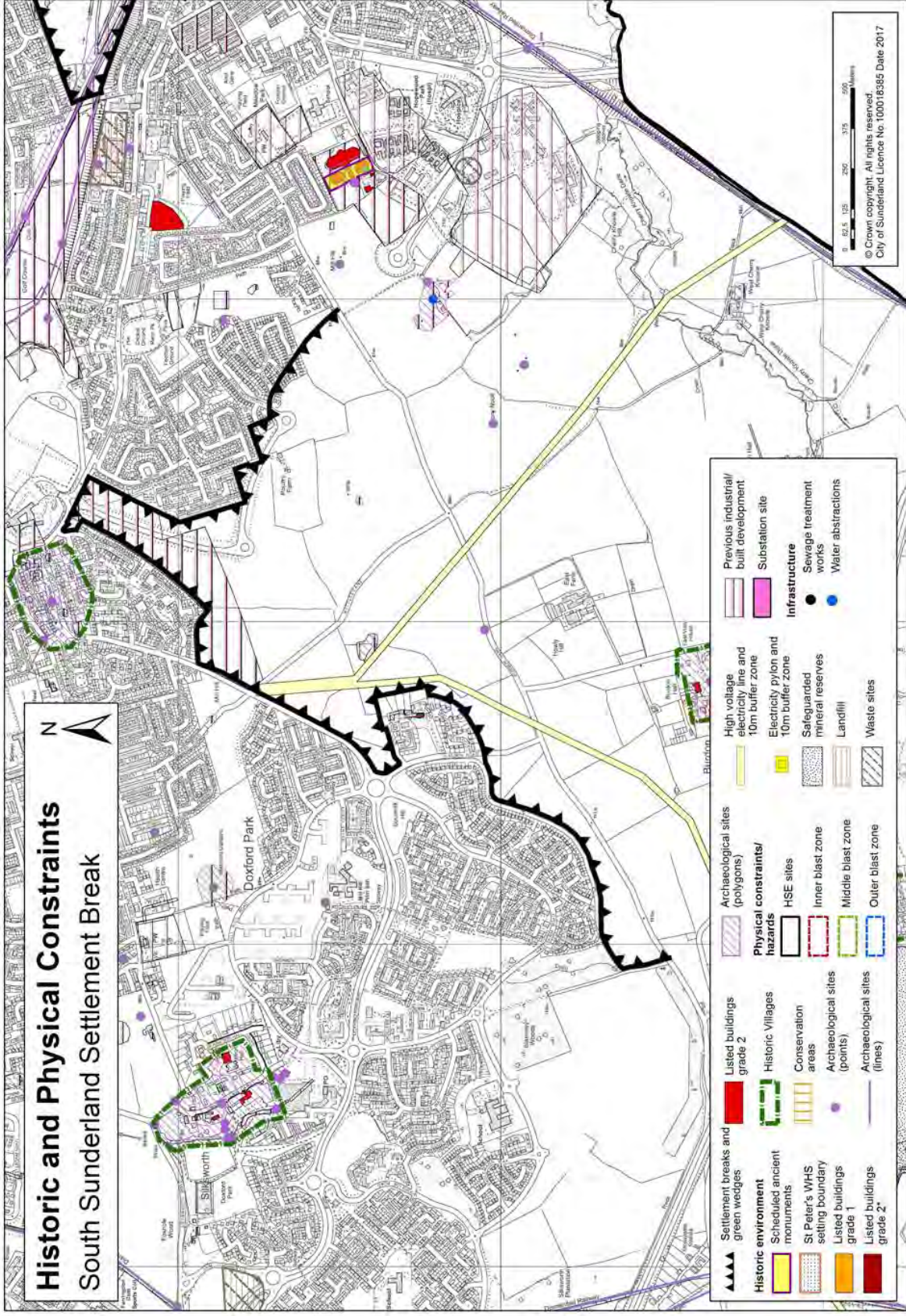


Green Infrastructure Constraints Break
South Sunderland Settlement Break

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| <ul style="list-style-type: none"> ▲▲▲▲ Settlement breaks and green wedges ■ Biodiversity impact <ul style="list-style-type: none"> ■ Ramsar sites ■ SPA's ■ SAC's ■ SSSI's ■ LNR's ■ LWS's <ul style="list-style-type: none"> ■ Proposed LWS's ■ LGS's ■ Woodland sites (2ha+) ■ Other greenspace impact <ul style="list-style-type: none"> ■ Village greens ■ Cemeteries and churchyards ■ Green flag parks ■ Other formal parks ■ Outdoor sports fields ■ Amenity greenspace ■ Allotments | <ul style="list-style-type: none"> ■ Green corridors (strategic) ■ Green corridors (local) ■ Local wildlife corridors ■ Regional wildlife corridors | <ul style="list-style-type: none"> ■ Durham heritage coast ■ TPO's ■ Important panoramic views |
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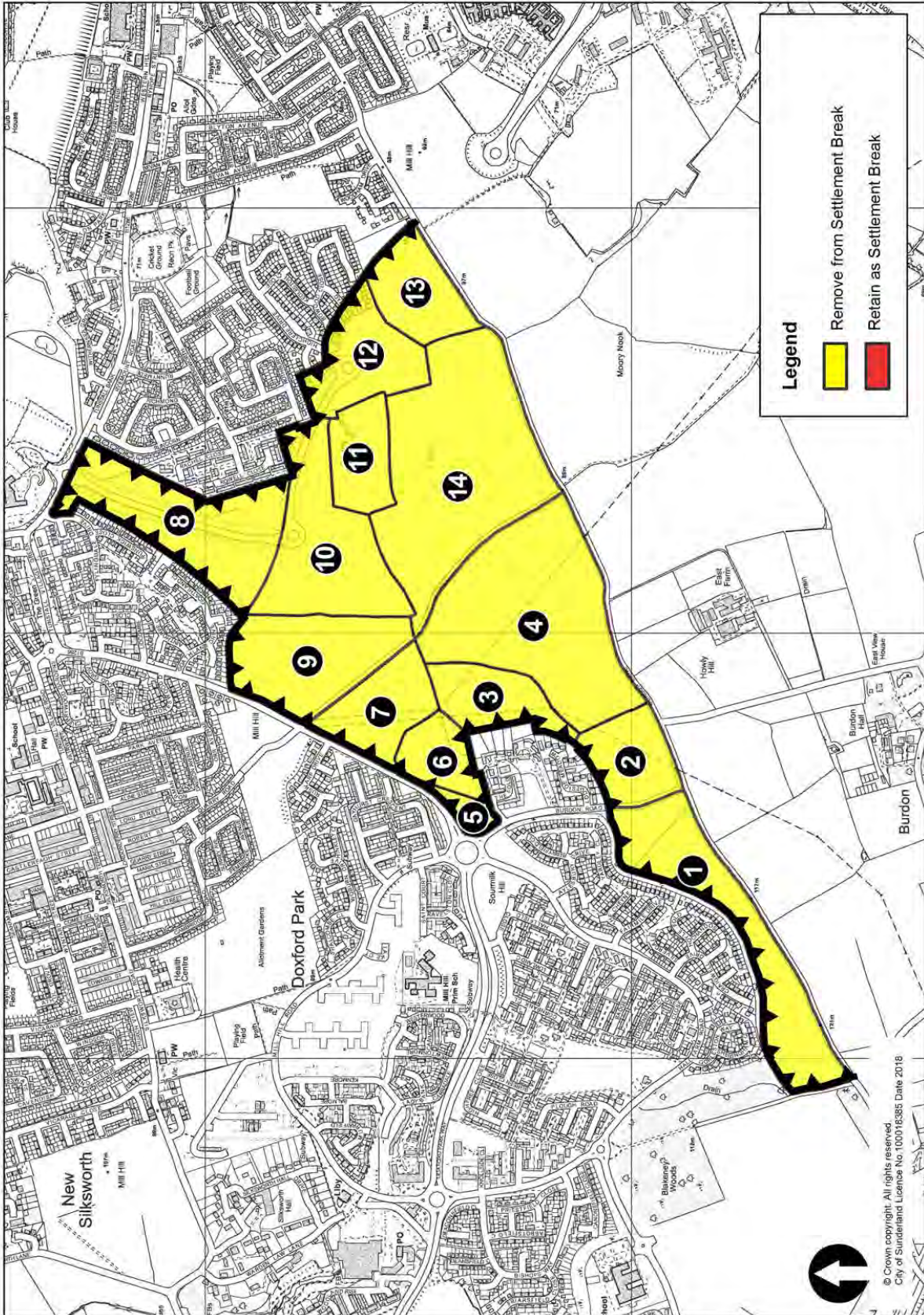
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Historic and Physical Constraints South Sunderland Settlement Break



Settlement breaks and green wedges	▲▲▲▲	Listed buildings grade 2	■	Archaeological sites (polygons)	▨	High voltage electricity line and 10m buffer zone	▨	Previous industrial/ built development	▨
Scheduled ancient monuments	■	Historic Villages	■	Physical constraints/ hazards	▨	Electricity pylon and 10m buffer zone	■	Substation site	■
St Peter's WHS setting boundary	■	Conservation areas	■	HSE sites	■	Safeguarded mineral reserves	■	Infrastructure	●
Listed buildings grade 1	■	Archaeological sites (points)	●	Inner blast zone	▨	Landfill	▨	Sewage treatment works	●
Listed buildings grade 2*	■	Archaeological sites (lines)	—	Middle blast zone	▨	Waste sites	▨	Water abstractions	●

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Legend

- Remove from Settlement Break
- Retain as Settlement Break

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5) Shiny Row / Success



Location

North of Elba Park
South of Shiney Row Primary School
West of Success
East of Shiney Row

Size and land ownership (if known)

33 hectares
Public and privately owned land

What does it separate?

Shiney Row and Success.

It seeks to preserve a corridor of natural greenspace alongside the Herrington Burn, linking Elba Park with Herrington Country Park.

Current use

Pasture, natural greenspace, amenity greenspace, allotments, playing fields.
Agricultural land quality not known.

Neighbouring settlement background***Shiney Row***

Shiney Row is positioned at a confluence of major roads leading from Chester le Street, Washington, Penshaw, New Herrington and Newbottle. In 1870-72 it was described as 'a small hamlet ...inhabited chiefly by coal miners.' The 1862 map shows a small Y shaped settlement with a ribbon of buildings running south-west to north-east along Chester Road and north-west along Barrack Row. Penshaw E pit, to the south west of the town, was sunk in 1792 and coal mining, quarrying and the railways were a source of employment for the town for many decades after, specifically at the nearby collieries at New Herrington, Philadelphia, and Newbottle and the Londonderry railway. By the end of the 19th Century Shiney Row had a post office, a handful of public houses, a Wesleyan Methodist Chapel and a Wesleyan Reformers Chapel, two schools, a reading room with library and several shops. To the south of the area was Penshaw Foundry, which closed before WW1.

In the early 20th Century the town began to expand south towards Boundary Houses and east towards Mill Pit. A row of twelve aged miners' cottages were built in 1906 for the Durham Aged Miners' Homes Association, now listed grade II, and St Oswald's Church was built nearby around 1910. The interwar housing estates were constructed around The Crescent and Windermere Crescent to expand the town further. By the 1970s Shiney Row had crept as far as Philadelphia and New Herrington and the 1980s saw it merge with Penshaw. However, whilst Shiney Row has expanded eastwards towards the edge of the Herrington Burn, land to the east of the burn has remained open, retaining a distinctive break between Shiney Row and Success.

A dominating feature of Shiney Row today is the roundabout, opened in 1975, constructed at the crossroads of the A183 Chester-le-Street to Sunderland road and the A182 Houghton-le-Spring to Washington road. To construct the roundabout two

churches, two pubs and a number of streets of houses were demolished and the War Memorial, unveiled in 1922 by Lord Joicey, had to be resited.



Success (or Bunker Hill)

The village of Success (originally the hamlet of Bunker Hill), for the most part, is a modern village, most of the housing built within the last 25 years. Bunker Hill settlement was present as early as 1839 (Newbottle tithe map). It was a colliery hamlet occupied by workmen from the nearby collieries. In the nineteenth and early twentieth centuries, Success consisted of little more than a couple of rows of pit houses close to the Success and Margaret pits. Only after WW2 did the semblance of a village begin to appear, with semi-detached housing being built between the pit rows. The pit rows were then demolished, and much more recently there has been considerable infill of private housing that now links the village to Philadelphia. To the north (and adjoining the Settlement Break) is the former Shiney Row campus of the City of Sunderland College, which is now under construction for housing.

Has the Settlement Break altered since 1998?

No.

Background policy considerations/history

Site is additionally subject to:

- UDP Policy HA8.1 (Land allocated for educational purposes)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy HA11.1 (Success Colliery Reclamation Scheme)
- UDP Policy HA12.3 (Herrington Burn Linear Park)
- UDP Policy CN15 (Great North Forest)
- UDP Policy HA25.2 (Multi-User Routes)

Any development in this location would be considered as a departure from the Local Plan.

Key constraints

Category 1

- *Flood Zone 3*

A narrow band of land beside the Herrington Burn falls within Flood Zone 3. This affects the central part of the Settlement Break at the north end, before following the western edge of the break to Elba Park. Development within the functional floodplain should be resisted.

Category 2

- *Flood Zone 2*

Flood Zone 2 deviates very little from the alignment of Flood Zone 3, alongside the Herrington Burn. Only certain types of development would be considered applicable in this zone.

- *Critical Drainage Area*

This site is fully within a Critical Drainage Area. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface water flooding (high, medium and less)*

Outside of the flood zones, there is very little surface water flooding recorded. A portion of land at Stott's Pastures is affected by 1:100 incidence 'medium' surface water flooding. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Green Infrastructure corridor*

The Settlement Break forms a Green Infrastructure corridor from Elba Park to Herrington Burn, and onward to Herrington Country Park. The UDP proposed that most of the Settlement Break should form a new linear park, but this has not materialised and will be reviewed once the Allocations DPD commences. Much of the land area is already identified as greenspace, providing allotments, amenity

greenspace, natural greenspace and playing fields. A multi-user route is proposed to link Elba and Herrington Country Parks but has not been implemented to date. A further east-west multi-user route is proposed to link Shiney Row and the north end of Success village. Any site alterations should consider ways to enhance the connectivity of the corridors proposed, including further biodiversity enhancements wherever feasible.

- *Landscape Character*

The Landscape Character Assessment recommends 'landscape enhancement' towards a series of linked, accessible and biodiverse open spaces, edged by strong settlement boundaries. The value of open spaces will be increased by better links with neighbouring spaces and settlements, and by improving the experience of the existing links. New settlement expansion will present opportunities to create new, more robust settlement boundaries in place of urban fringe, and an enhanced setting for these villages. New road proposals in the area should allow for non-motorised links, and for retention of green networks for wildlife through this fragmented landscape. Interventions should reflect on the area's industrial heritage, and its setting at the foot of the limestone escarpment. Existing high- quality open spaces will be protected: these include Herrington Country Park and its setting in relation to the limestone escarpment, as well as Elba Park.

- *Natural and Amenity Greenspace*

Land to the west of Herrington Burn (almost 9 hectares) is identified as natural and amenity greenspace in the 2012 Greenspace Audit and Report. The natural greenspace is considered to be of high quality. The area as a whole has below average quantities of amenity greenspace.

- *Sports pitches (football and school playing field)*

To the south-east of the Settlement Break are Shiney Row Playing Fields, providing 2 Senior football pitches. At the north end lies the playing fields belonging to Shiney Row Junior and Infants School.

- *Allotments*

North of Stott's Pasture are privately-owned allotments, providing approximately 30 plots. These allotments are identified as good quality by the 2012 Greenspace Audit and Report.

- *Archaeological (coal waggonways), and coal washery*

Located in the mid-19th Century to the south-west of the Settlement Break was Penshaw Foundry, together with a spur of the Londonderry Railway. To the south-east of the break was Success Colliery, as well as Success Brickfield. These industries had all ceased before WW1.

- *Previous industrial use*

Contaminated land is feasible on the sites of former rail, coal and foundry working.

- *High voltage electricity line*

A small wooden-pole electricity line passes through the fields to the south of Stott's Pastures. Any development would need to consider relocation of this line.

Topography

The break has an open aspect and is relatively flat.

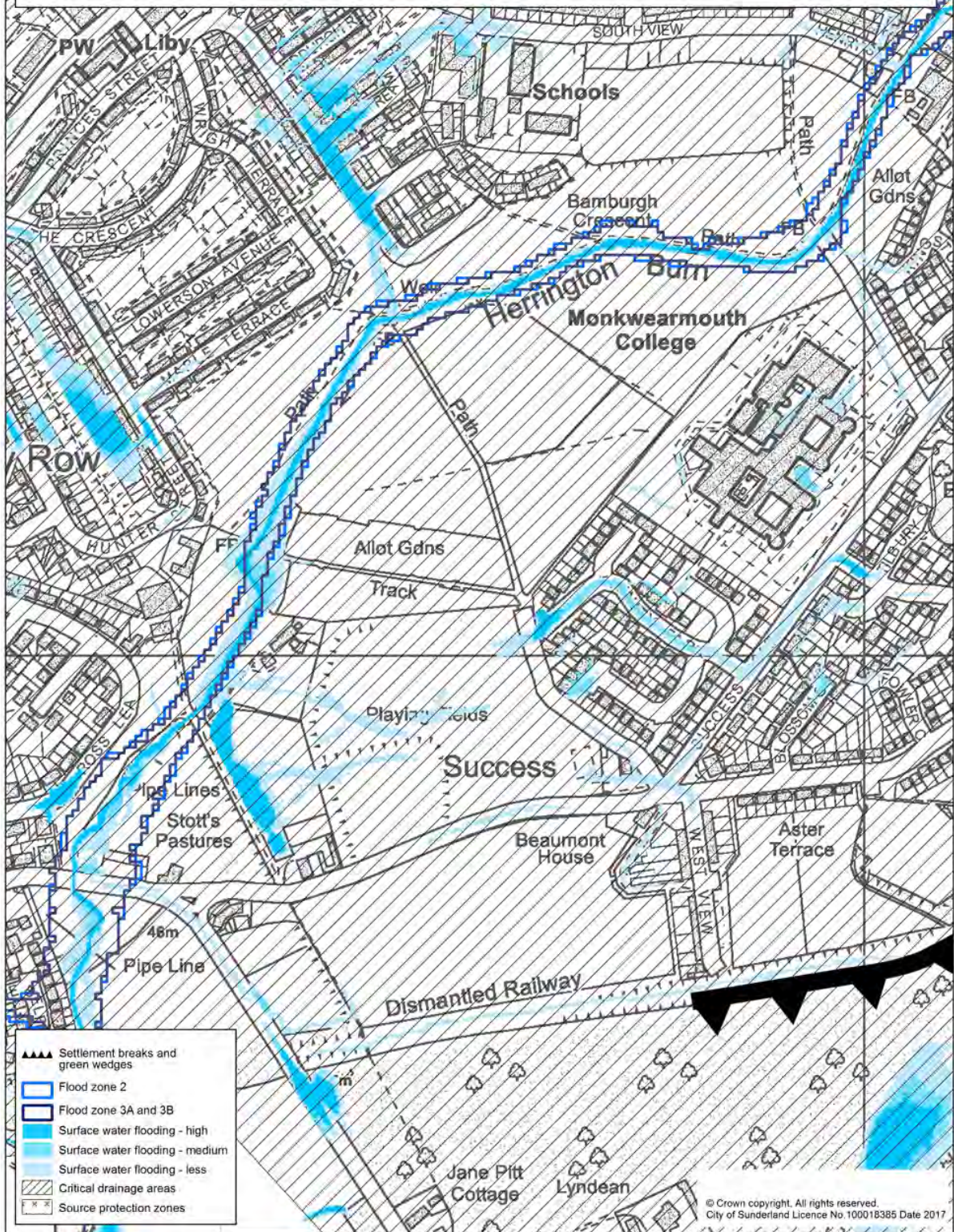
Conclusion

Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?	Yes. Although the settlements of Shiney Row and Success/Philadelphia are joined by a narrow ribbon of development along the A182, this Settlement Break has enabled the villages to retain a distinctive urban boundary. The Settlement Break widens to the south as it joins Elba Park, and the break between settlements is less distinct, particularly at Parcels 2 and 4, which may be appropriate for development in the longer term.
Does the Settlement Break provide quality green infrastructure corridors?	Yes, it has maintained an important Green Infrastructure corridor through the area and alongside Herrington Burn.

Conclusion: **Retain parcels 1, 3, 5, 6, 7, 8, 9 and 10 as Settlement Break**
 Remove parcels 2 and 4 from Settlement Break.

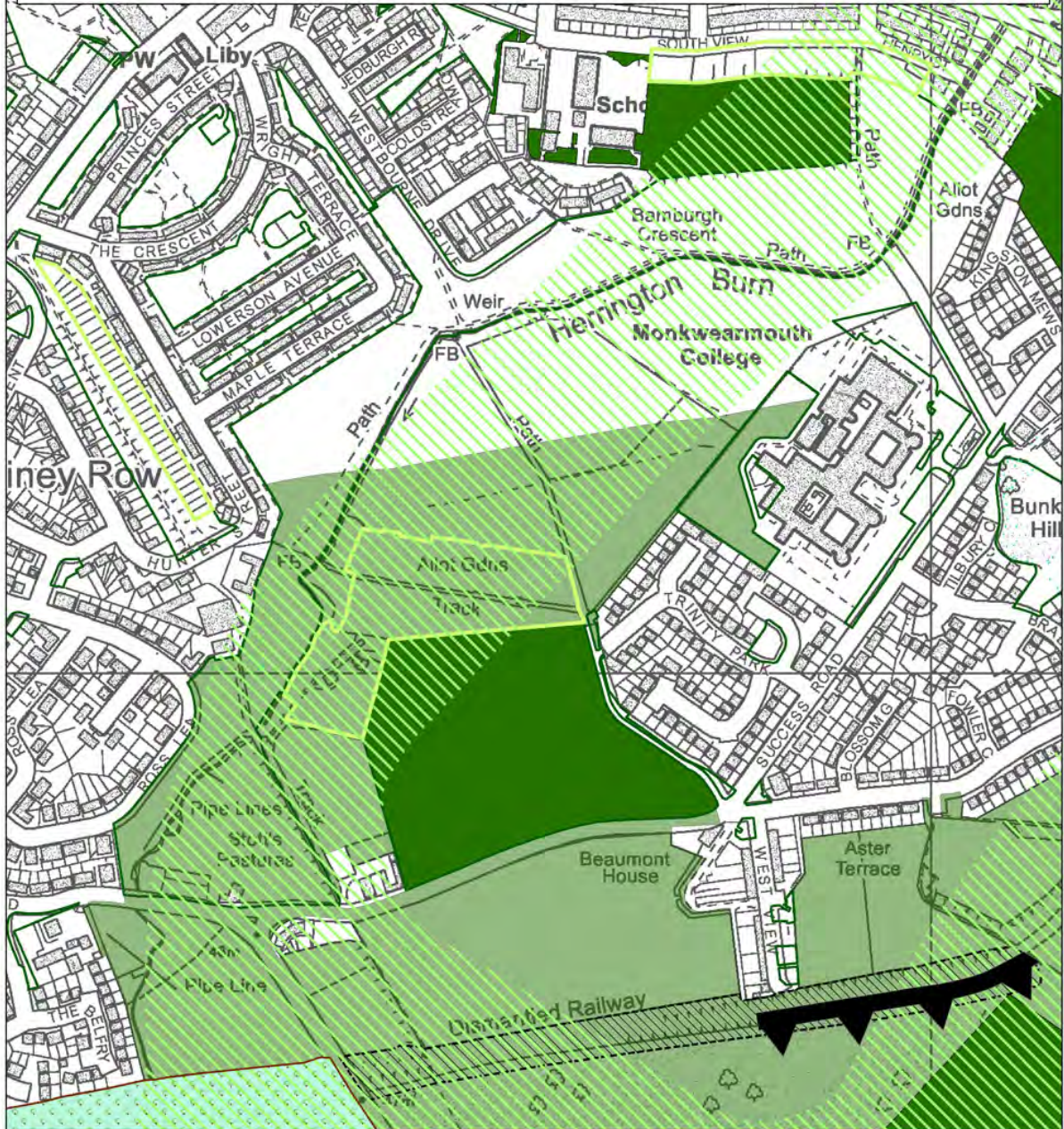
Hydrology Constraints

Shiney Row/ Success Settlement Break



Green Infrastructure Constraints

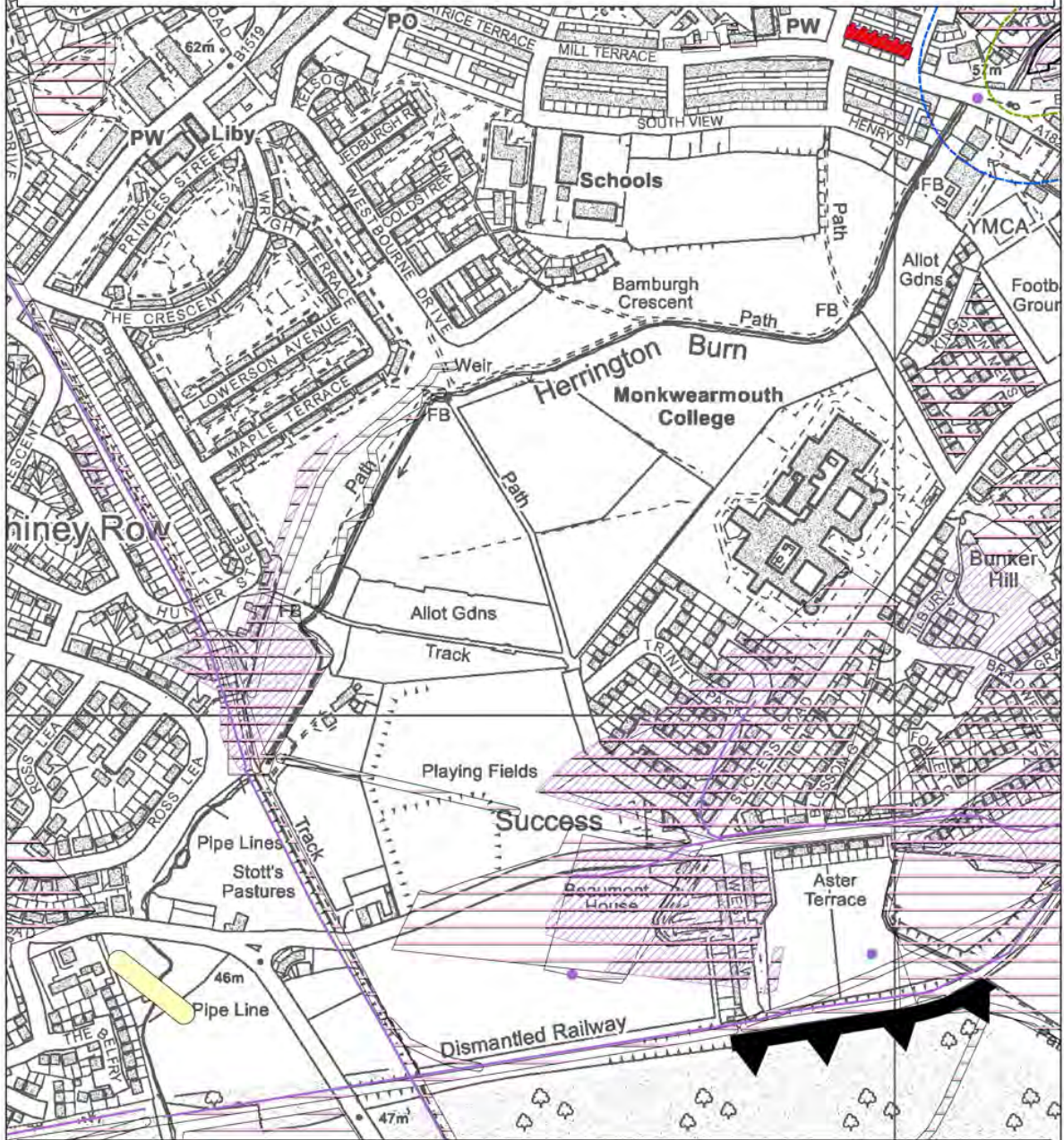
Shiney Row/ Success Settlement Break



<p>▲▲▲ Settlement breaks and green wedges</p> <p>Biodiversity impact</p> <p>▭ Ramsar sites</p> <p>▭ SPA's</p> <p>▭ SAC's</p> <p>▭ SSSI's</p> <p>▭ LNR's</p>	<p>▭ LWS's</p> <p>▭ Proposed LWS's</p> <p>▭ LGS's</p> <p>▭ Woodland sites (2ha+)</p> <p>Other greenspace impact</p> <p>▭ Village greens</p> <p>▭ Allotments</p>	<p>▭ Cemeteries and churchyards</p> <p>▭ Green flag parks</p> <p>▭ Other formal parks</p> <p>▭ Outdoor sports fields</p> <p>▭ Amenity greenspace</p>	<p>▭ Green corridors (strategic)</p> <p>▭ Green corridors (local)</p> <p>▭ Local wildlife corridors</p> <p>▭ Regional wildlife corridors</p>	<p>Landscape</p> <p>▭ Durham heritage coast</p> <p>▭ TPO's</p> <p>▭ Important panoramic views</p>
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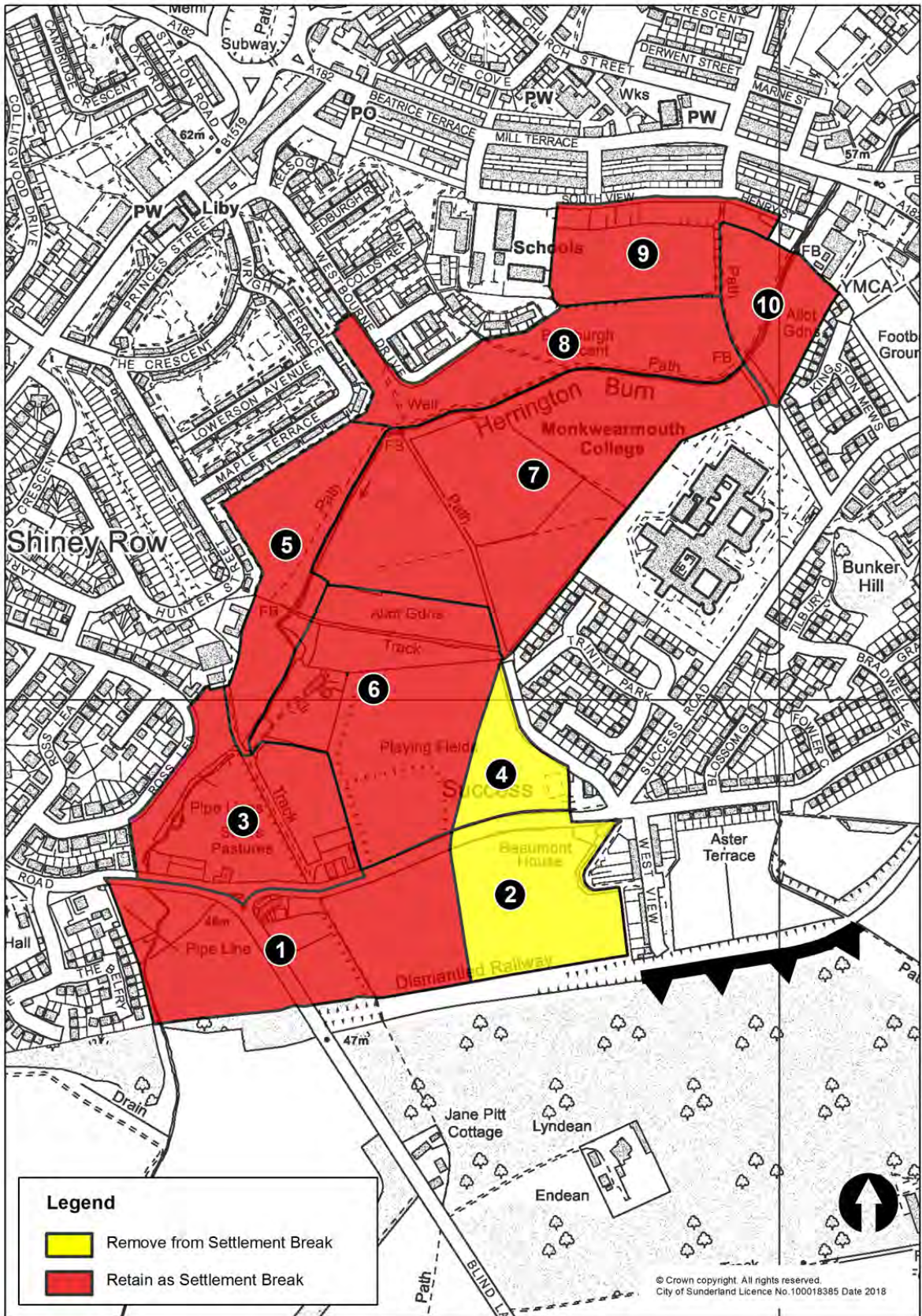
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Historic and Physical Constraints Shiney Row/ Success Settlement Break



Settlement breaks and green wedges	Listed buildings grade 2	Archaeological sites (polygons)	High voltage electricity line and 10m buffer zone	Previous industrial/built development
Historic environment	Historic Villages	Physical constraints/hazards	Electricity pylon and 10m buffer zone	Substation site
Scheduled ancient monuments	Conservation areas	HSE sites	Safeguarded mineral reserves	Infrastructure
St Peter's WHS setting boundary	Archaeological sites (points)	Inner blast zone	Landfill	Sewage treatment works
Listed buildings grade 1	Archaeological sites (lines)	Middle blast zone	Waste sites	Water abstractions
Listed buildings grade 2*		Outer blast zone		

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Legend

- Remove from Settlement Break
- Retain as Settlement Break

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6) Success / Staddon Way (Crofter's Estate)



Location

North of Staddon Way
South of Success
West of Philadelphia
East of Success

Size and land ownership (if known)

7 hectares
Privately owned land

What does it separate?

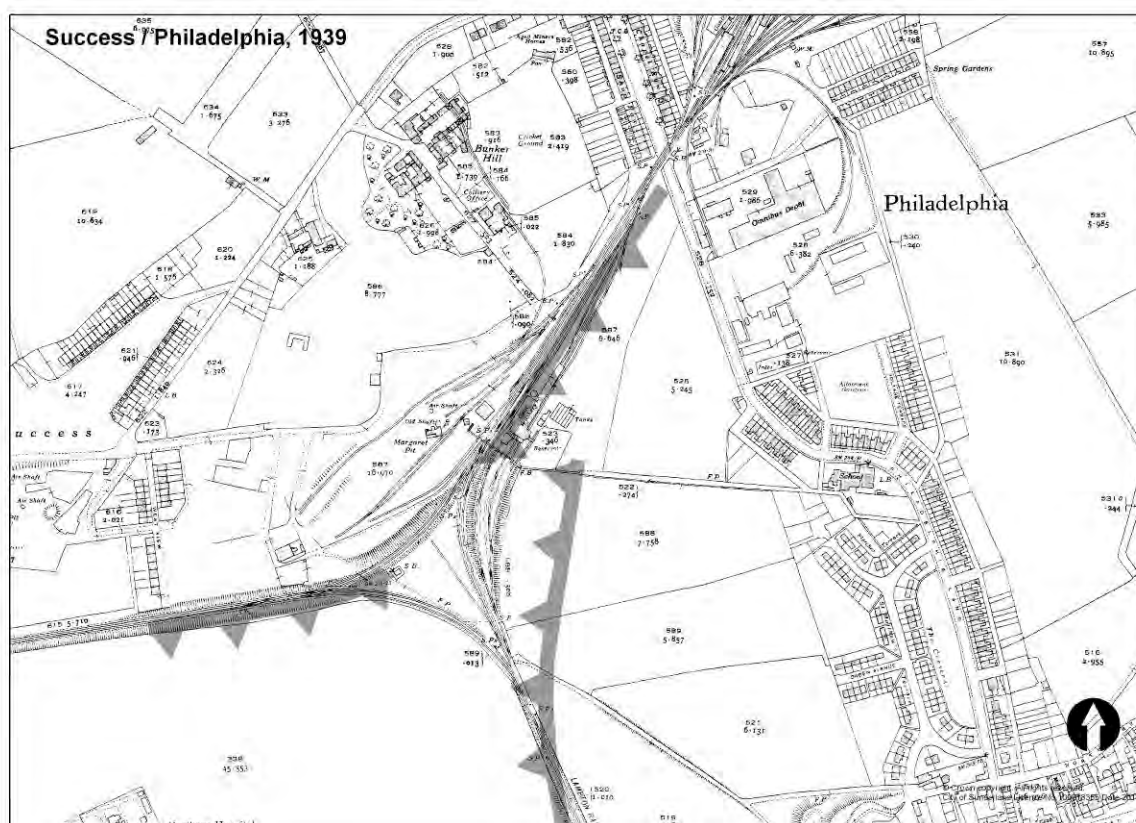
Success Village and the Crofter's Estate (Newbottle).

It primarily seeks to preserve a narrow corridor of land that once housed Margaret Pit, a coal washery and two colliery railways which linked Herrington Colliery and Houghton Colliery to the rest of the rail network at Penshaw.

Current use

Pasture and natural greenspace. Agricultural land quality not known.

Neighbouring settlement background



The Settlement Break that exists today identifies a narrow linear gap between housing areas. At the end of WW2, however, the 'gap' was actually developed, consisting of a coal mine and coal washing facility, with numerous rail lines. To either side of this industry were open fields. The nearest settlement of note was Newbottle—a village with an agricultural background but influenced by coal mining activity.

Success (or Bunker Hill)

The village of Success (originally the hamlet of Bunker Hill), for the most part, is a modern village, most of the housing built within the last 25 years. Bunker Hill settlement was present as early as 1839 (Newbottle tithe map). It was a colliery hamlet occupied by workmen from the nearby collieries. In the nineteenth and early twentieth centuries, Success consisted of little more than a couple of rows of pit houses close to the Success and Margaret pits. Only after WW2 did the semblance of a village begin to appear, with semi-detached housing being built between the pit rows. The pit rows were then demolished, and much more recently there has been considerable infill of private housing that now links the village to Philadelphia.

Crofter's Estate

The Crofter's Estate consists of private detached dwellings, constructed in the 1990's. Although the housing physically connects to the western edge of Newbottle (and to the edge of the Newbottle Conservation Area), the estate is distinctively separate in terms of topography and access. Apart from a local play area, there are no specific facilities within the estate, including public transport access which exists either at Coaley Lane or in Newbottle village itself. The development of the Crofter's Estate has physically reduced the separation of Newbottle village from Success to the north-west.

Has the Settlement Break altered since 1998?

No.

Background policy considerations/history

Site is additionally subject to:

- UDP Policy CN16, B1, HA20.2 (Tree Belts / Woodland)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy HA28.3 Philadelphia to Coaley Lane road link
- UDP Policy HA25.2 (Multi-User Routes)
- UDP Policy B13 (Other Specific Sites and Monuments)

The land forms part of the Philadelphia redevelopment which has been granted planning approval.

Key constraints

Category 1

There are no Category 1 constraints.

Category 2

- *Green Infrastructure corridor*

The Settlement Break forms a Green Infrastructure corridor from Elba Park to the Philadelphia Workshops, and on to Herrington Country Park. The corridor is incomplete at Philadelphia, but this could be rectified should any redevelopment take place. The corridor has limited wildlife appeal (to date). A multi-user route is partly in place, however, and footpath links connect Elba Park and Herrington Country Park. Ultimately, it is intended to create a cycle route through this area linking Elba Park with Sunderland. Any site alterations should consider ways to enhance the connectivity of the corridors proposed, including further biodiversity enhancements wherever feasible.

- *Landscape Character*

Forms part of the Tyne and Wear Lowlands and a local green corridor between settlements. The Landscape Character Assessment recommends 'landscape enhancement' towards a series of linked, accessible and biodiverse open spaces, edged by strong settlement boundaries. The value of open spaces will be increased by better links with neighbouring spaces and settlements, and by improving the experience of the existing links. New settlement expansion will present opportunities to create new, more robust settlement boundaries in place of urban fringe, and an enhanced setting for these villages. New road proposals in the area should allow for non-motorised links, and for retention of green networks for wildlife through this fragmented landscape. Interventions should reflect on the area's industrial heritage, and its setting at the foot of the limestone escarpment. Existing high-quality open spaces will be protected: these include Herrington Country Park and its setting in relation to the limestone escarpment, as well as Elba Park.

- *Critical Drainage Area*

This site is in flood zone 1 in a Critical Drainage Area. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water

will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface water flooding (high, medium and less)*

The break is affected by 2 areas prone to surface water flooding. 1:30 incidence ('High') surface water flooding occurs in the northernmost part of the break, beside the A182, and 1:100 incidence ('Medium') surface water flooding also affects the north-west corner of the Crofter's Estate. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Natural greenspace*

Lambton's Way is identified as quality natural greenspace in the 2012 Greenspace Audit and should be protected in full from development. Land at Philadelphia Junction is also identified as providing natural greenspace.

- *Archaeological (coal waggonways), and coal washery*

The break used to be fully developed, including the Margaret Pit, a coal washery and mineral lines. Margaret Pit was part of Newbottle Colliery, which opened in 1816 and closed in 1956. The Burnmoor-Philadelphia waggonway link was created in 1819, linking to the Lambton Waggonway that was built in 1815 by the Nesham family to provide direct rail access to the River Wear at Sunderland. A junction was also created, whereby coal trains accessed Houghton Colliery to the south. Both of these routes (once complete) will provide multi-user routes through the area. The railways provide rights of way and should be protected as such.

- *Archaeological site (agriculture)*

Ridge and furrow earthworks survive in the northern part of the Settlement Break.

- *Previous industrial use*

Contaminated land is feasible given the previous use of the land for coal and rail heavy industry.

- *New road*

Philadelphia – Coaley Lane link road proposed.

Topography

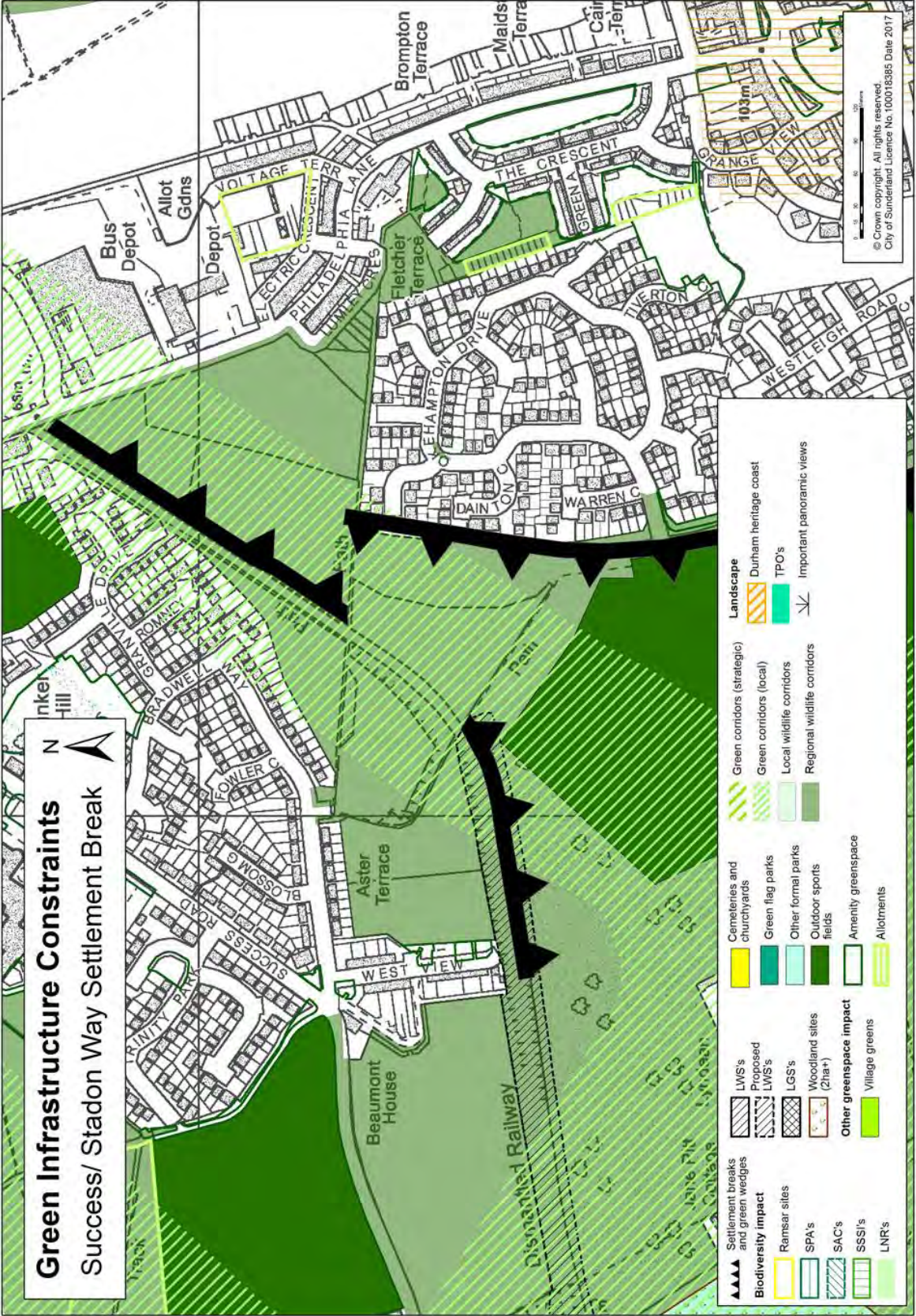
The break has an open aspect and is relatively flat.

Conclusion

<p>Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?</p>	<p>It is considered unfeasible to maintain and protect the gap specifically as a Settlement Break. The creation of the Crofter's Estate in the 1990's has reduced this Settlement Break to little more than a narrow corridor (under 100m wide). The residential areas that are separated are post-war in nature, and depict the gradual spread of residential development in the area, which has</p>
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	continued over the last twenty years.
Does the Settlement Break provide quality green infrastructure corridors?	Yes. It provides an important open break and link through the area, especially in its ability to link together Elba and Herrington Country Parks. The corridor will be enhanced by the Philadelphia Complex development and will open-up opportunities for biodiversity. This corridor should be included as policy in the Allocations and Designations Plan.

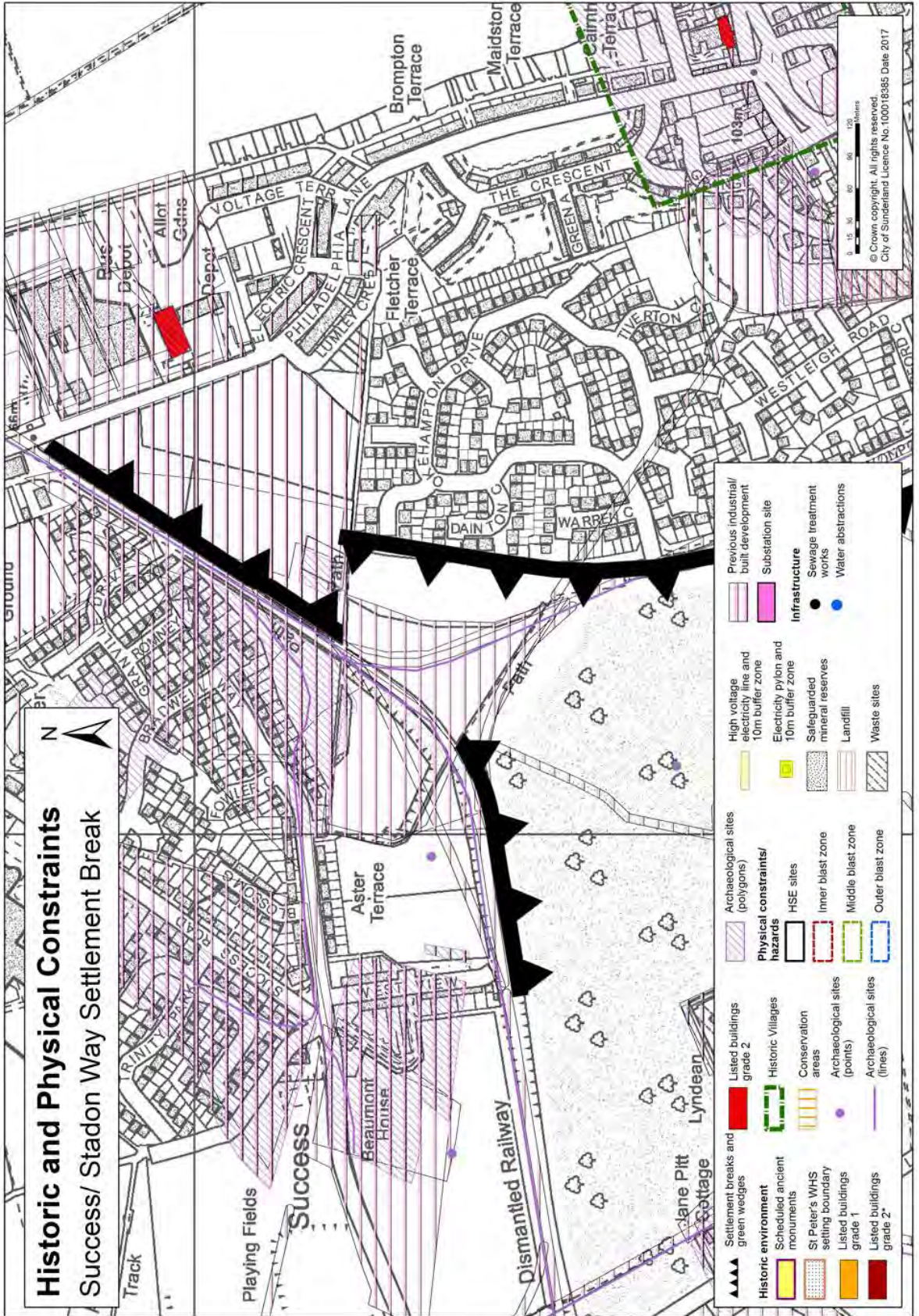
Conclusion: Remove entire area from Settlement Break



Green Infrastructure Constraints
Success/ Stadon Way Settlement Break

<ul style="list-style-type: none"> Settlement breaks and green wedges Biodiversity impact Ramsar sites SPA's SAC's SSSI's LNR's 	<ul style="list-style-type: none"> LWS's Proposed LWS's LGS's Woodland sites (2ha+) Other greenspace impact Village greens 	<ul style="list-style-type: none"> Cemeteries and churchyards Green flag parks Other formal parks Outdoor sports fields Amenity greenspace Allotments 	<ul style="list-style-type: none"> Green corridors (strategic) Green corridors (local) Local wildlife corridors Regional wildlife corridors 	<ul style="list-style-type: none"> Durham heritage coast TPO's Important panoramic views
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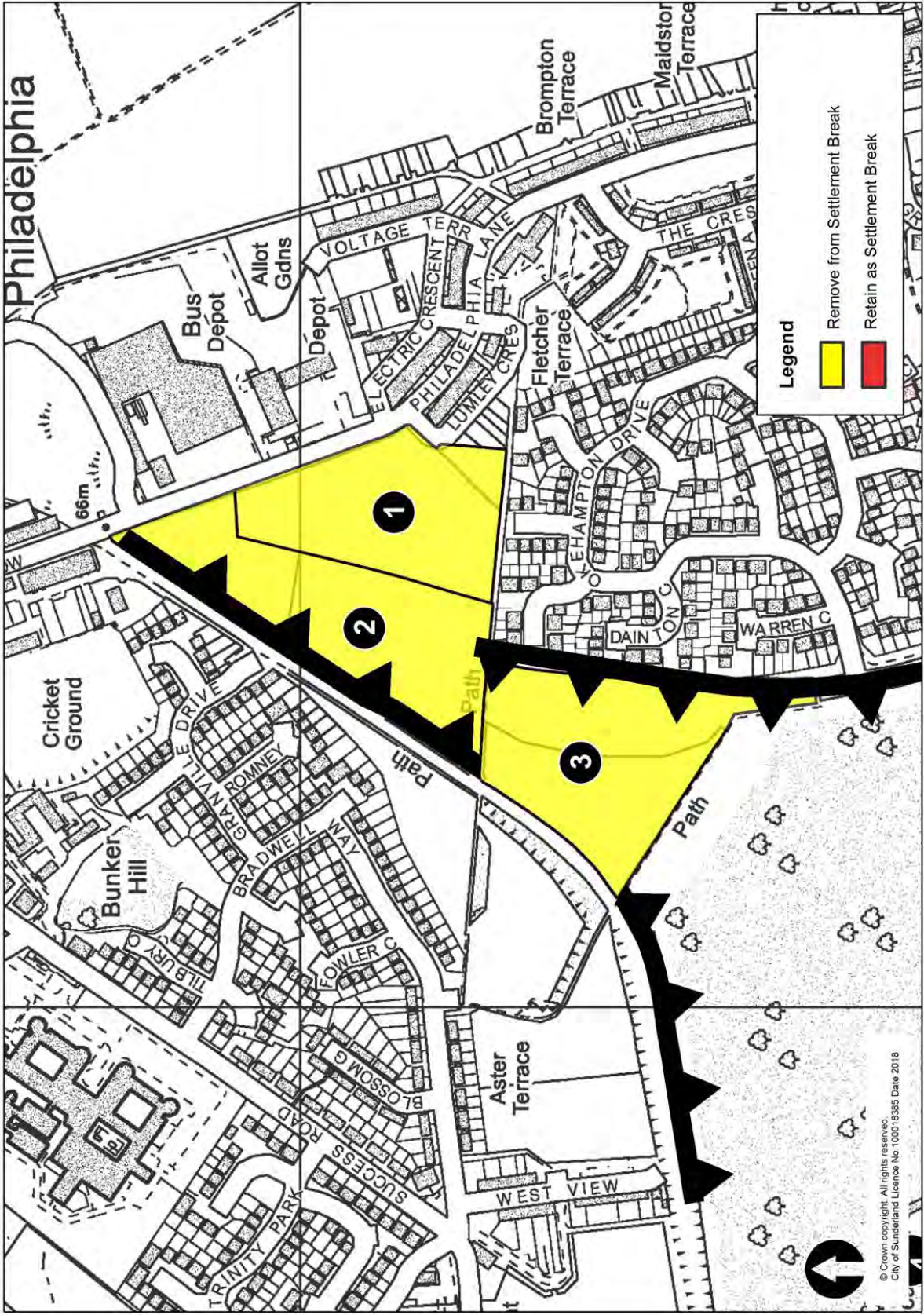


Historic and Physical Constraints Success/Stadon Way Settlement Break



- ▲▲▲▲ Settlement breaks and green wedges
- Historic environment
 - Scheduled ancient monuments
 - St Peter's WHS setting boundary
 - Listed buildings grade 1
 - Listed buildings grade 2
- Physical constraints/hazards
 - Archaeological sites (polygons)
 - HSE sites
 - Inner blast zone
 - Middle blast zone
 - Outer blast zone
- Archaeological sites (points)
- Archaeological sites (lines)
- Listed buildings grade 2
- Historic Villages
- Conservation areas
- Archaeological sites (points)
- Archaeological sites (lines)
- High voltage electricity line and 10m buffer zone
- Electricity pylon and 10m buffer zone
- Safeguarded mineral reserves
- Landfill
- Waste sites
- Previous industrial/built development
- Substation site
- Infrastructure
 - Sewage treatment works
 - Water abstractions

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7) Sunnyside / Newbottle



Location

North of Sunnyside playing field
South of Russell Foster junior football pitches
West of Newbottle Primary School
East of Sunnyside Estate

Size and land ownership (if known)

5.7 hectares
Privately owned land, cycleway to the east is Council-owned.

What does it separate?

Sunnyside Estate from Coaley Lane housing at Newbottle.

Current use

Agriculture and greenspace. Agricultural land quality not known.

Neighbouring settlement background

Newbottle

Newbottle is a mediaeval settlement dating back to the 1100's, consisting of a two-row plan with a green. The village is one of a number of settlements forming a 'ribbon' of development along the stretch of the A182 between Houghton and Washington. The siting of the village, set high on a ridge with land falling away around it, allowed villagers a clear view of all their farmlands. As the land falls away on all sides of the village except the east, it is quite prominent from surrounding areas, especially the north and west.

Like the majority of English villages dependent on arable farming, the lands at Newbottle were originally laid out on the open-field system. There were three large arable fields (the North, West and East fields - the latter including land to the south of the village). Newbottle also had extensive rough pasture land ('moor') on the far west perimeter of the township, alongside the Herrington and Rainton Burns.

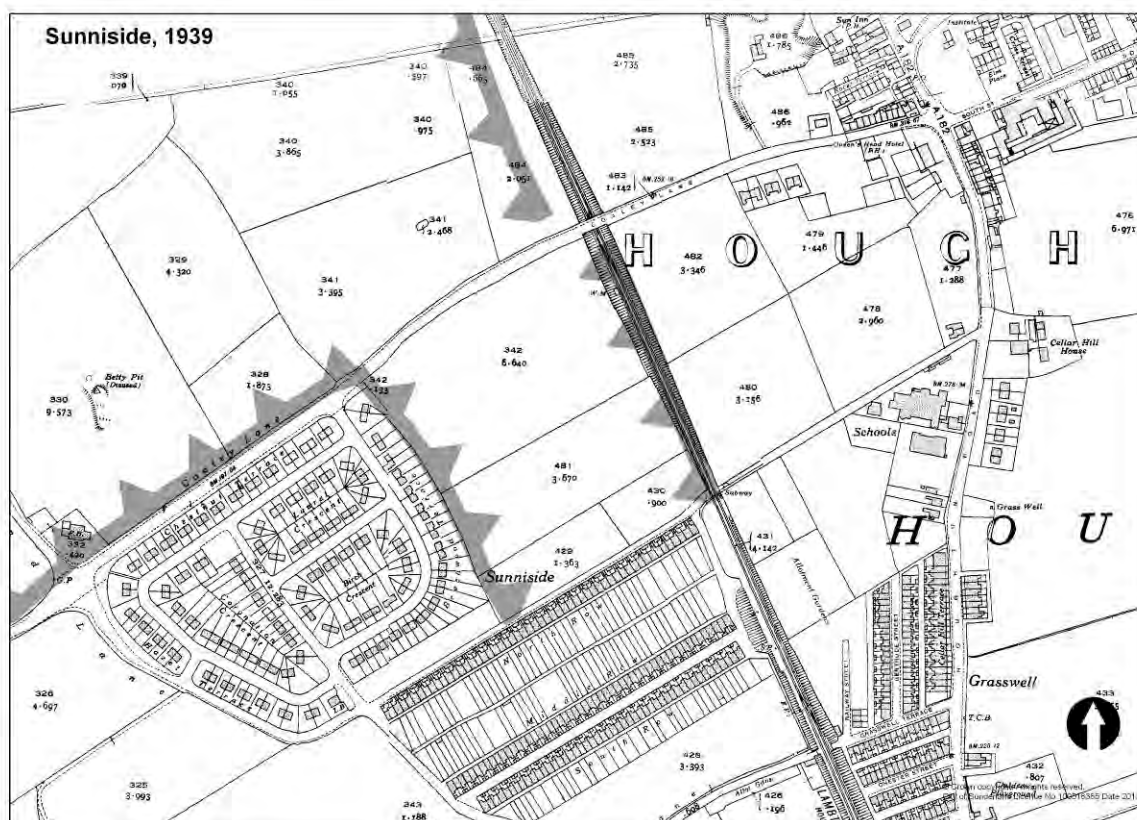
The enclosure of the fields of Newbottle took place and in 1671 the old 'moor' was enclosed and divided. By 1700 the village had a number of enclosed farms. The richer farmers of Newbottle, their lands enclosed and their holdings rationalised, were able to capitalise on their new opportunities and prospered. At about the same time Newbottle began to attract persons of wealth and became a favoured 'suburb' of both Houghton and Sunderland. This period resulted in the building of some stylish new houses and the rebuilding and enlarging of some older ones.

Whilst Newbottle remained a rural community at heart with its roots in agriculture and related trades, throughout the 19th Century there was an increasing industrial and working class presence in and around the village. Primarily, it was the increasing exploitation of coal in the surrounding areas during the 19th Century that further changed the physical character of the village. Several small streets and rows of cottages were constructed in the centre of Newbottle to house the coal miners.

The decline of the mining industry during the second half of the 20th Century resulted in a number of the older miners' dwellings being demolished, though many of the more notable 18th Century properties survived. Newbottle Village was declared a Conservation Area in 1975 around the heart of the former medieval village in recognition of its architectural and historic interest.

The City Council's 2009 Character Appraisal and Management Strategy (CAMS) for the Conservation Area states that Newbottle remains a "genuine old English Village containing numerous fine 'listed' 18th Century houses alongside former farmhouses and barns set in an agricultural and rural context". However, it also notes that between the 1960's and 1990's, a number of quite large-scale modern housing developments have occurred in and about the Conservation Area that have generally 'failed to complement' the historic buildings and yet again changed the grain of the village. This presumably includes reference to the 'Hillview' housing south of Coaley Lane, along the eastern side of the Settlement Break.

A narrow ribbon of development joins Newbottle along the A182 to Philadelphia and Shiny Row to the north and to Grasswell and Houghton-le-Spring to the south. Green Belt separates the village to the east from Sunderland, and the Settlement Break (beyond the Crofter's Estate) retains a largely open aspect towards Elba Park. The village contains St Matthews Church (1850), one primary school, a couple of shops, pubs, a restaurant and a workmen's club. The village is well served by public transport links along the A182.



Sunnyside (Holmelands Estate)

Sunnyside is a mining settlement that has gradually expanded from the late 19th Century, to the north-west of the former Houghton Colliery. Initially, it consisted of three rows of colliery houses to the west of Grasswell. These were eventually demolished around 1970. New housing has been built on the western part of this site, while the eastern portion is retained by the Council as sports fields.

To the north of these houses, the Holmelands Estate was developed either side of WW2 by Houghton Urban District Council, consisting of semi-detached properties with gardens and communal greenspaces. This Estate has since been demolished, and is now in the process of being re-built. Across Coaley Lane (opposite Holmelands Estate) further housing (Heritage Green) is now under construction.

Has the Settlement Break altered since 1998?

No.

Background policy considerations/history

This area has been granted planning approval for housing in 2017.

Key constraints

Category 1

There are no Category 1 constraints.

Category 2

- *Critical Drainage Area*

This site is in flood zone 1 in a Critical Drainage Area. Therefore surface water management is a concern. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Green Infrastructure corridor*

The site forms a very narrow green corridor which leads southwards towards Houghton Colliery. Primarily, the corridor has a recreational purpose and incorporates a partly-built cycleway and multi-user route that will eventually connect Shiney Row with Houghton town centre.

- *Greenspace to east (cycleway) and south (private allotment/overgrown greenspace)*

The strip of greenspace to the east follows the former mineral rail line to Houghton Colliery, and it is proposed to complete a multi-user route along this corridor linking Hetton and Houghton to the south with Shiney Row to the north.

- *Landscape Character*

Forms part of the Tyne and Wear Lowlands and a local green corridor between settlements. The Landscape Character Assessment recommends 'landscape enhancement' towards a series of linked, accessible and biodiverse open spaces, edged by strong settlement boundaries. The value of open spaces will be increased by better links with neighbouring spaces and settlements, and by improving the experience of the existing links. New settlement expansion will present opportunities to create new, more robust settlement boundaries in place of urban fringe, and an enhanced setting for these villages. New road proposals in the area should allow for non-motorised links, and for retention of green networks for wildlife through this fragmented landscape. Interventions should reflect on the area's industrial heritage, and its setting at the foot of the limestone escarpment.

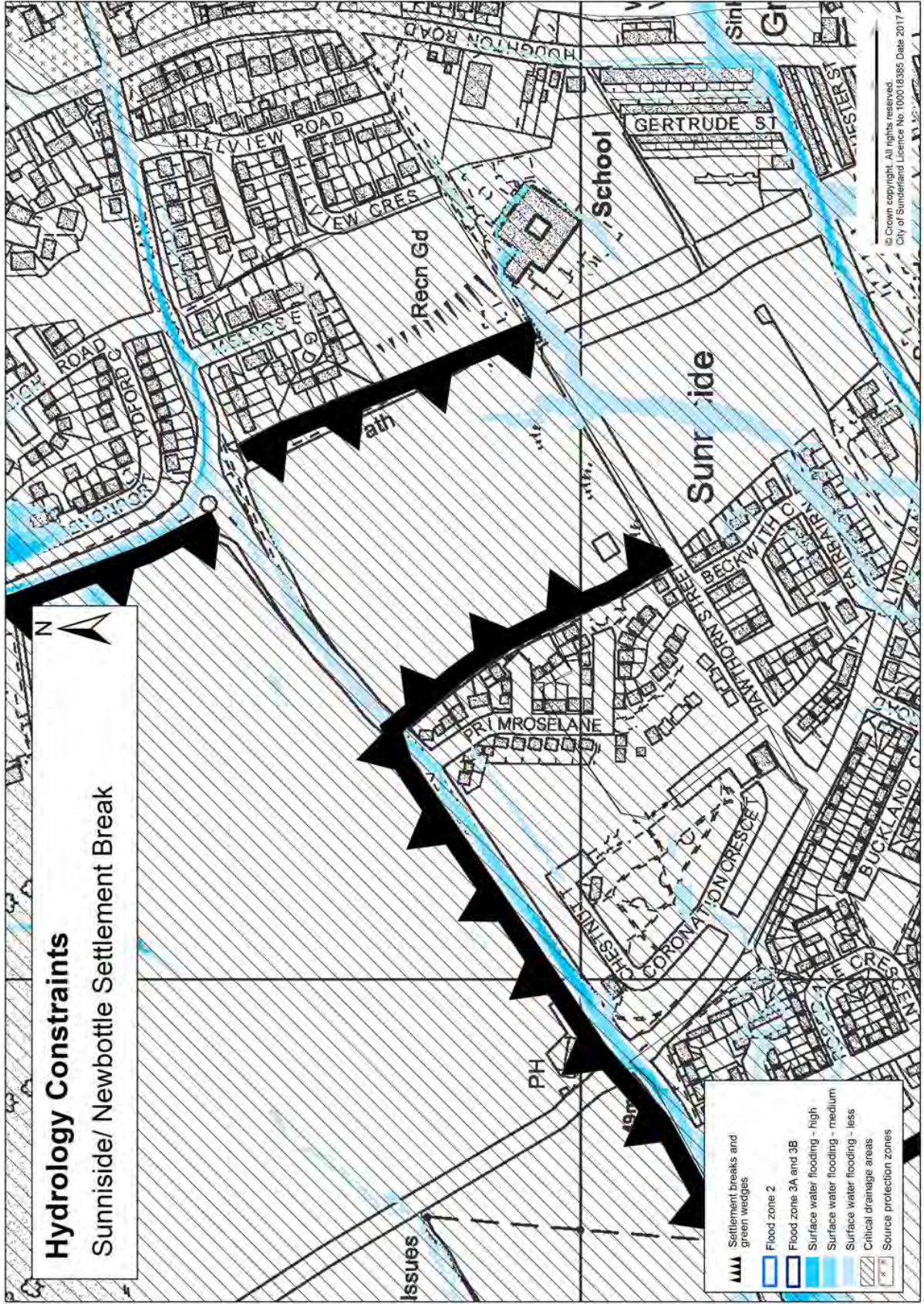
Topography

The land is visually open and slopes east-west.

Conclusion

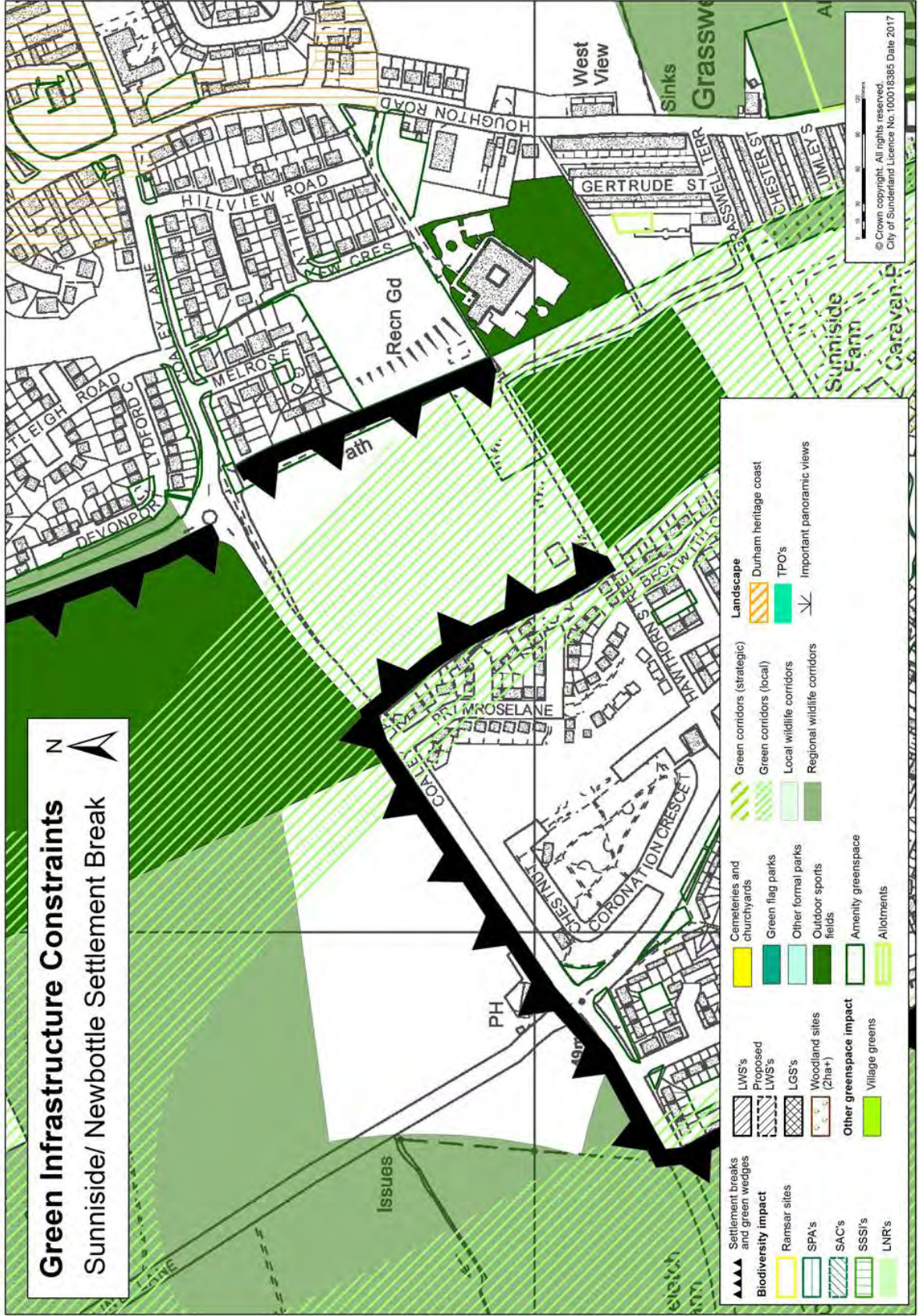
Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?	This area does not resemble or act as a Settlement Break. It has recently been granted planning approval for housing development, allowing for a narrow corridor beside the cycleway to the east to be retained.
Does the Settlement Break provide quality green infrastructure corridors?	A narrow corridor (cycleway) is to be retained adjacent to the new residential development.

Conclusion: Remove entire area from Settlement Break.



Green Infrastructure Constraints

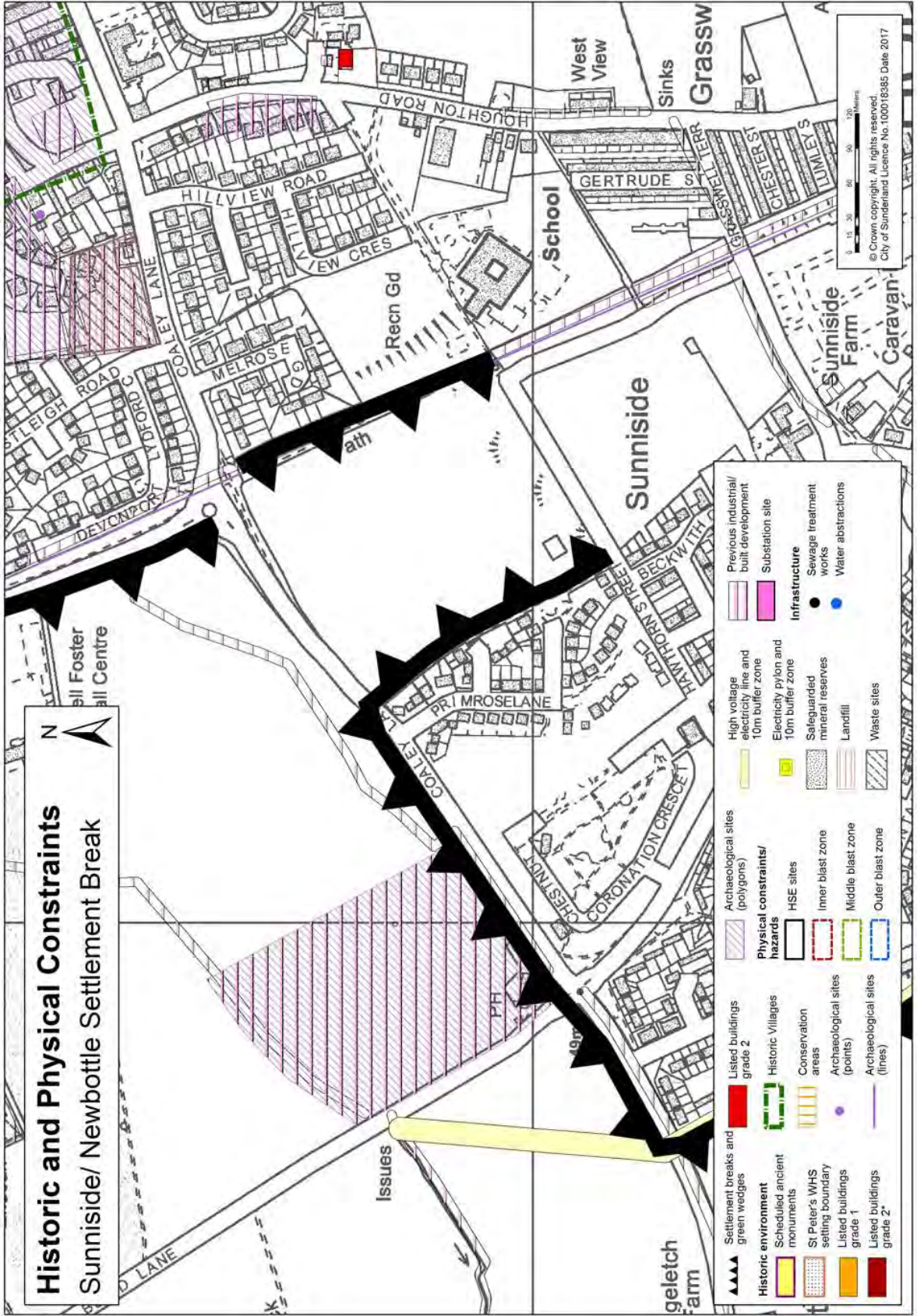
Sunnyside/ Newbottle Settlement Break



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| <ul style="list-style-type: none"> ▲▲▲▲ Settlement breaks and green wedges ■ Biodiversity impact <ul style="list-style-type: none"> ■ Ramsar sites ■ SPA's ■ SAC's ■ SSSI's ■ LNR's | <ul style="list-style-type: none"> ■ LWS's ■ Proposed LWS's ■ LGS's ■ Woodland sites (2ha+) ■ Other greenspace impact ■ Village greens | <ul style="list-style-type: none"> ■ Cemeteries and churchyards ■ Green flag parks ■ Other formal parks ■ Outdoor sports fields ■ Amenity greenspace ■ Allotments | <ul style="list-style-type: none"> ■ Green corridors (strategic) ■ Green corridors (local) ■ Local wildlife corridors ■ Regional wildlife corridors | <ul style="list-style-type: none"> ■ Landscape ■ Durham heritage coast ■ TPO's ■ Important panoramic views |
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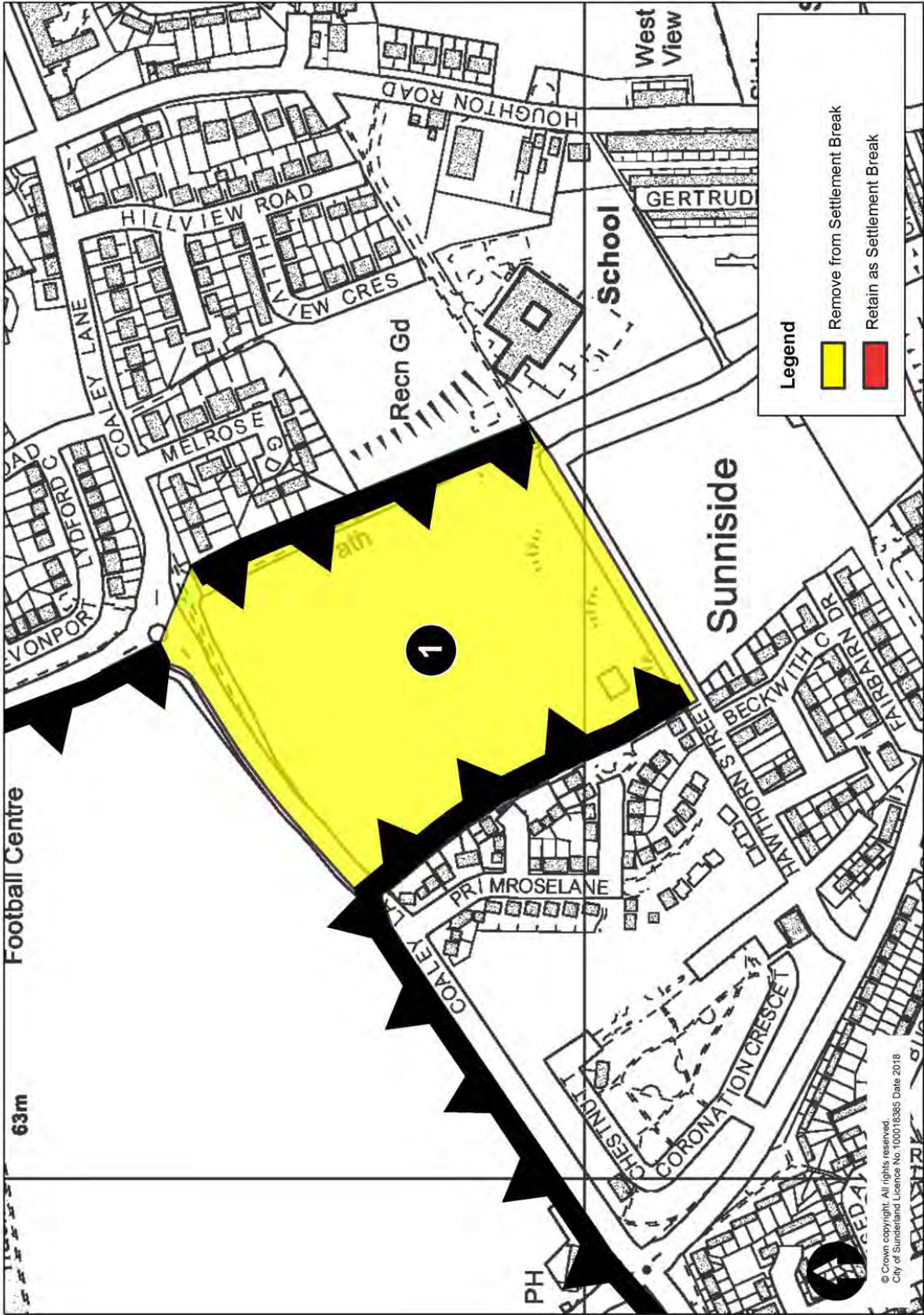


Historic and Physical Constraints
Sunnyside/ Newbottle Settlement Break

- ▲▲▲▲ Settlement breaks and green wedges
- Historic environment
 - Scheduled ancient monuments
 - St Peter's WHS setting boundary
 - Listed buildings grade 1
 - Listed buildings grade 2*
- Listed buildings grade 2
- Historic Villages
- Conservation areas
- Archaeological sites (points)
- Archaeological sites (lines)
- Archaeological sites (polygons)
- Physical constraints/ hazards
 - HSE sites
 - Inner blast zone
 - Middle blast zone
 - Outer blast zone
- High voltage electricity line and 10m buffer zone
- Electricity pylon and 10m buffer zone
- Safeguarded mineral reserves
- Landfill
- Waste sites
- Previous industrial/ built development
- Substation site
- Infrastructure
 - Sewage treatment works
 - Water abstractions

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 Meters

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Legend

Remove from Settlement Break

Retain as Settlement Break

Football Centre

63m

1

School

Sunnyside

8) Newbottle – Sedgeleth Settlement Break



Location

North of Sunnyside Estate
South of Success
West of Crofter's Estate
East of Elba Park

Size and land ownership (if known)

60 hectares
Privately owned land

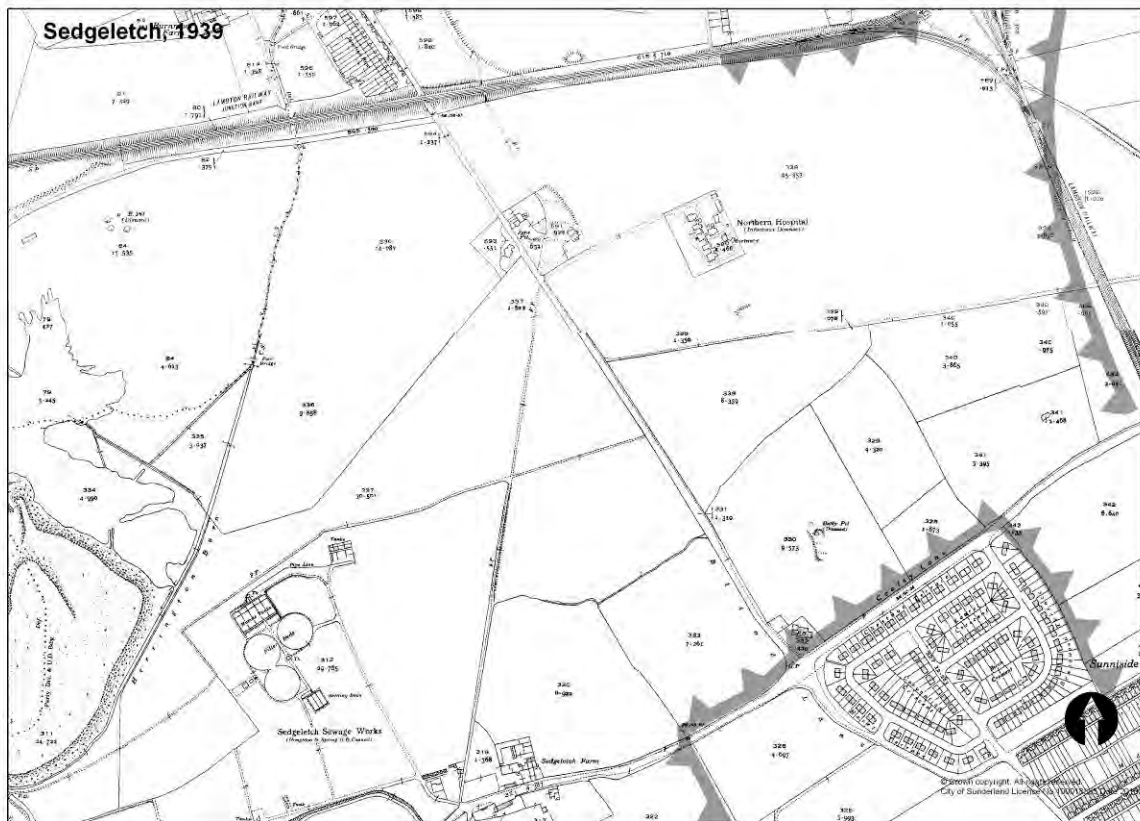
What does it separate?

Success, Sunnyside and Crofter's Estate.

Current use

Agriculture, sports pitches (football), woodland, sewage works. Agricultural land quality not known.

Neighbouring settlement background



Success (or Bunker Hill)

The village of Success (originally the hamlet of Bunker Hill), for the most part, is a modern village, most of the housing built within the last 25 years. Bunker Hill settlement was present as early as 1839 (Newbottle tithe map). It was a colliery hamlet occupied by workmen from the nearby collieries. In the nineteenth and early twentieth centuries, Success consisted of little more than a couple of rows of pit houses close to the Success and Margaret pits. Only after WW2 did the semblance of a village begin to appear, with semi-detached housing being built between the pit rows. The pit rows were then demolished, and much more recently there has been considerable infill of private housing that now links the village to Philadelphia. To the north, lies the Shiney Row campus of the City of Sunderland College.

Crofter's Estate

The Crofter's Estate consists mainly of private detached dwellings, constructed in the 1990's. Although the housing physically connects to the western edge of Newbottle (and to the edge of the Newbottle Conservation Area), the estate is distinctively separate in terms of topography and access. Apart from a local play area, there are no specific facilities within the estate, including public transport access which exists either at Coaley Lane or in Newbottle village itself. The development of the Crofter's Estate has physically reduced the separation of Newbottle village from Success to the north-west.

Newbottle

Newbottle is a mediaeval settlement dating back to the 1100's, consisting of a two-row plan with a green. The village is one of a number of settlements forming a

'ribbon' of development along the stretch of the A182 between Houghton and Washington. The siting of the village, set high on a ridge with land falling away around it, allowed villagers a clear view of all their farmlands. As the land falls away on all sides of the village except the east, it is quite prominent from surrounding areas, especially the north and west.

Like the majority of English villages dependent on arable farming, the lands at Newbottle were originally laid out on the open-field system. There were three great arable fields (the North, West and East fields - the latter including land to the south of the village). Newbottle also had extensive rough pasture land ('moor') on the far west perimeter of the township, alongside the Herrington and Rainton Burns.

The enclosure of the fields of Newbottle took place and in 1671 the old 'moor' was enclosed and divided. By 1700 the village had a number of enclosed farms. The richer farmers of Newbottle, their lands enclosed and their holdings rationalised, were able to capitalise on their new opportunities and prospered. At about the same time Newbottle began to attract persons of wealth and became a favoured 'suburb' of both Houghton and Sunderland. This period resulted in the building of some stylish new houses and the rebuilding and enlarging of some older ones.

Whilst Newbottle remained a rural community at heart with its roots in agriculture and related trades, throughout the 19th Century there was an increasing industrial and working class presence in and around the village. Primarily, it was the increasing exploitation of coal in the surrounding areas during the 19th Century that further changed the physical character of the village. Several small streets and rows of cottages were constructed in the centre of Newbottle to house the coal miners.

The decline of the mining industry during the second half of the 20th Century resulted in a number of the older miners' dwellings being demolished, though many of the more notable 18th Century properties survived. Newbottle Village was declared a Conservation Area in 1975 around the heart of the former medieval village in recognition of its architectural and historic interest.

The City Council's 2009 Character Appraisal and Management Strategy (CAMS) for the Conservation Area states that Newbottle remains a "genuine old English Village containing numerous fine 'listed' 18th Century houses alongside former farmhouses and barns set in an agricultural and rural context". However, it also notes that between the 1960's and 1990's, a number of quite large-scale modern housing developments have occurred in and about the Conservation Area that have generally failed to complement the historic buildings and yet again changed the grain of the village. This presumably includes reference to the Crofter's Estate to the north of Coaley Lane, along the eastern side of the Settlement Break.

A narrow ribbon of development joins Newbottle along the A182 to Philadelphia and Shiny Row to the north and to Grasswell and Houghton-le-Spring to the south. Green Belt separates the village to the east from Sunderland, and the Settlement Break (beyond the Crofter's Estate) retains a largely open aspect towards Elba Park. The village contains St Matthews Church (1850), one primary school, a couple of shops, pubs, a restaurant and a workingmen's club. The village is well served by public transport links along the A182.

Sunniside (Holmelands Estate)

Sunniside is a mining settlement that has gradually expanded from the late 19th Century, to the north-west of the former Houghton Colliery. Initially, it consisted of three rows of colliery houses to the west of Grasswell. These were eventually demolished around 1970. New housing has been built on the western part of this site, while the eastern portion is retained by the Council as sports fields.

To the north of these houses, the Holmelands Estate was developed either side of WW2 by Houghton Urban District Council, consisting of semi-detached properties with gardens and communal greenspaces. This Estate has since been demolished, and is now in the process of being re-built. Across Coaley Lane (opposite Holmelands Estate) further housing (Heritage Green) is now under construction.

Has the Settlement Break altered since 1998?

Yes, the eastern part of the site was planted with woodland, but much of this was replaced by junior football pitches, plus a changing block and car park. Housing development has commenced to the west of the football pitches (Heritage Green).

Background policy considerations/history

The City Council's 2009 Character Appraisal and Management Strategy (CAMS) for the Newbottle Conservation Area specifically notes that recent housing development has had an effect on the setting of the Conservation Area, housing that has not necessarily complemented the historic character of the village. "New development" is cited as a specific issue in the CAMS, potentially posing "a significant threat to the historic environment". It specifically mentions the sensitivity of infill developments from within the village. However, the setting is also important, and the western bluff/viewpoint at Grange View is specifically identified- indeed one of the key characteristics of Newbottle Village has been its hilltop prominence within the landscape, from all directions.

Site is additionally subject to:

- UDP Policy B13 (Other Specific Sites and Monuments)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy CN15 (Great North Forest)
- UDP Policy T8, T9, T10, HA25.4, HA25.2 (Multi-User Routes)
- UDP Policy HA20.2, CN16, B1 (Tree Belts / Woodland)

Residential development has commenced at Heritage Green, Coaley Lane (opposite Holmelands Estate).

Key constraints

Category 1

- *Flood Zone 3*

The south-west corner of the Settlement Break (lying within Sedgeleth Sewage Works) falls within Flood Zone 3 (The Moors Burn). Development within the functional floodplain should be resisted.

Category 2

- *Flood Zone 2*

The Sedgeleth Sewage Works site (and a further portion of land to the east) falls within Flood Zone 2. Only certain types of development would be considered applicable in this zone.

- *Critical Drainage Area*

This site is fully within a Critical Drainage Area. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface Water Flooding*

Minor areas of surface water flooding are identified to the west of the Settlement Break, adjacent to the Moors Burn Flood Zones. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Sewage Treatment Works*

Sedgeleth Sewage Works is located in the south-west corner of the Settlement Break. As well as being an operating sewage works, the site lies within Flood Zones of the Moors Burn, and part of the site is now proposed as Local Wildlife Site.

- *2 proposed Local Wildlife Sites*

Two proposed Local Wildlife Sites are located within the Settlement Break. As mentioned above, the western part of the Sewage Works has been identified, as has the former Burnmoor-Philadelphia railway, along the northern boundary.

- *Green Infrastructure corridors*

This area forms an important Green Infrastructure junction, with corridor spurs towards Philadelphia and Herrington Burn to the north, Elba Park to the west, and Dubmire and Houghton Colliery to the south. Any site alterations proposed would need to consider ways to enhance the connectivity of the corridors proposed, including further biodiversity enhancements wherever feasible.

- *Landscape Character*

The Landscape Character Assessment recommends 'landscape enhancement' towards a series of linked, accessible and biodiverse open spaces, edged by strong settlement boundaries. The value of open spaces will be increased by better links with neighbouring spaces and settlements, and by improving the experience of the existing links. New settlement expansion will present opportunities to create new, more robust settlement boundaries in place of urban fringe, and an enhanced setting for these villages. New road proposals in the area should allow for non-motorised links, and for retention of green networks for wildlife through this fragmented landscape. Interventions should reflect on the area's industrial heritage, and its setting at the foot of the limestone escarpment. Existing high- quality open spaces will be protected: these include Herrington Country Park and its setting in relation to the limestone escarpment, as well as Elba Park.

- *Panoramic viewpoints*

The Newbottle Conservation Area Management Strategy (CAMS) specifically refers to the viewpoint and open setting that this Settlement Break affords to the Conservation Area.

- *Greenspace (junior football fields), natural greenspace*

The eastern part of the Settlement Break is now home to 20 junior football pitches, plus car park and changing rooms. This is an important junior football hub in the Sunderland area.

- *Greenspace (Elba Park), woodland*

The northwest of the Settlement Break forms part of Elba Park. Prior to the park's creation, the land lay derelict and contaminated for a number of years. The areas with minimal/zero contamination are now being developed for housing, leaving the rest of the area to remain as 'country' parkland.

- *High voltage electricity line/pylon (south)*

There are wooden-pole electricity lines crossing the site. Any development would need to consider relocation of these two lines.

- *Various archaeological sites / previous industrial uses*

- There are 3 mineral lines in the area. To the north, the Bournmoor-Philadelphia waggonway linked (in 1819) into the Lambton waggonway that was built in 1815 to provide a direct rail link to the River Wear at Sunderland. To the east, the Houghton branch of Lambton Waggonway linked southwards to Houghton Colliery. Centrally, a pre-1856 waggonway ran north-south through the centre of the Settlement Break, linking to the Jane Pit. Two further pits (part of Newbottle Colliery) are also identified on the 1856 Ordnance Survey maps (and already closed)- Mary Pit (central location) and Betty Pit (south, beside Coaley Lane). The 3 railways all provide rights of way.
- The site of the late 19th Century Northern Hospital for Infectious Diseases is located in the centre of the Settlement Break.

- *Small waste site*

The Northern Hospital for Infectious Diseases was located in the centre of this Settlement Break. It was built in the late 19th Century and closed soon after WW2.

- *Contaminated land*

There is a likelihood that land formerly used for coal mining, railway and hospital uses will be contaminated.

Topography

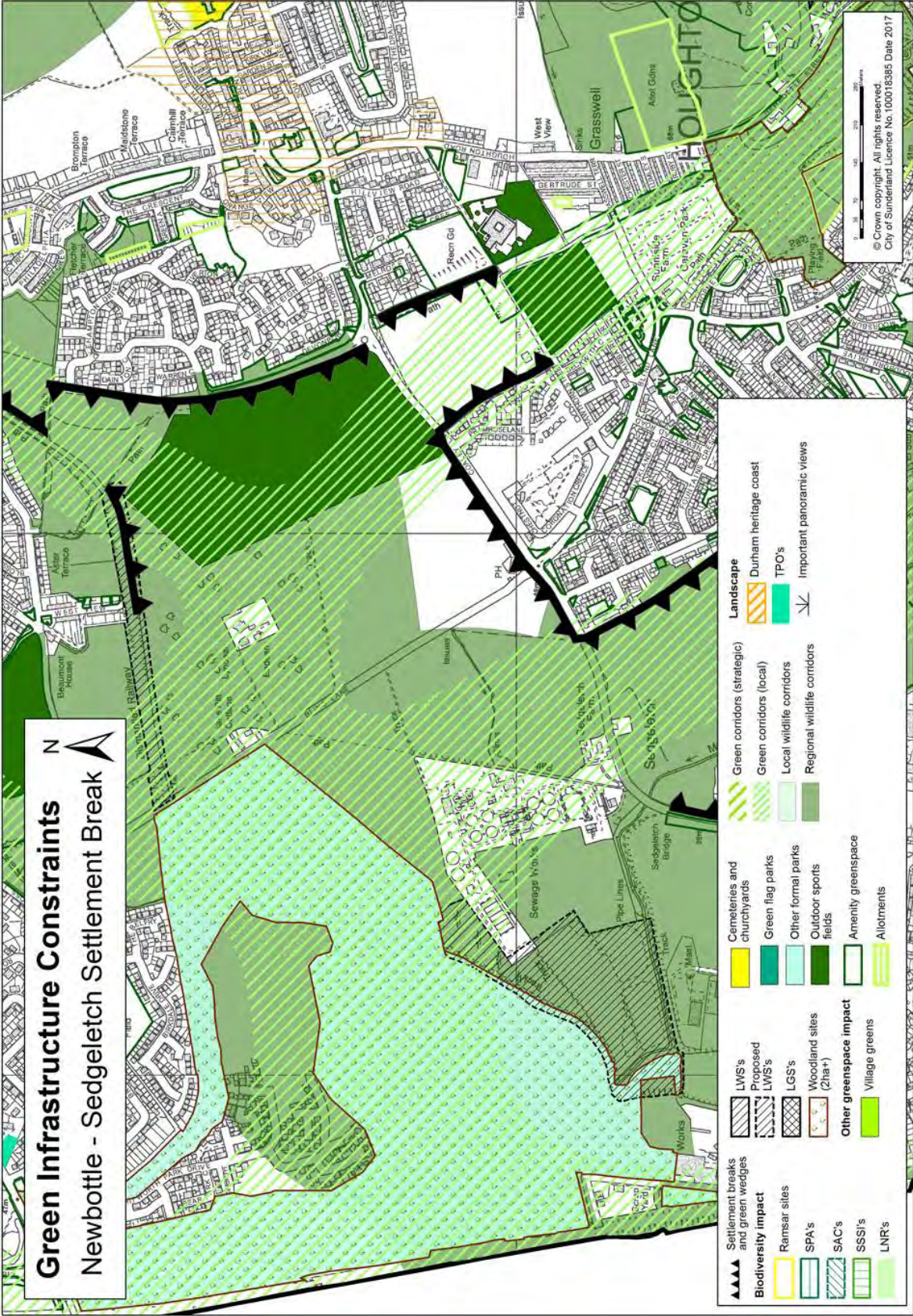
Open aspect to the Settlement Break, the land slopes westwards towards the Moors Burn.

Conclusion

Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer	Yes, the area provides a clear break between Success and Sunniside, and provides the western landscape setting to the Newbottle Conservation Area.
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quality urban areas?	Residential development (Heritage Green) has commenced on Settlement Break land immediately adjacent to the Holmelands Estate, north of Coaley Lane, and this no longer supports the purposes of Settlement Break.
Does the Settlement Break provide quality green infrastructure corridors?	Yes, despite the development of Heritage Green, the area still provides a vital green infrastructure junction, with corridors linking Elba Park north along Herrington Burn, north-east to Philadelphia and south along the Moors Burn, and also providing a corridor linking Philadelphia and Houghton.

Conclusion: **Retain parcels 1, 2, 4 and 5 as Settlement Break**
 Remove parcel 3 from Settlement Break.

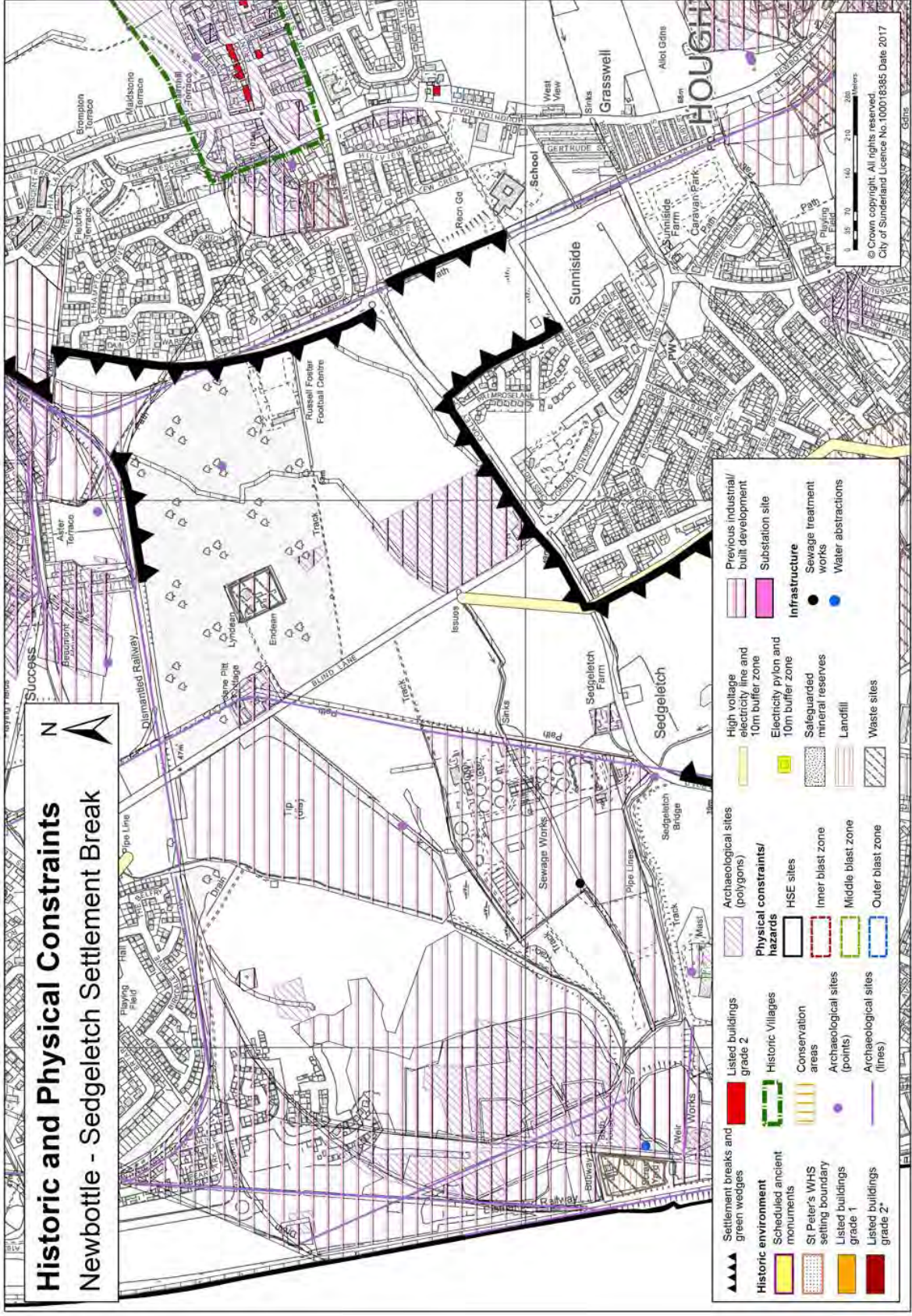


Green Infrastructure Constraints Newbottle - Sedgeleth Settlement Break



- Settlement breaks and green wedges**
- Biodiversity impact**
- LWS's**
- Proposed LWS's**
- LGS's**
- Woodland sites (2ha+)**
- Other greenspace impact**
- Village greens**
- Ramsar sites**
- SPA's**
- SAC's**
- SSSI's**
- LNR's**
- Cemetaries and churchyards**
- Green flag parks**
- Other formal parks**
- Outdoor sports fields**
- Amenity greenspace**
- Allotments**
- Green corridors (strategic)**
- Green corridors (local)**
- Local wildlife corridors**
- Regional wildlife corridors**
- Cemeteries and churchyards**
- Green flag parks**
- Other formal parks**
- Outdoor sports fields**
- Amenity greenspace**
- Allotments**
- Green corridors (strategic)**
- Green corridors (local)**
- Local wildlife corridors**
- Regional wildlife corridors**
- Durham heritage coast**
- TPO's**
- Important panoramic views**

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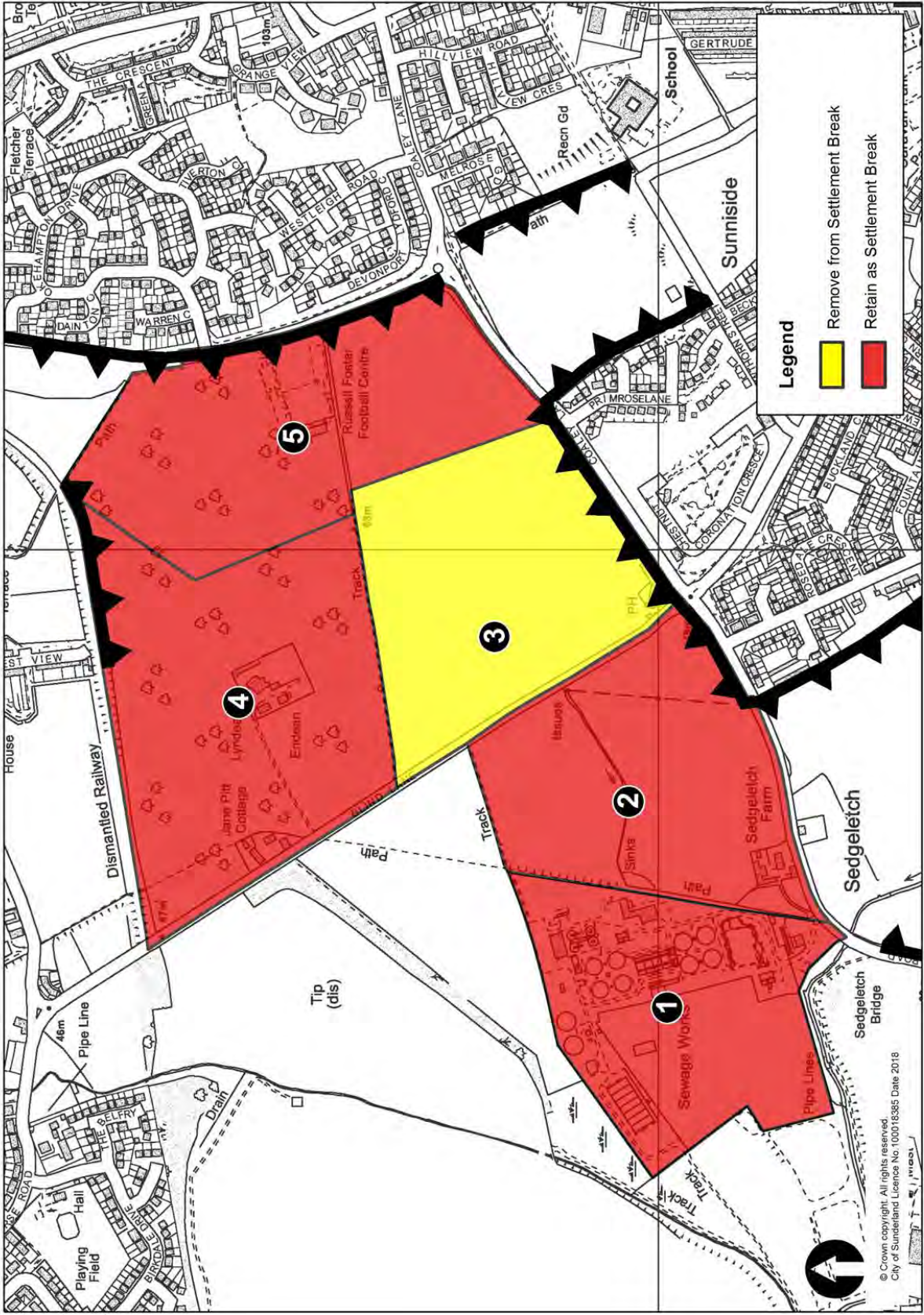


Historic and Physical Constraints Newbottle - Sedgelych Settlement Break

- | | | | |
|--|---|---|--|
| <ul style="list-style-type: none"> ▲▲▲▲ Settlement breaks and green wedges Historic environment <ul style="list-style-type: none"> ■ Scheduled ancient monuments ■ St Peter's WHS setting boundary ■ Listed buildings grade 1 ■ Listed buildings grade 2* Listed buildings grade 2 Historic Villages Conservation areas Archaeological sites (points) Archaeological sites (lines) | <ul style="list-style-type: none"> Archaeological sites (polygons) Physical constraints/hazards <ul style="list-style-type: none"> ■ HSE sites ■ Inner blast zone ■ Middle blast zone ■ Outer blast zone | <ul style="list-style-type: none"> High voltage electricity line and 10m buffer zone Electricity pylon and 10m buffer zone Safeguarded mineral reserves Landfill Waste sites | <ul style="list-style-type: none"> Previous industrial/built development Substation site Infrastructure <ul style="list-style-type: none"> ● Sewage treatment works ● Water abstractions |
|--|---|---|--|

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9) Dubmire Industrial Estate / Burnside



Location

North of Dubmire Industrial Estate
South of Sedgeleth Sewage Works
West of Burnside Estate
East of Sedgeleth and Dubmire Industrial Estates

Size and land ownership (if known)

14 hectares

Mostly private owned land, portion of Council-owned land.

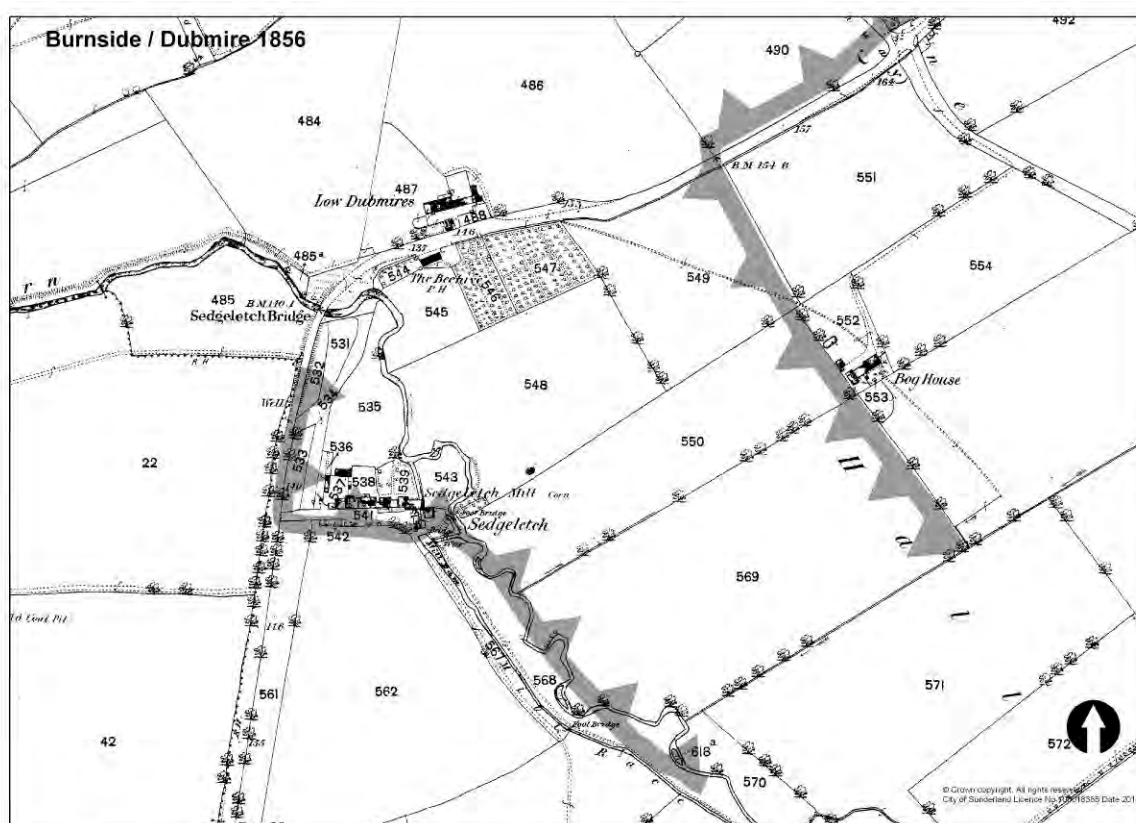
What does it separate?

Burnside Estate (part of Houghton-le-Spring) and Dubmire Industrial Estate (part of Fencehouses/Chilton Moor).

Current use

Agriculture and pasture. Agricultural land quality not known.

Neighbouring settlement background

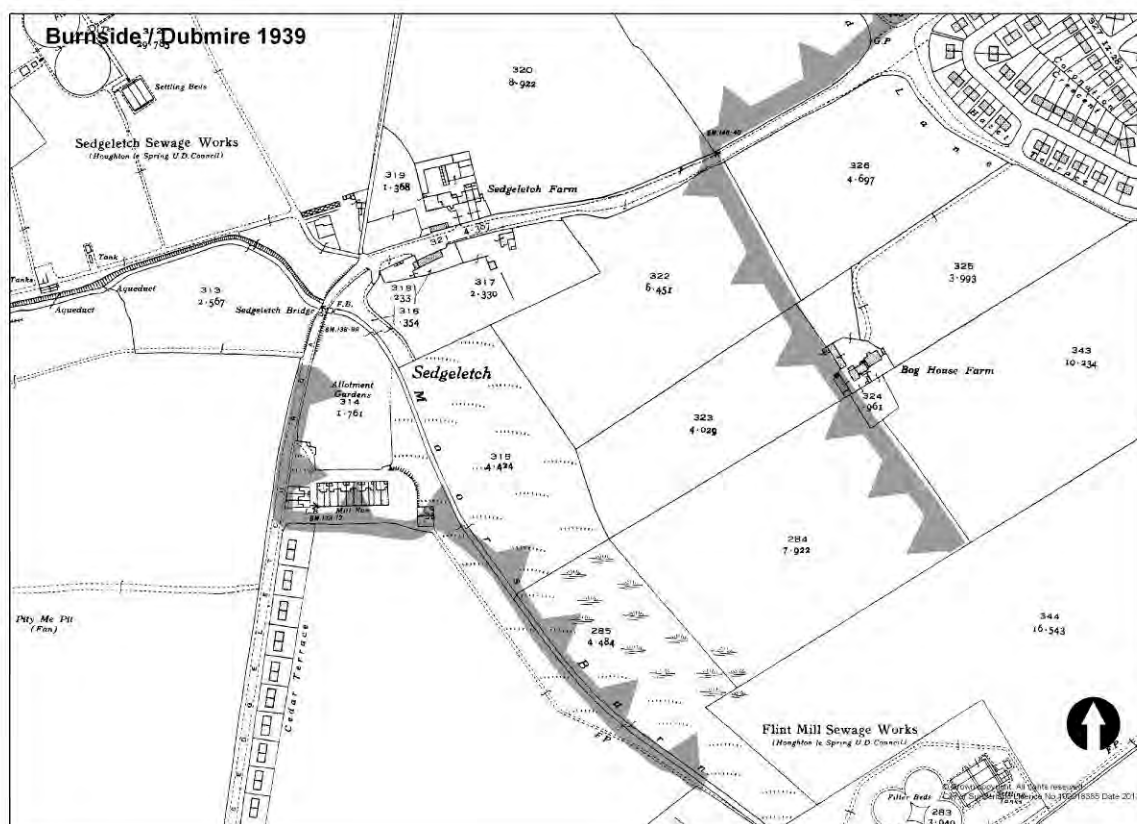


Houghton-le-Spring

Although there is no evidence of prehistoric occupation of Houghton-le-Spring so far, there are prehistoric burial sites at nearby Copt Hill and Warden Law. Large boulders recently found at Houghton Church have been suggested as being part of a prehistoric site, but this has not been proven. Roman stones have also been found re-used in Houghton Church. The scale and size of the Parish demonstrate that Houghton-le-Spring was of major importance in the early mediaeval eras. In the 1500s, Houghton-le-Spring was one of the largest parishes in England.

St Michael & All Angels church is the home parish and tomb of Bernard Gilpin, who is known as the 'Apostle of the North'. Gilpin was the rector of Houghton from 1557-83 (and is also associated with the revival of the Houghton Feast; an ancient festival that has its origins in the 1100s and is still an important local event).

In more recent times, Houghton was an active coal-mining town. The local mine began to sink its first shaft in 1823 and was active until its closure in 1981. At its peak in the early 20th Century, the mine employed over 2,000 workers.



The town lies on the A690, which links Durham and Sunderland. Though it was never directly linked to the passenger rail network like Hetton-le-Hole, Houghton remained the largest town in the locality and acts as the main centre in the 'Coalfield' area of Sunderland.

The central hub of the town has shifted from the historic core of the original village centred on the Market Place area to the town centre that exists today. Houghton-le-Spring's main shopping area is located in Newbottle Street which includes a supermarket, a library and Customer Service Centre, a Post Office, public houses and various other outlets. Houghton also houses a Primary Care Centre serving the local area, as well as a local park, cemetery, primary schools, a secondary school, a leisure centre, golf course and sports pitches (football, cricket and rugby).

Houghton has many listed buildings and two conservation areas declared in 1975 centred around Nesham Place, an area of fine 18th Century private housing with a 17th Century Manor house, and St Michael's and All Angels Church, its rectory and Kepier Hall and Almshouses,

There is a reasonable variety of housing available in the town, Victorian and modern, with private housing primarily towards the south and south-west, and Gentoo estates at Houghton Racecourse in the east, and Burnside and Sunnyside to the north.

The current western residential boundary of Houghton-le-Spring was created post-WW2 with the creation of Burnside Estate, which consists of semi-detached homes and a primary school. Prior to WW2, there was virtually no development east of

Sedgeleth Road and west of Houghton Colliery, apart from the Flint Mill (which later became the site of a sewage works) and Sedgeleth Mill. The Flint Mill was located at the junction of the Moors Burn and Houghton Burn, the latter being culverted eastwards to Houghton town centre in the 1930's. The distinct settlement boundaries of Burnside and Dubmire Industrial Estate (that surround the functional floodplain of the Moors Burn) have remained unchanged for 50 years. Sedgeleth Mill was located beside Osman Terrace and was closed before 1900. Importantly, a mill race was created off the meandering Moors Burn, and it would appear that the much straighter mill race alignment duly became the future alignment of the Moors Burn itself.

Fencehouses and High Dubmire

Fencehouses (or *Fence Houses*), together with the settlements of High Dubmire, Colliery Row and Chilton Moor, forms a large village to the west of Houghton-le-Spring, on the Sunderland City boundary with County Durham.

Fencehouses came into existence when Napoleonic prisoners were housed on the outskirts of Houghton-le-Spring. The prisoners were used as labour to cut a path through the hill at Houghton-le-Spring in order to get the troops from Durham to the coast at Sunderland. The land was originally part of the Grange (a large local manor house). A railway line was built (the 'Leamside Line'), providing a station (opened in 1836) and transport links from the local area to Sunderland, Newcastle and Durham. This also served as the rail station for Houghton-le-Spring. A post office opened in 1838, serving as a railway sorting office. The line eventually closed to passengers in 1964. Despite the introduction of the railway, by the mid-19th Century there was little further development, other than a hotel. Located further to the north were New Lambton Mill and Bournmoor Colliery, with pit rows and a public house. High Dubmire was separate to Fencehouses at the time, but consisted of only a few houses, a couple of pubs and an Iron Works.

By the end of the 19th Century, High Dubmire had expanded, with a series of terraced rows built near to the main road junction (Sedgeleth Road). Fencehouses began to expand in the Edwardian period with terraced rows being formed along Station Avenue. At this time, a tram link was also established from Fencehouses to Houghton and Sunderland, but this closed in 1925. Further terraces were created in the area in the early 20th Century, together with facilities centred primarily at High Dubmire including schools, a reading room, 2 churches, shops and a sports field. To the west of the railway, Woodstone Village was also being established.

Post-war, the settlements fully merged. In about 1950, a modern housing estate was added to Fencehouses, called the Grange estate. Further small infill developments have taken place over time, one of the most recent being the creation of private detached housing on the south part of Dubmire Industrial Estate. The Bournmoor pit area to the north became Lambton Cokeworks, and when this eventually closed the land remained contaminated for many years, though reclamation has now been completed and the site forms Elba Park.

The full Fencehouses and Chilton Moor area now totals around 5,000 inhabitants. With the completed reclamation of the Lambton Cokeworks site (and completion of opencasting at Rye Hill/Rainton Meadows) the surrounding landscape is now very attractive. There remain a range of facilities, including a new junior and infant school, a library, shops, pubs, restaurant, allotment gardens and equipped play park. It is

clear that the layout of the area has evolved over time, rather than being planned, but it is also clear that the area as a whole forms a distinct settlement, still separate to Houghton-le-Spring.

Dubmire Industrial Estate

Originally named Houghton-le-Spring Industrial Estate, Dubmire Industrial Estate was established shortly after WW2. Within the last ten years, Dubmire has halved in size, the southern portion being redeveloped as housing. Today, the remaining employment area consists of single storey units of steel frame construction. Dubmire forms part of the wider Fencehouses / Chilton Moor settlement.

Has the Settlement Break altered since 1998?

No, although land has been purchased by the City Council in preparation for the creation of the Central Route.

Background policy considerations/history

Site is additionally subject to:

- UDP Policy CN15 (Great North Forest)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy T8, T9, T10, HA25.4 (Multi-User Routes)
- UDP Policy T13, T15, HA28.1 (Reserved for Transport Corridor)
- UDP Policy EN11 (Flood Risk Areas)

Key constraints

Category 1

- *Flood Zone 3*

The west and central parts of the Settlement Break fall within Flood Zone 3 (The Moors Burn). Development within the functional floodplain should be resisted.

Category 2

- *Flood Zone 2*

More than half of the entire Settlement Break area falls within Flood Zone 2. Only certain types of development would be considered applicable in this zone.

- *Critical Drainage Area*

This site is fully within a Critical Drainage Area. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface Water Flooding (all types)*

Virtually all of the surface water flooding identified lies within Flood Zone 2. An additional small area of 1:100 ('medium') surface water flooding exists at the north end of the break, beside Coaley Lane. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Green Infrastructure corridor*

This area forms an important Green Infrastructure corridor, linking Elba Park and Herrington Burn to the north, with Rainton Burn and Rainton Meadows to the south.

This corridor (following the Moors Burn) has significant species and habitat interest. Any site alterations proposed would need to consider ways to enhance the connectivity of the corridors proposed, including further multi-user routes and biodiversity enhancements wherever feasible.

- *Landscape Character*

The Landscape Character Assessment recommends 'landscape enhancement' towards a series of linked, accessible and biodiverse open spaces, edged by strong settlement boundaries. The value of open spaces will be increased by better links with neighbouring spaces and settlements, and by improving the experience of the existing links. New settlement expansion will present opportunities to create new, more robust settlement boundaries in place of urban fringe, and an enhanced setting for these villages. New road proposals in the area should allow for non-motorised links, and for retention of green networks for wildlife through this fragmented landscape. Interventions should reflect on the area's industrial heritage, and its setting at the foot of the limestone escarpment. Existing high- quality open spaces will be protected: these include Herrington Country Park and its setting in relation to the limestone escarpment, as well as Elba Park.

- *Archaeological sites*

Important archaeological sites to the north and west of the Settlement Break are Sedgeleth Farm, Sedgeleth Mill (possibly medieval in origin) and mill race, and Sedgeleth Bridge.

- *High voltage electricity line/pylon (south)*

There is a wooden-pole electricity line following the eastern boundary (Burnside Estate). Any development would need to consider relocation of this electricity line.

Other constraints to take into consideration:

- Previous industrial use (small area located to the northeast of Dubmire Industrial Estate, east side of the Moors Burn)
- The Central Route (road) is proposed to run through the western part of the break.

Topography

Open Settlement Break, relatively flat.

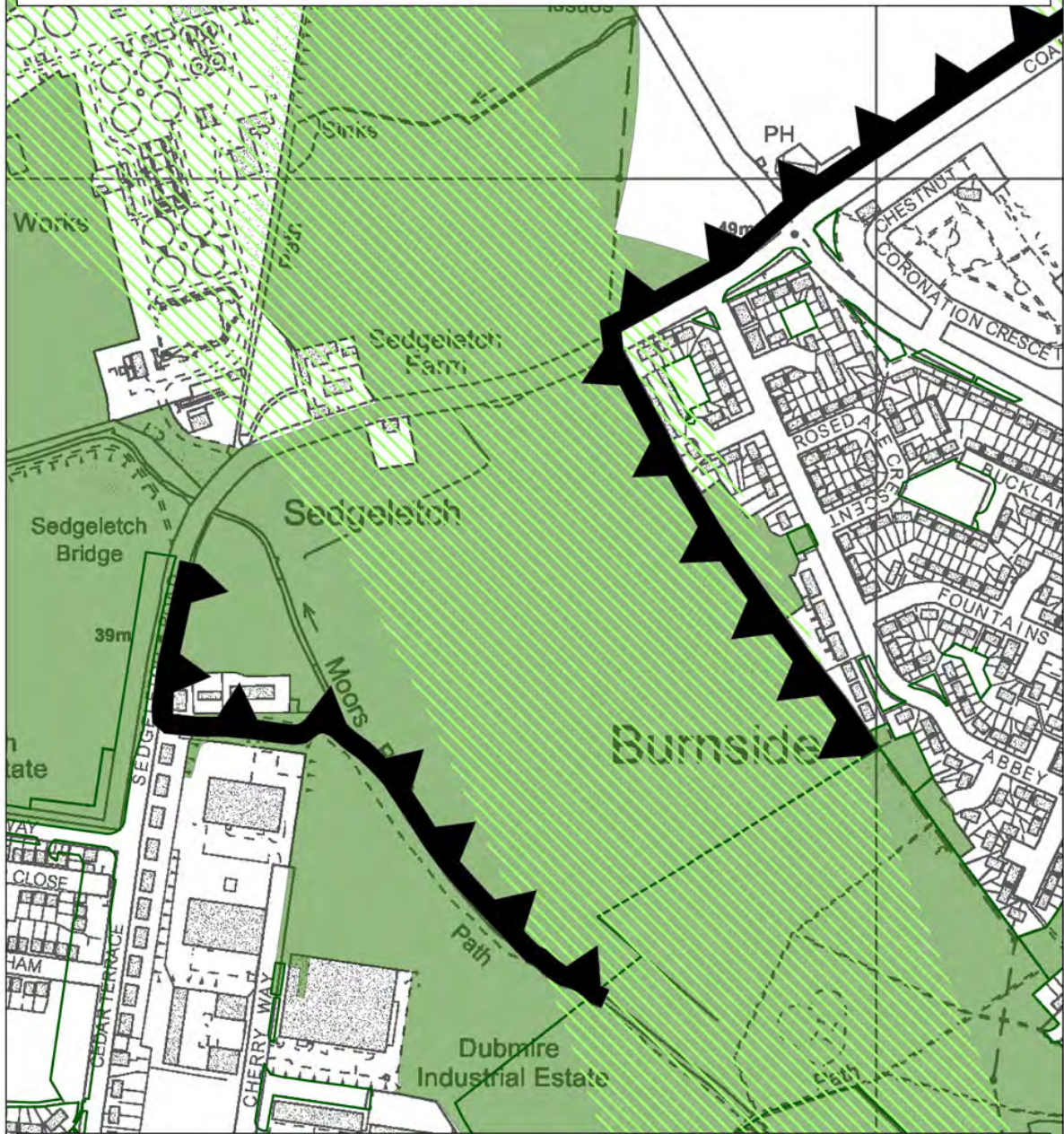
Conclusion

<p>Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?</p>	<p>Yes. Though both the full geographical areas of Fence Houses and Houghton-le-Spring have evolved and expanded over time, these two areas have remained distinct and physically separate. The boundaries of the Settlement Break have remained intact and unaltered for 50 years, though it should be recognised that the physical constraints provided by flood risk have been influential.</p>
<p>Does the Settlement Break provide quality green infrastructure corridors?</p>	<p>Yes, the break forms an important wildlife and Green Infrastructure corridor, and protected species are evidently using the corridor.</p>

Conclusion: Retain entire area as Settlement Break.

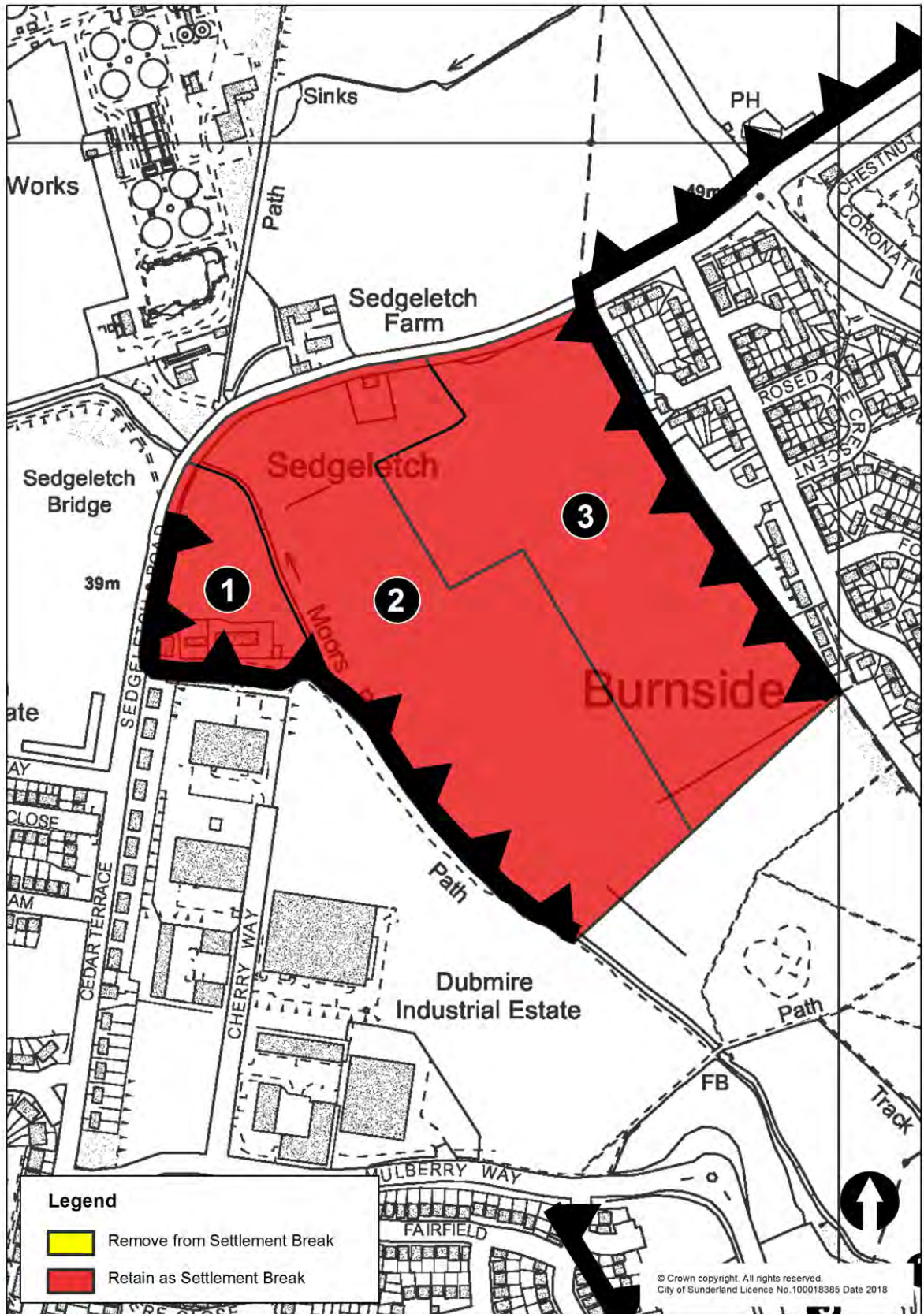
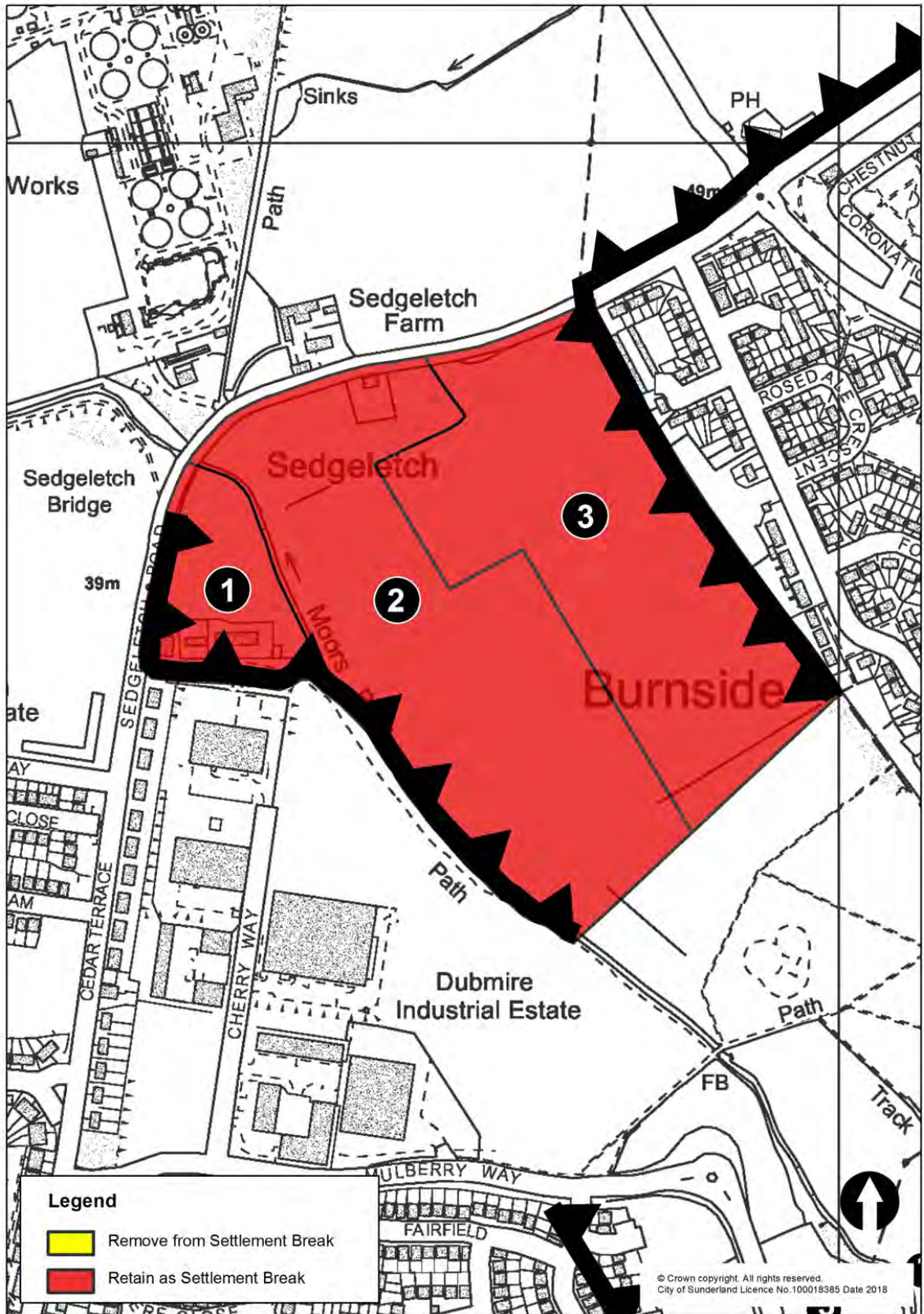
Green Infrastructure Constraints

Dubmire Ind. Est. - Burnside Settlement Break



<ul style="list-style-type: none"> ▲▲▲ Settlement breaks and green wedges <p>Biodiversity impact</p> <ul style="list-style-type: none"> ☐ Ramsar sites ☐ SPA's ☐ SAC's ☐ SSSI's ☐ LNR's 	<ul style="list-style-type: none"> ☐ LWS's ☐ Proposed LWS's ☐ LGS's ☐ Woodland sites (2ha+) <p>Other greenspace impact</p> <ul style="list-style-type: none"> ☐ Village greens ☐ Allotments 	<ul style="list-style-type: none"> ☐ Cemeteries and churchyards ☐ Green flag parks ☐ Other formal parks ☐ Outdoor sports fields ☐ Amenity greenspace 	<ul style="list-style-type: none"> ☐ Green corridors (strategic) ☐ Green corridors (local) ☐ Local wildlife corridors ☐ Regional wildlife corridors 	<p>Landscape</p> <ul style="list-style-type: none"> ☐ Durham heritage coast ☐ TPO's ☐ Important panoramic views
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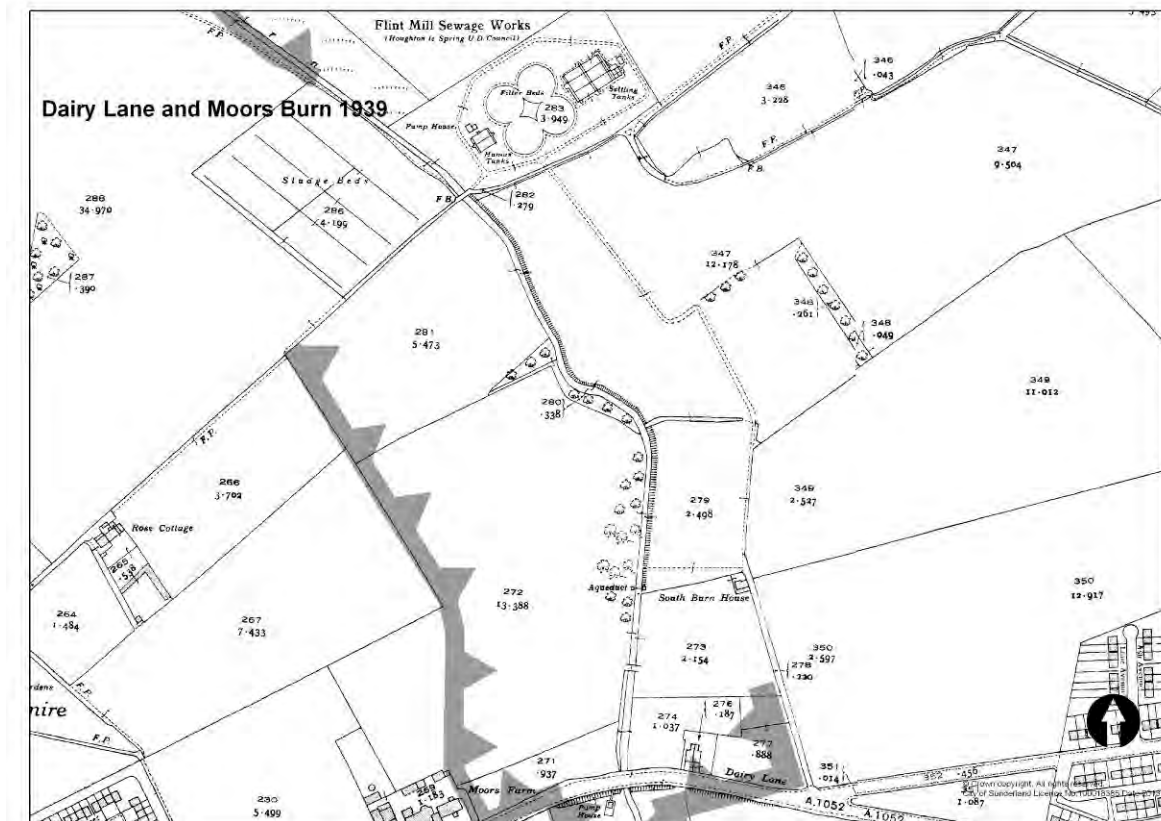
What does it separate?

Fencehouses / Dubmire with Houghton-le-Spring.

Current use

Pasture and greenspace. Agricultural land quality not known.

Neighbouring settlement background



Fencehouses, High Dubmire and Colliery Row

Fencehouses (or *Fence Houses*), together with the settlements of High Dubmire, Colliery Row and Chilton Moor, forms a large village to the west of Houghton-le-Spring, on the Sunderland City boundary with County Durham.

Fencehouses came into existence when Napoleonic prisoners were housed on the outskirts of Houghton-le-Spring. The land was originally part of the Grange (a large local manor house). A railway line was built (the 'Leamside Line'), providing a station (opened in 1836) and transport links from the local area to Sunderland, Newcastle and Durham. This also served as the rail station for Houghton-le-Spring. A post office opened in 1838, serving as a railway sorting office. The line eventually closed to passengers in 1964. Despite the introduction of the railway, by the mid-19th Century there was little further development, other than a hotel. High Dubmire was separate to Fencehouses at the time, but consisted of only a few houses, a couple of pubs and an Iron Works. Colliery Row, on the other hand, already consisted of two long rows of pit houses, and included two chapels and a public house.

By the end of the 19th Century, High Dubmire had expanded, with a series of terraced rows built near to the main road junction (Sedgeleth Road). Fencehouses began to expand in the Edwardian period with terraced rows being formed along Station

Avenue. At this time, a tram link was also established from Fencehouses and Colliery Row to Houghton and Sunderland, but this closed in 1925. Further terraces were created in the area in the early 20th Century, together with facilities centred primarily at High Dubmire including schools, a reading room, 2 churches, shops and a sports field. To the west of the railway, Woodstone Village was also being established.

Post-war, the settlements fully merged. In about 1950, a modern housing estate was added to Fencehouses, called the Grange estate. Further small infill developments have taken place over time, one of the most recent being the creation of private detached housing on the south part of Dubmire Industrial Estate. At Colliery Row, Council houses were built to the north and south of North View Terrace (now Gentoo controlled). The Bournmoor pit area to the north became Lambton Cokeworks, and when this eventually closed the land remained contaminated for many years, though reclamation has now been completed and the site forms Elba Park.

The full Fencehouses and Chilton Moor area now totals around 5,000 inhabitants. With the completed reclamation of the Lambton Cokeworks site (and completion of opencasting at Rye Hill/Rainton Meadows) the surrounding landscape is now very attractive. There remain a range of facilities, including a new junior and infant school, a library, shops, pubs, restaurant, allotment gardens and equipped play park. It is clear that the layout of the area has evolved over time, rather than being planned, but it is also clear that the area as a whole forms a distinct settlement, still separate to Houghton-le-Spring.

Houghton-le-Spring

Although there is no evidence of prehistoric occupation of Houghton-le-Spring so far, there are prehistoric burial sites at nearby Copt Hill and Warden Law. Large boulders recently found at Houghton Church have been suggested as being part of a prehistoric site, but this has not been proven. Roman stones have also been found re-used in Houghton Church. The scale and size of the Parish demonstrate that Houghton-le-Spring was of major importance in the early mediaeval eras. In the 1500s, Houghton-le-Spring was one of the largest parishes in England.

St Michael & All Angels church is the home parish and tomb of Bernard Gilpin, who is known as the 'Apostle of the North'. Gilpin was the rector of Houghton from 1557-83 (and is also associated with the revival of the Houghton Feast; an ancient festival that has its origins in the 1100s and is still an important local event).

In more recent times, Houghton was an active coal-mining town. The local mine began to sink its first shaft in 1823 and was active until its closure in 1981. At its peak in the early 20th Century, the mine employed over 2,000 workers.

The town lies on the A690, which links Durham and Sunderland. Though it was never directly linked to the passenger rail network like Hetton-le-Hole, Houghton remained the largest town in the locality and acts as the main centre in the 'Coalfield' area of Sunderland.

The central hub of the town has shifted from the historic core of the original village centred on the Market Place area to the town centre that exists today. Houghton-le-Spring's main shopping area is located in Newbottle Street which includes a supermarket, a library and Customer Service Centre, a Post Office, public houses

and various other outlets. Houghton also houses a Primary Care Centre serving the local area, as well as a local park, cemetery, primary schools, a secondary school, a leisure centre, golf course and sports pitches (football, cricket and rugby).

Houghton has many listed buildings and two conservation areas declared in 1975 centred around Nesham Place, an area of fine 18th Century private housing with a 17th Century Manor house, and St Michael's and All Angels Church, its rectory and Kepier Hall and Almshouses,

There is a reasonable variety of housing available in the town, Victorian and modern, with private housing primarily towards the south and south-west, and Gentoo estates at Houghton Racecourse in the east, and Burnside and Sunnyside to the north.

The current western residential boundary of Houghton-le-Spring was created post-WW2 with the creation of Burnside Estate, which consists of semi-detached homes and a primary school and housing around Burn Park Road. Prior to WW2, there was virtually no development east of Sedgeleth Road and west of Houghton Colliery, apart from the Flint Mill (which later became the site of a sewage works). The Flint Mill was located at the junction of the Moors Burn and Houghton Burn, the latter being culverted eastwards to Houghton town centre in the 1930's.

The settlement boundary at Houghton has altered little in 50 years, the most notable exception being the creation of the Leyburn Grove sports field. The creation of the Dubmire Link Road north from Dairy Lane has potentially created a new settlement boundary to the west, with greenspace adjacent and new private housing located further west. These development lines bound the functional floodplain of the Moors Burn.

Has the Settlement Break altered since 1998?

Yes, creation of Dubmire Link Road.

Background policy considerations/history

Site is additionally subject to:

- UDP Policy CN15 (Great North Forest)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy T8, T9, T10, HA25.4 (Multi-User Routes)
- UDP Policy T13, T15, HA28.1 (Reserved for Transport Corridor)
- UDP Policy EN11 (Flood Risk Areas)

Key constraints

Category 1

- *Flood Zone 3*

The central and south-eastern parts of the Settlement Break fall within Flood Zone 3 (The Moors Burn). Development within the functional floodplain should be resisted.

Category 2

- *Flood Zone 2*

The north-eastern and south-eastern parts of the Settlement Break fall within Flood Zone 2. Only certain types of development would be considered applicable in this zone.

- *Critical Drainage Area*

This site is fully within a Critical Drainage Area. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface Water Flooding (all types)*

Most of the eastern half of the Settlement Break is affected by surface water flooding. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Green Infrastructure corridor*

This area forms an important Green Infrastructure corridor, linking Elba Park and Herrington Burn to the north, with Rainton Burn and Rainton Meadows to the south. This corridor (following the Moors Burn) has significant species and habitat interest. Any site alterations proposed would need to consider ways to enhance the connectivity of the corridors proposed, including further multi-user routes and biodiversity enhancements wherever feasible.

- *Landscape Character*

The Landscape Character Assessment recommends 'landscape enhancement' towards a series of linked, accessible and biodiverse open spaces, edged by strong settlement boundaries. The value of open spaces will be increased by better links with neighbouring spaces and settlements, and by improving the experience of the existing links. New settlement expansion will present opportunities to create new, more robust settlement boundaries in place of urban fringe, and an enhanced setting for these villages. New road proposals in the area should allow for non-motorised links, and for retention of green networks for wildlife through this fragmented landscape. Interventions should reflect on the area's industrial heritage, and its setting at the foot of the limestone escarpment. Existing high- quality open spaces will be protected: these include Herrington Country Park and its setting in relation to the limestone escarpment, as well as Elba Park.

- *High voltage electricity line/pylon (south)*

There is an electricity substation in the northeast of the break, with a wooden-pole electricity line leading off northwards to the edge of Burnside Estate. Any development would need to consider the proximity of the substation and potential relocation of this electricity line.

Other constraints to take into consideration:

- Previous industrial use (former sewage works) along eastern boundary of the Moors Burn
- Landfill/waste site (former Flint Mill, tile sheds, clay mill) beside Burnside Estate.

Topography

Visually open Settlement Break. Gently slopes from west to the Moors Burn. Flatter topography to the east.

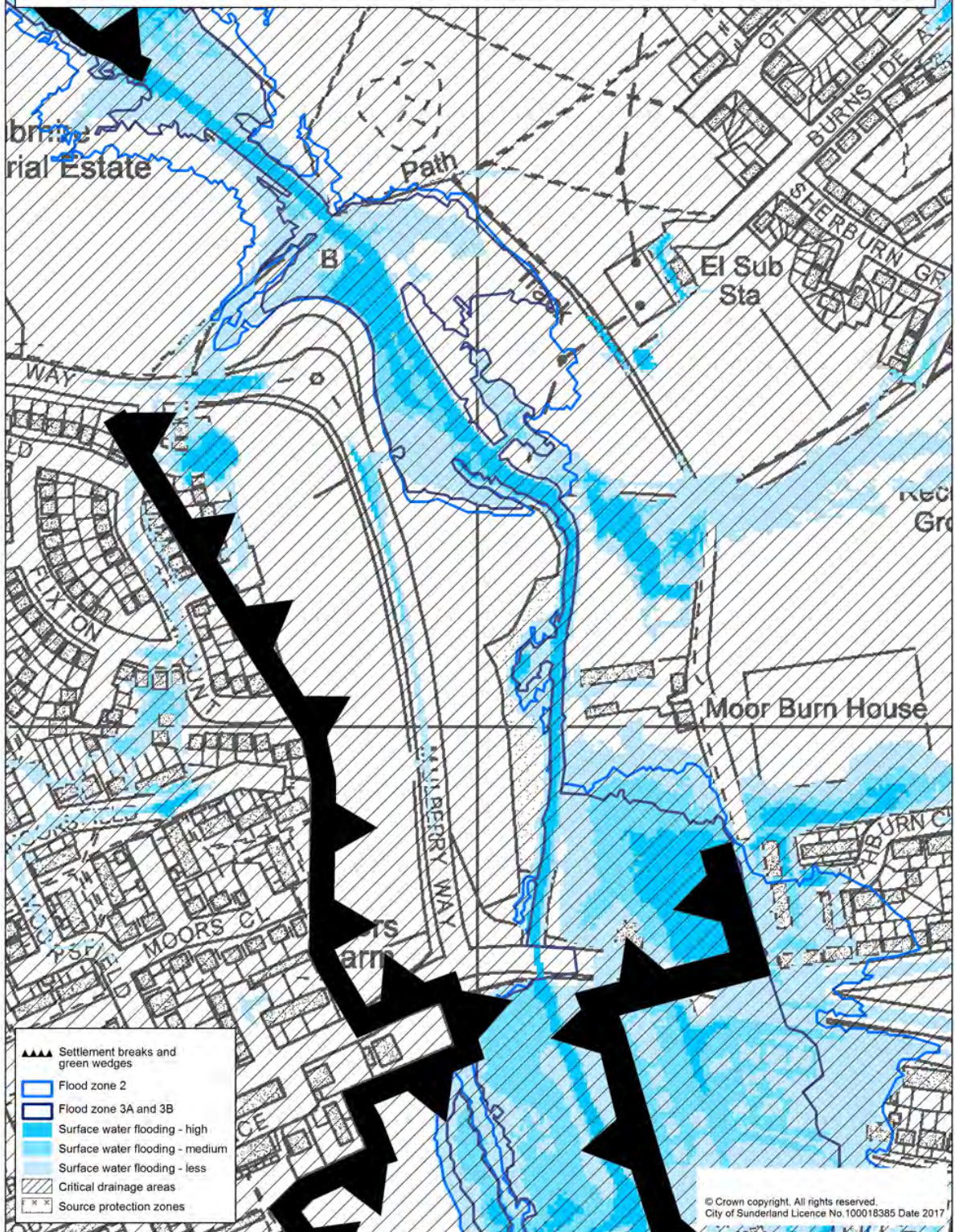
Conclusion

Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?	Yes. Overall, Fence Houses and Houghton-le-Spring have remained distinct and physically separate, supported by this Settlement Break which provides an important green wedge between the two communities. However, the new access road has created a distinct new settlement break boundary, and land to the west has a less clear role in Settlement Break terms.
Does the Settlement Break provide quality green infrastructure corridors?	Yes, the break forms an important wildlife and Green Infrastructure corridor, and protected species are evidently using the corridor.

Conclusion: **Retain parcels 1, 2 and 3 as Settlement Break**
 Remove parcel 4 from Settlement Break.

Hydrology Constraints

High Dubmire/ Dairy Lane/ Houghton Settlement Break



11) Colliery Row / Dairy Lane / Ninelands



Location

North of Rainton Bridge Industrial Estate
South of Dairy Lane
West of Ninelands
East of Colliery Row

Size and land ownership (if known)

23 hectares
Council and privately owned land.

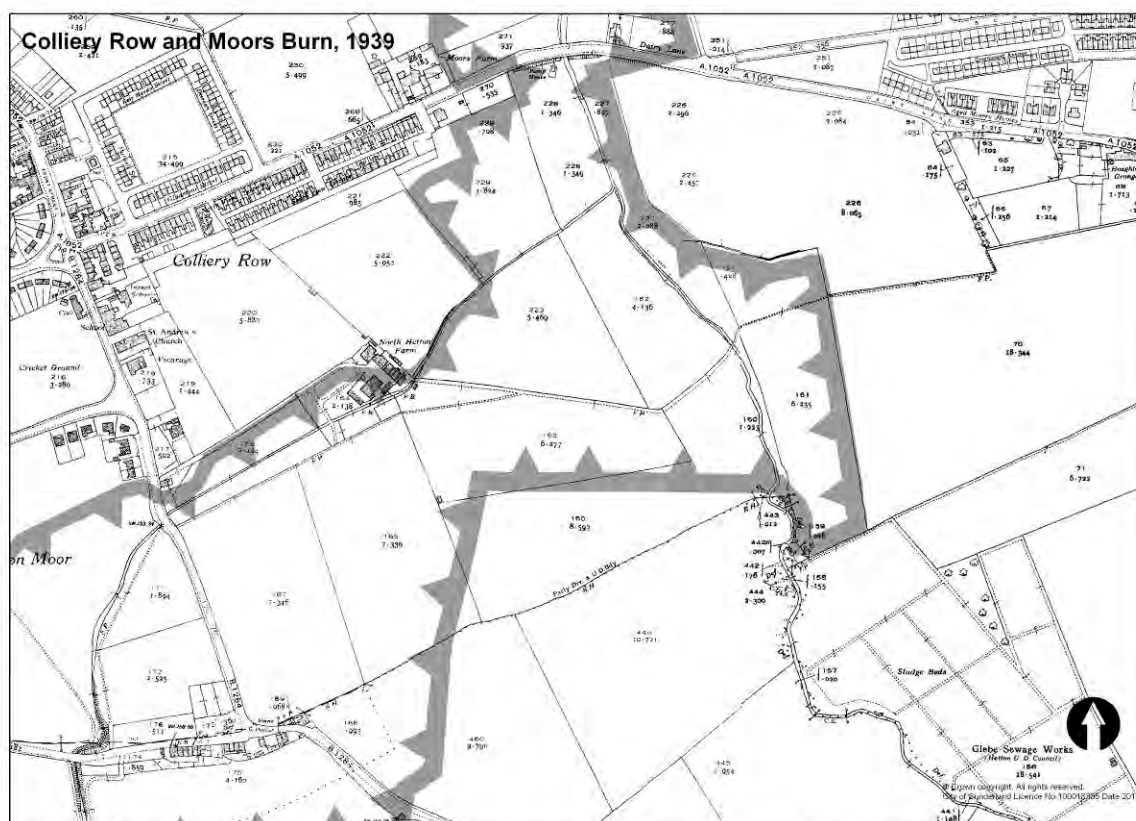
What does it separate?

Colliery Row/Chilton Moor from Ninelands/Houghton-le-Spring.

Current use

Pasture and greenspace. Most of the agricultural land quality is Grade 3B, though pockets of Grade 3A exist closest to the Moors Burn.

Neighbouring settlement background



Houghton-le-Spring

Although there is no evidence of prehistoric occupation of Houghton-le-Spring so far, there are prehistoric burial sites at nearby Copt Hill and Warden Law. Large boulders recently found at Houghton Church have been suggested as being part of a prehistoric site, but this has not been proven. Roman stones have also been found re-used in Houghton Church. The scale and size of the Parish demonstrate that Houghton-le-Spring was of major importance in the early mediaeval eras. In the 1500s, Houghton-le-Spring was one of the largest parishes in England.

St Michael & All Angels church is the home parish and tomb of Bernard Gilpin, who is known as the 'Apostle of the North'. Gilpin was the rector of Houghton from 1557-83 (and is also associated with the revival of the Houghton Feast; an ancient festival that has its origins in the 1100s and is still an important local event).

In more recent times, Houghton was an active coal-mining town. The local mine began to sink its first shaft in 1823 and was active until its closure in 1981. At its peak in the early 20th Century, the mine employed over 2,000 workers.

The town lies on the A690, which links Durham and Sunderland. Though it was never directly linked to the passenger rail network like Hetton-le-Hole, Houghton remained the largest town in the locality and acts as the main centre in the 'Coalfield' area of Sunderland.

The central hub of the town has shifted from the historic core of the original village centred on the Market Place area to the town centre that exists today. Houghton-le-Spring's main shopping area is located in Newbottle Street which includes a supermarket, a library and Customer Service Centre, a Post Office, public houses

and various other outlets. Houghton also houses a Primary Care Centre serving the local area, as well as a local park, cemetery, primary schools, a secondary school, a leisure centre, golf course and sports pitches (football, cricket and rugby).

Houghton has many listed buildings and two conservation areas declared in 1975 centred around Nesham Place, an area of fine 18th Century private housing with a 17th Century Manor house, and St Michael's and All Angels Church, its rectory and Kepier Hall and Almshouses,

There is a reasonable variety of housing available in the town, Victorian and modern, with private housing primarily towards the south and south-west, and Gentoo estates at Houghton Racecourse in the east, and Burnside and Sunnyside to the north.

The settlement boundary at Houghton and Colliery Row has altered little in nearly 50 years, since the creation of private housing at Ninelands and the Gentoo-controlled housing south of South View Terrace. These development lines bound the functional floodplain of the Moors Burn.

Fencehouses and Colliery Row

Fencehouses (or *Fence Houses*), together with the settlements of High Dubmire, Colliery Row and Chilton Moor, forms a large village to the west of Houghton-le-Spring, on the Sunderland City boundary with County Durham.

Fencehouses came into existence when Napoleonic prisoners were housed on the outskirts of Houghton-le-Spring. The land was originally part of the Grange (a large local manor house). A railway line was built (the 'Leamside Line'), providing a station (opened in 1836) and transport links from the local area to Sunderland, Newcastle and Durham. This also served as the rail station for Houghton-le-Spring. A post office opened in 1838, serving as a railway sorting office. The line eventually closed to passengers in 1964. Despite the introduction of the railway, by the mid-19th Century there was little further development, other than a hotel. Colliery Row, on the other hand, already consisted of two long rows of pit houses, and included two chapels and a public house.

By the end of the 19th Century, High Dubmire had expanded, with a series of terraced rows built near to the main road junction (Sedgeleth Road). Fencehouses began to expand in the Edwardian period with terraced rows being formed along Station Avenue. At this time, a tram link was also established from Fencehouses and Colliery Row to Houghton and Sunderland, but this closed in 1925. Further terraces were created in the area in the early 20th Century, together with facilities centred primarily at High Dubmire including schools, a reading room, 2 churches, shops and a sports field.

Post-war, the settlements fully merged. In about 1950, a modern housing estate was added to Fencehouses, called the Grange estate. Further small infill developments have taken place over time, one of the most recent being the creation of private detached housing on the south part of Dubmire Industrial Estate. At Colliery Row, Council houses were built to the north and south of North View Terrace (now Gentoo controlled).

The full Fencehouses and Chilton Moor area now totals around 5,000 inhabitants. With the completed reclamation of the Lambton Cokeworks site (and completion of

opencasting at Rye Hill/Rainton Meadows) the surrounding landscape is now very attractive. There remain a range of facilities, including a new junior and infant school, a library, shops, pubs, restaurant, allotment gardens and equipped play park. It is clear that the layout of the area has evolved over time, rather than being planned, but it is also clear that the area as a whole forms a distinct settlement, still separate to Houghton-le-Spring.

Rainton Bridge Industrial Estate

The southern boundary of the Settlement Break is formed by Rainton Bridge (North) Industrial Estate. This estate, which caters for offices, light and general industry, warehouses and storage, has gradually expanded southwards over the last 20 years, but has not encroached further upon the Settlement Break. The northern boundary of the Industrial Estate (as yet undeveloped) extends into the green corridor, but is not specifically identified as Settlement Break.

Has the Settlement Break altered since 1998?

No.

Background policy considerations/history

Site is additionally subject to:

- UDP Policy CN15 (Great North Forest)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy T8, T9, T10, HA25.4, HA25.3 (Multi-User Routes)
- UDP Policy T13, T15, HA28.1 (Reserved for Transport Corridor)
- UDP Policy EN11 (Flood Risk Areas)

Key constraints

Category 1

- *Flood Zone 3*

Land adjacent to Dairy Lane is within Flood Zone 3, as is a narrow band of land flanking the Rainton Burn, and a wider corridor flanking the Red Burn.

Development within the functional floodplain should be resisted.

Category 2

- *Flood Zone 2*

Similar alignment to Flood Zone 3, but widens slightly south of Red Burn (east of B1284). Only certain types of development would be considered applicable in this zone.

- *Critical Drainage Area*

This site is fully within a Critical Drainage Area. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface Water Flooding (all types)*

In addition to surface water flooding within Flood Zones 2 and 3, a further large area of 1:30 incidence (high) and 1:100 incidence (medium) surface water flooding exists south-eastwards leading from St Andrews to Rainton Bridge Industrial Estate. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Green Infrastructure corridor*

This area forms an important Green Infrastructure corridor, linking Elba Park and Herrington Burn to the north, with Rainton Burn and Rainton Meadows to the south. This corridor has significant species and habitat interest. Any site alterations proposed would need to consider ways to enhance the connectivity of the corridors proposed, including further multi-user routes and biodiversity enhancements wherever feasible.

- *Landscape Character*

The Landscape Character Assessment recommends 'landscape enhancement' towards an area of biodiverse farmland and open space, with good quality multi-functional green networks linking into the adjacent settlements. The area provides setting and accessible open space for these settlements, and its value will be enhanced by providing additional links and improving existing ones. The series of wildlife reserves in this area make it one of the most biodiversity-rich locations in Sunderland, with the added bonus of being readily accessible. Opportunities should be taken to build on this network, extending it into neighbouring areas and into the business park, for example. New residential or commercial development in this area will present opportunities to provide stronger settlement boundaries in place of urban fringe. The high quality accessible landscapes at Rainton Meadows Nature Reserve will be protected, along with their settings.

- *High voltage electricity line/pylon*

There are two small wooden-pole electricity lines crossing the fields from Dairy Lane and Ninelands westwards to the B1284. Any development would need to consider the potential relocation of these electricity lines.

- *Archaeological site*

Alongside Rainton Bridge Industrial Estate is the site of Annabella Pit.

- *Amenity greenspace*

Amenity greenspace exists beside St Michaels, at the north end of the Settlement Break.

- *New road*

The Central Route (road) is proposed to run through the centre of the Settlement Break.

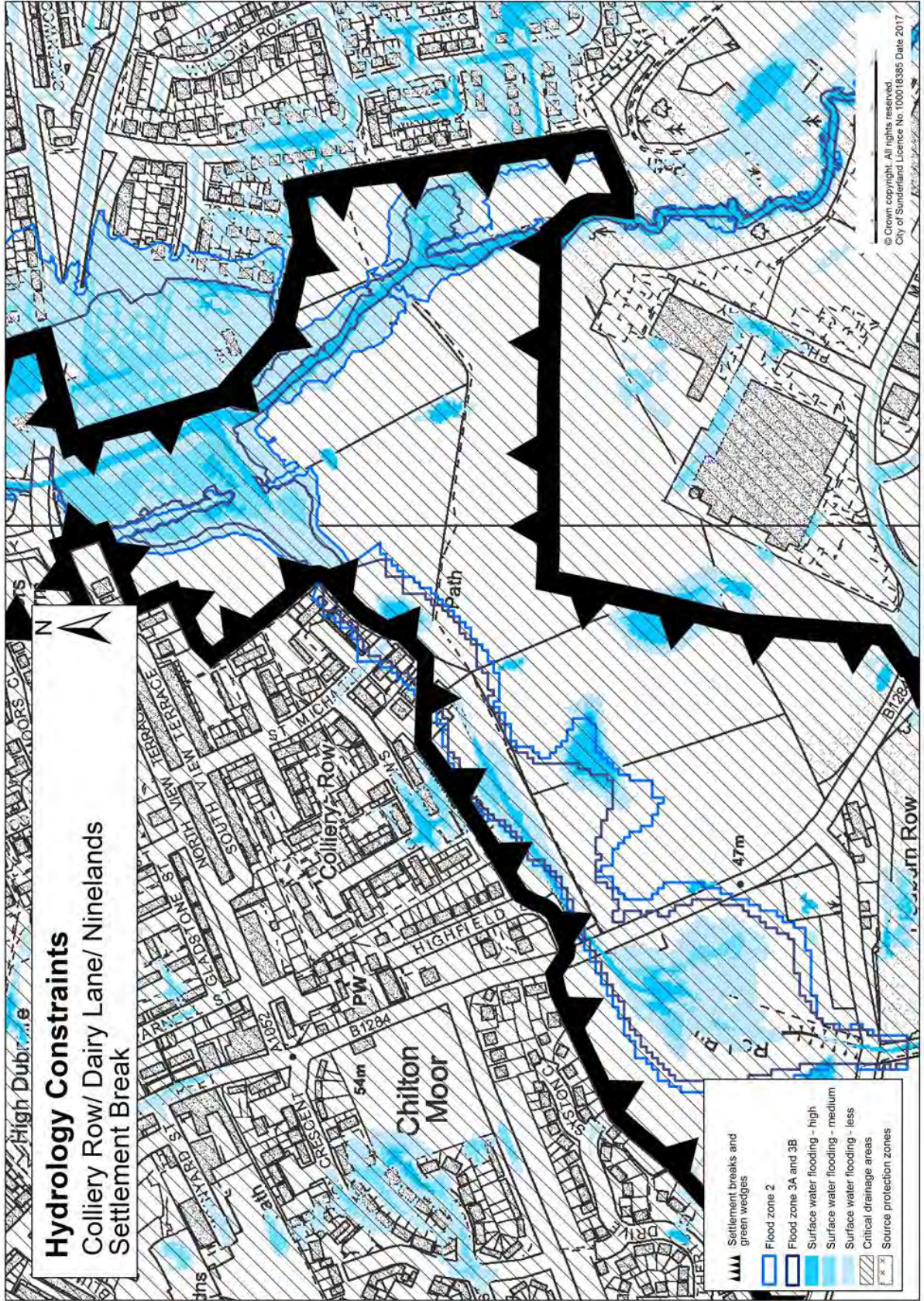
Topography

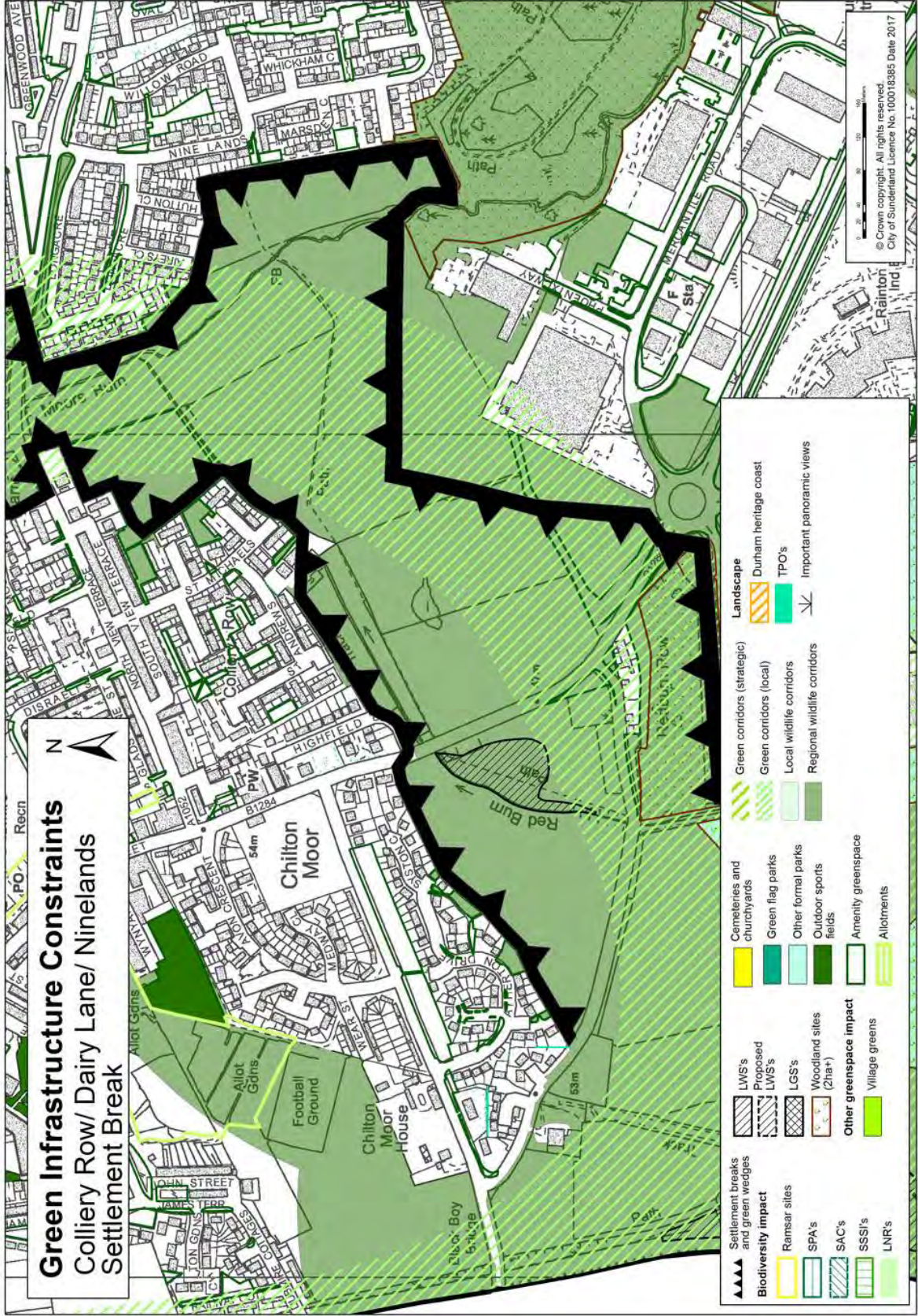
Visually open topography, flat.

Conclusion

Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?	Yes. Overall, Fence Houses and Houghton-le-Spring have remained distinct and physically separate, supported by this Settlement Break which provides an important green wedge between the two communities.
Does the Settlement Break provide quality green infrastructure corridors?	Yes, the break forms important wildlife and Green Infrastructure corridors along the Moors Burn and Red Burn, and protected species are evidently using the corridor.

Conclusion: Retain entire area as Settlement Break.



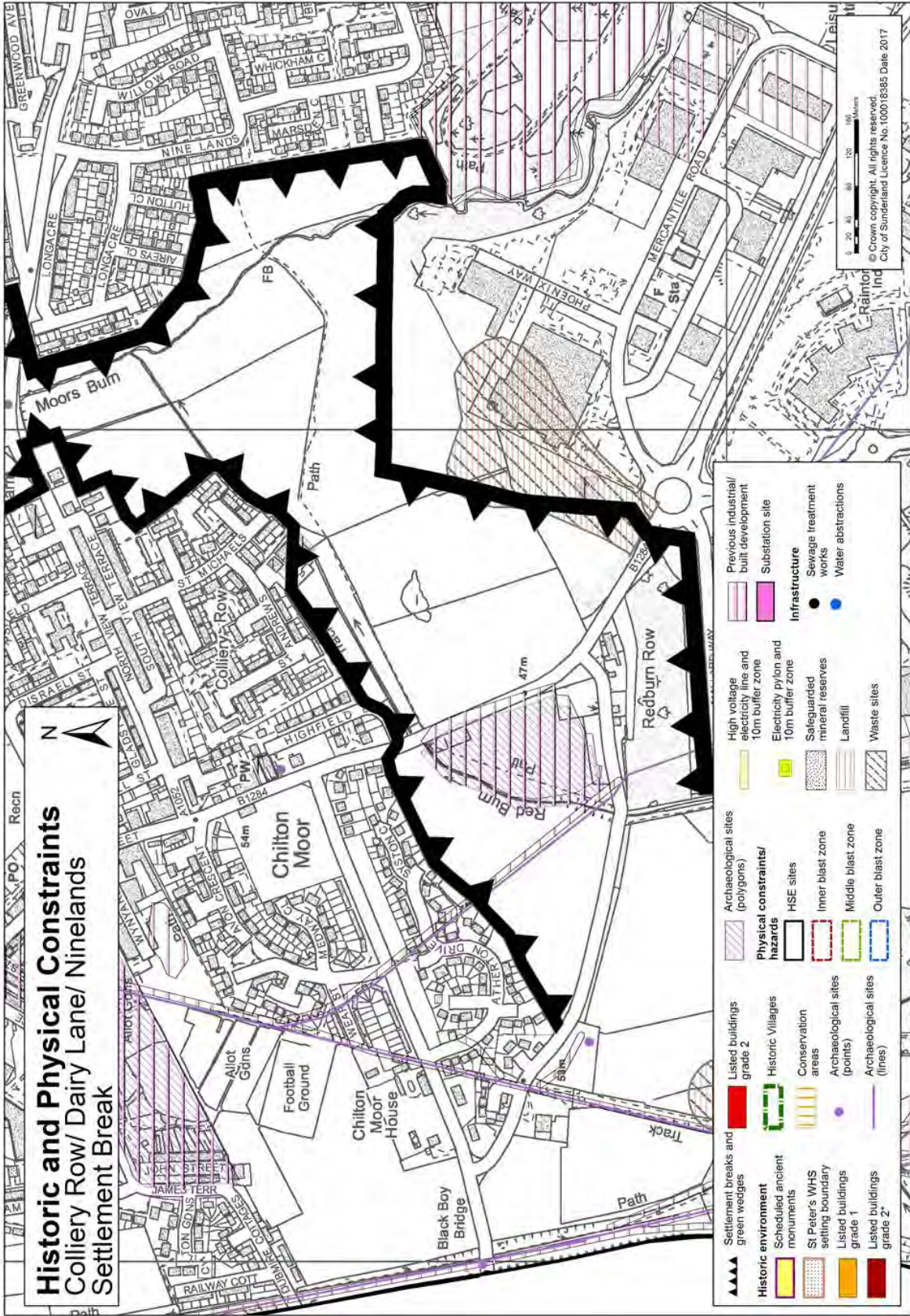


Green Infrastructure Constraints
Colliery Row/ Dairy Lane/ Ninelands
Settlement Break



- ▲▲▲▲ Settlement breaks and green wedges
- Biodiversity impact**
 - ◻ Ramsar sites
 - ◻ SPA's
 - ◻ SAC's
 - ◻ SSSI's
 - ◻ LNR's
- ◻ LWS's
- ◻ Proposed LWS's
- ◻ LCS's
- ◻ Woodland sites
- Other greenspace impact**
 - ◻ Village greens
- ◻ Cemeteries and churchyards
- ◻ Green flag parks
- ◻ Other formal parks
- ◻ Outdoor sports fields
- ◻ Amenity greenspace
- ◻ Allotments
- ◻ Green corridors (strategic)
- ◻ Green corridors (local)
- ◻ Local wildlife corridors
- ◻ Regional wildlife corridors
- Landscape**
 - ◻ Durham heritage coast
 - ◻ TPO's
 - ◻ Important panoramic views

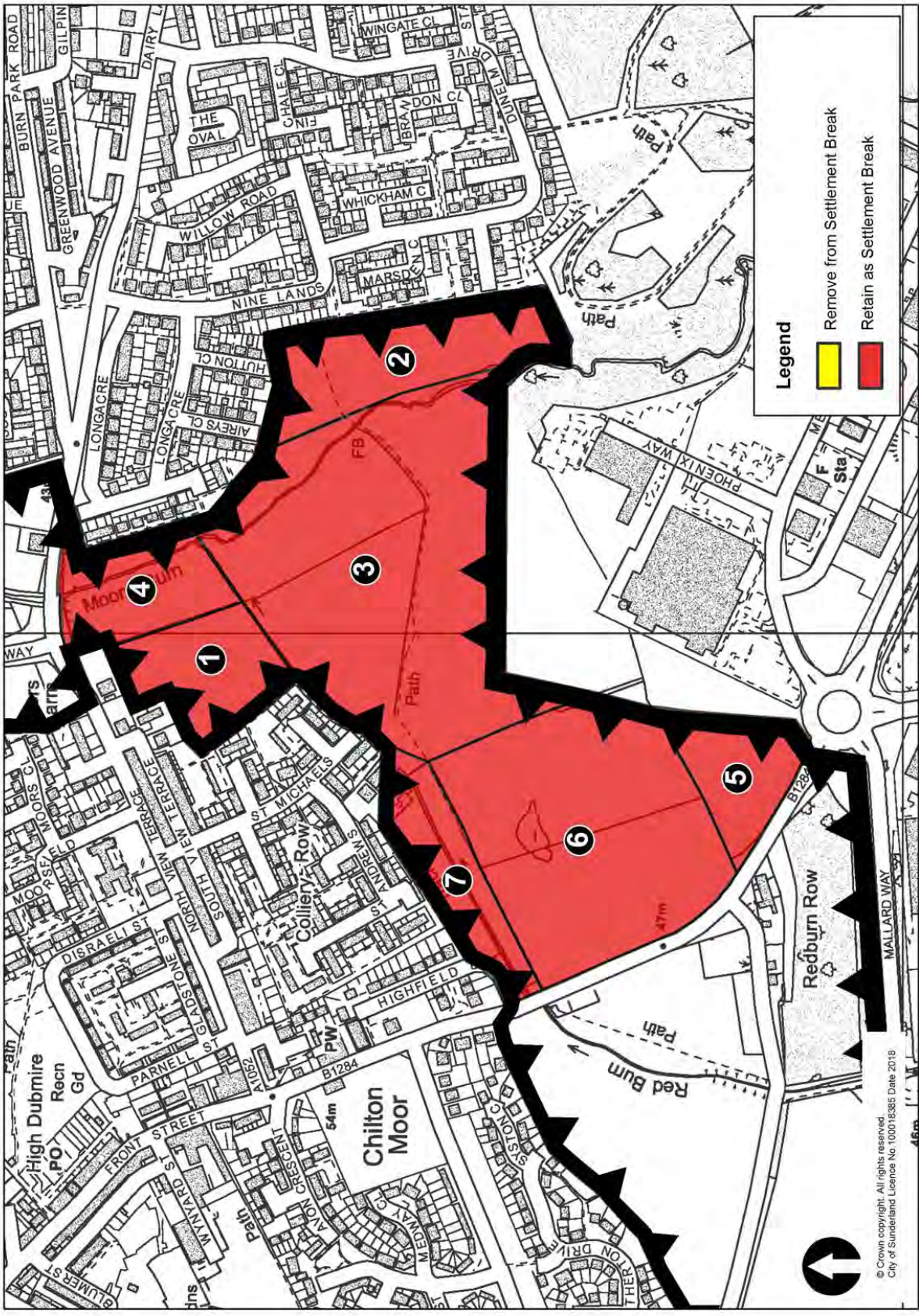
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Historic and Physical Constraints Colliery Row/ Dairy Lane/ NineLands Settlement Break

- ▲▲▲▲ Settlement breaks and green wedges
- Historic environment
 - Scheduled ancient monuments
 - St Peter's WHS setting boundary
 - Listed buildings grade 1
 - Listed buildings grade 2*
- Listed buildings grade 2
- Historic Villages
- Conservation areas
- Archaeological sites (points)
- Archaeological sites (lines)
- Physical constraints/ hazards
 - HSE sites
 - Inner blast zone
 - Middle blast zone
 - Outer blast zone
- Archaeological sites (polygons)
- High voltage electricity line and 10m buffer zone
- Electricity pylon and 10m buffer zone
- Safeguarded mineral reserves
- Landfill
- Waste sites
- Previous industrial/ built development
- Substation site
- Infrastructure
 - Sewage treatment works
 - Water abstractions

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Legend

- Remove from Settlement Break
- Retain as Settlement Break

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12) Chilton Moor / Rainton Bridge Industrial Estate



Location

North of Rainton Bridge Industrial Estate
South of Chilton Moor and Colliery Row
West of Rainton Bridge Industrial Estate
East of Chilton Moor (Redburn Row)

Size and land ownership (if known)

11 hectares

Mostly private owned land, partly Council owned land.

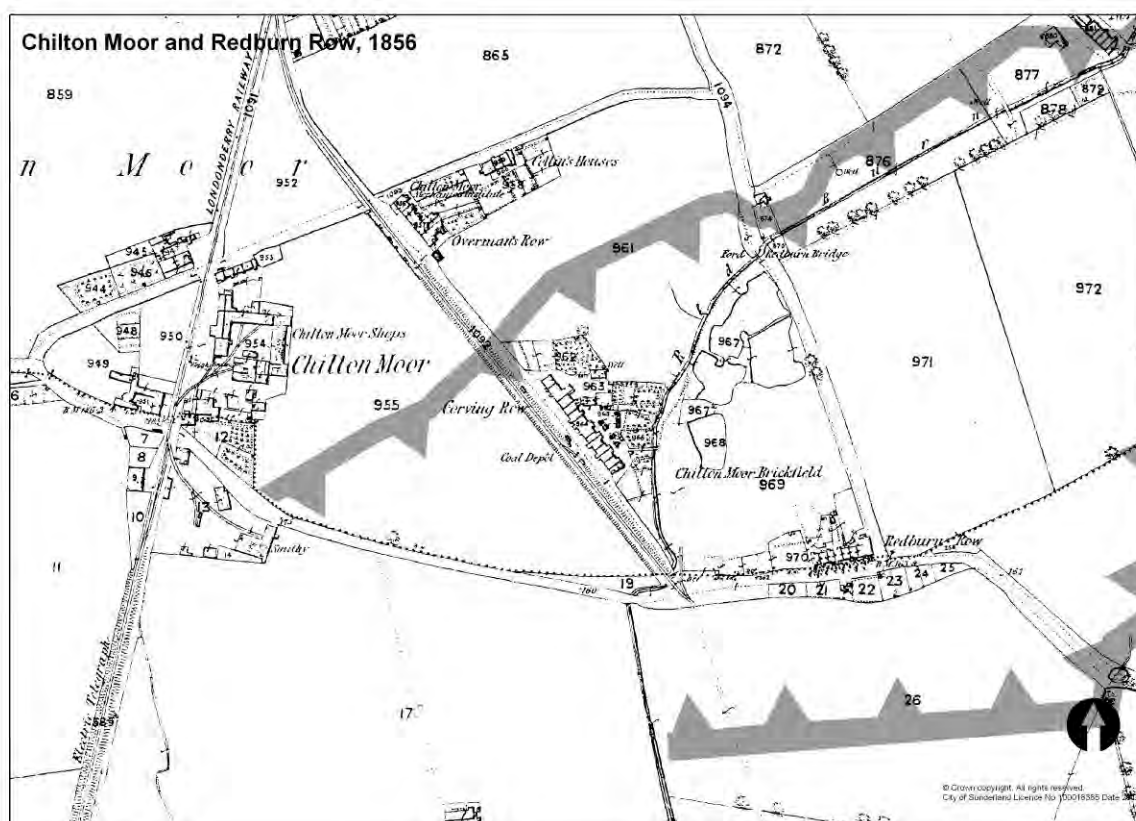
What does it separate?

Chilton Moor and Colliery Row from Rainton Bridge Industrial Estate

Current use

Pasture, wetland (Local Wildlife Site) and woodland. Agricultural land quality is Grade 3B or 4.

Neighbouring settlement background



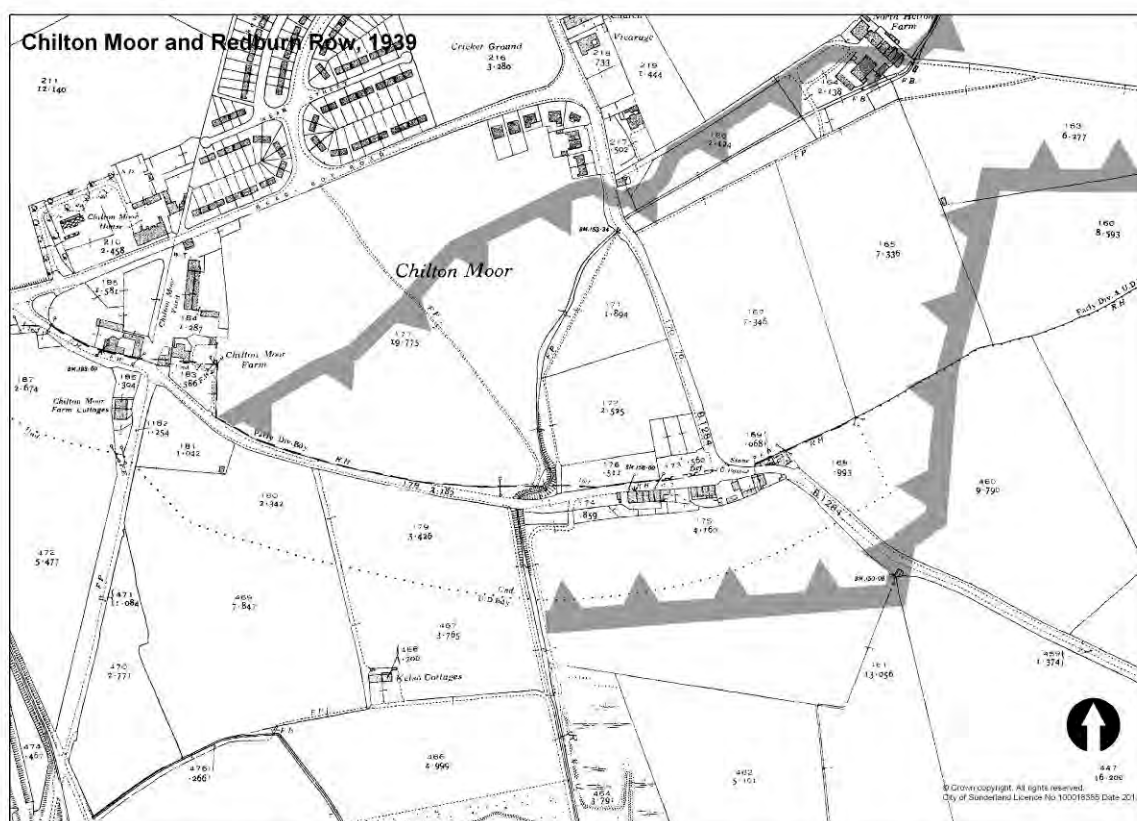
Fencehouses and Chilton Moor

Fencehouses (or *Fence Houses*), together with the settlements of High Dubmire, Colliery Row and Chilton Moor, forms a large village to the west of Houghton-le-Spring, on the Sunderland City boundary with County Durham.

Fencehouses came into existence when Napoleonic prisoners were housed on the outskirts of Houghton-le-Spring. The land was originally part of the Grange (a large local manor house). A railway line was built (the 'Leamside Line'), providing a station (opened in 1836) and transport links from the local area to Sunderland, Newcastle and Durham. This also served as the rail station for Houghton-le-Spring. A post office opened in 1838, serving as a railway sorting office. The line eventually closed to passengers in 1964. Despite the introduction of the railway, by the mid-19th Century there was little further development, other than a hotel. Colliery Row, on the other hand, already consisted of two long rows of pit houses, and included two chapels and a public house. Further to the south-west, at Chilton Moor there was a large house, farm, and two small rows of housing. These houses were located

alongside a railway spur, which now forms a footpath across the Settlement Break between Black Boy Road and Redburn Row. One row of houses was called the Corving Row (demolished before WW2) and was located adjacent to the Red Burn.

By the end of the 19th Century, High Dubmire had expanded, with a series of terraced rows built near to the main road junction (Sedgeleth Road). Fencehouses began to expand in the Edwardian period with terraced rows being formed along Station Avenue. At this time, a tram link was also established from Fencehouses and Colliery Row to Houghton and Sunderland, but this closed in 1925. Council housing was then built linking Chilton Moor and Colliery Row together. Local facilities were established primarily at High Dubmire including schools, a reading room, 2 churches, shops and a sports field.



Post-war, the settlements fully merged. At Colliery Row, Council houses were built to the north and south of North View Terrace (now Gentoo controlled). At Chilton Moor, private housing is now located on the site of the farm, and this housing forms the Settlement Break boundary across to the B1284.

The full Fencehouses and Chilton Moor area now totals around 5,000 inhabitants. With the completed reclamation of the Lambton Cokeworks site and completion of opencasting at Rye Hill/Rainton Meadows, the surrounding landscape is now very attractive. There remain a range of facilities, including a new junior and infant school, a library, shops, pubs, restaurant, allotment gardens and equipped play park. It is clear that the layout of the area has evolved over time, rather than being planned, but it is also clear that the area as a whole forms a distinct settlement, still separate to Houghton-le-Spring.

Rainton Bridge Industrial Estate

The southern boundary of the Settlement Break is formed in part by Rainton Bridge (South) Industrial Estate. This new estate, which caters for offices, light and general industry, warehouses and storage, is screened by woodland between Mallard Way and Redburn Row. The south-west of the Settlement Break is open, leading to Rainton Meadows Local Nature Reserve.

Has the Settlement Break altered since 1998?

Yes, residential development has commenced beside Redburn Road and to the rear of Atherton Drive.

Background policy considerations/history

Site is additionally subject to:

- UDP Policy CN15 (Great North Forest)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy T8, T9, T10, HA25.3, HA25.4 (Multi-User Routes)
- UDP Policy CN21 (Local Wildlife Sites)
- UDP Policy HA10.3, HA21.2 (Rainton Meadows Local Nature Reserve)

The City Council has granted planning approval on land at Chilton Moor (south of Atherton Drive, north of Redburn Road) for 70 homes.

Key constraints

Category 1

- *Flood Zone 3*

Most of the eastern half of this Settlement Break lies within Flood Zone 3 (site of a former brickworks). Development within the functional floodplain should be resisted.

Category 2

- *Flood Zone 2*

Very similar alignment to Flood Zone 3, restricted to land on the eastern side of the Settlement Break. Only certain types of development would be considered applicable in this zone.

- *Critical Drainage Area*

This site is fully within a Critical Drainage Area. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface Water Flooding (all types)*

Surface water flooding primarily occurs within Flood Zones 2 and 3. However, a further area of 1:100 incidence (medium) surface water flooding exists to the west of the Red Burn and close to Red Burn Row. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Green Infrastructure corridor*

This area forms an important Green Infrastructure corridor, linking Elba Park and Herrington Burn to the north, with Rainton Burn and Rainton Meadows to the south.

This corridor has significant species and habitat interest, and part of the site has Local Wildlife Site protection. Any site alterations proposed would need to consider ways to enhance the connectivity of the corridors proposed, including further multi-user routes and biodiversity enhancements wherever feasible.

- *Landscape Character*

The Landscape Character Assessment recommends 'landscape enhancement' towards an area of biodiverse farmland and open space, with good quality multi-functional green networks linking into the adjacent settlements. The area provides setting and accessible open space for these settlements, and its value will be enhanced by providing additional links and improving existing ones. The series of wildlife reserves in this area make it one of the most biodiversity-rich locations in Sunderland, with the added bonus of being readily accessible. Opportunities should be taken to build on this network, extending it into neighbouring areas and into the business park, for example. New residential or commercial development in this area will present opportunities to provide stronger settlement boundaries in place of urban fringe. The high quality accessible landscapes at Rainton Meadows Nature Reserve will be protected, along with their settings.

- *Local Wildlife Site (LWS)*

Redburn Marsh (within Flood Zone 3) is a protected Local Wildlife Site. This site should be fully protected from development. A 2012 Phase 1 Habitat Study for the City of Sunderland has recommended that buffer zones be placed around protected wildlife sites to support their longevity.

- *Woodland*

Between housing on Red Burn Row and Rainton Bridge South Industrial Estate is a dense woodland plantation. The woodland provides supporting natural greenspace to Rainton Meadows as well as screening to the industrial estate. It should be fully protected from development.

- *Archaeological sites/previous industrial use (rail line, brickworks)*

In the mid-19th Century, a mineral railway spur criss-crossed the Settlement Break from Chilton Moor to Red Burn Moor, serving the Chilton Moor brickfield and providing a small coal depot adjacent to a row of houses. By the end of the 19th Century, the railway and brickfield had closed, but the housing (the Corving Row) lasted until the inter-war years. The railway alignment is now a public footpath.

- *High voltage electricity line/pylon*

There are two small wooden-pole electricity lines crossing the fields from the B1284 to Red Burn Row. Any development would need to consider the potential relocation of these electricity lines.

Other constraints to take into consideration:

- Minor areas of Amenity Greenspace, located beside housing at Red Burn Row / B1284 junction.

Topography

Visually open topography, very gently sloping west-east towards the Red Burn.

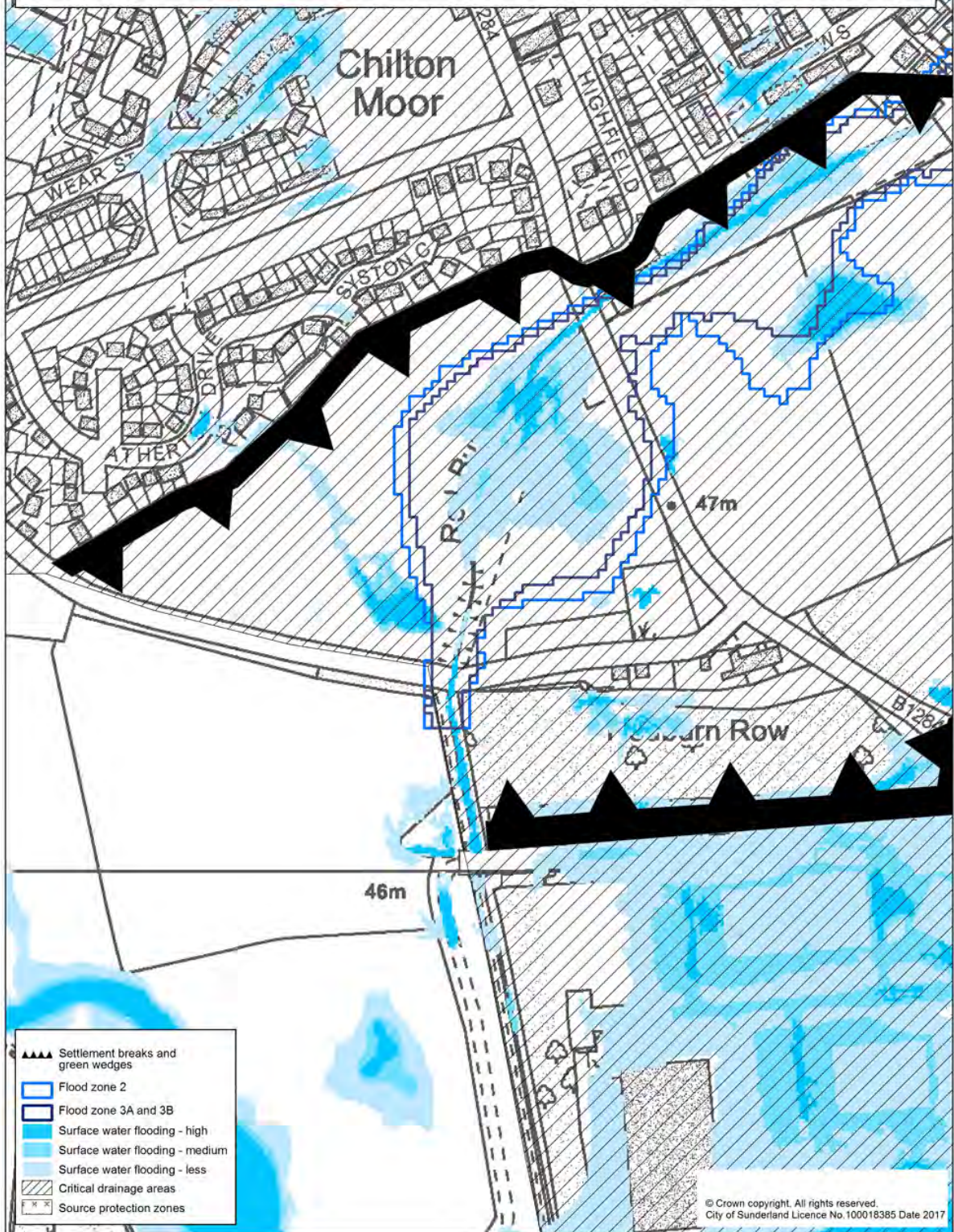
Conclusion

Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?	The Settlement Break does not separate two settlements, but rather acts as a break and a buffer between Fencehouses / Chilton Moor and Rainton Bridge Industrial Estate. Residential development has commenced at the west end of Redburn Road and this parcel of land should be removed from the Settlement Break area.
Does the Settlement Break provide quality green infrastructure corridors?	Yes, it maintains the connectivity of the Green Infrastructure corridor from Rainton Meadows northwards to Elba Park and Herrington Burn.

Conclusion: **Retain parcels 1 and 2 as Settlement Break**
 Remove parcel 3 from Settlement Break.

Hydrology Constraints

Chilton Moor - Rainton Bridge Industrial Estate Settlement Break



Green Infrastructure Constraints

Chilton Moor - Rainton Bridge Industrial Estate Settlement Break

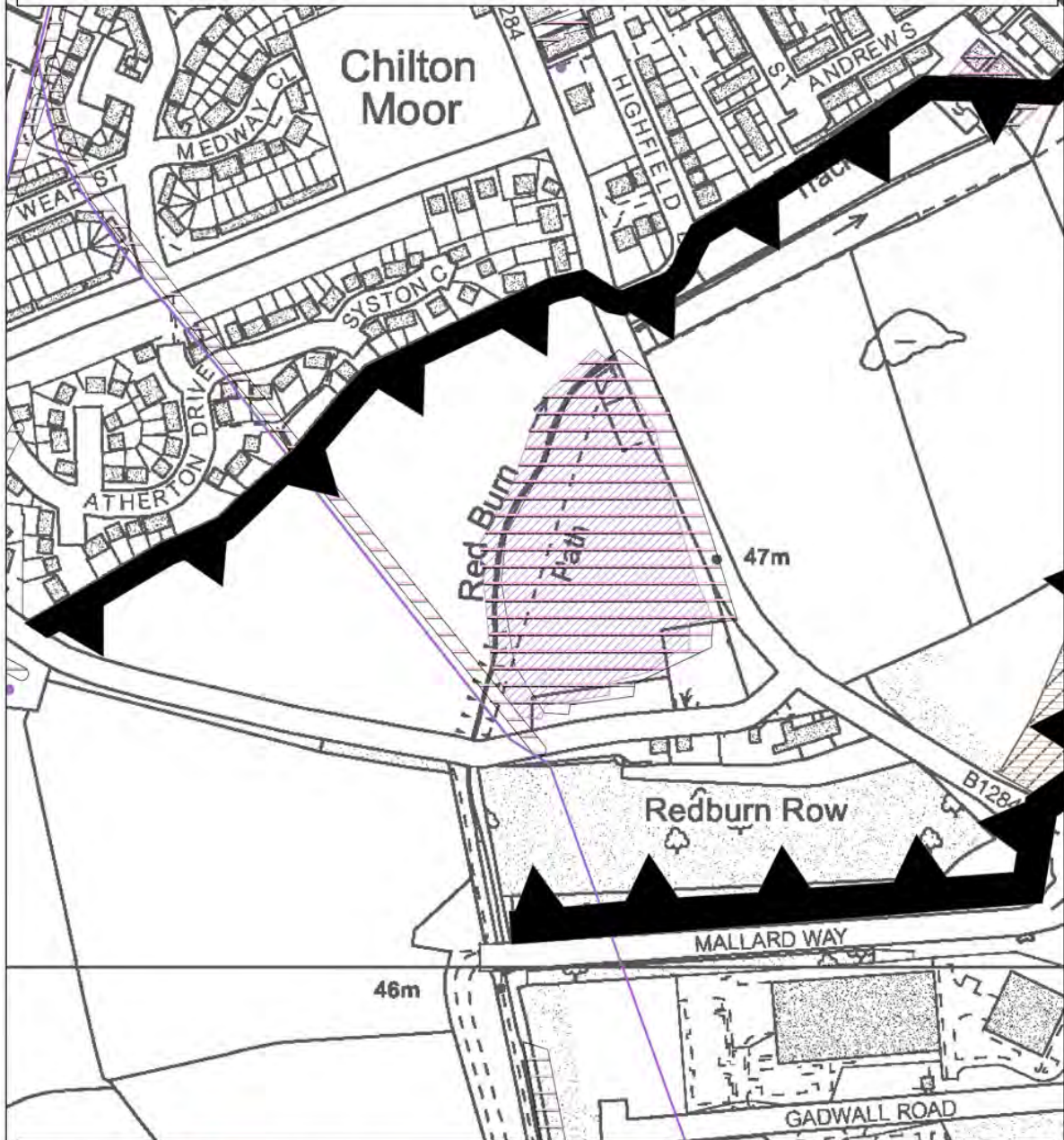


Settlement breaks and green wedges	LWS's	Cemeteries and churchyards	Green corridors (strategic)	Landscape
Biodiversity impact	Proposed LWS's	Green flag parks	Green corridors (local)	Durham heritage coast
Ramsar sites	LGS's	Other formal parks	Local wildlife corridors	TPO's
SPA's	Woodland sites (2ha+)	Outdoor sports fields	Regional wildlife corridors	Important panoramic views
SAC's	Other greenspace impact	Amenity greenspace		
SSSI's	Village greens	Allotments		
LNR's				

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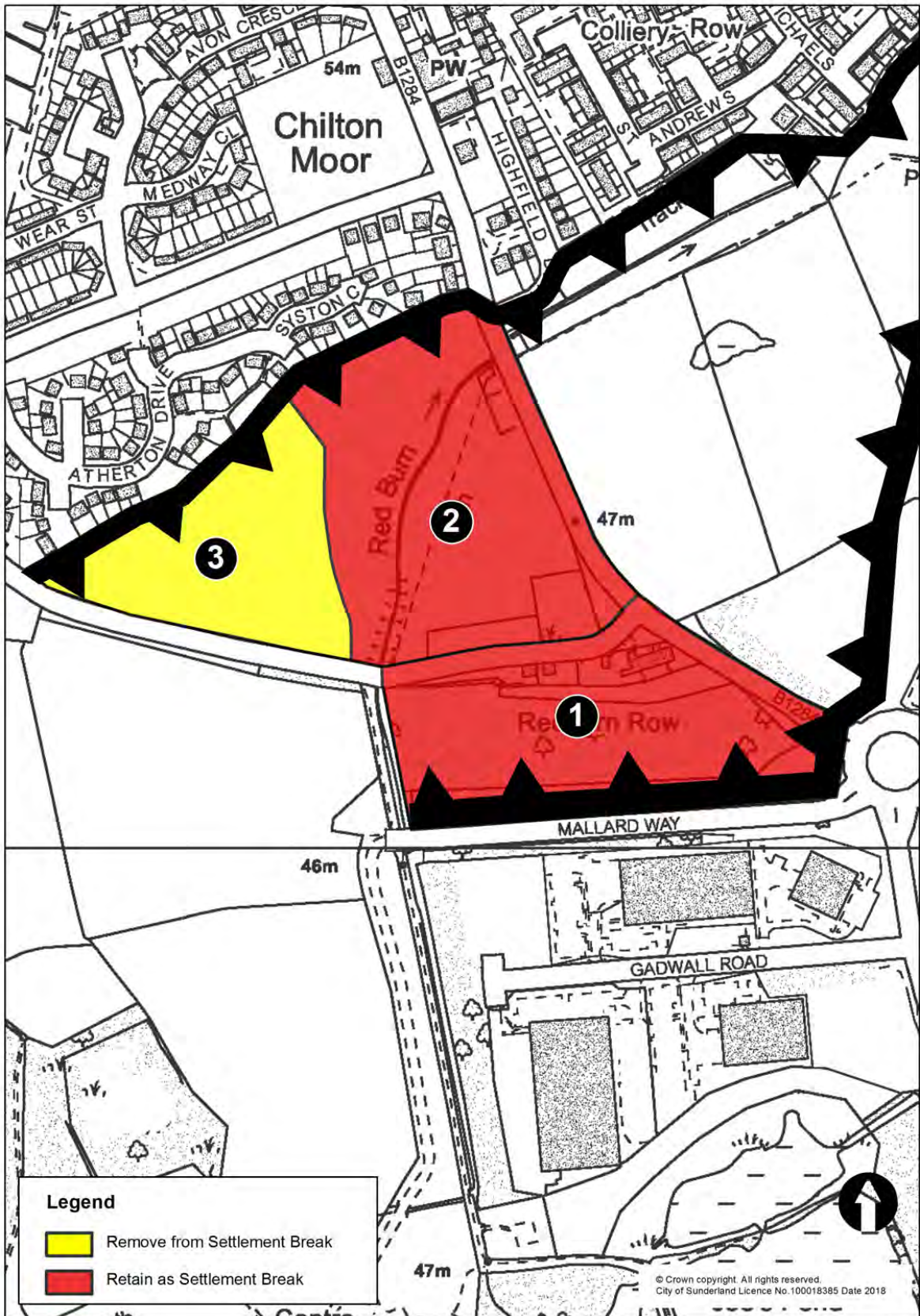
Historic and Physical Constraints

Chilton Moor - Rainton Bridge Industrial Estate Settlement Break



Settlement breaks and green wedges	Listed buildings grade 2	Archaeological sites (polygons)	High voltage electricity line and 10m buffer zone	Previous industrial/built development
Historic environment	Historic Villages	Physical constraints/hazards	Electricity pylon and 10m buffer zone	Substation site
Scheduled ancient monuments	Conservation areas	HSE sites	Safeguarded mineral reserves	Infrastructure
St Peter's WHS setting boundary	Archaeological sites (points)	Inner blast zone	Landfill	Sewage treatment works
Listed buildings grade 1	Archaeological sites (lines)	Middle blast zone	Waste sites	Water abstractions
Listed buildings grade 2*		Outer blast zone		

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Legend

- Remove from Settlement Break
- Retain as Settlement Break

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13) Rainton Bridge / East Rainton / North Road



Location

North of Hazard Lane and High Moorsley
South of B1284 at Rainton Bridge
West of B1284 North Road and Hetton-le-Hole
East of East Rainton

Size and land ownership (if known)

89 hectares

Mostly private land, some Council-owned land.

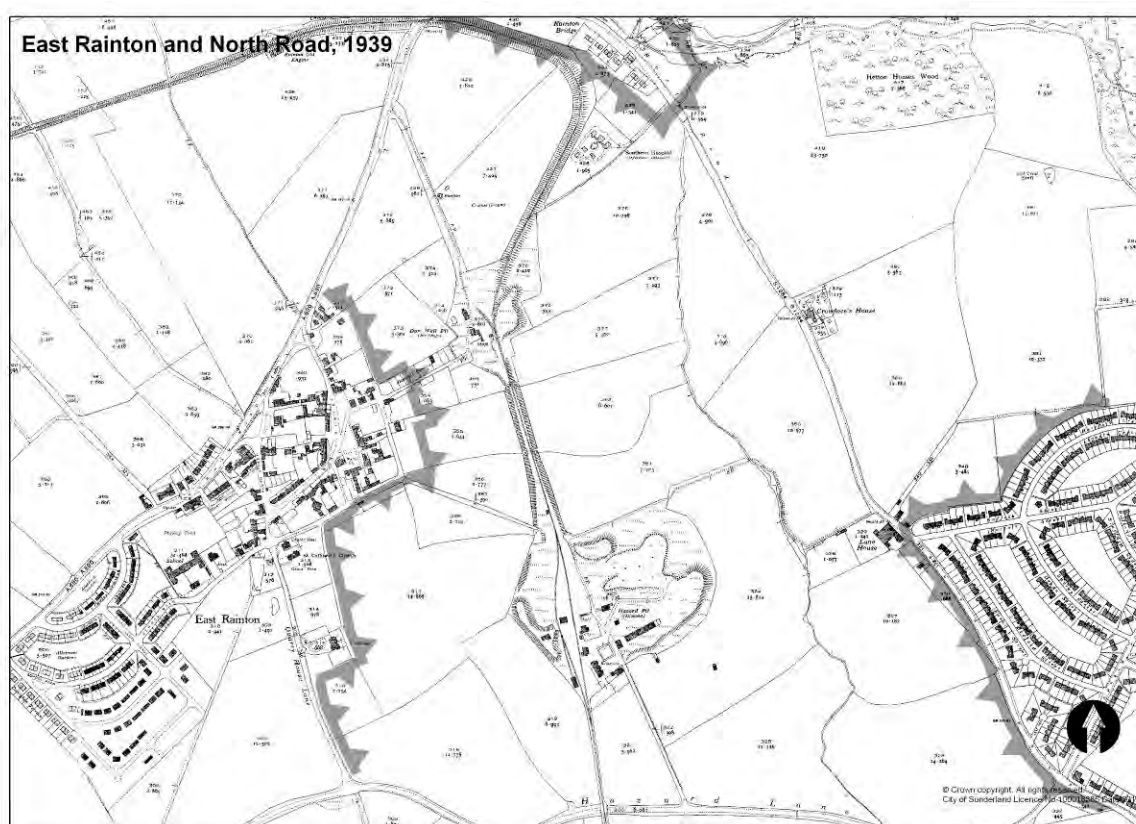
What does it separate?

East Rainton village from Hetton-le-Hole and Rainton Bridge (Houghton-le-Spring).

Current use

Agriculture, woodland and outdoor sport (cricket field). Only part of the agricultural land quality is known, much of this appears to be either Grade 3B or 4, though there also appears to be pockets of Grade 3A too.

Neighbouring settlement background



East Rainton

East Rainton is a mediaeval village dating back to at least the 12th Century. It belonged to the priory of Durham. It is located alongside the A690 road linking Sunderland and Durham City and originally served as a staging post on the old coaching road. The original road passes through the village.

By the 19th Century, the village had grown to around 1700 inhabitants, who mostly worked as miners. Numerous coal mines existed nearby, including Nicholson's Pit and Hazard Pit. The church of St Cuthbert was built in 1866. The village had 4 pubs, a village green, post office, reading room and cricket club.

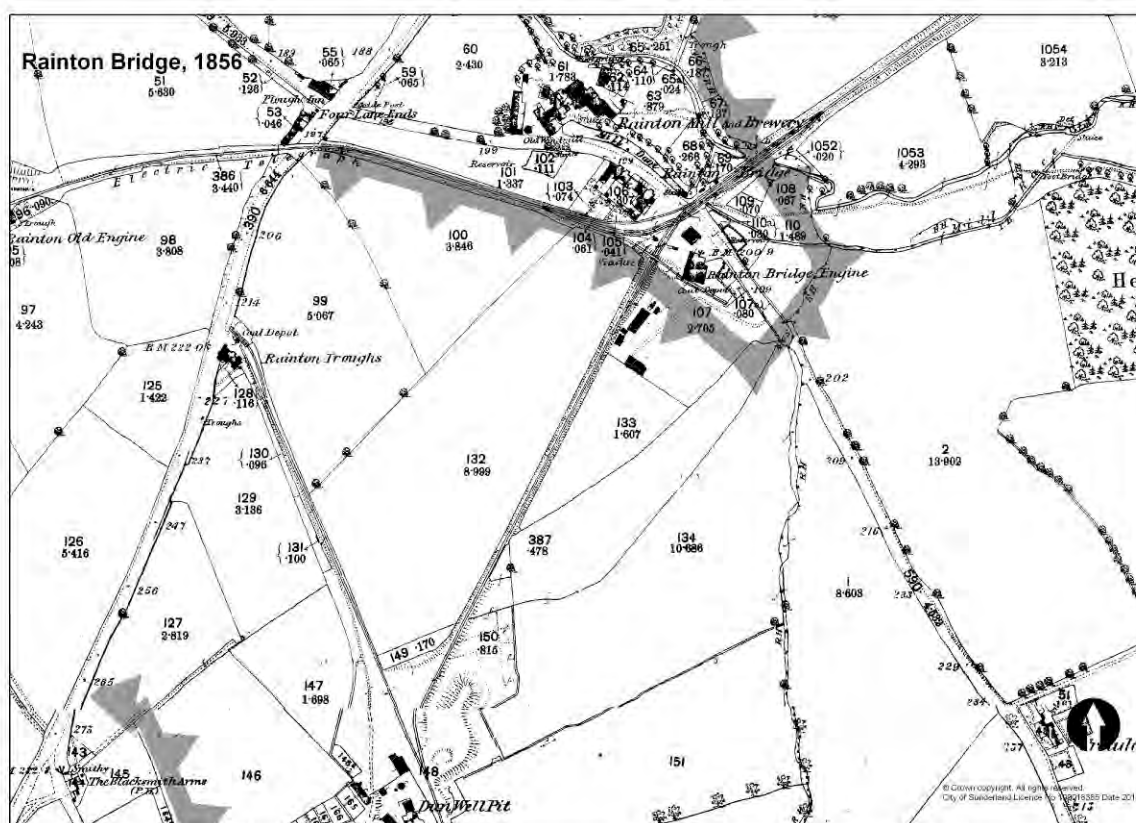
As local mines (and quarries) ceased in the early and mid-20th Century, the village became more dormitory in nature. It expanded between the wars with a Council-

estate built to the south-west of the village (now Gentoo homes). Further pockets of private housing were built post-war.

The village, though linked closely to Houghton-le-Spring, has retained its separate character, and like much of this local area tends to have stronger links with Durham City than to Sunderland. Today, the village retains a village shop, a pub, a village primary school, cricket club, church and chapel. It also contains the Highfield Hotel and Thai restaurant. The village is well served by buses linking it to Durham, Houghton and Sunderland.

Rainton Bridge

Rainton Bridge forms the southern extent of Houghton-le-Spring, and lies 0.5 kilometres north of East Rainton. It now forms a quiet private residential area of semi-detached and detached homes. However, in the mid-19th Century it was quite different, industrial in nature and bisected east-west by the Rainton-Seaham waggonway, taking coal to the port from more than a dozen pits in the Rainton area. Beside the waggonway was Rainton Mill and Brewery. At the end of the 19th Century, the Southern Hospital (for Infectious Diseases) had also been built, together with a couple of rows of homes.



By the outbreak of the Second World War, Rainton Bridge had been transformed, the waggonway had been abandoned and the Mill closed. The semi-detached houses along Mill Terrace had been built to replace the original dwellings. Housing to the north was just starting to bridge the gap to Houghton-le-Spring. Further post-war private housing has brought Rainton Bridge firmly into the urban footprint of Houghton.

Hetton-le-Hole

A 'Hetton' is mentioned in the Boldon Book of 1183, but this may mean Hetton-on-the-Hill. Hetton-le-Hole probably came into existence in the 14th Century. By the mid-17th Century a change had come to this part of Durham, which was losing its wooded aspect and was seeing its agriculture decline quite rapidly. Local villagers were losing their holdings on the land as the great fields were enclosed. Sheep farming was carried on to help foster the country's wool trade, then its prime industry. By this time too industrialisation was beginning to occur, particularly coal mining.

Mining for coal had occurred for hundreds of years immediately to the west of Hetton, but the Magnesian Limestone at Hetton and further east restricted coal extraction until the early 1800's. Success came in 1822 when the Lyons deep mining colliery at Hetton was opened, supported by the Hetton Colliery waggonway which ran coal across Warden Law to the River Wear at Sunderland. These activities led to a great and rapid increase in the size of Hetton. Rail transport also came in 1836 when the Durham to Sunderland line was opened (eventually closed in 1953). The population rose from 200 in 1801 to 6,400 by 1861 and more than 12,000 by the turn of the century.

Coal extraction eventually ceased in the area in 1986. Sand is still quarried at Hetton Downs, however. Jobs in the locality are now much more limited, though Hetton Lyons Industrial Estate and Rainton Bridge Business Park are nearby.

Though part of the City of Sunderland, Hetton-le-Hole retains a strong local character, and tends to retain stronger links with Durham than with Sunderland. Hetton retains a good range of facilities, including a Town Council, primary schools, a secondary school, the Hetton Centre (incorporating the town library), swimming pool and leisure centre, a cemetery, Eppleton FC (which holds Sunderland Reserve games), 2 cricket grounds, Hetton Park, Hetton Lyons Country Park, a supermarket and variety of local shops.

Many of the Victorian pit houses and terraces have been replaced with new housing, though the Hetton Downs area is a focus for housing regeneration. At the north end of Hetton, Broomhill Estate was demolished in 2012 and replacement housing is planned. To the west, Park Estate lies 750m east of East Rainton, and consists of linked bungalows, mostly owned by Gentoo. There are no facilities on this estate and public transport connections here are limited.

Has the Settlement Break altered since 1998?

Yes, a small residential development of executive homes has taken place at Southern House Farm, Rainton Bridge, on the site of the former Southern Hospital for Infectious Diseases. Residential development has also commenced on land immediately to the north of East Rainton.

Background policy considerations/history

Site is additionally subject to:

- UDP Policy CN23 (Wildlife Corridors)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy CN15 (Great North Forest)
- UDP Policy T8, T9, T10, HA25.3 (Multi-User Routes)
- UDP Policy T13, T15, HA28.2 (Reserved for Transport Corridor)
- UDP Policy L1, L7, L9, B3 (Existing Open Space)

Planning permission has been granted to the north of East Rainton (beside the old Durham Road). This reduces the break between East Rainton and Rainton Bridge considerably.

Key constraints

Category 1

- *Flood Zone 3*

A small burn runs south-north through the site near to North Road. A narrow band of land falls within Flood Zone 3 along its course, only widening at Southern House Farm, Rainton Bridge. Development within the functional floodplain should be resisted.

Category 2

- *Flood Zone 2*

A small burn runs south-north through the site near to North Road. A narrow band of land falls within Flood Zone 2 along its course (mostly mirroring Flood Zone 3), only widening at Southern House Farm, Rainton Bridge. Only certain types of development would be considered applicable in this zone.

- *Critical Drainage Area*

This site is fully within a Critical Drainage Area. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface Water Flooding*

Two minor areas of 1:100 ('medium') surface water flooding are identified to the south of the Settlement Break, otherwise surface water flooding is restricted to within Flood Zone 3. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Green Infrastructure corridors*

This area forms an important Green Infrastructure junction, with corridors linking to Rainton Meadows, Hetton Bogs and Copt Hill, and south into County Durham. Any site alterations proposed would need to consider ways to enhance the connectivity of the corridors proposed, including further biodiversity enhancements wherever feasible.

- *Greenspace (cricket field), natural greenspace*

The former Hazard mineral railway provides a wooded walkway and cycleway through the centre of the Settlement Break. The wooded area widens at the former locations of the Hazard and Dun Well (Rainton) Pits. To the north lies East Rainton

Cricket Club, with cricket field and natural greenspace to the rear.

- *Landscape Character*

The Landscape Character Assessment recommends 'landscape enhancement' towards an area of biodiverse farmland and open space, with good quality multi-functional green networks linking into the adjacent settlements. The area provides setting and accessible open space for these settlements, and its value will be enhanced by providing additional links and improving existing ones. The series of wildlife reserves in this area make it one of the most biodiversity-rich locations in Sunderland, with the added bonus of being readily accessible. Opportunities should be taken to build on this network, extending it into neighbouring areas and into the business park, for example. New residential or commercial development in this area will present opportunities to provide stronger settlement boundaries in place of urban fringe. The high quality accessible landscapes at Rainton Meadows Nature Reserve will be protected, along with their settings.

- *Archaeological sites / previous industrial (coal-related) uses*

The Hazard Railway line (belonging to the Rainton and Seaham Railway) connected North Hetton Colliery to Rainton Bridge, and linked to the Dun Well (Rainton) and Hazard Pits which are located within the Settlement Break area. A further rail spur ran to a small coal depot on Durham Road, near to the cricket field. These pits had all closed by the mid-1930's. These sites now provide a Right of Way/cycleway and natural greenspace, and should be protected in full.

- *Archaeological sites / previous industrial (other) uses*

To the north at Rainton Bridge, the Southern Hospital for Infectious Diseases was located. It was built in the late 19th Century and closed soon after WW2. This site became Southern House Farm, and is now executive housing.

- *Landfill / waste site (Hazard pit)*

The former Hazard Pit, located in the centre of the Settlement Break, is identified as a landfill/waste site.

- *New road*

The Hetton Link Road is proposed to run through the centre of the Settlement Break.

Topography

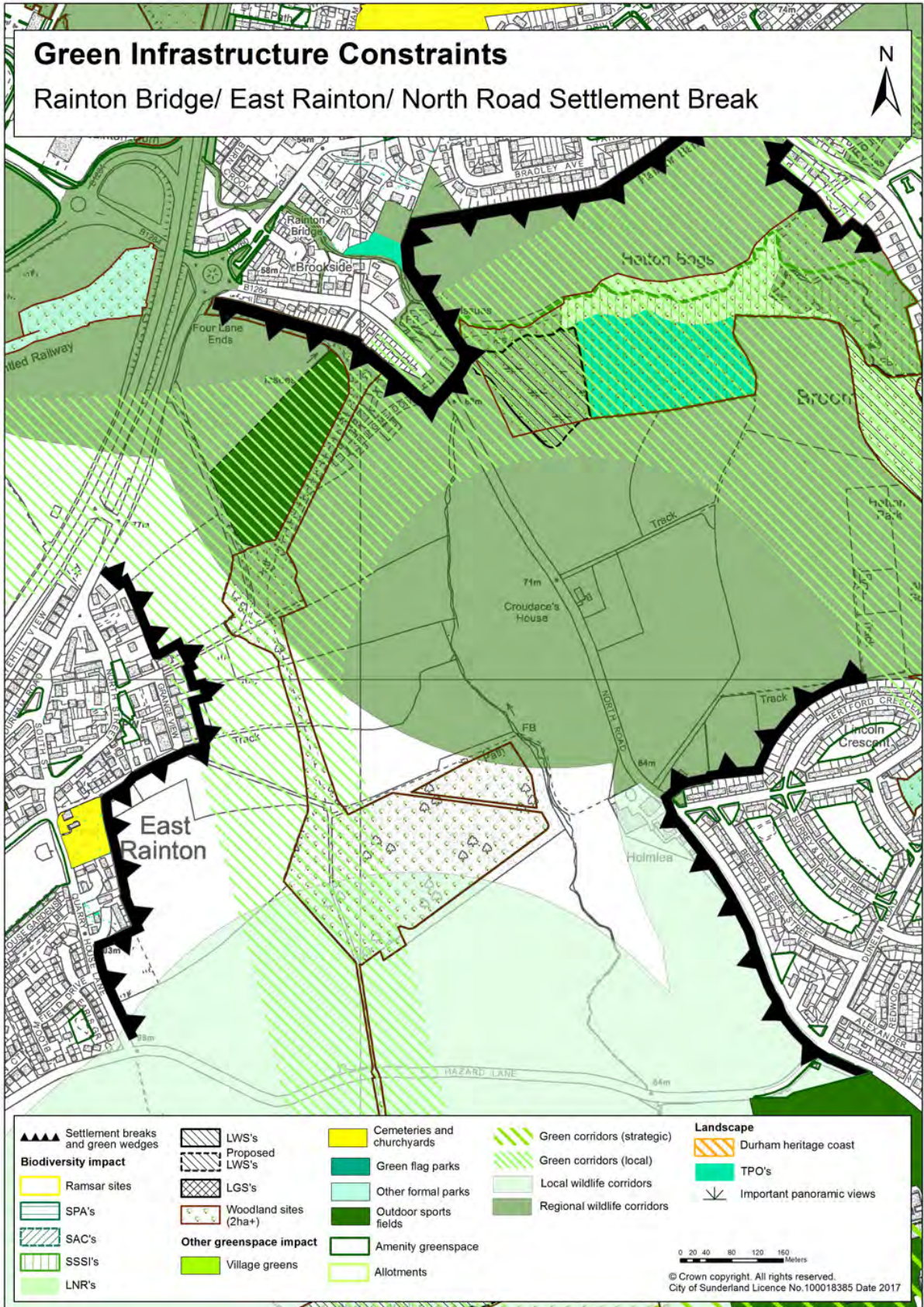
Land slopes down from East Rainton towards Rainton Bridge to the north and towards the small burn and North Road to the east.

Conclusion

<p>Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?</p>	<p>Yes, the Settlement Break has helped to retain East Rainton's distinct character, and keep separate from the larger neighbouring towns of Houghton-le-Spring and Hetton-le-Hole. Residential development has commenced on land</p>
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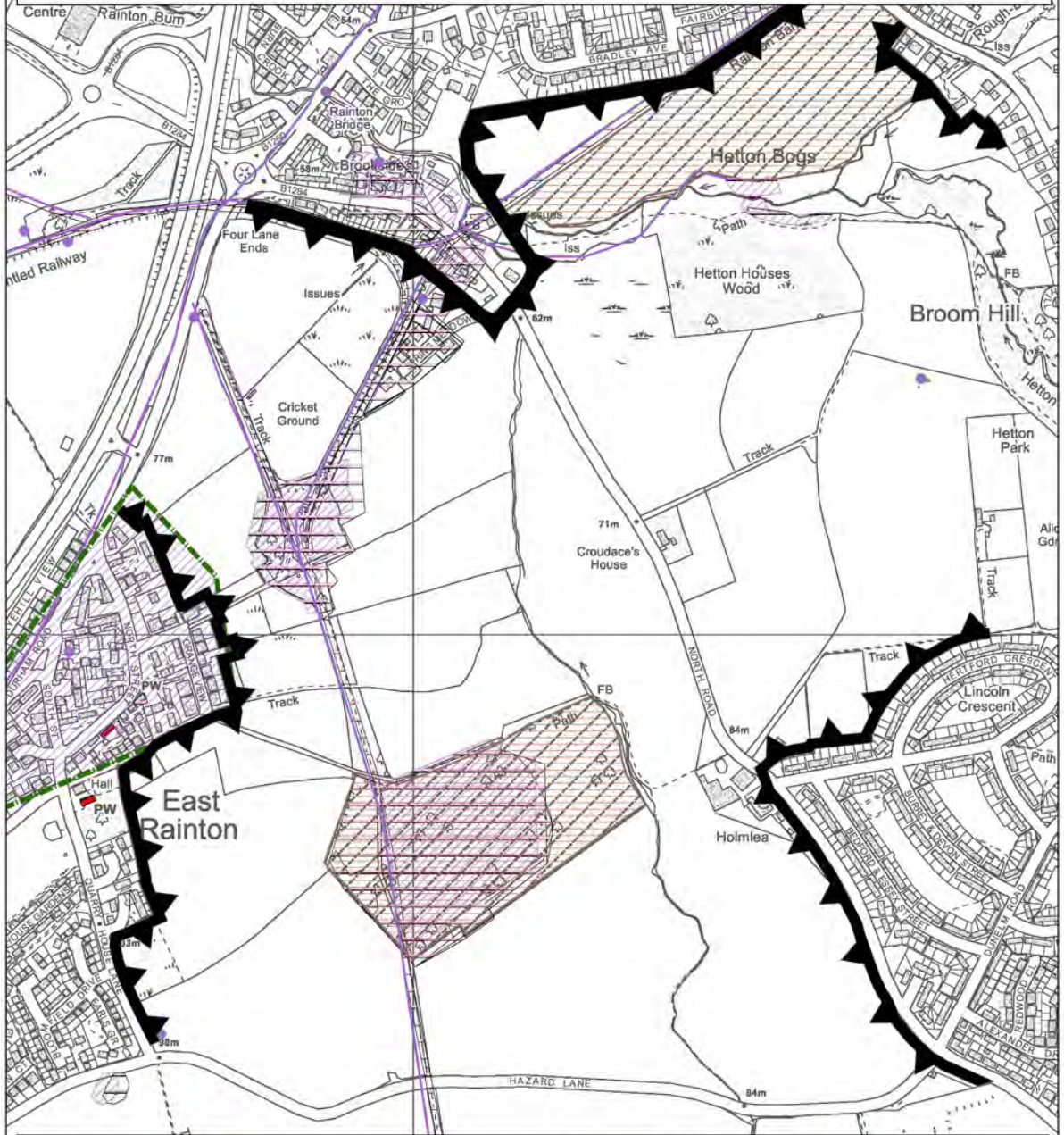
	<p>immediately to the north of East Rainton and this parcel of land should be removed from Settlement Break. The south-west portion of the Settlement Break (between East Rainton and Hetton-le-Hole) is 750m wide and the potential impact to both the green corridor and Settlement Break is not as clear-cut, therefore some minor infilling may be feasible.</p>
<p>Does the Settlement Break provide quality green infrastructure corridors?</p>	<p>Yes, the Settlement Break forms an important wildlife corridor, with protected species evidently using the area. The Settlement Break has also acted to help preserve the attractive landscape of the Rainton Lowlands, boosted over time with the withdrawal of mining.</p>

**Conclusion: Retain parcels 1, 2, 3, 4, 5, 6, 7, 8 and 10 as Settlement Break
Remove parcels 9 and 11 from Settlement Break.**



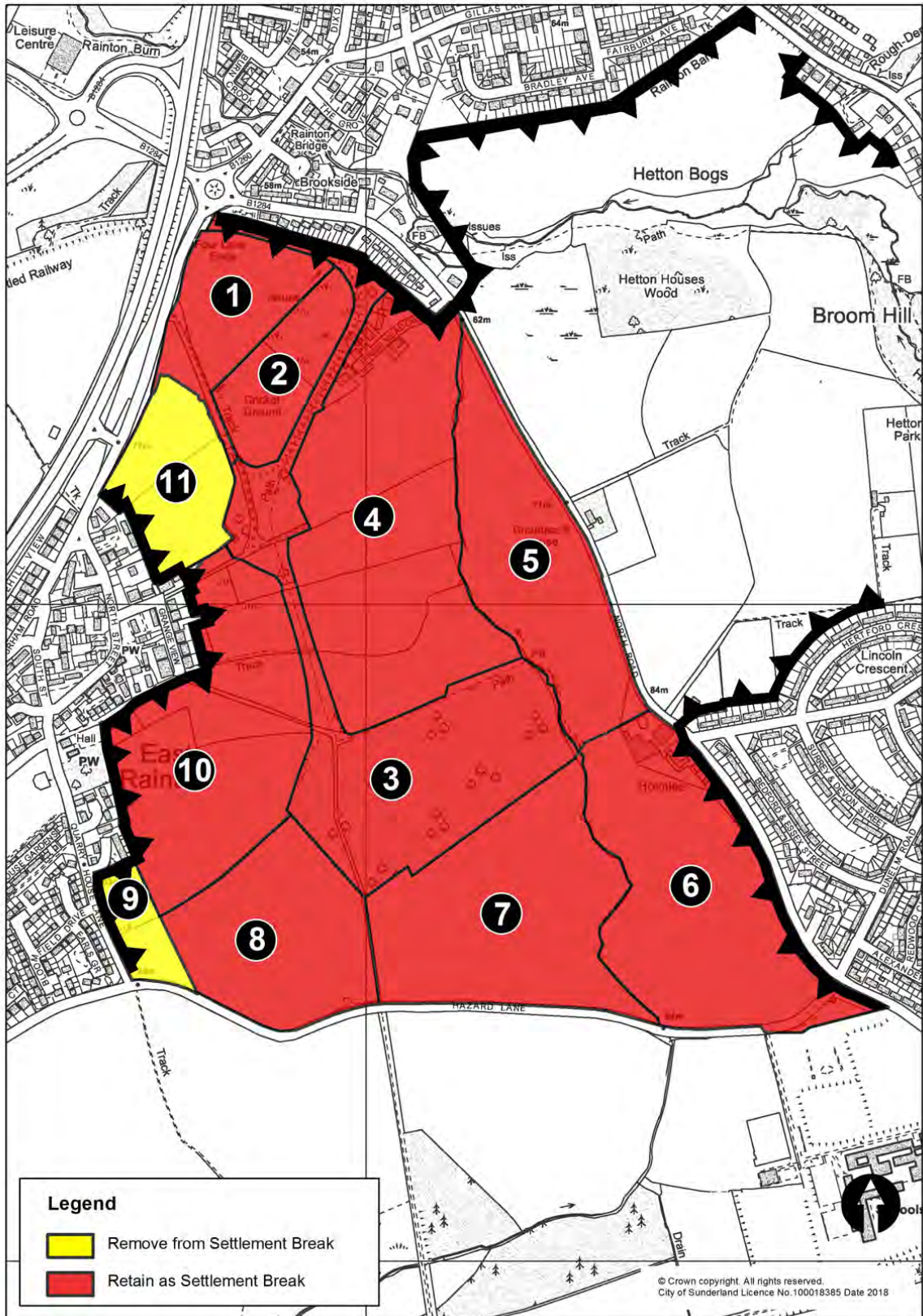
Historic and Physical Constraints

Rainton Bridge/ East Rainton/ North Road Settlement Break



Settlement breaks and green wedges	Listed buildings grade 2	Archaeological sites (polygons)	High voltage electricity line and 10m buffer zone	Previous industrial/ built development
Historic environment	Historic Villages	Physical constraints/ hazards	Electricity pylon and 10m buffer zone	Substation site
Scheduled ancient monuments	Conservation areas	HSE sites	Safeguarded mineral reserves	Infrastructure
St Peter's WHS setting boundary	Archaeological sites (points)	Inner blast zone	Landfill	Sewage treatment works
Listed buildings grade 1	Archaeological sites (lines)	Middle blast zone	Waste sites	Water abstractions
Listed buildings grade 2*		Outer blast zone		

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14) North Road / Park Estate / Hetton Park / Houghton



Location

North of Park Estate
South of Houghton-le-Spring
West of Hetton Park
East of North Road

Size and land ownership (if known)

55 hectares
Mostly private land, some Council-owned land.

What does it separate?

Primarily acts to separate Hetton-le-Hole from Houghton-le-Spring.

Current use

Agriculture and Local Nature Reserve. Agricultural land quality not known.

Neighbouring settlement background



Houghton-le-Spring

Although there is no evidence of prehistoric occupation of Houghton-le-Spring so far, there are prehistoric burial sites at nearby Copt Hill and Warden Law. Large boulders recently found at Houghton Church have been suggested as being part of a prehistoric site, but this has not been proven. Roman stones have also been found re-used in Houghton Church. The scale and size of the Parish demonstrate that Houghton-le-Spring was of major importance in the early mediaeval eras. In the 1500s, Houghton-le-Spring was one of the largest parishes in England.

St Michael & All Angels church is the home parish and tomb of Bernard Gilpin, who is known as the 'Apostle of the North'. Gilpin was the rector of Houghton from 1557-83 (and is also associated with the revival of the Houghton Feast; an ancient festival that has its origins in the 1100s and is still an important local event).

In more recent times, Houghton was an active coal-mining town. The local mine began to sink its first shaft in 1823 and was active until its closure in 1981. At its peak in the early 20th Century, the mine employed over 2,000 workers.

The town lies on the A690, which links Durham and Sunderland. Though it was never directly linked to the passenger rail network like Hetton-le-Hole, Houghton remained the largest town in the locality and acts as the main centre in the 'Coalfield' area of Sunderland.

The central hub of the town has shifted from the historic core of the original village centred on the Market Place area to the town centre that exists today. Houghton-le-Spring's main shopping area is located in Newbottle Street which includes a supermarket, a library and Customer Service Centre, a Post Office, public houses and various other outlets. Houghton also houses a Primary Care Centre serving the local area, as well as a local park, cemetery, primary schools, a secondary school, a leisure centre, golf course and sports pitches (football, cricket and rugby).

Houghton has many listed buildings and two conservation areas declared in 1975 centred around Nesham Place, an area of fine 18th Century private housing with a 17th Century Manor house, and St Michael's and All Angels Church, its rectory and Kepier Hall and Almshouses,

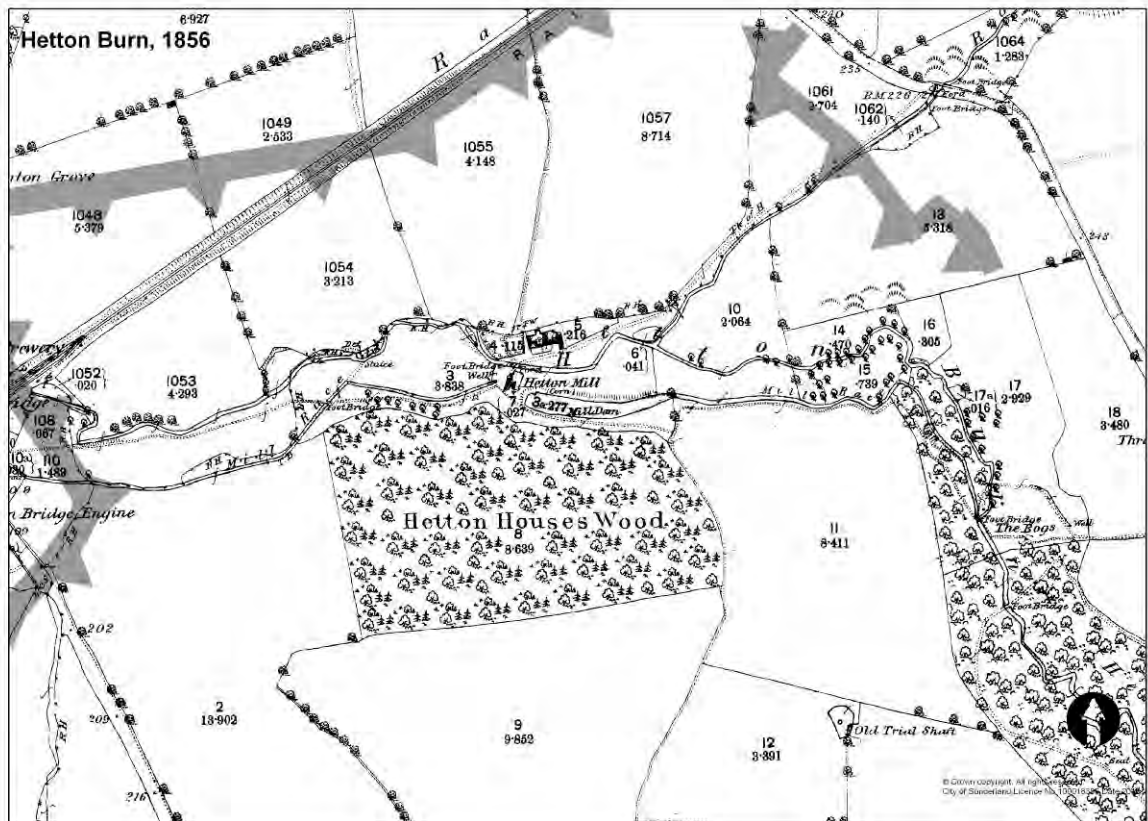
There is a reasonable variety of housing available in the town, Victorian and modern, with private housing primarily towards the south and south-west, and Gentoo estates at Houghton Racecourse in the east, and Burnside and Sunnyside to the north.

Semi-detached private housing was developed to the south of Gillas Lane West (up to the line of the Settlement Break and former Rainton-Seaham waggonyway embankment) soon after WW2. The land to the south of these homes, leading to Hetton Bogs has remained as an open Settlement Break, although Houghton-le-Spring and Hetton-le-Hole are linked by a single thread of inter-war homes along Hetton Road. Houghton retains a distinct identity in the area.

Rainton Bridge

Rainton Bridge forms the southern extent of Houghton-le-Spring, and lies 0.5 kilometres north of East Rainton. It now forms a quiet private residential area of semi-detached and detached homes. However, in the mid-19th Century it was quite different, industrial in nature and bisected east-west by the Rainton-Seaham waggonyway, taking coal to the port from more than a dozen pits in the Rainton area. Beside the waggonyway was Rainton Mill and Brewery. At the end of the 19th Century, the Southern Hospital (for Infectious Diseases) had also been built, together with a couple of rows of housing.

By the outbreak of the Second World War, Rainton Bridge had been transformed, the waggonway had been abandoned and the Mill closed. The semi-detached houses along Mill Terrace had been built to replace the original dwellings. Housing to the north was just starting to bridge the gap to Houghton-le-Spring. Further post-war private housing has brought Rainton Bridge firmly into the urban footprint of Houghton.



Hetton-le-Hole

A 'Hetton' is mentioned in the Boldon Book of 1183, but this may mean Hetton-on-the-Hill. Hetton-le-Hole probably came into existence in the 14th Century. By the mid-17th Century a change had come to this part of Durham, which was losing its wooded aspect and was seeing its agriculture decline quite rapidly. Local villagers were losing their holdings on the land as the great fields were enclosed. Sheep farming was carried on to help foster the country's wool trade, then its prime industry. By this time too industrialisation was beginning to occur, particularly coal mining.

Mining for coal had occurred for hundreds of years immediately to the west of Hetton, but the Magnesian Limestone at Hetton and further east restricted coal extraction until the early 1800's. Success came in 1822 when the Lyons deep mining colliery at Hetton was opened, supported by the Hetton Colliery waggonway which ran coal across Warden Law to the River Wear at Sunderland. These activities led to a great and rapid increase in the size of Hetton. Rail transport also came in 1836 when the Durham to Sunderland line was opened (eventually closed in 1953). The population rose from 200 in 1801 to 6,400 by 1861 and more than 12,000 by the turn of the century.

Coal extraction eventually ceased in the area in 1986. Sand is still quarried at Hetton Downs, however. Jobs in the locality are now much more limited, though Hetton Lyons Industrial Estate and Rainton Bridge Business Park are nearby.

Though part of the City of Sunderland, Hetton-le-Hole retains a strong local character, and tends to retain stronger links with Durham than with Sunderland. Hetton retains a good range of facilities, including a Town Council, primary schools, a secondary school, the Hetton Centre (incorporating the town library), swimming pool and leisure centre, a cemetery, Eppleton FC (which holds Sunderland Reserve games), 2 cricket grounds, Hetton Park, Hetton Lyons Country Park, a supermarket and variety of local shops.

Many of the Victorian pit houses and terraces have been replaced with new housing, though the Hetton Downs area is a focus for housing regeneration. At the north end of Hetton, Broomhill Estate was demolished in 2012 and replacement housing is planned. To the west, Park Estate lies 750m east of East Rainton, and consists of linked bungalows, mostly owned by Gentoo. There are no facilities on this estate and public transport connections here are limited.

Has the Settlement Break altered since 1998?

No.

Background policy considerations/history

Site is additionally subject to:

- UDP Policy CN23 (Wildlife Corridors)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy CN15 (Great North Forest)
- UDP Policy T10, HA26.3 (Strategic Footpath)
- UDP Policy CN20, CN21, HA21.1 (Local Nature Reserve and Site of Special Scientific Interest)
- UDP Policy L1, L7, L9, B3 (Existing Open Space)

Council has awarded outline approval for up to 300 houses on land immediately to the north of Park Estate and beside North Road.

Key constraints

Category 1

- SSSI / LNR

Hetton Bogs SSSI and Hetton Houses Wood LWS jointly form a Local Nature Reserve which is located alongside the Rainton Burn. The city's 2012 Phase 1 Habitat Study stated that the city's protected wildlife sites are much smaller than the national average, and this makes sites more fragile. As a result, it is recommended for all protected wildlife sites to have buffer zones- especially important at Hetton Bogs which is used by water voles, otters and great crested newts. Whilst the LNR needs to be protected from development, it has yet to be determined how much of an additional buffer zone is required for the area.

- *Flood Zone 3*

Land affected by Flood Zone 3 flanks the Rainton Burn. Much of it lies within the

LNR, though it consistently extends further north of the protected area, and south of Hetton Bogs (near to Hetton Park). Development within the functional floodplain should be resisted.

Category 2

- *Flood Zone 2*

Flood Zone 2 varies very little to Flood Zone 3. Only certain types of development would be considered applicable in this zone.

- *Critical Drainage Area*

This site is fully within a Critical Drainage Area. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface Water Flooding*

Most of the surface water flooding incidences occur within Flood Zones 2 and 3, except for 1:100 incidence 'medium' level surface water flooding identified alongside Rough Dene Burn and to the west of Hetton Houses Wood. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *2 x Local Wildlife Sites (Hetton Houses Wood and Hetton Park)*

Hetton Park Local Wildlife Site (LWS) provides the eastern boundary to the Settlement Break land. Hetton Houses Wood LWS is identified on the Inventory of Ancient Woodland, and provides a further area of protection adjacent to Hetton Bogs LNR. These sites, together with Hetton Bogs, provide a continuous corridor of woodland that leads westwards towards Rainton Bridge and Rainton Meadows.

- *Green Infrastructure corridors*

This area forms an important Green Infrastructure junction, with corridors linking to Rainton Meadows, Copt Hill, and south into County Durham. Any site alterations proposed would need to consider ways to enhance the connectivity of the corridors proposed, including further biodiversity enhancements wherever feasible.

- *Landscape Character*

The Landscape Character Assessment recommends 'landscape enhancement' towards an area of biodiverse farmland and open space, with good quality multi-functional green networks linking into the adjacent settlements. The area provides setting and accessible open space for these settlements, and its value will be enhanced by providing additional links and improving existing ones. The series of wildlife reserves in this area make it one of the most biodiversity-rich locations in Sunderland, with the added bonus of being readily accessible. Opportunities should be taken to build on this network, extending it into neighbouring areas and into the business park, for example. New residential or commercial development in this area will present opportunities to provide stronger settlement boundaries in

place of urban fringe. The high quality accessible landscapes at Rainton Meadows Nature Reserve will be protected, along with their settings.

- *Archaeological sites*

Located in the mid-19th Century within Hetton Bogs (opposite Hetton Houses Wood) was Hetton Mill (corn), complete with mill race. The mill race and mill were removed by WW2. To the north lay Rainton Bank, carrying the Rainton and Seaham waggonway, in use in the 19th Century but abandoned by WW1. There is also an old coal trial shaft located within fields south of Hetton Bogs. Hetton Houses Wood is also included on the Inventory of Ancient Woodland.

- *Landfill / waste site (north of Hetton Bogs)*

The fields between Rainton Bank and Hetton Bogs are identified as landfill and waste sites.

- *Allotments*

Private allotment gardens are located in the south-east part of the Settlement Break.

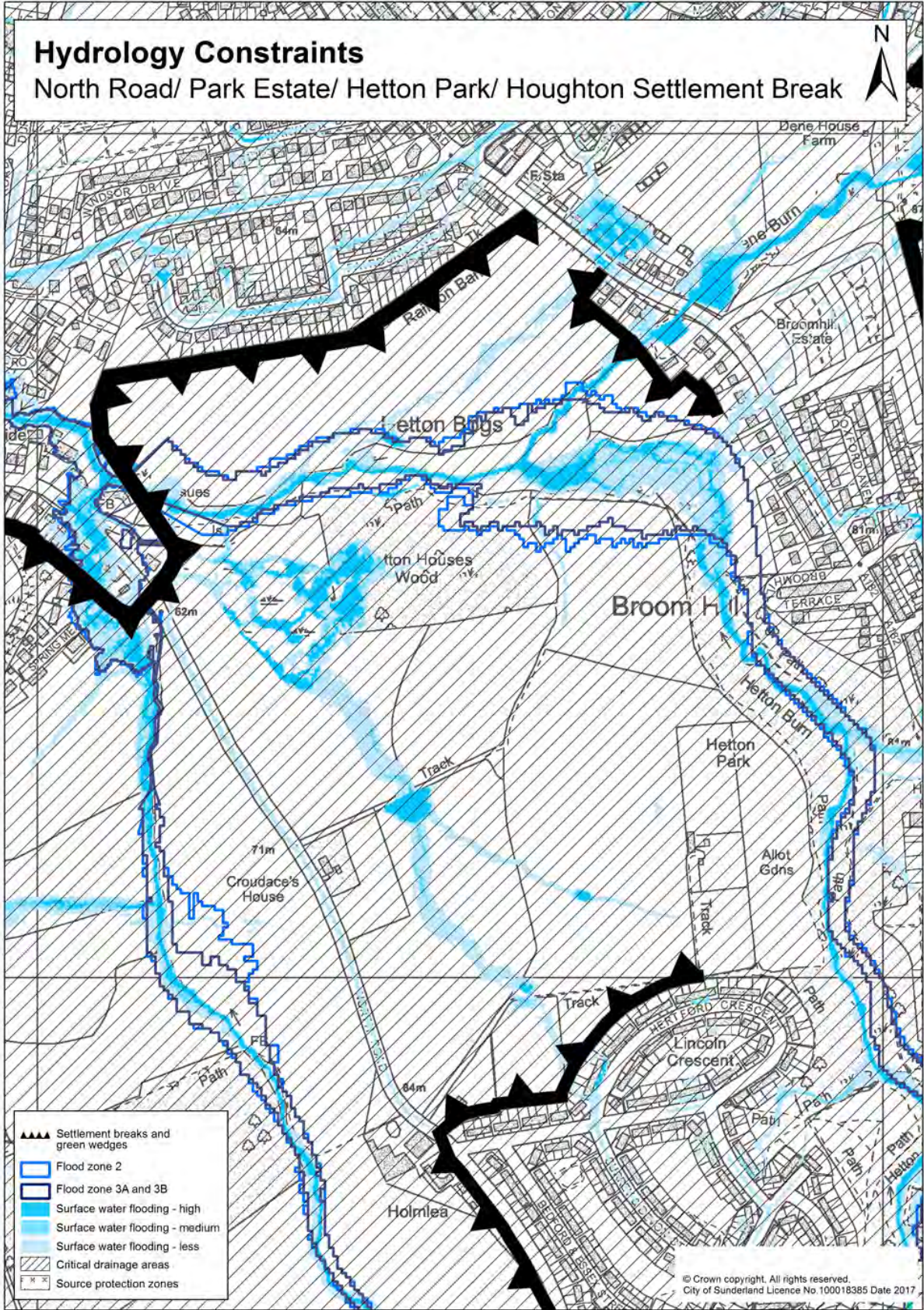
Topography

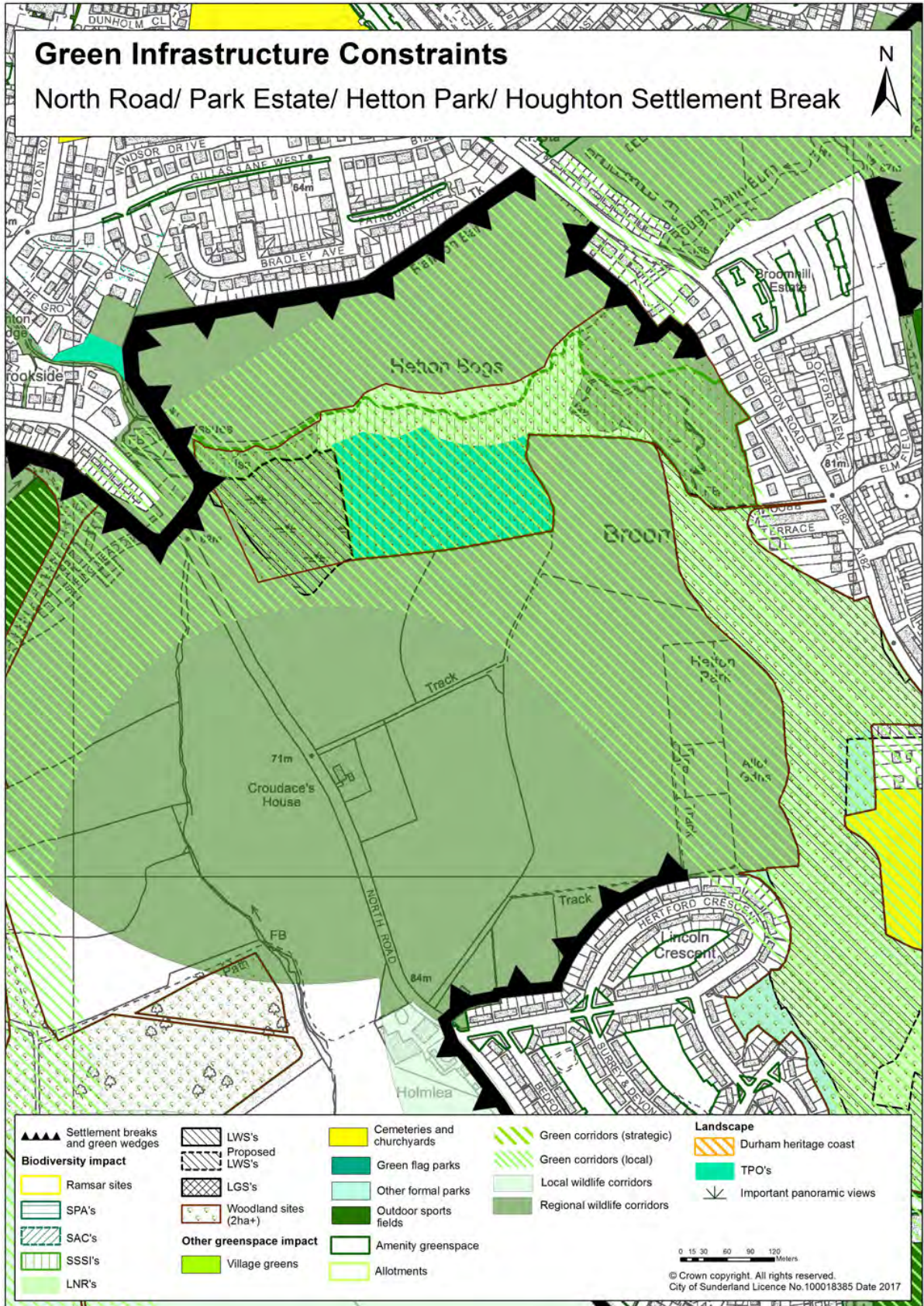
Visually open topography, sloping north-south from Houghton-le-Spring to Hetton Bogs, and south-north from Park Estate to Hetton Bogs.

Conclusion

Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?	Yes. Although the urban areas of Houghton-le-Spring and Hetton-le-Hole are joined by a narrow ribbon of housing along the A182, this Settlement Break (or green wedge) has nevertheless helped to sustain and retain an impression of separateness and distinctiveness between the two communities.
Does the Settlement Break provide quality green infrastructure corridors?	Yes, the Settlement Break provides a buffer of undeveloped land around Hetton Bogs SSSI and Local Nature Reserve, and to protected species that are present in the area. As part of a recent planning application, a minimum 200m buffer was considered necessary in order to minimise impact to habitat and species. Beyond this buffer, land immediately to the north of Park Estate has been granted outline planning approval for residential development, and as such should be removed from the Settlement Break.

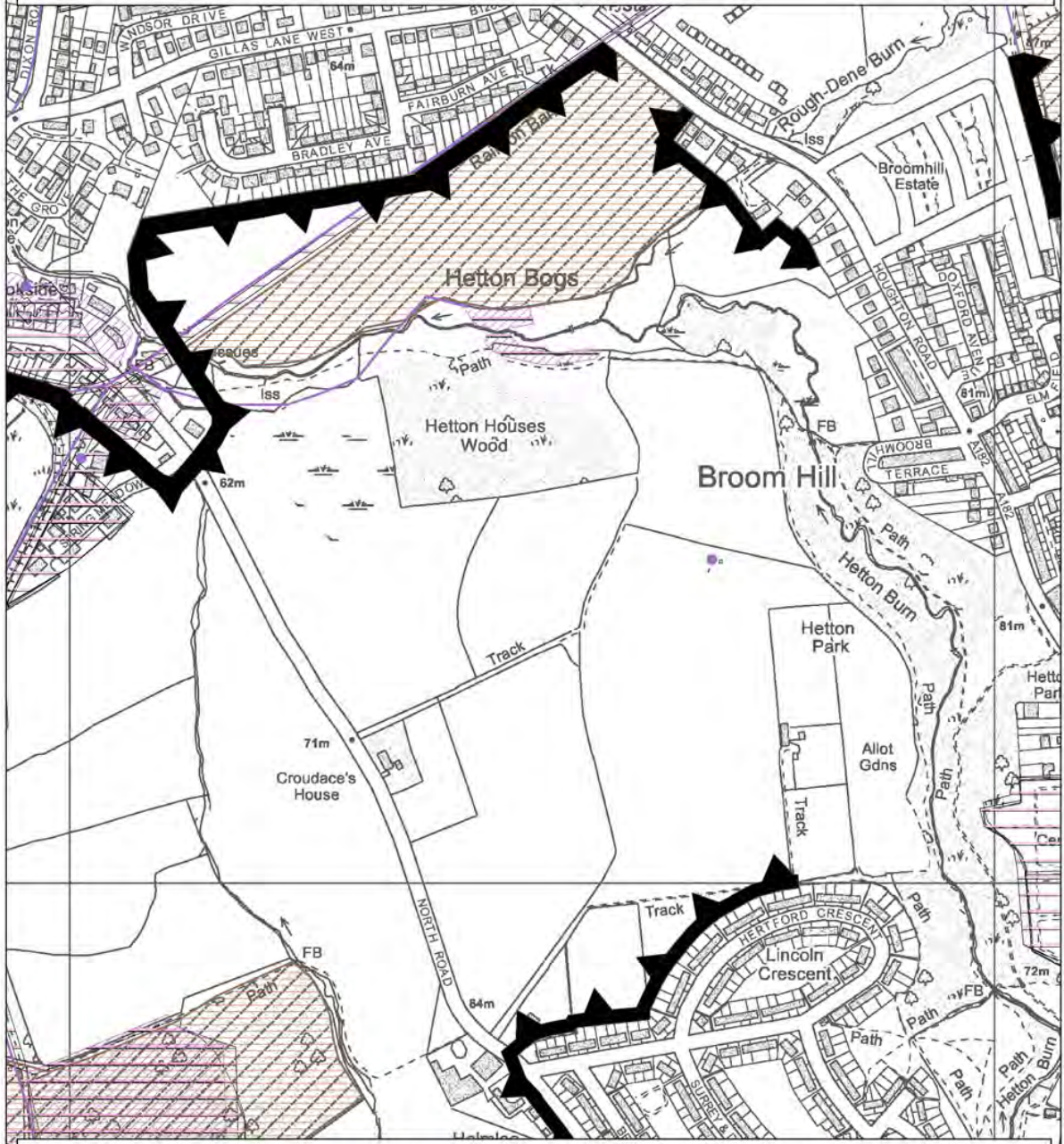
**Conclusion: Retain parcel 1, 2, 3 and 8 as Settlement Break
Remove parcels 4, 5, 6 and 7 from Settlement Break.**





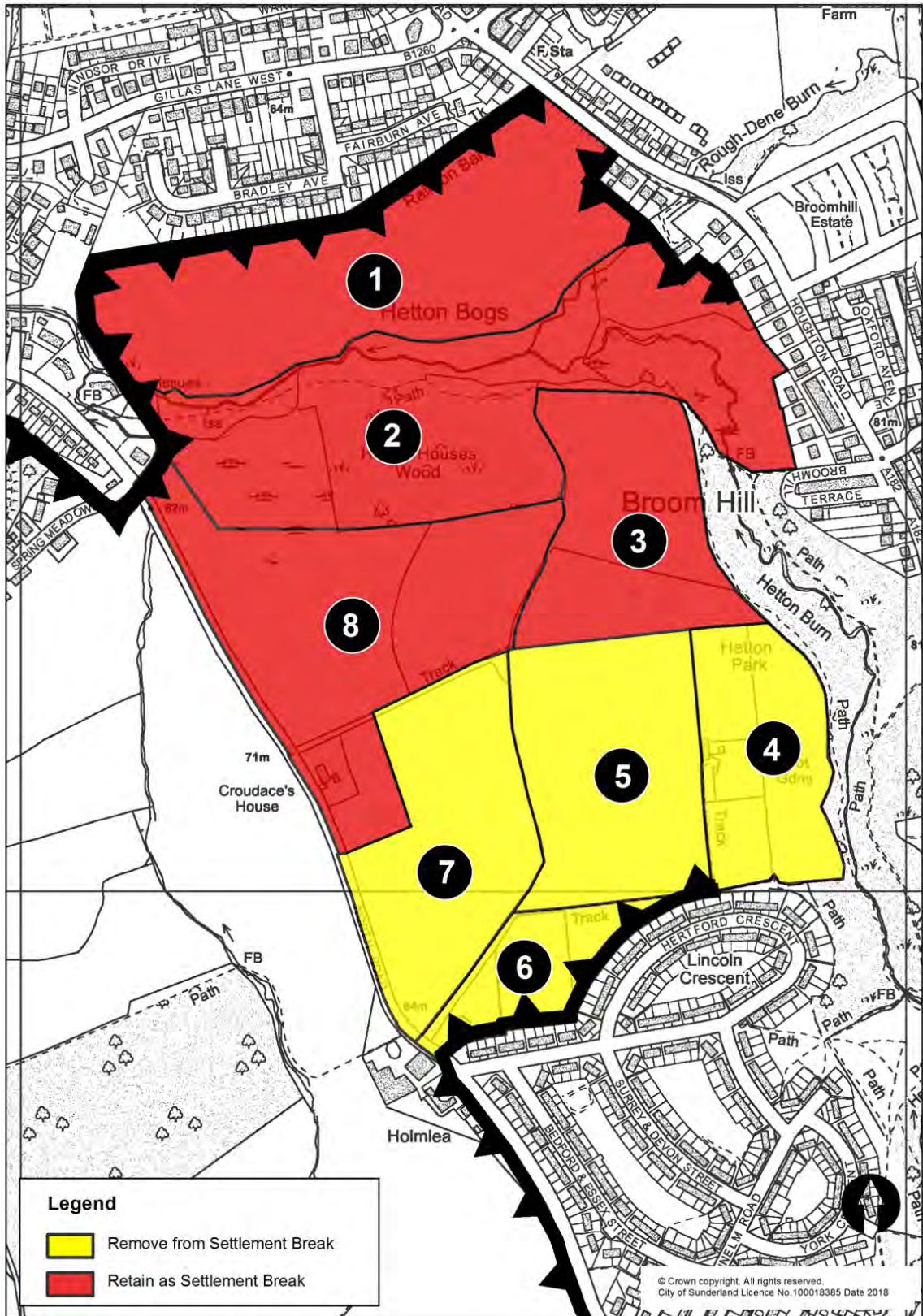
Historic and Physical Constraints

North Road/ Park Estate/ Hetton Park/ Houghton Settlement Break



Settlement breaks and green wedges	Listed buildings grade 2	Archaeological sites (polygons)	High voltage electricity line and 10m buffer zone	Previous industrial/built development
Historic environment	Historic Villages	Physical constraints/ hazards	Electricity pylon and 10m buffer zone	Substation site
Scheduled ancient monuments	Conservation areas	HSE sites	Safeguarded mineral reserves	Infrastructure
St Peter's WHS setting boundary	Archaeological sites (points)	Inner blast zone	Landfill	Sewage treatment works
Listed buildings grade 1	Archaeological sites (lines)	Middle blast zone	Waste sites	Water abstractions
Listed buildings grade 2*		Outer blast zone		

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15) Broomhill / Houghton (by Gillas Lane)



Location
North of Broomhill Estate
South of Houghton-le-Spring

West of Copt Hill
East of Hetton Road

Size and land ownership (if known)

7 hectares
Privately owned land

What does it separate?

Houghton-le-Spring and Hetton-le-Hole.

Current use

Housing development, pasture and natural greenspace.

Neighbouring settlement background

Houghton-le-Spring

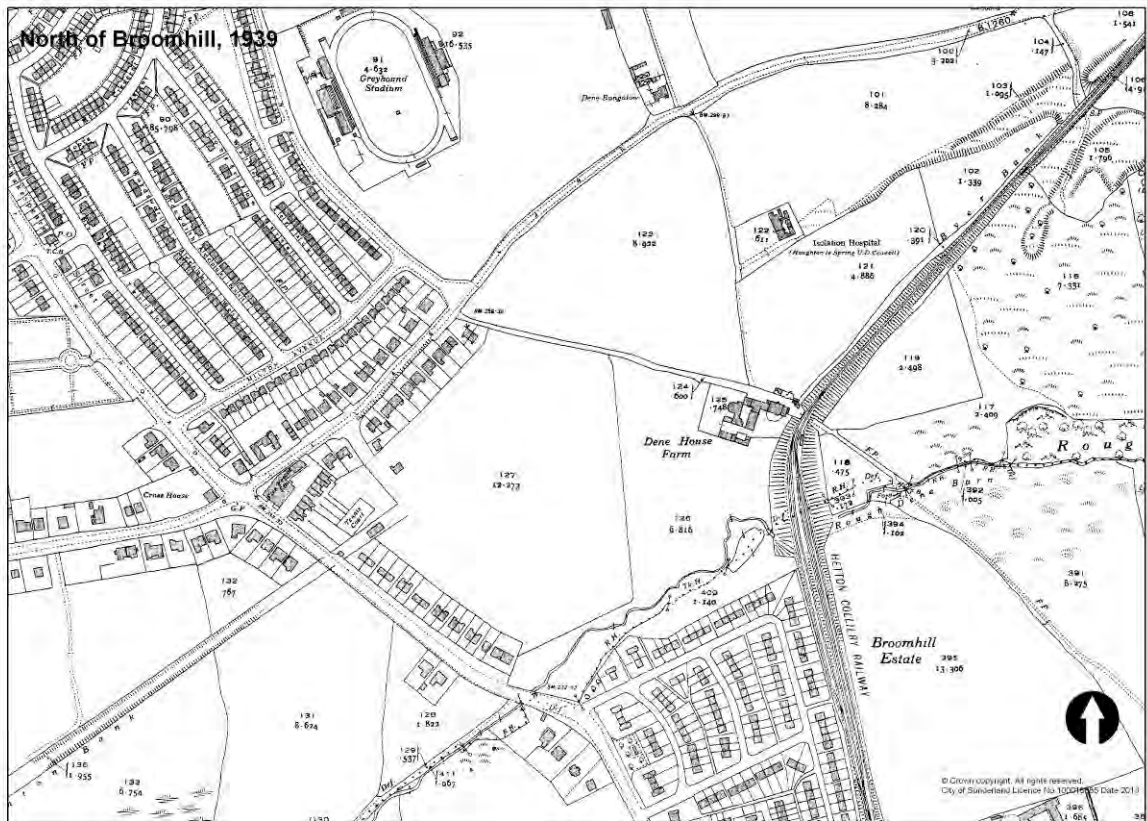
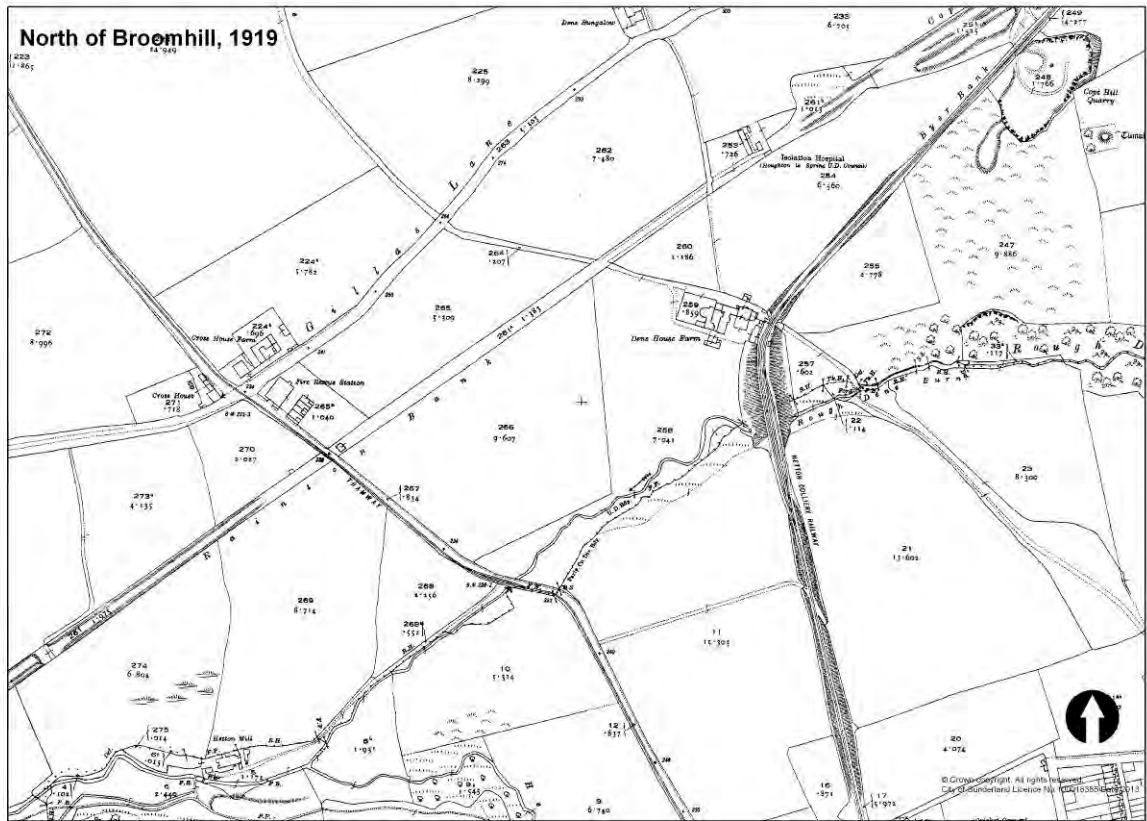
Although there is no evidence of prehistoric occupation of Houghton-le-Spring so far, there are prehistoric burial sites at nearby Copt Hill and Warden Law. Large boulders recently found at Houghton Church have been suggested as being part of a prehistoric site, but this has not been proven. Roman stones have also been found re-used in Houghton Church. The scale and size of the Parish demonstrate that Houghton-le-Spring was of major importance in the early mediaeval eras. In the 1500s, Houghton-le-Spring was one of the largest parishes in England.

St Michael & All Angels church is the home parish and tomb of Bernard Gilpin, who is known as the 'Apostle of the North'. Gilpin was the rector of Houghton from 1557-83 (and is also associated with the revival of the Houghton Feast; an ancient festival that has its origins in the 1100s and is still an important local event).

In more recent times, Houghton was an active coal-mining town. The local mine began to sink its first shaft in 1823 and was active until its closure in 1981. At its peak in the early 20th Century, the mine employed over 2,000 workers.

The town lies on the A690, which links Durham and Sunderland. Though it was never directly linked to the passenger rail network like Hetton-le-Hole, Houghton remained the largest town in the locality and acts as the main centre in the 'Coalfield' area of Sunderland.

The central hub of the town has shifted from the historic core of the original village centred on the Market Place area to the town centre that exists today. Houghton-le-Spring's main shopping area is located in Newbottle Street which includes a supermarket, a library and Customer Service Centre, a Post Office, public houses and various other outlets. Houghton also houses a Primary Care Centre serving the local area, as well as a local park, cemetery, primary schools, a secondary school, a leisure centre, golf course and sports pitches (football, cricket and rugby).



Houghton has many listed buildings and two conservation areas declared in 1975 centred around Nesham Place, an area of fine 18th Century private housing with a

17th Century Manor house, and St Michael's and All Angels Church, its rectory and Kepier Hall and Almshouses,

There is a reasonable variety of housing available in the town, Victorian and modern, with private housing primarily towards the south and south-west, and Gentoo estates at Houghton Racecourse in the east, and Burnside and Sunnyside to the north.

In the inter-war years, the open break between Houghton-le-Spring and Hetton-le-Hole was reduced with the creation of Broomhill Estate, and a line of houses along Gillas Lane East. In 2001, a further street (Lingfield) narrowed the gap between the two settlements (although a link already existed by a row of inter-war homes along Hetton Road). In 2015 further housing development in this gap commenced. Yet despite these developments, Houghton retains a distinct identity in the area.

Hetton-le-Hole

A 'Hetton' is mentioned in the Boldon Book of 1183, but this may mean Hetton-on-the-Hill. Hetton-le-Hole probably came into existence in the 14th Century. By the mid-17th Century a change had come to this part of Durham, which was losing its wooded aspect and was seeing its agriculture decline quite rapidly. Local villagers were losing their holdings on the land as the great fields were enclosed. Sheep farming was carried on to help foster the country's wool trade, then its prime industry. By this time too industrialisation was beginning to occur, particularly coal mining.

Mining for coal had occurred for hundreds of years immediately to the west of Hetton, but the Magnesian Limestone at Hetton and further east restricted coal extraction until the early 1800's. Success came in 1822 when the Lyons deep mining colliery at Hetton was opened, supported by the Hetton Colliery waggonway which ran coal across Warden Law to the River Wear at Sunderland. These activities led to a great and rapid increase in the size of Hetton. Rail transport also came in 1836 when the Durham to Sunderland line was opened (eventually closed in 1953). The population rose from 200 in 1801 to 6,400 by 1861 and more than 12,000 by the turn of the century.

Coal extraction eventually ceased in the area in 1986. Sand is still quarried at Hetton Downs, however. Jobs in the locality are now much more limited, though Hetton Lyons Industrial Estate and Rainton Bridge Business Park are nearby.

Though part of the City of Sunderland, Hetton-le-Hole retains a strong local character, and tends to retain stronger links with Durham than with Sunderland. Hetton retains a good range of facilities, including a Town Council, primary schools, a secondary school, the Hetton Centre (incorporating the town library), swimming pool and leisure centre, a cemetery, Eppleton FC (which holds Sunderland Reserve games), 2 cricket grounds, Hetton Park, Hetton Lyons Country Park, a supermarket and variety of local shops.

Many of the Victorian pit houses and terraces have been replaced with new housing, though the Hetton Downs area is a focus for housing regeneration. At the north end of Hetton, Broomhill Estate was demolished in 2012 and replacement

housing is planned. Broomhill Estate consisted of linked bungalows, mostly owned by Gentoo. There are no facilities on this estate, but good public transport connections along Hetton Road.

Has the Settlement Break altered since 1998?

Yes. The Settlement Break has been narrowed significantly in 2015 with commencement of a new housing development. This has reduced the break by more than half.

Background policy considerations/history

The UDP planned for the slight narrowing of the Settlement Break, which was duly built in 2001 (Lingfield). The remainder of the land was identified as a future local park (UDP policy HA12.10), and as such the land was not specifically identified on the map as a Settlement Break. The background description in the UDP, however, clarifies the intention that the new park would “reinforce the separation of settlements policy”. Parkland policy has since altered, and a decision was taken to address the parkland deficiency in the area by upgrading nearby Kirklea Park to the appropriate standard.

Planning permission was granted in 2015 for development of 64 homes within the western portion of this Settlement Break. This leaves a much reduced gap, primarily associated with the Rough Dene Burn.

Site is additionally subject to:

- UDP Policy CN23 (Wildlife Corridors)
- UDP Policy CN15 (Great North Forest)
- UDP Policy L2,3,4,5,7,8,9 B3 (New Open Space)

Key constraints

Category 1

There are no Category 1 constraints.

Category 2

- *Green Infrastructure corridors*

This area forms a Green Infrastructure corridor, linking Hetton Bogs and the Rainton Lowland with the Limestone Escarpment and Houghton Green Belt. The corridor was recognised in the 1998 UDP. It is noted that there is a linear ribbon of housing along the A182 that severs the corridor and Settlement Break. This limits wildlife movement to the Rough Dene Burn (no limit for birds). Any site alterations proposed would need to consider ways to enhance the connectivity of the corridors proposed, including further biodiversity enhancements wherever feasible.

- *Landscape Character*

Forms part of the Limestone Escarpment, which is considered to be the most significant geological feature in the Sunderland area. Landscape enhancement is proposed in the area. The settlement pattern and character will continue to reflect the underlying topography: the coalfield in the west and the Magnesian limestone in the east. The expansive views across the surrounding landscape will be

maintained. The setting of the settlements will be enhanced by the introduction of more robust settlement boundaries, and the whole will be brought together by a green network of links between the limestone escarpment, the settlements and the nature reserves of the land to the east

- *Critical Drainage Area*

This site is fully within a Critical Drainage Area. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface Water Flooding*

Most of the surface water flooding incidences are restricted to the narrow corridor of the Rough Dene Burn, to the south of the Settlement Break. A further area of 1:100 incidence 'medium' surface water flooding exists to the west of the break. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Archaeological sites*

A geophysical survey of the area has been recently carried out and suggests that archaeological features may survive on this site.

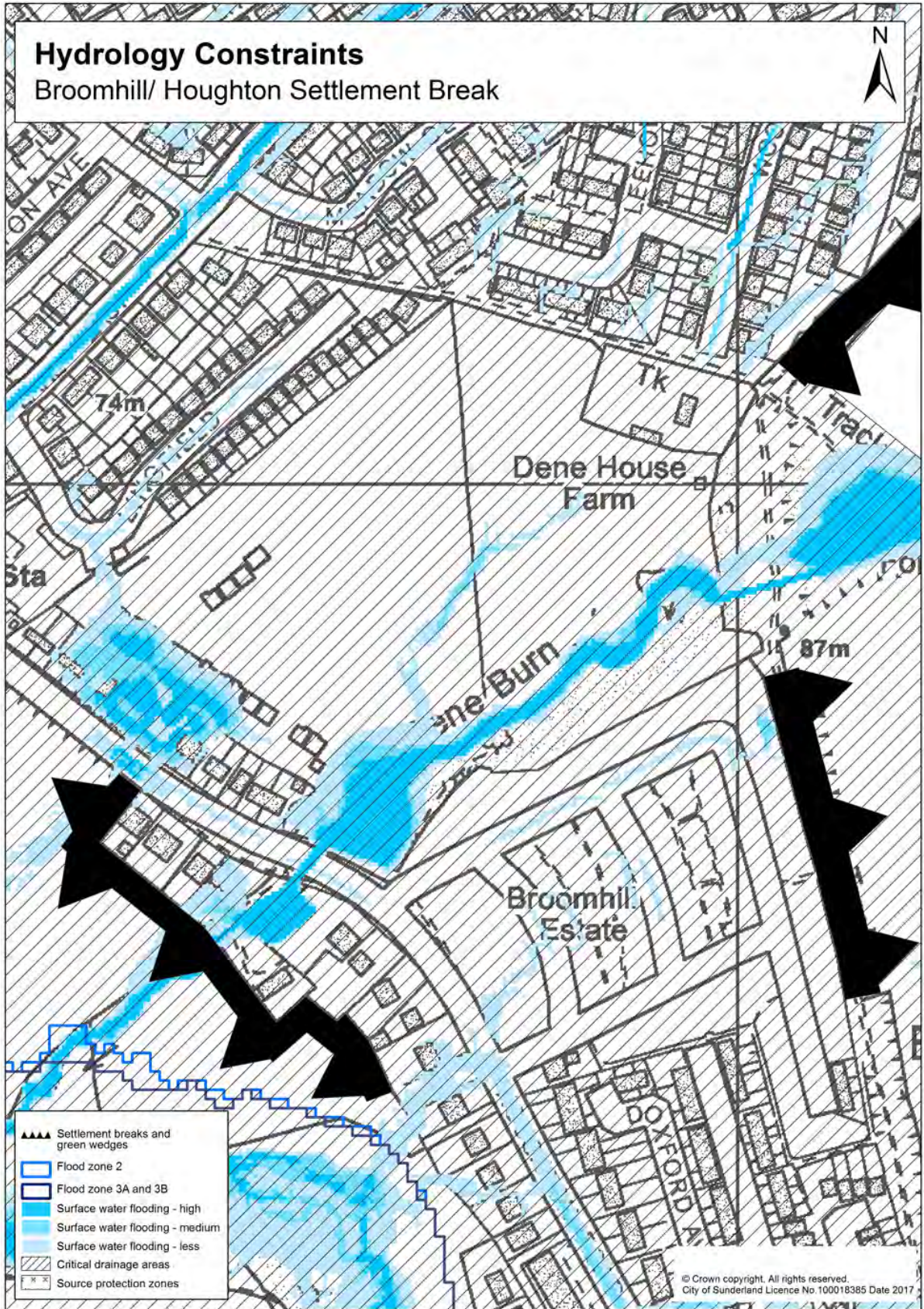
Topography

Sloping site southwards to the Rough Dene Burn and the A182.

Conclusion

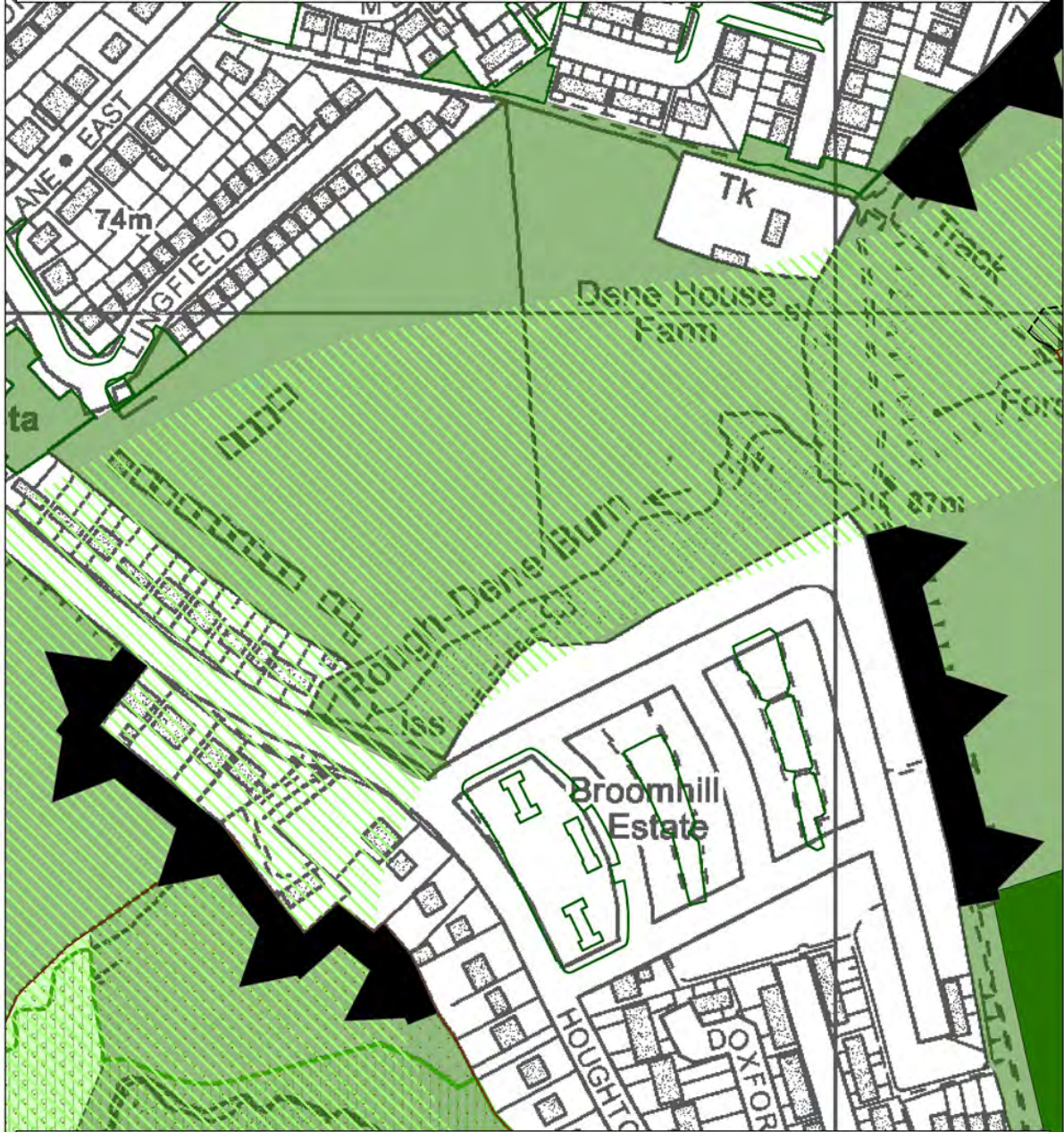
<p>Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?</p>	<p>The urban areas of Houghton-le-Spring and Hetton-le-Hole are joined by a narrow ribbon of housing along the A182. The role of the Settlement Break to the east of this road is not as clear-cut as the land to the west, and a decision was taken to allow development over part of the land. This has left a much-reduced parcel of land alongside (and incorporating) the Rough Dene Burn, retaining a small undeveloped separation.</p>
<p>Does the Settlement Break provide quality green infrastructure corridors?</p>	<p>Yes, the remaining undeveloped area along the Rough Dene Burn forms part of a green infrastructure corridor between 2 protected wildlife sites.</p>

Conclusion: **Retain parcel 2 as Settlement Break**
 Remove parcel 1 from Settlement Break.



Green Infrastructure Constraints

Broomhill/ Houghton Settlement Break



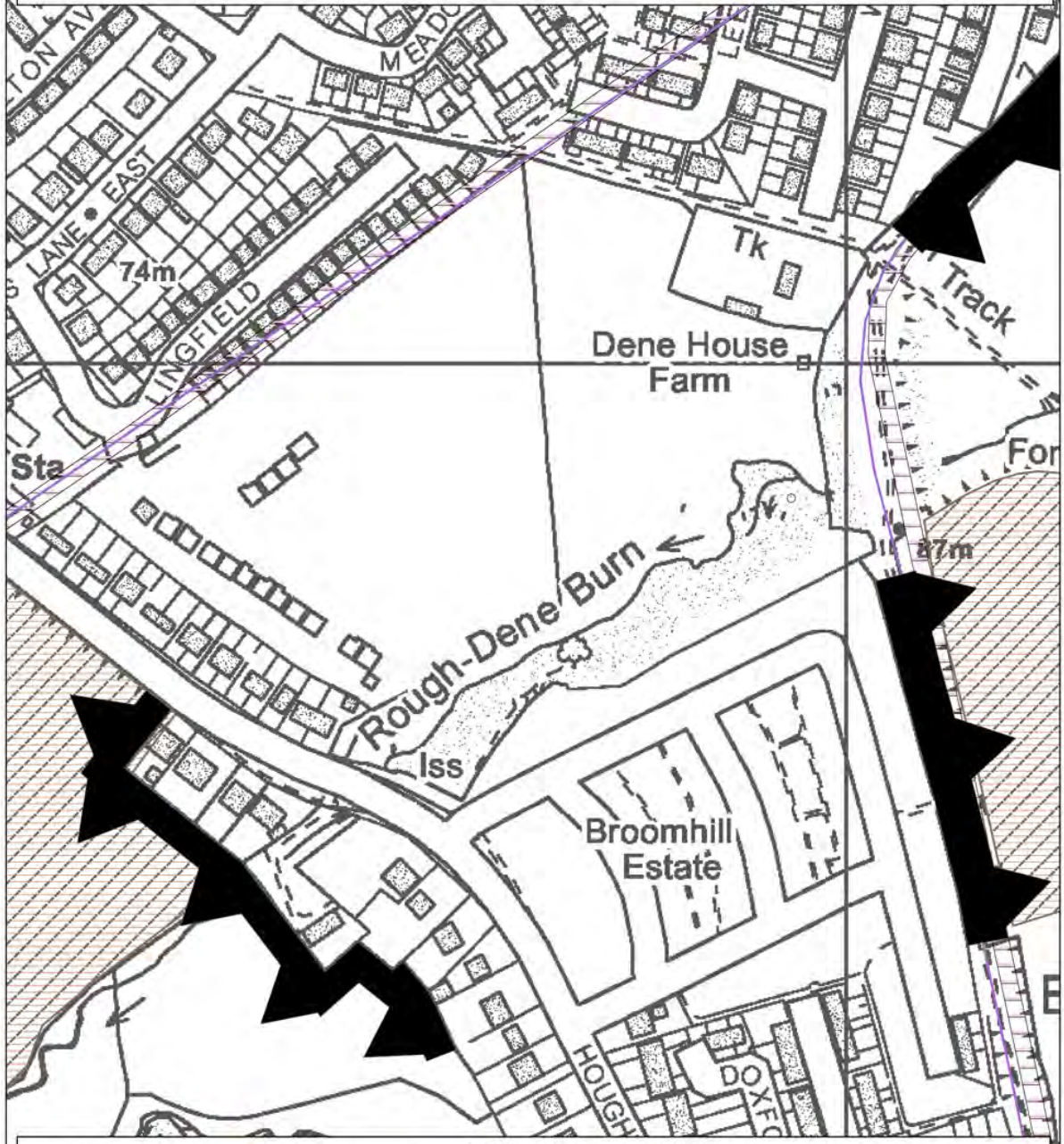
▲▲▲ Settlement breaks and green wedges	▨ LWS's	■ Cemeteries and churchyards	▨ Green corridors (strategic)	Landscape
Biodiversity impact	▨ Proposed LWS's	■ Green flag parks	▨ Green corridors (local)	▨ Durham heritage coast
■ Ramsar sites	▨ LGS's	■ Other formal parks	▨ Local wildlife corridors	■ TPO's
▨ SPA's	▨ Woodland sites (2ha+)	■ Outdoor sports fields	▨ Regional wildlife corridors	▨ Important panoramic views
▨ SAC's	Other greenspace impact	▨ Amenity greenspace		
▨ SSSI's	■ Village greens	▨ Allotments		
▨ LNR's				

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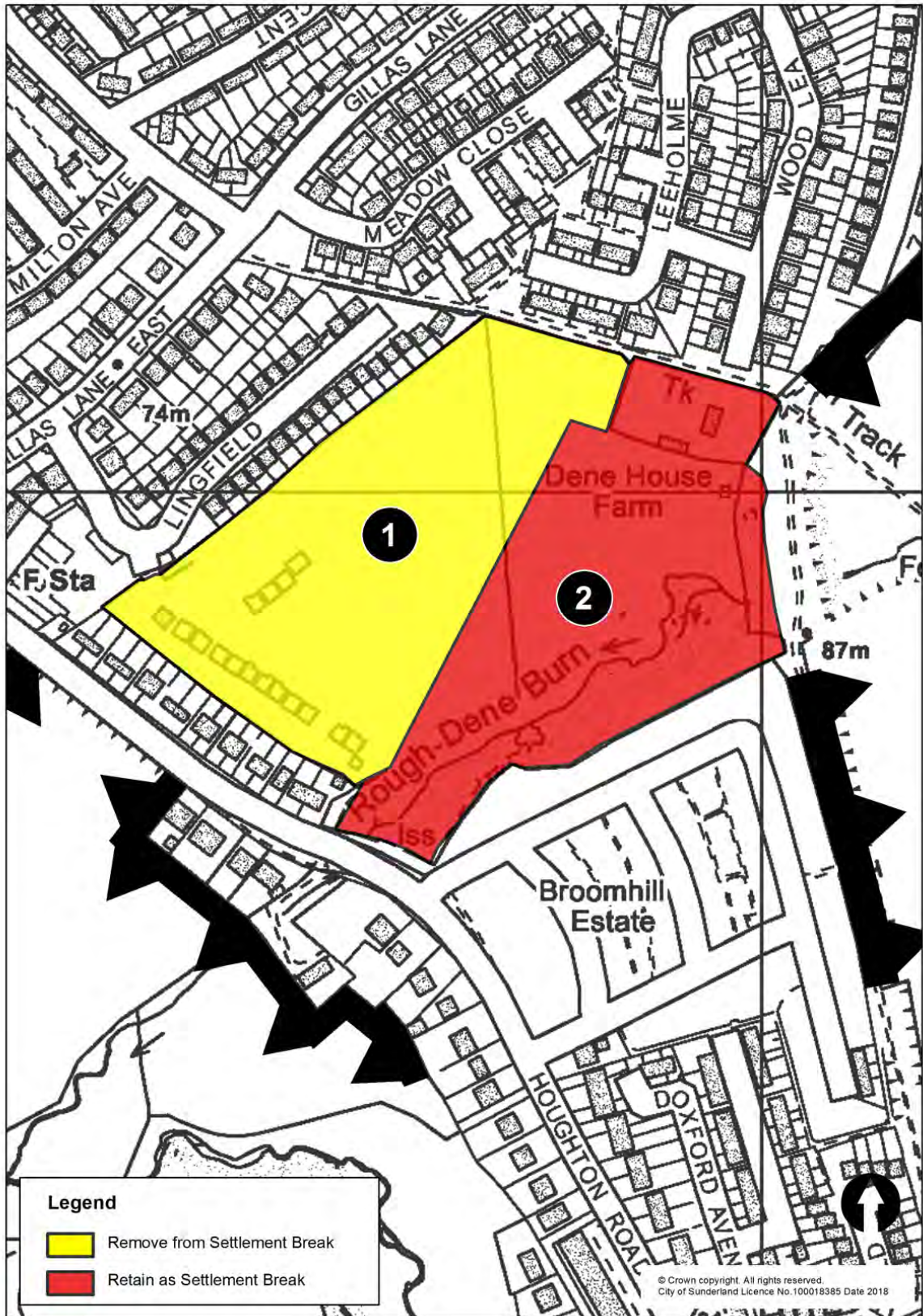
Historic and Physical Constraints

Broomhill/ Houghton Settlement Break



▲▲▲▲ Settlement breaks and green wedges	■ Listed buildings grade 2	▨ Archaeological sites (polygons)	⚡ High voltage electricity line and 10m buffer zone	▨ Previous industrial/built development
Historic environment	■ Historic Villages	Physical constraints/hazards	⚡ Electricity pylon and 10m buffer zone	■ Substation site
■ Scheduled ancient monuments	■ Conservation areas	■ HSE sites	■ Safeguarded mineral reserves	Infrastructure
■ St Peter's WHS setting boundary	● Archaeological sites (points)	■ Inner blast zone	■ Landfill	● Sewage treatment works
■ Listed buildings grade 1	— Archaeological sites (lines)	■ Middle blast zone	■ Waste sites	● Water abstractions
■ Listed buildings grade 2*		■ Outer blast zone		

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16) Copt Hill / Low Downs / Broomhill



Location

North of Hetton Downs
South of Coptleigh / Gillas Lane
West of Houghton Golf Club / Rough Dene Burn
East of Coptleigh / Broomhill.

Size and land ownership (if known)

27 hectares
Council and privately owned land.

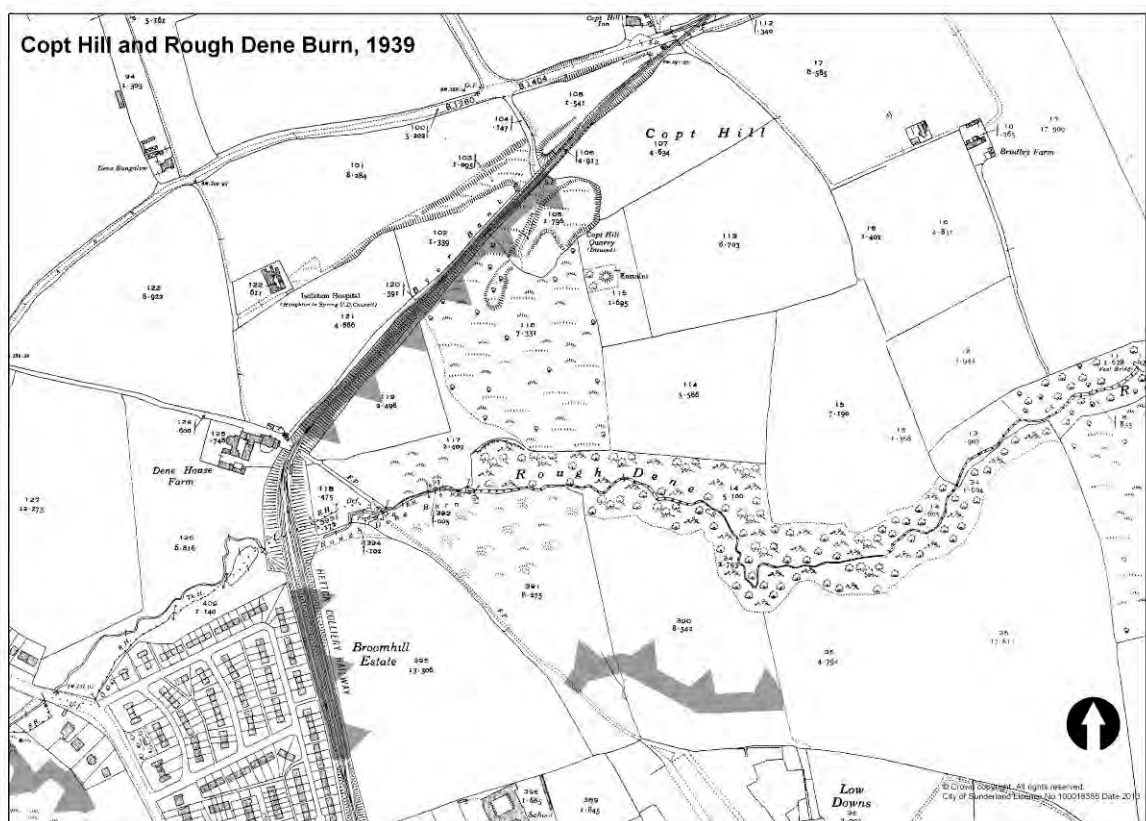
What does it separate?

Houghton-le-Spring and Hetton-le-Hole.

Current use

Natural and semi-natural greenspace. Agricultural land quality not known.

Neighbouring settlement background



Houghton-le-Spring

Although there is no evidence of prehistoric occupation of Houghton-le-Spring so far, there are prehistoric burial sites at nearby Copt Hill and Warden Law. Large boulders recently found at Houghton Church have been suggested as being part of a prehistoric site, but this has not been proven. Roman stones have also been found re-used in Houghton Church. The scale and size of the Parish demonstrate that Houghton-le-Spring was of major importance in the early mediaeval eras. In the 1500s, Houghton-le-Spring was one of the largest parishes in England.

St Michael & All Angels church is the home parish and tomb of Bernard Gilpin, who is known as the 'Apostle of the North'. Gilpin was the rector of Houghton from 1557-83 (and is also associated with the revival of the Houghton Feast; an ancient festival that has its origins in the 1100s and is still an important local event).

In more recent times, Houghton was an active coal-mining town. The local mine began to sink its first shaft in 1823 and was active until its closure in 1981. At its peak in the early 20th Century, the mine employed over 2,000 workers.

The town lies on the A690, which links Durham and Sunderland. Though it was never directly linked to the passenger rail network like Hetton-le-Hole, Houghton remained the largest town in the locality and acts as the main centre in the 'Coalfield' area of Sunderland.

The central hub of the town has shifted from the historic core of the original village centred on the Market Place area to the town centre that exists today. Houghton-le-Spring's main shopping area is located in Newbottle Street which includes a supermarket, a library and Customer Service Centre, a Post Office, public houses and various other outlets. Houghton also houses a Primary Care Centre serving the local area, as well as a local park, cemetery, primary schools, a secondary school, a leisure centre, golf course and sports pitches (football, cricket and rugby).

Houghton has many listed buildings and two conservation areas declared in 1975 centred around Nesham Place, an area of fine 18th Century private housing with a 17th Century Manor house, and St Michael's and All Angels Church, its rectory and Kepier Hall and Almshouses,

There is a reasonable variety of housing available in the town, Victorian and modern, with private housing primarily towards the south and south-west, and Gentoo estates at Houghton Racecourse in the east, and Burnside and Sunnyside to the north.

Post-war, the land sandwiched between Gillas Lane East and the Stephenson Trail has been gradually developed for private semi-detached and detached housing. The Stephenson Trail provides a clear boundary line to development, separating housing from the Seven Sisters barrow. Houghton retains a distinct identity in the area.

Hetton-le-Hole

A 'Hetton' is mentioned in the Boldon Book of 1183, but this may mean Hetton-on-the-Hill. Hetton-le-Hole probably came into existence in the 14th Century. By the mid-17th Century a change had come to this part of Durham, which was losing its wooded aspect and was seeing its agriculture decline quite rapidly. Local villagers were losing their holdings on the land as the great fields were enclosed. Sheep farming was carried on to help foster the country's wool trade, then its prime industry. By this time too industrialisation was beginning to occur, particularly coal mining.

Mining for coal had occurred for hundreds of years immediately to the west of Hetton, but the Magnesian Limestone at Hetton and further east restricted coal

extraction until the early 1800's. Success came in 1822 when the Lyons deep mining colliery at Hetton was opened, supported by the Hetton Colliery waggonway which ran coal across Warden Law to the River Wear at Sunderland. These activities led to a great and rapid increase in the size of Hetton. Rail transport also came in 1836 when the Durham to Sunderland line was opened (eventually closed in 1953). The population rose from 200 in 1801 to 6,400 by 1861 and more than 12,000 by the turn of the century.

Coal extraction eventually ceased in the area in 1986. Sand is still quarried at Hetton Downs, however. Jobs in the locality are now much more limited, though Hetton Lyons Industrial Estate and Rainton Bridge Business Park are nearby.

Though part of the City of Sunderland, Hetton-le-Hole retains a strong local character, and tends to retain stronger links with Durham than with Sunderland. Hetton retains a good range of facilities, including a Town Council, primary schools, a secondary school, the Hetton Centre (incorporating the town library), swimming pool and leisure centre, a cemetery, Eppleton FC (which holds Sunderland Reserve games), 2 cricket grounds, Hetton Park, Hetton Lyons Country Park, a supermarket and variety of local shops.

Many of the Victorian pit houses and terraces have been replaced with new housing, though the Hetton Downs area is a focus for housing regeneration. At the north end of Hetton, Broomhill Estate was demolished in 2012 and replacement housing is planned. Broomhill Estate consisted of linked bungalows, mostly owned by Gentoo. There are no facilities on this estate, but good public transport connections along Hetton Road. Land to the east of Broomhill Estate has remained undeveloped.

Has the Settlement Break altered since 1998?

No.

Background policy considerations/history

In the 2007 Preferred Options Report for the Hetton Downs Area Action Plan, land to the east of Broomhill is proposed for residential development, including a new road link from Broomhill leading south into Hetton Downs itself.

Site is additionally subject to:

- UDP Policy CN23 (Wildlife Corridors)
- UDP Policy CN8 (Agricultural land quality)
- UDP Policy CN15 (Great North Forest)
- UDP Policy B14 (Areas of Potential Archaeological Importance)
- UDP Policy B12 (Scheduled Ancient Monuments)
- UDP Policy B13 (Other Specific Sites and Monuments)
- UDP Policy T8,9,10, HA25.6 (Multi-user Route)
- UDP Policy CN21 (Local Wildlife Sites)
- UDP Policy M5 (Eastern Limit of Shallow Coalfield Area)

Planning approval for up to 102 homes has been granted on land in the south-west corner of the Settlement Break beside Broomhill Estate and Eppleton Primary School.

Key constraints

Category 1

- *Scheduled Ancient Monument (Copt Hill)*

The Scheduled Ancient Monument on this site refers to the Neolithic (4000 to 2200 BC) Seven Sisters barrow. Copt Hill has a long history of activity. Mesolithic (10,000 to 4000 BC) flints have been found during fieldwalking, the primary burial was Neolithic in date. Subsequent burials and cremations were added into the barrow in the Bronze Age (2200 to 700 BC) and the last burial was added in the Early Medieval period. Geophysical survey has shown that a pit alignment ran up to the barrow. A smaller circular feature of unknown date and function is also known on the hill and possibly a cursus monument (linear monument defined by a low bank and surrounding ditches). This site must be protected in full from development.

- *Linked to a Strategic Green Infrastructure corridor*

The site is connected to the Houghton-Sunderland Green Belt Strategic Green Infrastructure corridor. A Phase 1 Habitat Survey has been undertaken by the City Council, providing further detailed information relating to the local area.

Category 2:

- *2 Local Wildlife Sites (Rough Dene Burn and Copt Hill Railway)*

The banks of Rough Dene Burn provide ancient woodland and is protected as a Local Wildlife Site. The Copt Hill Railway is recognised for botanical importance. These two sites should be protected in full from development. Buffer zones should also be considered.

- *Green Infrastructure corridor*

This area links the local Green Infrastructure corridor from Hetton Bogs to the Strategic Green Infrastructure corridor (mentioned above). Any site alterations proposed would need to consider ways to enhance the connectivity of the corridors proposed, including further biodiversity enhancements wherever feasible.

- *Landscape Character*

Forms part of the Limestone Escarpment, which is considered to be the most significant geological feature in the Sunderland area. Landscape protection is recommended of the open nature of the west-facing escarpment, and the setting it provides to the coalfield villages. North-south green links will be developed to connect and complement the strong existing east-west recreational and habitat connectivity. Woodlands will be maintained and hedges will be enhanced to build on the existing network of biodiversity sites. Opportunities will be developed for access and interpretation of the Magnesian Limestone geology, and to appreciate the open westward views from the area. Quarries and workings will be restored to provide biodiverse open spaces which reflect this geology. Recreational links will provide connections between the coalfield villages and the high-quality open spaces to the west, and with the suburbs of Sunderland in the east. Development

at settlement edges will provide opportunities to enhance settlement boundaries without impacting on the open skyline of the escarpment.

- *4 Natural Greenspace sites*

- Natural greenspace surrounds and provides the setting to the Copt Hill Scheduled Ancient Monument. This role, together with providing high quality natural greenspace and supporting a green corridor affords the site high local value
- The alignment of the former Hetton Colliery Railway has been reclaimed into a walkway/cycleway and is classed as quality natural greenspace (part of it protected as a LWS). This was one of the first railways in the world.
- Rough Dene Burn provides ancient semi-natural woodland
- Land to the east of Broomhill is also identified as quality natural greenspace.

- *Critical Drainage Area*

The south-western part of the Settlement Break (beside Broomhill and Low Downs) is within a Critical Drainage Area. A site specific FRA in line with the requirements of the SFRA should be produced to show how surface water will be managed and demonstrate any proposed developments will not adversely affect existing flooding conditions in these critical areas.

- *Surface Water Flooding*

There is limited surface water flooding, mostly restricted to a very narrow corridor beside Rough Dene Burn. The other area to note contains 1:30 'high' surface water flooding in a complete link from Byer Square northwest to Rough Dene Burn. Natural England's 2009 Green Infrastructure Guidance recommends adapting such watercourses where feasible for SUDs to reduce flood risk and enhance biodiversity.

- *Source Protection Zone (east)*

The Copt Hill area lies above the Magnesian Limestone principal aquifer and within the source protection zone of a public water supply. It is therefore essential that any future development would not impact upon this important underground water resource.

- *Landfill/waste site*

The natural greenspace site east of Broomhill contains industrial and commercial waste. This would need to be addressed should any development on site take place.

- *Other archaeological sites*

As mentioned above, the Hetton Colliery Railway is nationally significant as it was the first complete railway line engineered by George Stephenson, opening in 1822 (closing in 1959).

To the north of the Settlement Break is the site of Copt Hill limestone quarry, active in the 19th Century and closed before WW2.

Topography

Copt Hill slopes steeply south to the Rough Dene Burn. Land to the south of the burn slopes gently northwards.

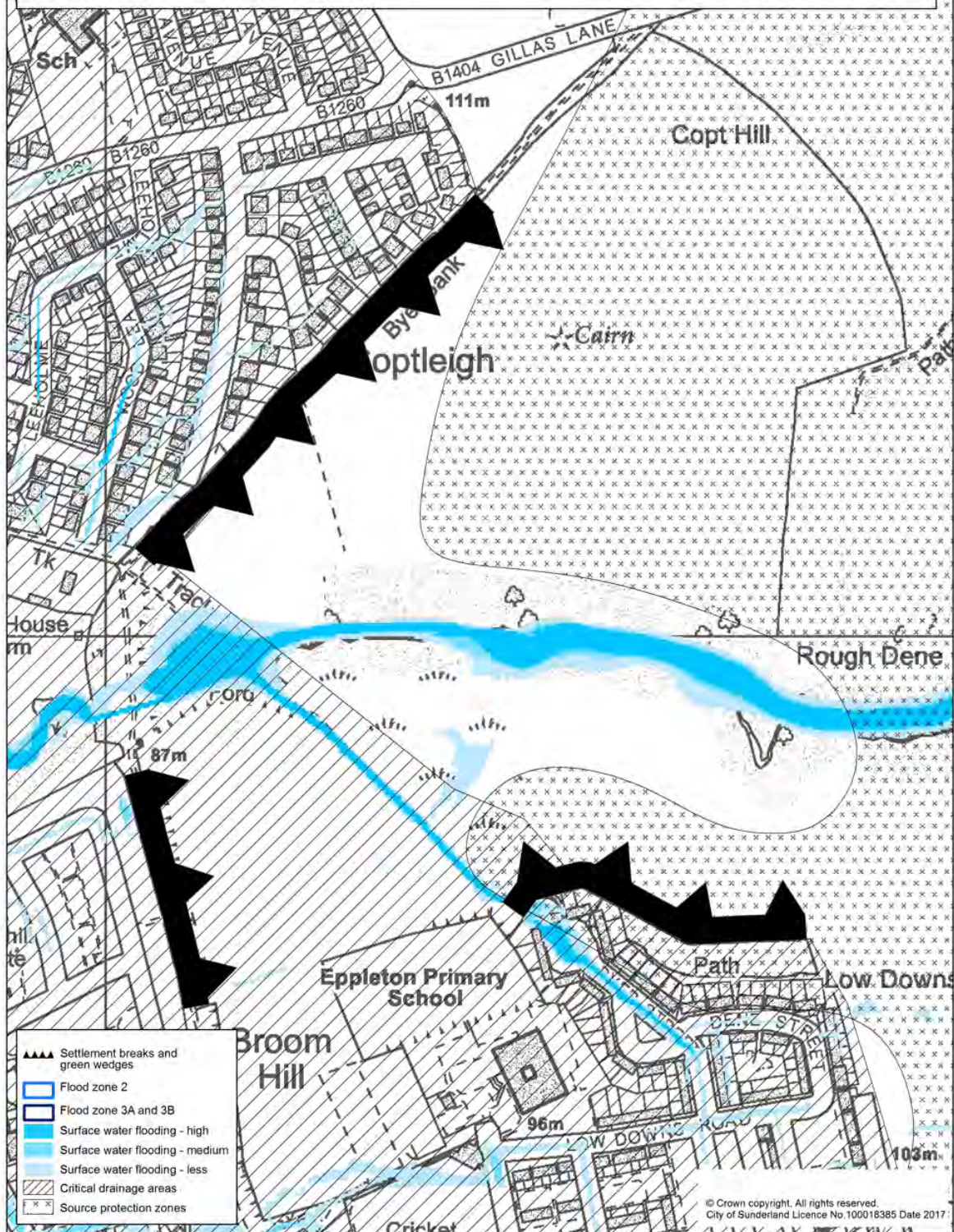
Conclusion

Does this Settlement Break help to retain the distinct physical characteristics of the City's constituent communities and assist in regeneration of the older or poorer quality urban areas?	Yes. The Settlement Break acts more as a green wedge, but has nevertheless helped to sustain and retain an impression of separateness and distinctiveness between the two communities. The southwest part of the Settlement Break has been granted planning approval for residential development and should therefore be removed from the Settlement Break.
Does the Settlement Break provide quality green infrastructure corridors?	Yes. The area includes quality natural greenspace around Rough Dene Burn Local Wildlife Site and Seven Sisters Scheduled Ancient Monument.

Conclusion: **Retain parcels 2, 3, 4, 5 and 6 as Settlement Break**
 Remove parcel 1 from Settlement Break.

Hydrology Constraints

Copt Hill/ Low Downs/ Broomhill Settlement Break



Green Infrastructure Constraints

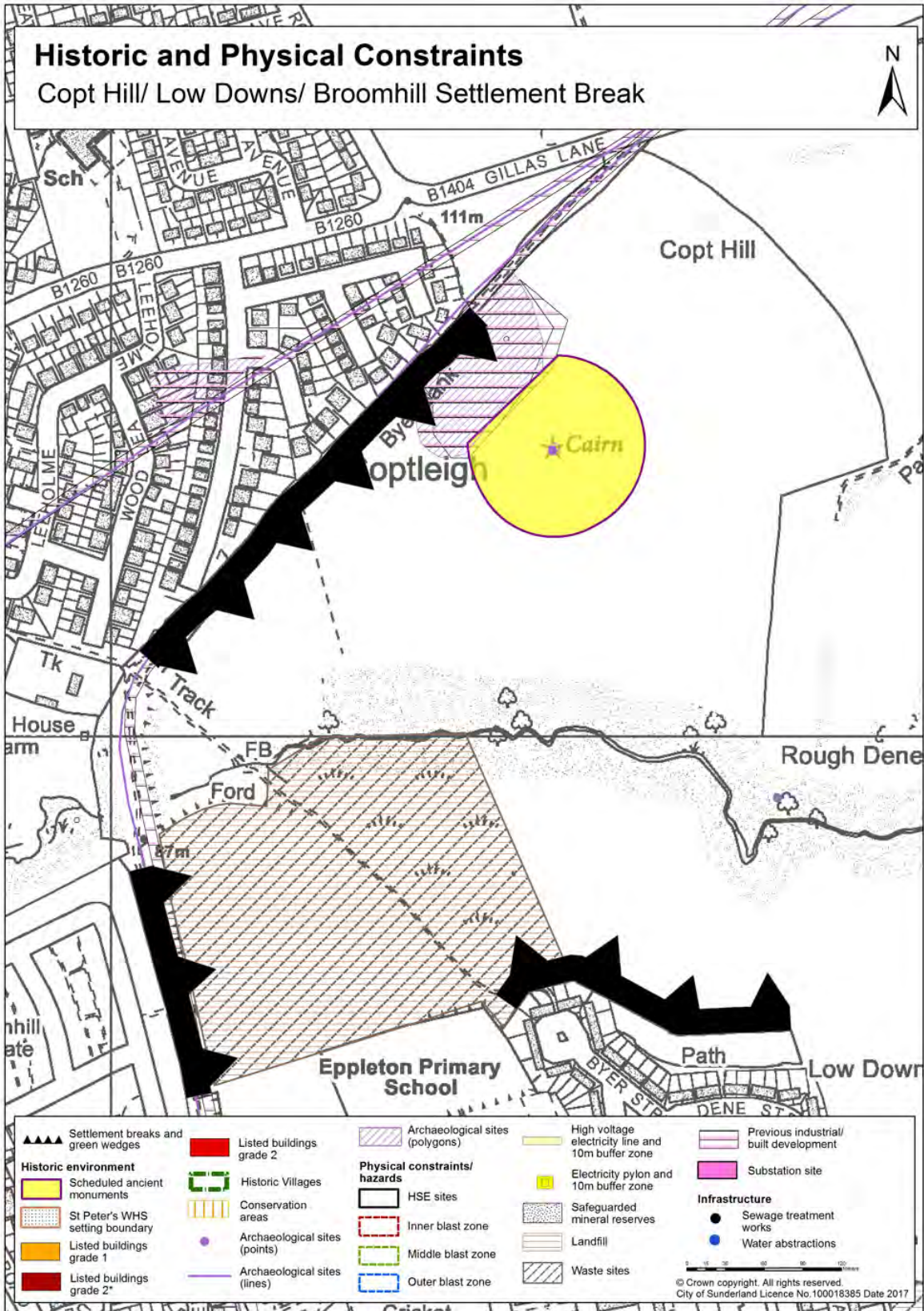
Copt Hill/ Low Downs/ Broomhill Settlement Break

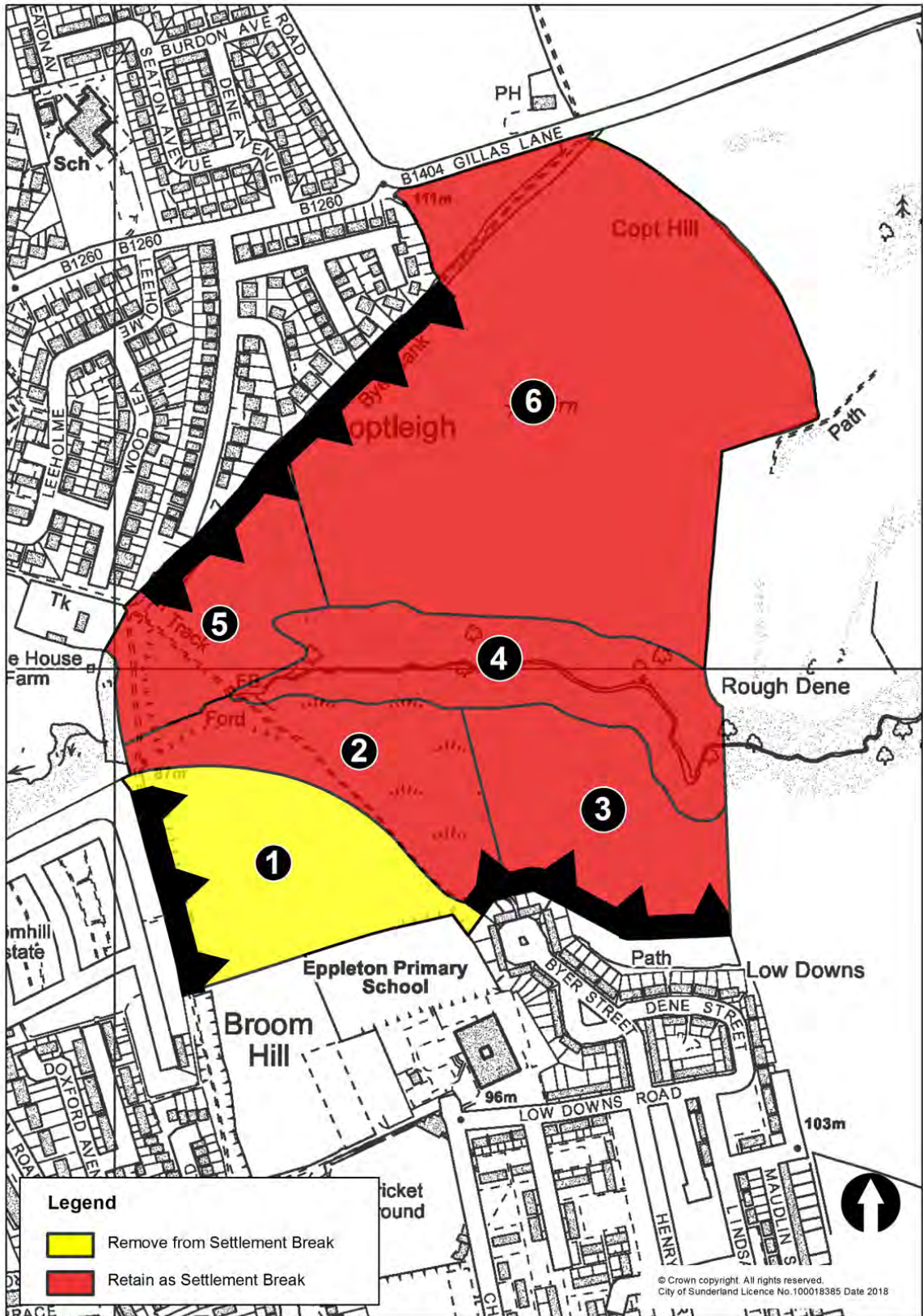


<p>▲▲▲▲ Settlement breaks and green wedges</p> <p>Biodiversity impact</p> <p>☐ Ramsar sites</p> <p>☐ SPA's</p> <p>☐ SAC's</p> <p>☐ SSSI's</p> <p>☐ LNR's</p>	<p>☐ LWS's</p> <p>☐ Proposed LWS's</p> <p>☐ LGS's</p> <p>☐ Woodland sites (2ha+)</p> <p>Other greenspace impact</p> <p>☐ Village greens</p> <p>☐ Allotments</p>	<p>☐ Cemeteries and churchyards</p> <p>☐ Green flag parks</p> <p>☐ Other formal parks</p> <p>☐ Outdoor sports fields</p> <p>☐ Amenity greenspace</p>	<p>☐ Green corridors (strategic)</p> <p>☐ Green corridors (local)</p> <p>☐ Local wildlife corridors</p> <p>☐ Regional wildlife corridors</p>	<p>Landscape</p> <p>☐ Durham heritage coast</p> <p>☐ TPO's</p> <p>☐ Important panoramic views</p>
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17) Settlement Break additions and minor boundary alterations

The 1998 UDP did not allocate land as Settlement Break if it was separately identified as providing existing or proposed open space or as protected wildlife sites. This includes large sections of wildlife corridors such as the Tunstall Hills or at Flint Mill in Houghton-le-Spring that demonstrate clear connecting roles to the purposes of Settlement Breaks. As a result, the Settlement Breaks show disconnected corridors between Silksworth and the coast at Ryhope, and also between Sedgeleth and Colliery Row.

This Chapter considers these areas in more detail as well as confirming that minor boundary amendments have been undertaken to ensure that the revised Settlement Break boundary follows logical, robust and durable alignments.

Additional land areas between Silksworth and Ryhope coast

Three areas have been identified within the corridor that runs eastwards from Silksworth Recreation Centre to Ryhope coast. These are detailed below:

High Newport Dene

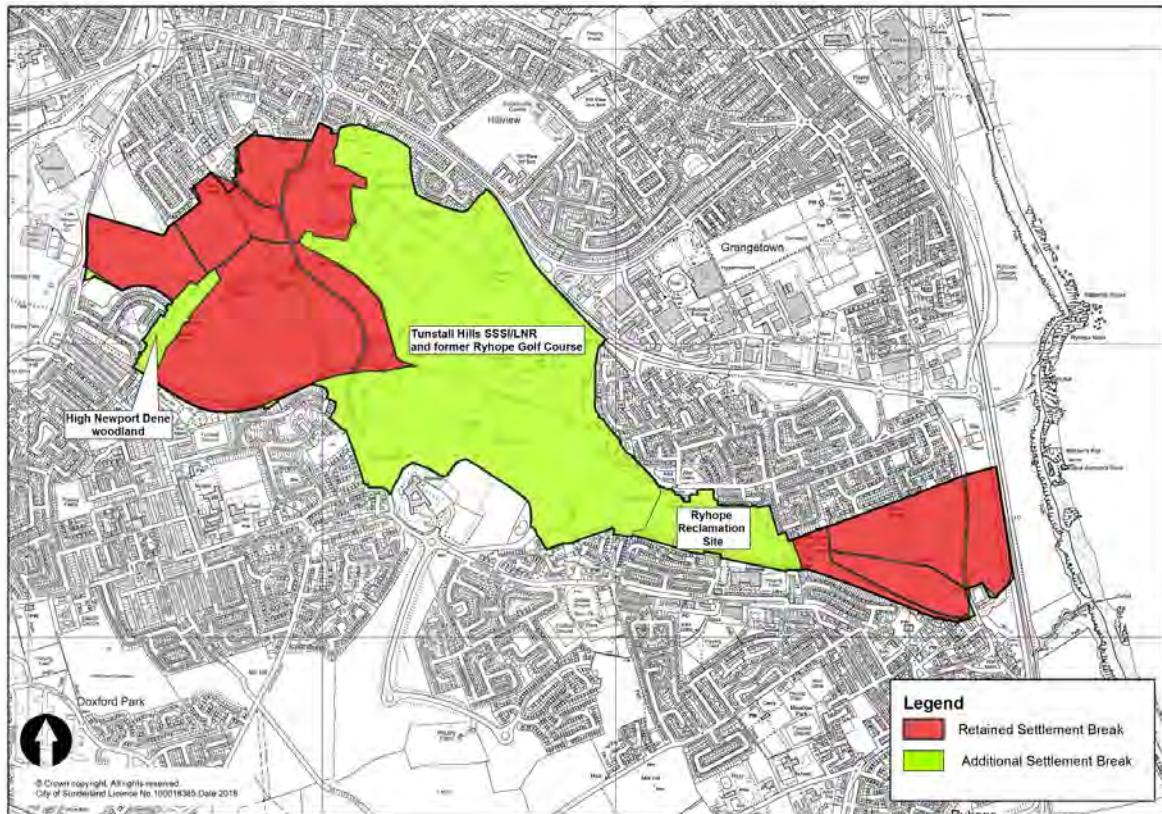
The 2018 Greenspace Audit identifies the site as providing high quality natural greenspace/woodland, and forms part of the wider countryside area which includes Newport Railway Cutting LGS and farmland that slopes northwards towards the Tunstall Hills. This site is protected from development. In terms of Settlement Break purpose, it helps to maintain Silksworth's distinct identity and forms part of a quality Green Infrastructure corridor between Plains Farm and the Ryhope coast.

Tunstall Hills SSSI and Local Nature Reserve / former Ryhope Golf Course

As with High Newport Dene, this area also provides high quality natural greenspace in the 2018 Greenspace Audit, and supports Natural England's target to provide improved access to natural greenspace (ANGST targets). Much of the area falls within the Tunstall Hills SSSI and Local Nature Reserve. In terms of Settlement Break purpose, it helps to maintain the distinction between the main urban areas of Tunstall / Ashbrooke and the former coal settlements of Silksworth and Ryhope, and forms a critical part of the Green Infrastructure corridor between Plains Farm and the Ryhope Coast.

Ryhope Reclamation Site (land allocated for sports pitches)

This former landfill site provided 5 football pitches until 2015, and now provides amenity greenspace, together with allotment plots and a play area, and is included in the 2018 Greenspace Audit. In terms of Settlement Break purpose, it helps to maintain Ryhope's distinct identity and forms a critical part of a Green Infrastructure corridor between Plains Farm and the Ryhope coast.



Additional land areas between Sedgelych and Colliery Row, Houghton-le-Spring

Land north of Sedgelych Sewage Works

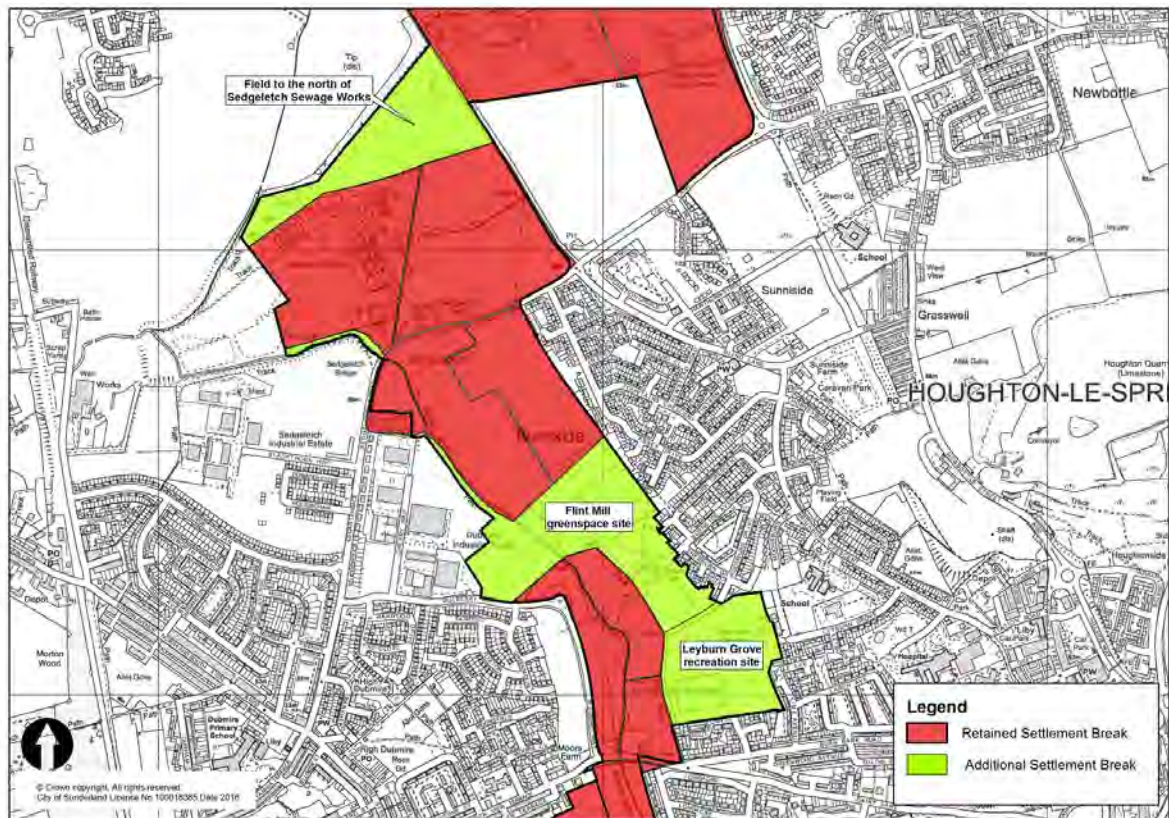
This land provides open farmland immediately to the south of Elba Park and to the north of Sedgelych Sewage Works. The southern part of the site is subject to Flood Zone 2. In terms of Settlement Break purpose, the site supports the clear break between Success and Sunniside, and forms an important Green Infrastructure junction linking Elba Park, Herrington Burn and the Moors Burn corridors.

Flint Mill greenspace

This area is included in the 2018 Greenspace Audit as providing amenity greenspace, and forms part of the functional floodplain associated with the Moors Burn. In terms of Settlement Break purpose, this greenspace supports the clear break between Fence Houses/Dubmire and Houghton-le-Spring, and provides a critical part of the Green Infrastructure corridor that runs south from Elba Park along the Moors Burn towards Colliery Row and Rainton Bridge.

Leyburn Grove sports pitches

This site provides cricket and football pitches that serve the Houghton-le-Spring area and are included in the 2018 Greenspace Audit. In terms of Settlement Break purpose, the site provides a significant role in maintaining the break between Houghton-le-Spring and Fence Houses/Dubmire, as well as providing a key part of the Green Infrastructure corridor that runs south from Elba Park along the Moors Burn towards Colliery Row and Rainton Bridge.



Minor boundary additions or deletion

Improvements in digital technology enable a much more precise Settlement Break boundary to be designated compared to that identified through the 1998 UDP. Minor boundary improvements have been made to the boundary, chiefly to ensure that it follows Ordnance Survey boundary lines, and particularly durable features such as roads, railway lines, residential boundaries, hedgerows and woodland. This has resulted in minor additions and deletions to the protected Settlement Break.

The most significant alteration in this respect is at Southern House Farm, Rainton Bridge. Twelve houses have been recently completed on site, and the boundary has duly been altered to remove this parcel of land from Settlement Break.

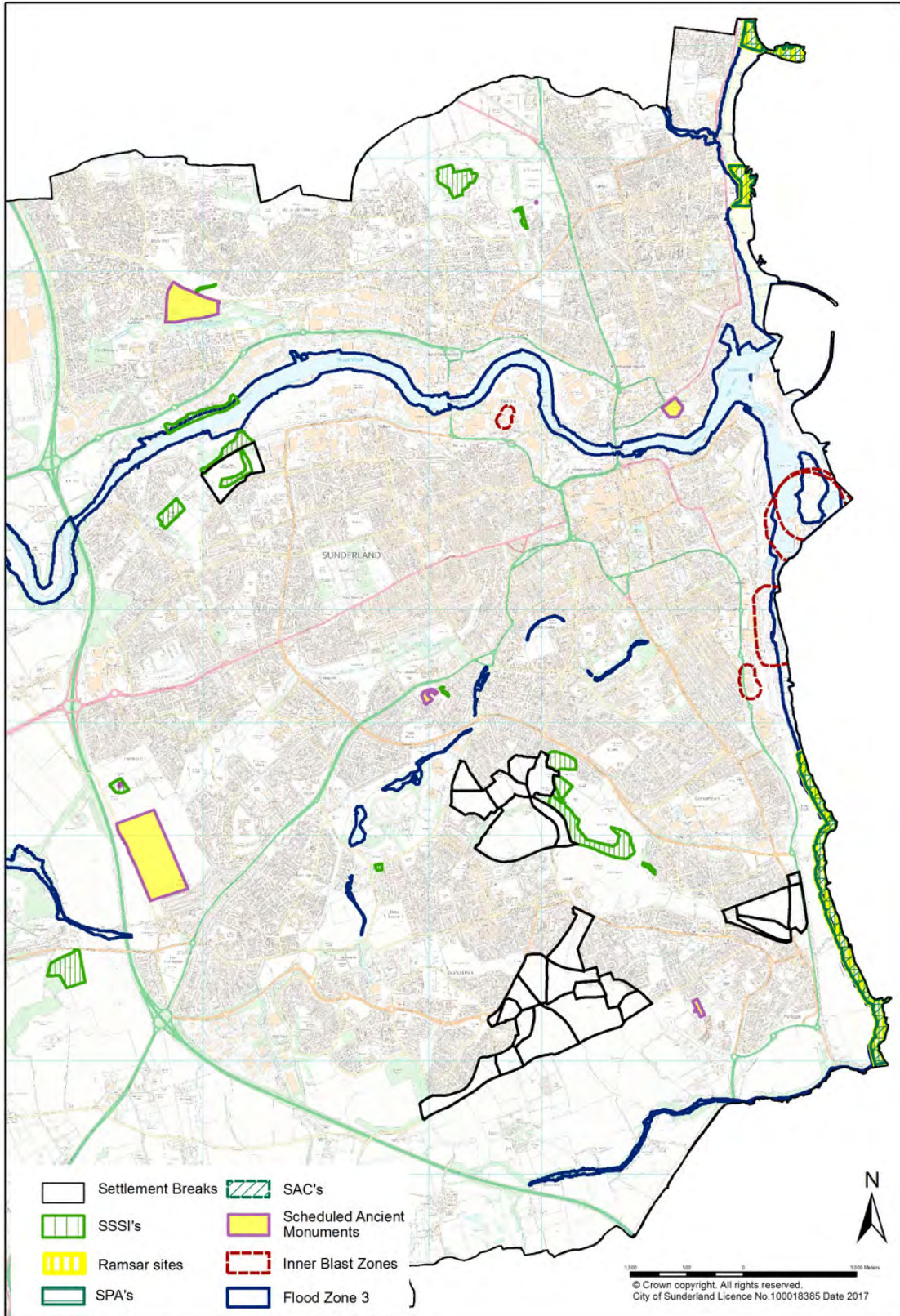
Appendix 1

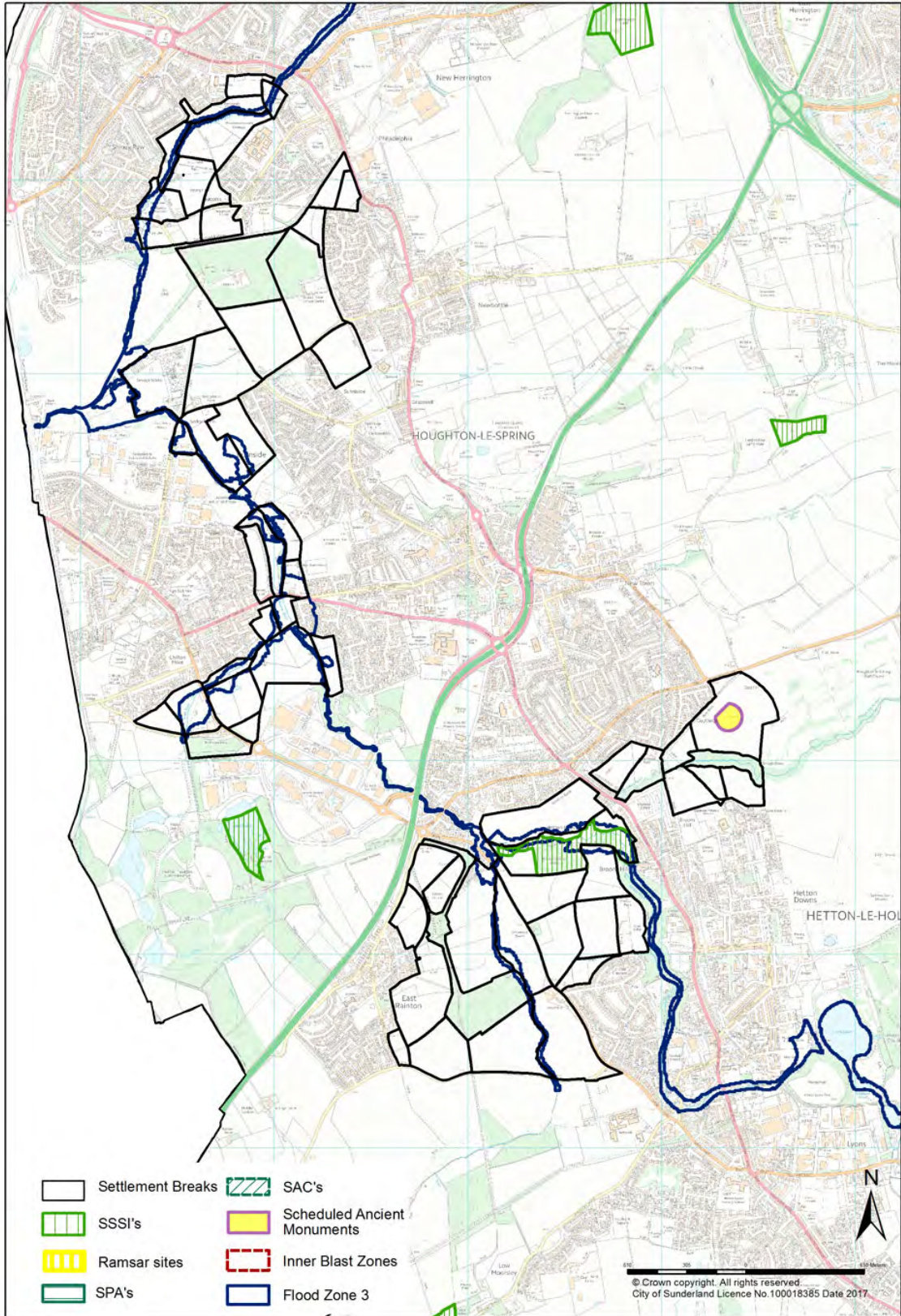
Category 1 designations:

The following parcels of Settlement Break land are fundamentally affected by Category 1 designations:

- Claxheugh – (SSSI)
- New site Tunstall Hills (SSSI)
- Shiney Row – field parcels 1,3,5,8 and 10 (Flood Zone 3)
- Newbottle – field parcel 1 (Flood Zone 3)
- Burnside – field parcels 1, 2 and 3 (Flood Zone 3)
- New site Flint Mill (Flood Zone 3)
- High Dubmire – field parcels 1,2 and 3 (Flood Zone 3)
- Colliery Row – field parcels 1,2,3,4 and 7 (Flood Zone 3)
- Chilton Moor – field parcel 2 (Flood Zone 3)
- North Road – field parcel 2 (SSSI, Flood Zone 3)
- Broomhill – field parcel 6 (Scheduled Ancient Monument)

A number of other field parcels are partly affected by Category 1 designations but the impact to overall site area is minimal and therefore the site has been considered further.





Appendix 2

Field parcels (not submitted by developers to date):

1. Claxheugh Rock and Ford Quarry

- Only parcel of land is discounted due to Category 1 constraint

2. High Newport / Elstob / Tunstall Hills

Settlement Break Parcel	Tunstall Hills 1
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not sustainable – direct impact to Local Wildlife Site, significant impact to wildlife/GI corridor, priority species/SSSI/LNR/HRA, area of higher landscape value, Tree Preservation Orders and remote vehicular access
Sustainable access conclusion	Partly sustainable
Availability conclusion	Not available
Achievability conclusion	Not achievable due to abnormals
Overall site conclusion	Not suitable, available or achievable. Major overall adverse impact to Settlement Break purpose.

Settlement Break Parcel	Tunstall Hills 2
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – immediate impact on adjacent SSSI/LNR, significant impact to wildlife/GI corridor, priority species and HRA, area of higher landscape value, significant hydrology constraints
Sustainable access conclusion	Not sustainable – remote site
Availability conclusion	Not available
Achievability conclusion	Not achievable due to abnormals
Overall site conclusion	Not suitable, sustainable, available or achievable. Major overall adverse impact to Settlement Break purpose.

Settlement Break Parcel	Tunstall Hills 3
Landowner	Council
Impact to Settlement Break purpose	Major overall adverse
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – fundamental impact to wildlife/GI corridor linking Tunstall Hills and Silksworth Recreation Centre.
Sustainable access conclusion	Sustainable site
Availability conclusion	Not available
Achievability conclusion	Not achievable – Council (as landowner) has not put forward the site
Overall site conclusion	Not suitable, available or achievable. Major overall adverse impact to Settlement Break purpose.

Settlement Break Parcel	Tunstall Hills 4
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – significant impact to wildlife/GI corridor, impact on priority species/HRA/SSSI/LNR, area of higher landscape value, remote vehicular access
Sustainable access conclusion	Partly sustainable
Availability conclusion	Not available
Achievability conclusion	Not achievable due to abnormals
Overall site conclusion	Not suitable, available or achievable. Major overall adverse impact to Settlement Break purpose.

- Tunstall Hill parcel 5 is shown on the Access database
- Tunstall Hill parcel 6 is shown on the Access database
- Tunstall Hill parcel 7 is shown on the Access database

3. Hollycarrside / Ryhope

Settlement Break Parcel	Hollycarrside 1
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – fundamental impact to wildlife/GI corridor linking Tunstall Hills and coast. Direct impact on sports pitches, and impact on HRA and priority species. Area of higher landscape value,
Sustainable access conclusion	Sustainable site
Availability conclusion	Not available
Achievability conclusion	Potentially achievable if abnormals can be overcome
Overall site conclusion	Not suitable or available. Major overall adverse impact to Settlement Break purpose.

- Hollycarrside parcel 2 is shown on the Access database
- Hollycarrside parcel 3 is shown on the Access database
- Hollycarrside parcel 4 is shown on the Access database
- Hollycarrside parcel 5 is shown on the Access database

4. South Sunderland Growth Area (SSGA)

- SSGA parcel 1 is shown on the Access database
- SSGA parcel 2 is shown on the Access database
- SSGA parcel 3 is shown on the Access database
- SSGA parcel 4 is shown on the Access database
- SSGA parcel 5 is shown on the Access database
- SSGA parcel 6 is shown on the Access database
- SSGA parcel 7 is shown on the Access database

Settlement Break Parcel	SSGA 8
Landowner	Council
Impact to Settlement Break purpose	Major overall adverse
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – fundamental impact to wildlife/GI corridor separating Burdon and Tunstall Hills.
Sustainable access conclusion	Sustainable site
Availability conclusion	Not available
Achievability conclusion	Not achievable – Council (as landowner) has not put forward the site
Overall site conclusion	Not suitable, available or achievable. Major overall adverse impact to Settlement Break purpose.

- SSGA parcel 9 is shown on the Access database
- SSGA parcel 10 is shown on the Access database
- SSGA parcel 11 is shown on the Access database
- SSGA parcel 12 is shown on the Access database
- SSGA parcel 13 is shown on the Access database
- SSGA parcel 14 is shown on the Access database

5. Shiney Row / Success

- Shiney Row parcel 1 is discounted due to Category 1 constraints
- Shiney Row parcel 2 is shown on the Access database
- Shiney Row parcel 3 is discounted due to Category 1 constraints (additionally considered via Access database)
- Shiney Row parcel 4 is shown on the Access database
- Shiney Row parcel 5 is discounted due to Category 1 constraints

Settlement Break Parcel	Shiney Row 6
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse
Category 1 Review	Partly affected by Category 1 constraints (Flood Zone 3).
Suitability conclusion	Not suitable – site provides allotments and is partly affected by Flood Zone 3. Site sits in centre of wildlife/GI corridor.
Sustainable access conclusion	Partly sustainable
Availability conclusion	Not available
Achievability conclusion	Potentially achievable if abnormalities can be overcome
Overall site conclusion	Not suitable or available. Major overall adverse impact to Settlement Break purpose.

Settlement Break Parcel	Shiney Row 7
Landowner	Major overall adverse
Impact to Settlement Break purpose	Council / private
Category 1 Review	Partly affected by Category 1 constraints (Flood Zone 3).
Suitability conclusion	Not suitable – fundamental impact to wildlife / GI corridor. Coal Referral Area.
Sustainable access conclusion	Partly sustainable

Availability conclusion	Not available
Achievability conclusion	Potentially achievable if abnormals can be overcome
Overall site conclusion	Not suitable or available. Major overall adverse impact to Settlement Break purpose.

- Shiney Row parcel 8 is discounted due to Category 1 constraints

Settlement Break Parcel	Shiney Row 9
Landowner	Major overall adverse
Impact to Settlement Break purpose	Council
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – site provides sports fields for Shiney Row Primary School.
Sustainable access conclusion	Sustainable site.
Availability conclusion	Not available
Achievability conclusion	Not achievable – Council (as landowner) has not put forward the site.
Overall site conclusion	Not suitable, available or achievable. Major overall adverse impact to Settlement Break purpose.

- Shiney Row parcel 10 is discounted due to Category 1 constraints

6. Success / Staddon Way (Crofter's Estate)

- Success parcel 1 is shown on the Access database.
- Success parcel 2 is shown on the Access database.

Settlement Break Parcel	Success 3
Landowner	Private
Impact to Settlement Break purpose	Moderate overall adverse
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable, fundamental impact to GI corridor and significantly affected by 1:30 incidence surface water flooding
Sustainable access conclusion	Partly sustainable site
Availability conclusion	Not available
Achievability conclusion	Potentially achievable if abnormals can be overcome
Overall site conclusion	Not suitable or available. Moderate overall adverse impact to Settlement Break purpose.

7. Sunnyside / Newbottle

- Only Parcel is shown on the Access database.

8. Newbottle / Sedgefield

- Newbottle parcel 1 is discounted due to Category 1 constraints
- Newbottle parcel 2 is shown on the Access database.
- Newbottle parcel 3 is shown on the Access database.

Settlement Break Parcel	Newbottle 4
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – fundamental impact to wildlife/GI corridor. Significant impact to woodland, and adjacent LWS. Coal Referral Area.
Sustainable access conclusion	Partly sustainable
Availability conclusion	Not available
Achievability conclusion	Potentially achievable if abnormals can be overcome
Overall site conclusion	Not suitable or available. Major overall adverse impact to Settlement Break purpose.

- Newbottle parcel 5 is shown on the Access database.

9. Dubmire Industrial Estate / Burnside

- Burnside parcel 1 is discounted due to Category 1 constraints
- Burnside parcel 2 is discounted due to Category 1 constraints (additionally considered on the Access database)
- Burnside parcel 3 is discounted due to Category 1 constraints (additionally considered on the Access database)

10. High Dubmire / Dairy Lane / Houghton

- High Dubmire parcel 1 is discounted due to Category 1 constraints
- High Dubmire parcel 2 is discounted due to Category 1 constraints (additionally considered on the Access database)
- High Dubmire parcel 3 is discounted due to Category 1 constraints (additionally considered on the Access database)
- High Dubmire parcel 4 is shown on the Access database.

11. Colliery Row / Dairy Lane / Ninelands

- Colliery Row parcel 1 is discounted due to Category 1 constraints.
- Colliery Row parcel 2 is discounted due to Category 1 constraints.
- Colliery Row parcel 3 is discounted due to Category 1 constraints.
- Colliery Row parcel 4 is discounted due to Category 1 constraints.

Settlement Break Parcel	Colliery Row 5
Landowner	Council
Impact to Settlement Break purpose	Moderate overall adverse
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Potentially suitable – impact to wildlife/GI corridor, priority species and alignment of Central Route.
Sustainable access conclusion	Not sustainable – remote site
Availability conclusion	Not available
Achievability conclusion	Not achievable – Council (as landowner) has not put forward the site.
Overall site conclusion	Not sustainable or available. Moderate overall adverse impact to Settlement

	Break purpose.
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Settlement Break Parcel	Colliery Row 6
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse
Category 1 Review	Partly affected by Category 1 constraints (Flood Zone 3).
Suitability conclusion	Not suitable – fundamental impact to wildlife/GI corridor. Part of site directly affected by Flood Zone 3. Significant impact to priority species.
Sustainable access conclusion	Not sustainable – remote site
Availability conclusion	Not available
Achievability conclusion	Potentially achievable if abnormals can be overcome
Overall site conclusion	Not suitable, sustainable or available. Moderate overall adverse impact to Settlement Break purpose.

- Colliery Row parcel 7 is discounted due to Category 1 constraints.

12. Chilton Moor / Rainton Bridge Industrial Estate

Settlement Break Parcel	Chilton Moor 1
Landowner	Council
Impact to Settlement Break purpose	Major overall adverse
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – site provides mature woodland and forms fundamental part of wildlife/GI corridor
Sustainable access conclusion	Not sustainable – remote site
Availability conclusion	Not available
Achievability conclusion	Not achievable – Council (as landowner) has not put forward the site.
Overall site conclusion	Not suitable, sustainable, available or achievable. Major overall adverse impact to Settlement Break purpose.

- Chilton Moor parcel 2 is discounted due to Category 1 constraints.
- Chilton Moor parcel 3 is shown on the Access database.

13. Rainton Bridge / East Rainton / North Road

Settlement Break Parcel	East Rainton 1
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – fundamental impact to wildlife/GI corridor. Impact to priority species. Coal Referral Area.
Sustainable access conclusion	Partly sustainable
Availability conclusion	Not available
Achievability conclusion	Potentially achievable
Overall site conclusion	Not suitable or available. Major overall adverse impact to Settlement Break purpose.

Settlement Break Parcel	East Rainton 2
Landowner	Council
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – fundamental impact to wildlife/GI corridor and to cricket field. Impact to priority species. Coal Referral Area.
Sustainable access conclusion	Partly sustainable
Availability conclusion	Not available
Achievability conclusion	Not achievable – Council (as landowner) has not put forward the site.
Overall site conclusion	Not suitable, available or achievable. Major overall adverse impact to Settlement Break purpose.

Settlement Break Parcel	East Rainton 3
Landowner	Council
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	Partly affected by Category 1 constraints (Flood Zone 3).
Suitability conclusion	Not suitable – site provides mature woodland and rights of way. Former pit (stability / contamination issues). Partly affected by Flood Zone 3.
Sustainable access conclusion	Not sustainable – remote site
Availability conclusion	Not available
Achievability conclusion	Not achievable – Council (as landowner) has not put forward the site.
Overall site conclusion	Not suitable, sustainable, available or achievable. Major overall adverse impact to Settlement Break purpose.

Settlement Break Parcel	East Rainton 4
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	Partly affected by Category 1 constraints (Flood Zone 3).
Suitability conclusion	Not suitable – fundamental impact to wildlife/GI corridor. Partly affected by Flood Zone 3. Significant impact to priority species in area.
Sustainable access conclusion	Not sustainable – remote site
Availability conclusion	Not available
Achievability conclusion	Potentially achievable if abnormals can be overcome
Overall site conclusion	Not suitable, sustainable or available. Major overall adverse impact to Settlement Break purpose.

Settlement Break Parcel	East Rainton 5
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	Partly affected by Category 1 constraints (Flood Zone 3).
Suitability conclusion	Not suitable – fundamental impact to wildlife/GI corridor. Partly affected by Flood Zone 3. Significant impact to priority species in area.
Sustainable access conclusion	Not sustainable – remote site
Availability conclusion	Not available
Achievability conclusion	Potentially achievable if abnormals can be overcome
Overall site conclusion	Not suitable, sustainable or available. Major overall adverse impact to Settlement Break purpose.

- East Rainton parcel 6 is shown on the Access database.

Settlement Break Parcel	East Rainton 7
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	Partly affected by Category 1 constraints (Flood Zone 3).
Suitability conclusion	Not suitable – fundamental impact to wildlife/GI corridor. Partly affected by Flood Zone 3. Significant impact to priority species in area. Coal Referral Area.
Sustainable access conclusion	Not sustainable – remote site
Availability conclusion	Not available
Achievability conclusion	Potentially achievable if abnormals can be overcome
Overall site conclusion	Not suitable, sustainable or available. Major overall adverse impact to Settlement Break purpose.

Settlement Break Parcel	East Rainton 8
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Potentially suitable. Significant impact to wildlife/GI corridor. Coal referral Area.
Sustainable access conclusion	Partly sustainable site
Availability conclusion	Not available
Achievability conclusion	Potentially achievable if abnormals can be overcome
Overall site conclusion	Not available. Major overall adverse impact to Settlement Break purpose.

- East Rainton parcel 9 is shown on the Access database.

Settlement Break Parcel	East Rainton 10
Landowner	Private
Impact to Settlement Break purpose	Moderate overall adverse impact
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Potentially suitable. Significant impact to wildlife/GI corridor. Coal Referral Area.
Sustainable access conclusion	Partly sustainable site
Availability conclusion	Not available
Achievability conclusion	Potentially achievable if abnormals can be overcome
Overall site conclusion	Not available. Moderate overall adverse impact to Settlement Break purpose.

- East Rainton parcel 11 is shown on the Access database.

14. North Road / Park Estate / Hetton Park / Houghton

- North Road parcel 1 is shown on the Access database
- North Road parcel 2 is discounted due to Category 1 constraints

Settlement Break Parcel	North Road 3
Landowner	Private
Impact to Settlement Break	Major overall adverse impact

purpose	
Category 1 Review	Partly affected by Category 1 constraints (Flood Zone 3).
Suitability conclusion	Not suitable – directly impacted on by Flood Zone 3, and adjacent to SSSI/LNR/LWS. Major adverse impact on priority species / habitat. Major impact to wildlife/GI corridor.
Sustainable access conclusion	Not sustainable – remote site
Availability conclusion	Not available
Achievability conclusion	Not achievable – adverse abnormalities to overcome
Overall site conclusion	Not suitable, sustainable, available or achievable. Major overall adverse impact to Settlement Break purpose.

- North Road parcel 4 is shown on the Access database
- North Road parcel 5 is shown on the Access database
- North Road parcel 6 is shown on the Access database
- North Road parcel 7 is shown on the Access database

Settlement Break Parcel	North Road 8
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – Major adverse impact on adjacent SSSI/LNR/LWS and on priority species habitat. Major impact to wildlife/GI corridor.
Sustainable access conclusion	Not sustainable – remote site
Availability conclusion	Not available
Achievability conclusion	Not achievable – adverse abnormalities to overcome
Overall site conclusion	Not suitable, sustainable, available or achievable. Major overall adverse impact to Settlement Break purpose.

15. Broomhill / Houghton (by Gillas Lane)

- Gillas Lane parcel 1 is shown on the Access database

Settlement Break Parcel	Gillas Lane 2
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – Major adverse impact on Rough Dene Burn and wildlife corridor.
Sustainable access conclusion	Sustainable site
Availability conclusion	Not available
Achievability conclusion	Not achievable – adverse abnormalities to overcome
Overall site conclusion	Not suitable, available or achievable. Major overall adverse impact to Settlement Break purpose.

16. Copt Hill / Low Downs / Broomhill

- Broomhill parcel 1 is shown on the Access database.
- Broomhill parcel 2 is shown on the Access database.

Settlement Break Parcel	Broomhill 3
Landowner	Private
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – direct impact on allotments. Significant impact on adjacent LWS (and Ancient Semi-Natural Woodland), to wildlife/GI corridor, setting of Copt Hill Scheduled Monument, and Area of Higher Landscape Value.
Sustainable access conclusion	Partly sustainable
Availability conclusion	Not available
Achievability conclusion	Potentially achievable, if abnormalities can be overcome
Overall site conclusion	Not suitable or available. Major overall adverse impact to Settlement Break purpose.

Settlement Break Parcel	Broomhill 4
Landowner	Council / private
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – protected Local Wildlife Site which includes Ancient Semi-Natural Woodland. Also includes Rough Dene Burn.
Sustainable access conclusion	Not sustainable – remote site.
Availability conclusion	Not available
Achievability conclusion	Not achievable – protected wildlife site and local burn
Overall site conclusion	Not suitable, sustainable, available or achievable. Major overall adverse impact to Settlement Break purpose.

Settlement Break Parcel	Broomhill 5
Landowner	Council / private
Impact to Settlement Break purpose	Major overall adverse impact
Category 1 Review	No Category 1 constraints affecting the site.
Suitability conclusion	Not suitable – partly incorporate Rough Dene Burn Local Wildlife Site. Also incorporates historic former Hetton Colliery railway, and provides backdrop to Copt Hill Scheduled Monument. Area of higher landscape value.
Sustainable access conclusion	Partly sustainable site
Availability conclusion	Not available
Achievability conclusion	Not achievable – abnormalities too difficult to overcome, including topography associated with Rough Dene Burn.
Overall site conclusion	Not suitable, available or achievable. Major overall adverse impact to Settlement Break purpose.

- Broomhill parcel 6 is discounted due to Category 1 constraints.