

Local Plan Sustainability Appraisal Scoping Report Consultation (2015)

Comment ref	Respondent Name	Comment	Response	Action
SA1	Environment Agency	Appendix 2 We feel that reference should be made to the Northumbrian River Basin Management Plan (RBMP). This plan is currently in the process of being updated and a final version will be published on our website at the end of December 2015.	Published in February 2015. RMPB will be included in Appendix 2.	Amended
SA2	Environment Agency	Appendix 2 Further to this we feel that the Environment Agency Medium Term plan should also be referenced as this sets out our investment programme from 2015 to 2021. [Programme of flood and coastal erosion risk management scheme]	The only relevant project in Sunderland is already construction in April 2015. This is Project in construction at April 2015: Borrowdale Street - surface water flooding	No change
SA3	Environment Agency	Appendix 2 We support the inclusion of the EU Waste Framework within Appendix 2. We would advise that when developing policies on waste we emphasise the importance of the 'Waste Hierarchy' as set out in Article 4 of the revised EU Waste Framework Directive to maximise the reduction and re-use of waste.	Noted	No change
SA4	Environment Agency	Appendix 3 We support the inclusion of water quality indicators in the water section of Appendix 3. However, it only appears that the River Wear and 2 costal bathing waters have been taken into consideration. We would advise that all water bodies within the Local Authority administrative boundary should be taken into consideration and identify the issues	Awaiting information from EA	To amend

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		for each water body. More recent data can also be used in the Trend section to identify more up to date water quality issues.		
SA5	Environment Agency	We support the indicator for percentage of household waste sent for reuse, recycling or composting. We also suggest that the number of site waste management plans submitted with new development could be included as an indicator.	Noted. SWMP are no longer required for planning applications. Should the Local Plan include a policy setting this as a requirement then it may be suitable to include this as a criteria.	No change
SA6	Highways England	We note in paragraph 1.29 reference is made to consultation having been carried out with the three specific consultation bodies in accordance with the Town and Country Planning Regulations 2012, and also with other key stakeholders, which includes Highways England. We welcome this intention and as such we have sought to respond directly to the questions raised in paragraph 1.31 below. We also look forward to continued engagement throughout the preparation of the Core Strategy and other Local Plan documents.	Noted	No change
SA7	Highways England	We also note in paragraph 4.7 that it is the intention to assess strategic allocations against the SA Framework using the same approach as for the spatial strategy and other policies, utilising the same matrix and scoring mechanism. We have no concerns with this approach.	Noted	No change
SA8	Highways England	Appendix 2 Consideration should be given to the Department for Transport Road Investment Strategy, for the 2015/2016 – 2019/20 Road Period (March 2015), which sets out a long-	The importance of the Highways England Delivery plan is recognised as part of delivering economic growth. However, it is not a plan that in itself seeks to deliver sustainable development and therefore is	No change

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		term programme and funding for motorways and major roads over the next five years and comprises a long-term vision for England's motorways and major roads, a multi-year investment plan to improve the road network and a number of high-level objectives.	not included in the review of relevant national policy.	
SA9	Highways England	<p>Appendix 2</p> <p>Consideration could be given to Highways England Delivery Plan 2015/2020 (March 2015) which outline what Highways England will do over the next five years to delivery against the five strategic outcomes and commitments in its Strategic Business Plan and in the government's Road Investment Strategy.</p>	<p>The importance of the Highways England Delivery plan is recognised as part of delivering economic growth. However, it is not a plan that in itself seeks to deliver sustainable development and therefore is not included in the review of relevant national policy.</p> <p>Relevant schemes are included in Appendix 3.</p>	Amended (appendix 3)
SA10	Highways England	<p>Appendix 3</p> <p>Could provide further detail and it would be useful to identify the extent of the road network, including Highways England's responsibility for the strategic road network and reflect on accessibility and the condition of the road network, recognising where there are particular congestion issues on parts of the network. This is also pertinent to the 'Predicted Further Trends' which although it recognised that car ownership levels are increasing faster than in other parts of England and emissions from vehicles are expected to increase as traffic and congestion and increase, there is no consideration given to the condition of either the local or strategic road network and where particular issues may increase or may require investment and the implementation of improvement schemes. This</p>	<p>Additional data will be added on congestion pinch-point and trends in travel data to help provide context for the SA. However, the Local Plan will recognise where transport improvements are proposed, although these do not necessarily for the sustainability context for the plan area.</p> <p>LTP3 priorities are identified in Appendix 3.</p>	Amended

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		information should be available in the LTP3 and can be obtained from Highways England in relation to the strategic road network.		
SA11	Highways England	<p>Figure 2</p> <p>It is noted that in Figure 2: Key Issues for the Core Strategy, that in relation to improvement infrastructure to facilitate economic growth that the Core Strategy will need to promote investment in infrastructure to support economic growth and therefore it will be supported by an Infrastructure Delivery Plan, to identify the infrastructure required to support the scale of development proposed in the Plan and detail how this will ultimately be delivered, which is welcomed. As is the intention to promote sustainable patterns of development to reduce the travel distances and promote a modal shift away from the private car towards more sustainable means, in relation to the need to reduce greenhouse gas emission issues. It is also noted that storage support is provided for the development of the Vaux site to promote growth in the city centre particularly for office development and the intentions to increase economic growth utilises the opportunities presented by Nissan, the Port and the University. Reference is also made to the Sunderland Strategic Transport Corridor transport improvement schemes. Highways England has no concern with this principle and this supportive of delivering sustainable economic growth, but will be able to provide further comment on the proposals presented in the Core Strategy once it has been published for consultation.</p>	Noted	No change

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SA12	Highways England	<p>SA Objectives</p> <p>We are generally supportive of the objectives and in particular Objective 7 – Transport and Communication, which covers reducing the need to travel, promoting sustainable modes of travel, improving telecommunications infrastructure and aligning investment in infrastructure with growth. We are also supportive of the scope of the associated guidance questions and indicators proposed in respect of this objective and therefore have no further comment.</p>	Noted	No change
SA13	Natural England	Natural England broadly welcomes the approach taken in the 'Sunderland City Council Draft Sustainability Appraisal Scoping Report of the Sunderland Core Strategy', which we consider sets out a good framework for the assessment of these documents.	Noted	No change
SA14	Natural England	Natural England is not aware of any other policies, plans or strategies that should be included for consideration in Appendix 2.	Noted	No change
SA15	Natural England	<p>The baseline information does not include any detail about the current condition of the internationally designated sites found within Sunderland. Natural England is aware that survey work has been undertaken, and further work is ongoing, in regards to bird numbers found along the coast, and this data should be included in the baseline information when it becomes available.</p> <p>Wetland Bird Survey (WeBS) data may also be available which can further inform the current baseline situation, and again this should be included if appropriate.</p>	Noted. The HRA will consider the status of the internationally designated sites in further depth. The SA will cross refer to the appropriate information.	No change.

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SA16	Natural England	<p>Natural England agrees with the SA Objectives identified.</p> <p>We suggest that the 'Guide Questions' in relation to SA Objective 1 be expanded to include a reference to 'no net loss of habitat' as well as conserving and enhancing international and national designated nature conservation sites.</p> <p>We also welcome the guide question referring to the avoidance of loss of best and most versatile agricultural land within the Land Use and Soils Objective.</p>	Noted. Guide question updated to reflect comments.	
SA17	Natural England	Natural England does not consider there to be any issues that are not being addressed by this scoping report.	Noted	No change