

UDP alteration No. 2 (Central Sunderland)



Local Development Framework
Development Plan Document
Adopted Policies


Sunderland
City Council

UDP alteration No. 2 (Central Sunderland) Adopted Policies

Development Plan Document

Adopted by full council of the City Council on 26th September 2007

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A strategy for Central Sunderland

The City Council recognises the force of the social and economic drivers of change impinging upon Central Sunderland. The council has developed a clear strategy for the area to shape change positively and to realise the council's aspirations for the city as a whole.

The City Council's objective for Central Sunderland is to create an area that is the economic heart of the City of Sunderland, bringing regeneration to, and enhancing the quality of life of, existing communities. Central Sunderland will be the focal point for new investment and employment, education, leisure and tourism development, and in the City Centre a vibrant and vital retail offer.

In addition, promoting and celebrating urban living, the policies in the Alteration will provide the opportunity to establish a new sustainable residential community at the heart of the city.

All new development will be urban in form with a strong mix of uses, high levels of connectivity, high quality and high density development forms that capitalise on public transport opportunities and offer a rich and active public realm. Where appropriate, development should embrace the River Wear in order that the river is better integrated into the city.

Progress to delivering the vision will be achieved by the adoption of the following policies that will guide the City Council's consideration of development proposals within Central Sunderland.

Background

In 1998, the council adopted the Unitary Development Plan (UDP). The UDP provides a comprehensive policy framework for the development of the city in the period up to 2006. Since the UDP was adopted there have been a number of pressures and changes in circumstance, that have resulted in the need to review certain parts of the Plan. A formal review of the UDP commenced in November 2000 and two amendments have since been prepared.

In January 2001, **Alteration Number 1**, which concerned strategic housing policies, was placed on Deposit. However, it should be noted that this document was not progressed beyond this stage for technical reasons.

In September 2001 work began on a separate alteration which addressed the planning framework for the City Centre (**Alteration Number 2**). However, at an early stage it was considered that the review of the City Centre needed to be placed in a wider spatial context. This was due to:-

- i) the pressing need to review UDP policies for a wider area of urban riverside (where there was a need to coordinate regeneration efforts in the light of significant job losses) and
- ii) the impending creation of an Urban Regeneration Company (in order to secure the regeneration of the urban riverside).

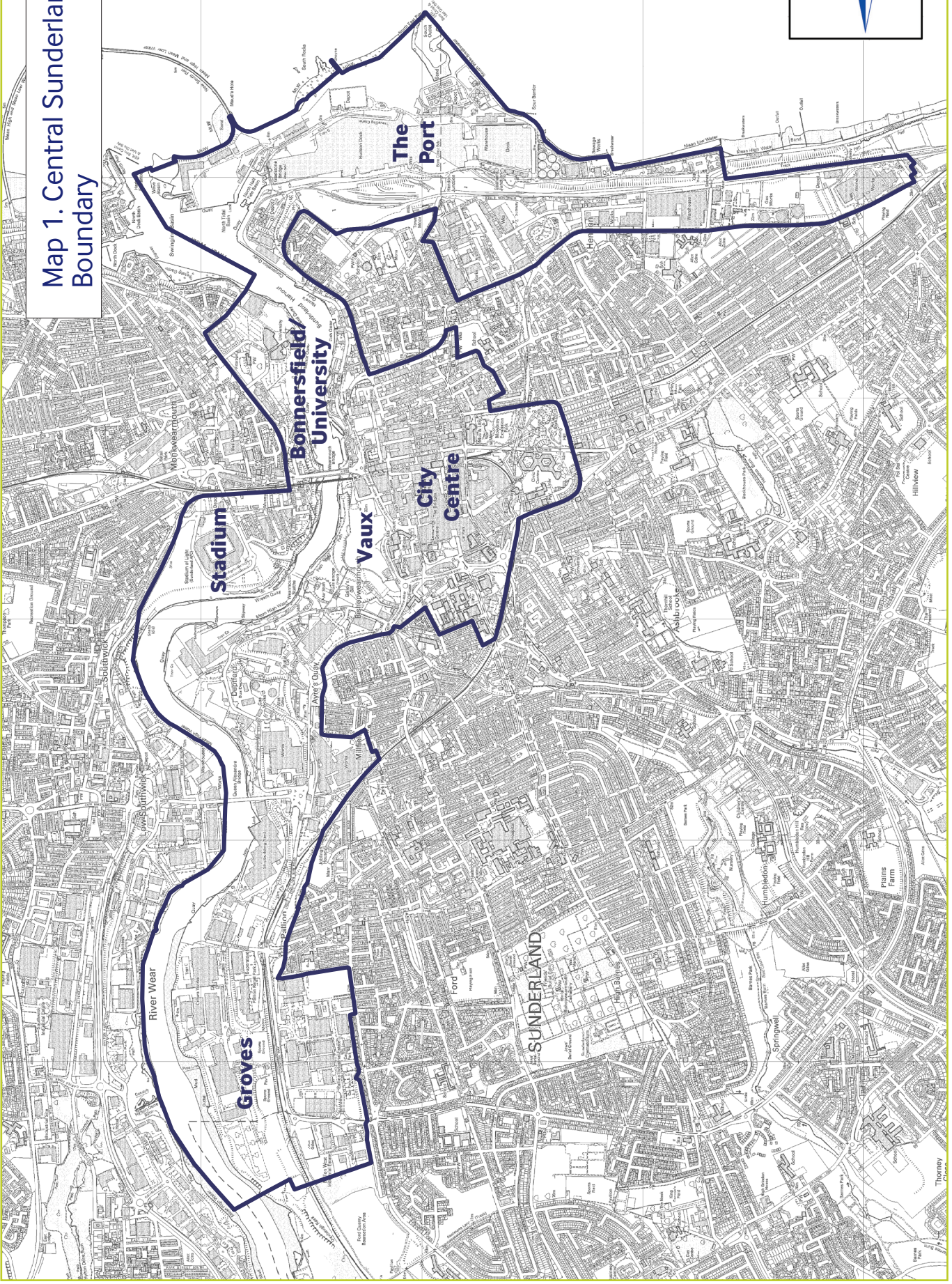
The area covered by Alteration Number 2 was subsequently expanded to take in a wider area described as "Central Sunderland". This area (shown on Map 1) covers over 600 hectares and includes:-

- Sunderland City Centre (including the former Vaux Brewery);
- the Port of Sunderland;
- existing and former industrial areas along the southern bank of the River Wear (including the former Groves Cranes factory) and at Hendon;

- partially regenerated areas on the north bank of the River including Stadium Park, Bonnersfield and the University area at St. Peter's.

The policies were subject to public consultation at the "Issues and Options" stage (Spring 2003), First Deposit stage (Spring 2004) and the Redeposit stage (Autumn 2005).

Map 1. Central Sunderland
Boundary



Guide to the proposed policies

The new policies in this Alteration only apply to the area of Central Sunderland. The majority of policies in the Adopted Plan are unaffected and remain the statutory land-use policies for the city until their replacement by the forthcoming Local Development Framework (LDF). The Alteration therefore should be read alongside the Adopted UDP.

Other documents which accompany this Alteration are:-

- A **Schedule of Changes** which sets out all the changes the council has made to the Adopted UDP, including a listing of policies which have been deleted;
- A **Sustainability Appraisal** which highlights the wider economic, social and environmental implications of the policies; and
- A **Statement of Consultation** which outlines the steps taken by the council to consult on the policies as they have progressed through the statutory process.

The policies in this alteration and the Adopted UDP are supported by and should be read in conjunction with Supplementary Planning Guidance documents. These do not form part of the Development Plan but provide additional information on aspects of the Plan. An up to date list of Supplementary Planning Guidance is available from the City Council.

The Alteration covers the period to 2012.

The structure of the Alteration follows the order of the chapters in the UDP, beginning with economic development and ending with transport. The numbering system used accords with that in the UDP – thus, for example, the policy on Comprehensive Development Sites (EC5A) follows on from the UDP policy on Mixed Use sites (EC5).

Similarly the area-specific proposals are numbered to accord with the structure of the UDP - thus, for example, the proposed Comprehensive Development Site at the former Grove site (SA6A.1) follows on from the UDP Part 2 policy on New Mixed Use Sites (SA6) whilst sites in the City Centre are numbered from SA55 onwards.

Consideration of flood risk

In preparing this UDP Alteration, the City Council had regard to national guidance on development and flood risk set out in PPG25 and superseded by PPS25. A Strategic Flood Risk Assessment (SFRA) in accordance with the above guidance has been prepared for Central Sunderland by JBA Consultants. Zones 2 and 3 of the SFRA, i.e. those most at risk of flooding, are shown on the Proposals Map. Within the Alteration boundary they extend along the corridor of the River Wear and include the Port of Sunderland. Zones 2 and 3 affect the following sites to the extent of the approximate percentages shown:

- Vaux/ Galleys Gill/ Farrington Row (SA55A.2) (percentage not known)
- The Port (SA6A.2) (59%)
- Groves (SA6A.1) (12%)
- Pallion Yard (SA6B.2) (20%)
- Bonnersfield/ St. Peter's University Campus (NA3B.1) (26%)
- Sunderland Strategic Transport Corridor (SA52A) (bridge crossing location)

PPS25 states that local planning authorities should adopt a risk-based approach to development in flood risk areas and should prioritise the allocation of sites in descending order to the flood zone category. When allocating land they should demonstrate that there are no reasonable options available in a lower risk category (the 'sequential' test).

The City Council takes the view that the scale of encroachment of potential flood risk areas onto these substantial sites, with large areas for development unaffected by flood risk, indicates that a risk-based sequential test is not appropriate to the entirety of each site. Moreover, no alternative sites, on the scale of those in the Alteration, offering similar development opportunities exist elsewhere in the city. Hence, there are no sequentially preferable sites.

The SFRA notes that where departures are justified, such as the above-mentioned sites, then the 'Exception Test' must be applied, as set out in PPS25 Annex D. The SFRA considers the likelihood of passing the test for each of the above sites, with all but the Port achieving 'high' probability, the Port being 'medium'.

It is important for the regeneration and economy of the city that the redevelopment of these sites is progressed, whilst taking account of the measures necessary to mitigate the potential impact of partial flooding. Applications for development will be considered against 'saved' UDP policies EN11, EN12 and EN13 as well as PPS25. Applications for sites falling within Flood Zones 2 and 3 must be accompanied by a Flood Risk Assessment, to include design measures to take account of potential flood problems.

To help towards mitigating the impact of flooding the council will give consideration to the following measures:-

- Developing a 'water compatible' green corridor along the banks of the River Wear, as indicated in specific site policies; and
- Retaining, along the bank top, an 8 metre maintenance access strip that is void of development."

Appropriate assessment of policy impact on Natura 2000 sites

The European Habitats Directive Article 6(3) requires that Development Plans and other projects do not adversely affect the integrity of Natura 2000 sites (Special Protection Areas – SPA – and Special Areas of Conservation – SAC), i.e. sites designated for their wildlife and habitats under European law. To this end an 'Appropriate Assessment' (AA) of the likely impact of plans and projects must be undertaken. The UK government has yet to enact regulations to implement the Directive in English law, but nevertheless the provisions of the European Directive apply by way of direct effect in the absence of UK regulations.

Development Plans cannot be adopted without the local authority, which for the purposes of the Directive are deemed to be the 'competent authority', being satisfied that its Plan has no impact on the integrity of the designated features of the Natura 2000 sites, or that any necessary mitigation measures can be incorporated within the Plan to neutralize any potential adverse impact.

The City Council commissioned Scott Wilson Scotland Limited to undertake the Appropriate Assessment of Alteration No2. The report, prepared in consultation with Natural England and also advised by the Durham Bird Club, was approved on 14 March 2007 by the Director of Development and Regeneration.

The full report may be viewed on www.sunderland.gov.uk/UDP.

Two sites, both on the Sunderland coast, have been identified as potentially being subject to adverse impact from development proposed in Alteration No.2. The sites are the Durham Coast SAC, designated for its coastal vegetation, which runs from the city's southern boundary to north of Salterfen Rocks south of the Port and the Northumbria Coast SPA and Ramsar site, which includes part of the coast between Berwick and Teesmouth, designated as a

habitat for certain bird species. In Sunderland the relevant SPA sections extend from south of Ryhope Dene to north of Salterfen Rocks (the same as the SAC), whilst north of the river it includes Parson's Rocks at Seaburn.

The Assessment report concludes that the Alteration in itself will not cause any adverse impact. It does not identify any potential problems concerning the Durham Coast SAC. However, in regard to regeneration proposals for the Port, the range of possibilities for its redevelopment could give rise to potential impact on the Northumbria Coast SPA which provides feeding grounds and roosts for Turnstones and Purple Sandpiper. The City Council has addressed this in the supporting text to the Port policy SA6A.2.

Economic development

Comprehensive Development Sites

Policy EC5A

Within the Comprehensive Development Sites, as defined on the Proposals Map, the City Council will require that re-development proposals deliver:

- i) A mix of land uses incorporating the following uses,
 - A1 Retail
 - A2 Financial and professional services
 - A3 Restaurants and cafes
 - A4 Drinking establishments
 - A5 Hot food take-aways
 - B1 Business
 - B2 General industry
 - B8 Storage and distribution
 - C1 Hotels
 - C3 Housing
 - D1 Non-residential institutions
 - D2 Assembly and leisure
- ii) Provision of the infrastructure elements specified in part 2; and
- iii) A fine grained, intensive pattern of development appropriate for an inner urban setting and making effective use of previously developed land.

Development proposals should conform to a comprehensive master plan for the whole development site, to be agreed with the City Council, having regard to UDP Supplementary Planning Guidance.

Where land ownership presents a constraint to the implementation of comprehensive development proposals the City Council will consider the use of its compulsory purchase powers to help deliver appropriate development.

Development proposals will need to incorporate measures to promote non-car modes of transport in accordance with policy T2A.

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

Proposals for town centre uses on Comprehensive Development Sites will be assessed against policy S2A.

4.42a Comprehensive development opportunities - These are distinguished by the fact that they offer scope to regenerate large parts of Central Sunderland by introducing a scale and mix of new development, planned in a comprehensive way (following, as appropriate, site clearance and remediation), which would have a significant impact upon the pattern of land use, community, recreation and employment within Central Sunderland and the city as a whole.

Strategic Locations for Change

Policy EC5B

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

Acceptable uses

- A2 Financial and professional services
- A3 Restaurants and cafes
- A4 Drinking establishments
- B1 Business
- C3 Housing
- D1 Non-residential institutions
- D2 Assembly and leisure

Unacceptable uses

- B2 General industry
- B8 Storage and distribution

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

Proposals for new development or redevelopment are required to:

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

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

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

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

4.42b Strategic Locations for Change - These are areas that occupy prominent, strategic gateway locations. They are located in close proximity to important transport nodes and points of arrival within Central Sunderland but their current use does not reflect this important status within the urban structure. It is apparent that the existing pattern of land use and urban form fails to maximize the potential of these areas and does not contribute, at present, to connection and integration within Central Sunderland. Selective developments and improvements will contribute to a change

in character over time. In the longer term some of these locations may become priorities for more comprehensive redevelopment. Due to the sensitive townscape character of some of these areas development will be informed by robust conservation appraisals and management plans.

Major Regional Developments

Policy EC6A

The City Council will support proposals for major regional developments within Central Sunderland and in particular within the City Centre

Proposals for town centre uses on sites within Central Sunderland will be assessed against policy S2A.

4.47a The City Council's vision for Central Sunderland is of a thriving urban area, which is attractive as a place to live and work. The council anticipates, and would welcome, proposals for prestige developments in the area. This approach is in line with the emerging RSS. Such developments are likely to comprise major facilities for tourism, cultural activities, education, business conferences. However, by their nature such developments and their requirements in terms of site, location and infrastructure are unpredictable. It is therefore inappropriate to reserve specific sites for such development.

4.47b In the City Centre Retail Core retail uses should continue to be predominant. Other uses have their full part to play. The City Centre should also provide the main location for leisure, entertainment facilities, sport and recreation uses, offices, arts, culture, tourism and housing. The City Council will support the provision of such uses in the City Centre in the first instance and, should no site be available or suitable, within the rest of Central Sunderland.

Regeneration of Central Sunderland

Policy EC10A

The City Council will support the regeneration of Central Sunderland, as defined on the Proposals Map. Within this area the City Council will seek to:-

- i) Maximise investment in employment, housing, leisure, tourism and education; and
- ii) Strengthen the retail function of the City Centre retail core.

The City Council will seek to resist development that detracts from efforts to encourage regeneration within the area or that has a negative impact upon the vitality and viability of the City Centre.

4.57a The economic role of Central Sunderland has changed as the focus of economic investment has shifted, initially to the new town of Washington, but more recently to Houghton (Rainton Bridge) and Doxford Park. Traditional sources of employment have been lost – Vaux and Groves Cranes being particular examples - and Central Sunderland no longer represents the heart of local manufacturing in the city. The council's 2001 review of employment land "Maintaining the Balance: Land for Economic Development and Housing in Sunderland" assessed the potential of employment land allocations within the city to change from employment to a wider range of mixed uses (including residential). The report highlighted that some existing employment land allocations in the city were not of sufficient quality or suitably located to meet expected future demand for employment land.

4.57b The report identified locations suitable for high-density mixed use redevelopment (Vaux, Bonnersfield, Sheepfolds) and industrial areas with potential to be redeveloped to assist wider regeneration initiatives (Pallion Riverside, The Port). The boundary of Central Sunderland encompasses these areas together with adjoining older employment areas where change was not anticipated but could take place over the next ten to fifteen years.

4.57c The move towards new uses accorded with the Government's objective to achieve sustainable urban regeneration, where emphasis is placed on the re-use of previously developed land and the creation of mixed use developments. Regional Planning Guidance for the North East and the more recent Regional Spatial Strategy place great emphasis on regenerating inner areas of the conurbations. The Central Sunderland area also has significant potential to contribute to the "step change" in economic performance sought by the Regional Economic Strategy (2002) and the Regional Spatial Strategy. This approach requires a focus on projects with a strategic impact, not only for Tyne and Wear, but also for the Region as a whole. In this respect, the TyneWear Partnership has identified the Central Sunderland area as one of four sub-regional growth poles which offer major opportunities for private investment.

4.57d A number of agencies and private sector developers will have a role in securing the regeneration of the area. Sunderland ARC, which is an urban regeneration company, was set up in 2002 in response to the closures and associated job losses at Grove Cranes and the Vaux Brewery. Its aim is to address the fundamental problems of achieving economic, environmental and social regeneration over an extensive area of inner Sunderland focused on the River Wear corridor and the City Centre. Working in partnership with its founder members (Sunderland City Council, One NorthEast, English Partnerships), the Local Strategic Partnership and other key players, the ARC will focus primarily on bringing forward the key strategic sites within Central Sunderland. The City Council will assist the ARC in their endeavours to develop the key strategic sites where the ARC's proposals are in accordance with the policies of both this Alteration and the existing UDP.

Housing

5.31a The statutory development plan for Sunderland, the Unitary Development Plan (UDP), was adopted in 1998. In January 2002 first steps towards its review were made with the publication for consultation of Alteration No.1(Housing.) Since publication, the context for housing policy in Sunderland has significantly changed. The Census reported a reduction in population previously not estimated for. This was due to out migration persisting, with people pursuing better home environments and housing choice elsewhere, as well as employment opportunities, exacerbated by house building rates not meeting expectations. Changes have occurred in national housing policy; and locally the Government's Urban Regeneration Company "Sunderland arc" has brought forward its proposals for regeneration of Central Sunderland.

5.31b To take account of these changes the City Council in November 2004 produced its draft Interim Strategy for Housing Land (ISHL) for consultation, to assist in responding to regional policy, developing the City Housing Strategy and preparing the LDF. The ISHL foresees an important role for Central Sunderland in the contribution it can make to sustainable housing provision in the city over the period to 2021.

5.31c Hardly any residential property exists in Central Sunderland and the development of housing here will bring a new dimension to the city's housing market, taking advantage of the availability of large previously developed sites close to the facilities of the City Centre and to good public transport links.

5.31d Within this context the following key strategy objectives for housing in Central Sunderland have been identified:

- i. To provide sufficient land, suitably located, for new houses, so as to make a significant contribution to the housing requirements of the city and to assist with the regeneration of Central Sunderland.
- ii. To ensure that new housing is provided predominantly on brownfield land.
- iii. To make efficient use of land, giving consideration to achieving national density guidance overall for new housing, with increased housing density on sites with accessibility to good public transport routes.
- iv. To help achieve a better balance of house types and quality in the city's housing stock.
- v. To make a contribution to the vitality and attractiveness of Central Sunderland and the City Centre.

5.31e The ISHL puts forward a comprehensive housing strategy in respect of the provision of land, sites and dwelling numbers for housing throughout the city, establishing policies to guide the amount, location and timing of the release of new housing land to support regeneration and future development over the period 2004 - 2021.

5.31f The final figure for additional dwellings in Sunderland over the period 2004 to 2021 will be determined through the RSS. Adoption of the RSS is programmed for 2007. That figure will feed into the Core Strategy and Housing Allocations DPD being produced by the City Council for adoption in 2010.

Housing allocations in Central Sunderland

Policy H5A

The following sites a) to i) are allocated for new housing as defined on the Proposals Map. Each site will be expected to provide a mix of housing units appropriate to its scale and location and must have regard to the provisions of adopted UDP policies H14 (special needs) and H16 (affordable housing).

Location	Allocation 2004 to 2012	Potential Total Capacity
A) Groves	400	1000
B) Farrington Row	365	450
C) Vaux	340	1000
D) Bonnersfield	215	310
E) Echo Building	179	179
F) Sunnyside	550	900
G) Holmeside	110	150
H) 24-28 Stockton Road and land at rear	20	20
I) Low Street	92	92
Total	2271	

(All sites, except h) and i) are 'Strategic Sites' as referred to in the ISHL, where housing potential will be protected and which will be expected to deliver the amounts of housing shown in the period 2004 to 2012 unless change is agreed through a review.)

5.41a New residential development in the river corridor will have a number of positive regenerative effects through enhancing the image of the area, securing environmental improvements, stimulating investment and supporting and enhancing community and commercial facilities. Residential use of the area will add to the vitality and the viability of Central Sunderland and the City Centre.

Residential development in this central location should have a positive impact on alleviating deprivation in inner city wards and attracting new investment into the residential areas adjoining the Alteration area.

5.41b One of the key agencies for change will be Sunderland ARC, whose business plan seeks to provide a form of lifestyle accommodation new to the city which will cater for many of the smaller households forecast. The proximity of good public transport links, particularly the Metro, encourages sustainable high density living, which in turn supports the viability of public transport.

5.41c In preparing Master Plans, planning briefs and planning applications consideration must be given to providing a mix of accommodation by size and value including as necessary for 'special needs' and 'affordable' housing. Regard should be had to latest housing needs studies and guidance from the City Council in relation to the provisions of Adopted UDP policies H14 and H16. Whilst it is expected that all large sites should provide a mix of residential units, account will be taken of the potential of the individual location and the density appropriate to the site.

5.41d Provision of housing is set out in the individual site policies. The following gives a brief overview of housing expectations for each site.

a) Groves

This is the largest development site in the city. Mixed housing and commercial development will be sought with a range of residential development, including traditional detached, semi-detached and town houses and apartments, the mix to be determined having regard to the particular characteristics of the site and the housing market in this part of the city. Development should take place from west to east to allow for construction of the new bridge and its approaches.

b) Farringdon Row

Planning permission has been granted for phase 1 and work is under way on the first phase of this 450 unit development to the west of Galley's Gill, extending to the riverside.

c) Vaux

This site will provide for a high rise development overlooking the river, built on the former brewery site as part of a major commercial employment and residential initiative which will create important new links with the Retail Core, Farringdon Row and, via a new pedestrian bridge, with Stadium Park.

d) Bonnersfield

This is a major medium to high rise apartment development on the north side of the river adjacent to the Wearmouth Bridge. The first phase is complete and occupied and the second and third phases have planning permission.

e) Echo Building

The redevelopment of this key location next to Wearmouth Bridge, providing 179 apartments, has been completed.

f) Sunnyside

900 homes are expected to be created in this old part of the City Centre through conversion of premises and redevelopment of sites. Sensitive development will be sought to respect the fine grain and conservation area status of much of the area.

g) Holmeside

150 apartments should be included in the redevelopment of this site, close to Park Lane Interchange.

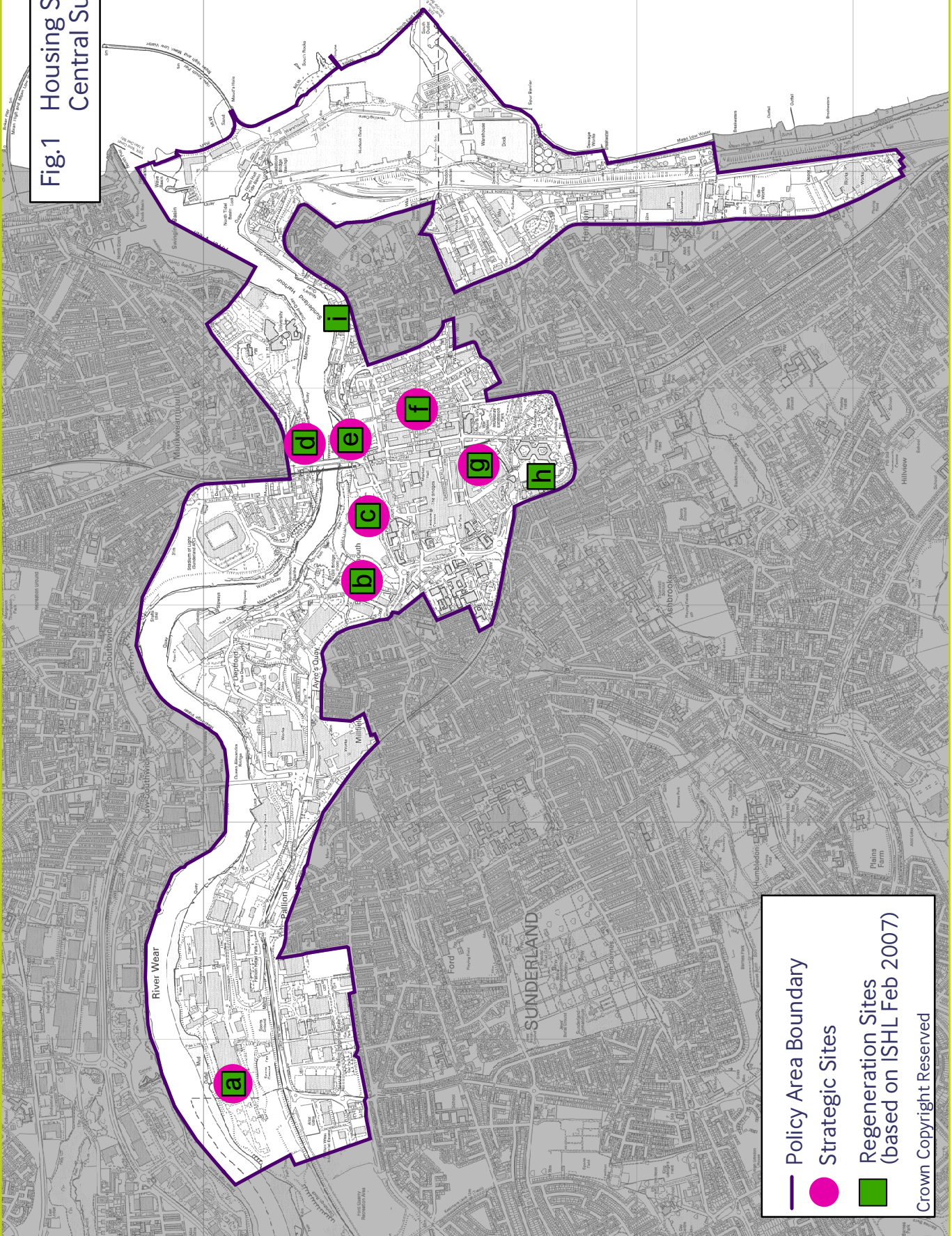
h) 24-28 Stockton Road




This small site (a former builder's yard) is close to Park Lane Interchange and has planning permission for 20 dwellings.

i) Low Street

Two adjacent apartment developments close to the fish quay in Old Sunderland have been completed.

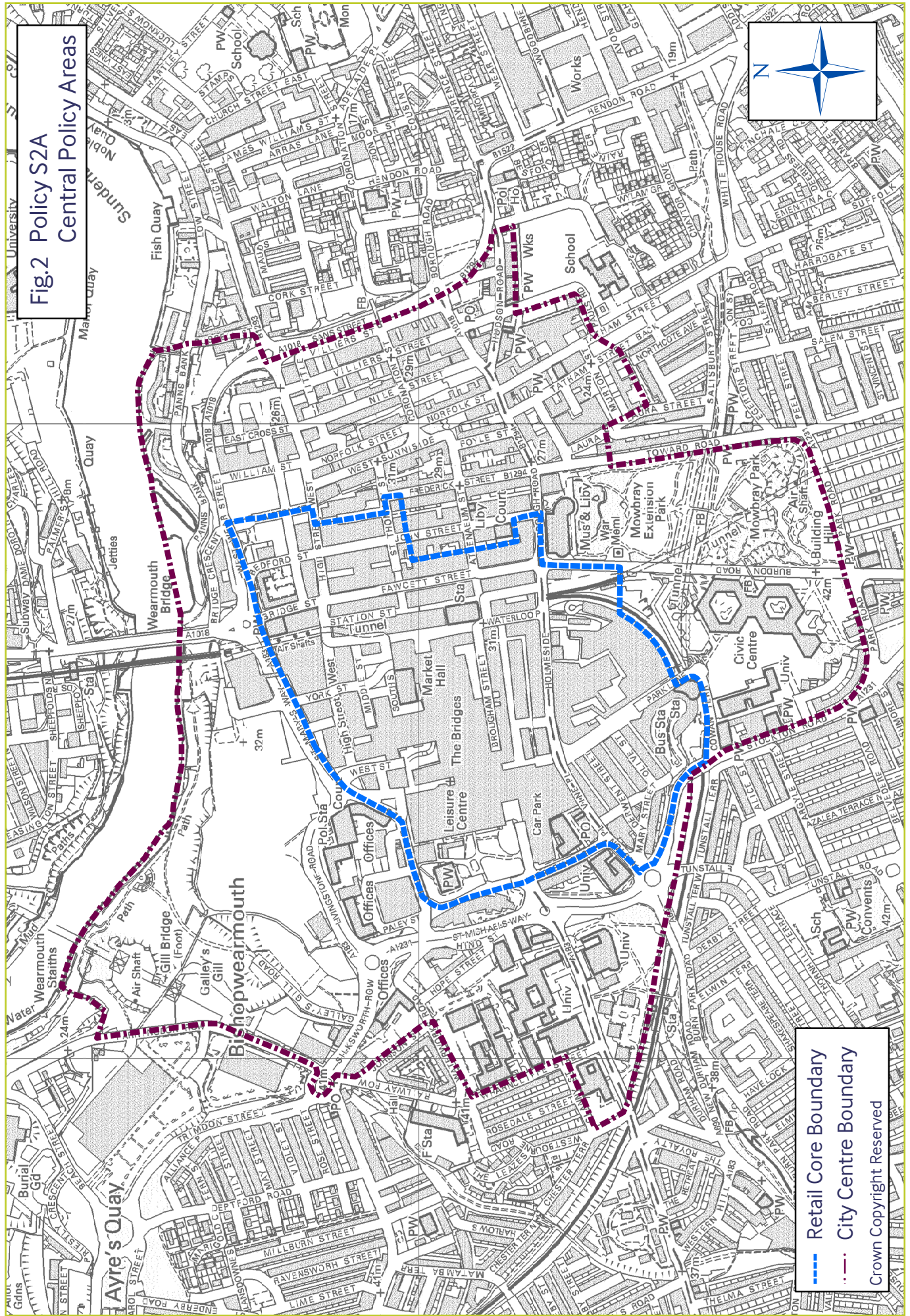
Fig.1 Housing Sites within Central Sunderland



-  Policy Area Boundary
-  Strategic Sites
-  Regeneration Sites (based on ISHL Feb 2007)

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**Fig.2 Policy S2A
Central Policy Areas**



- - - Retail Core Boundary
- - - City Centre Boundary
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Shopping

Retail development and other town centre uses

Policy S2A

Within Sunderland City Centre new retail development will be directed to the retail core. Where there is a proven need for the development and no suitable site exists within this area the council will consider development on edge-of-centre sites that are well- connected to the centre.

Development in locations outside the City Centre retail core and the Grove local centre will also need to demonstrate that:-

- i) There is a proven need for the development;
- ii) The proposal is of a scale appropriate to the size of the centre;
- iii) There are no more suitable sites available in the retail core or the Grove local centre;
- iv) There will be no unacceptable impacts on the vitality or viability of the retail core or the Grove local centre or on potential investment therein;
- v) It will be accessible by a choice of means of transport and will have no adverse effect upon overall travel patterns and car use;
- vi) There will be no adverse effect upon the development plan strategy or any replacement strategy that emerges within a local development framework for the area.

There will be a strong presumption against proposals for retail developments which are outside the City Centre boundary, other than in the new local centre proposed for the Grove site under policy SA6A.1.

Proposals for other key town centre uses in locations which lie beyond the City Centre and local centre will also be required to satisfy the above criteria

6.23a The role of Sunderland as an important sub-regional centre is emphasised in RSS. The City Centre, specifically the retail core, remains the principal focus for retail floorspace in the City of Sunderland. Policy S2A applies only to Central Sunderland as defined on the Proposals Map and policy S5 of the Adopted Unitary Development Plan is no longer applicable to the Central Sunderland area. With regard to proposals for new retail development and other Town Centre uses beyond Central Sunderland, Policy S5 remains applicable until replaced through the Local Development Framework.

6.23b The City Council's policy for focusing investment in the City Centre is based on the following discrete areas, each with a distinct policy approach:

- the tightly defined **Retail Core** which is the preferred location for retail development; this is based on the 'principal shopping area' for the City Centre included in the Adopted UDP under policy SA69 and corresponds to the 'primary shopping area' as defined in Table 2 and in its footnote at Annex A of PPS6
- the **City Centre** which embraces the Retail Core and fringe areas including Sunnyside and Vaux where mixed use development including leisure, entertainment facilities, more intensive sport and recreation uses, offices, arts, culture, tourism and housing uses will be focused; this corresponds to the 'town centre' as defined in Table 2 and its footnote at Annex A of PPS6.

6.23c The City Council's policy for retail development follows a sequential approach. The identified Retail Core together with the Local Centre on the former Grove site must be the focus for the majority of additional new floorspace in Central Sunderland. Where retail development, for which a need is demonstrated, cannot be accommodated in these locations, then it should be accommodated in edge-of-centre locations and - only when there are no available, suitable or viable sites in edge-of-centre locations - in out-of-centre locations, which are highly accessible by public transport.

6.23d The council considers that the Holmeside Triangle site with other sites in the retail core (such as to the rear of, or adjacent to, The Bridges) could accommodate the potential requirement for additional retail floorspace within the City Centre, at least in the medium term.

City Centre Retail Core

6.23e Notwithstanding the bolstering of the City Centre retail core with The Bridges extension it is clear that development of The Bridges and its extension has had a significant effect on the Centre and the viability of its fringes. Areas once part of the retail core (such as Fawcett Street and parts of High Street West) now offer secondary retail locations. Occupiers of such secondary locations can be hard to find and often contribute little to the sub-regional role of the City Centre. Even in the current prime retail core to the west of Fawcett Street, rental levels vary significantly with premises in or close to The Bridges extension more popular than in the original centre.

6.23f The City Council anticipates a modest demand for additional comparison floorspace in the next 10 years. Central Government guidance dictates that this should be accommodated where possible in the City Centre. In seeking to accommodate such investment in the City Centre, the council is anxious to ensure that the bolstering effect of such investment is maximised and does not result in the diminishing of other parts of the centre as the centre of gravity within the retail core migrates and pedestrian flows become more dispersed.

6.23g To this end the adopted UDP has defined a *tightly drawn* boundary of the City Centre retail core that should, in the first instance, provide the focus for further retail investment. Where development cannot be accommodated within the retail core then new retail development will be considered in edge of centre locations. In large part the prime retail core should reflect the existing core and existing patterns of footfall in the City Centre.

6.23h The retail core is defined by St. Mary's Way (whose alignment may be revised in accordance with policy SA55A.2), Low Row to the west, Bridge Street to the east and the Metro line to the south. Within this area there are a number of opportunities for further retail investment including to the rear of The Bridges and the Holmeside Triangle. Collectively it is anticipated that such locations could accommodate the likely need for additional retail floorspace within the medium term.

6.23i The City Council will also encourage leisure and residential uses in the retail core of the City Centre to reinforce the city's vitality over longer periods of the day.

6.23j No change is therefore proposed to the retail core described in the adopted UDP. Nor are any changes proposed to the primary frontages policy in the UDP.

City Centre

6.23k The City Centre boundary equates to that defined in the adopted UDP. It includes not only the principal civic, business and cultural areas, but also certain peripheral areas, which are subject to the influence of the commercial centre by way of, for example, traffic flows and on-street parking.

6.23l A broad range of uses already contributes significantly to the character of the City Centre, including shops, financial and professional services, restaurants, business and leisure and cultural uses. They should remain predominant.

6.23m Whilst the strength of the retail core will be fundamental to the prospects for the City Centre, other central locations on the edge of the retail core have an important role in attracting investment and people to the city. Such areas include Sunnyside, the Theatre Quarter and the University's Chester Road Campus, which already have an important relationship with the City Centre Retail Core. Other edge-of centre-sites, in particular the Vaux site, offer enormous potential.

6.23n The City Council will require new retail development to be integrated effectively, both visually and physically, with its surroundings.

Grove Local Centre

6.23o It is anticipated that due to the location and size of the Groves re-development site, the mix of uses proposed and the emphasis on reducing the need to travel, that a local centre will be established as part of any proposals for a sustainable residential community.

Need

6.23p PPS6 states that when assessing need and capacity for additional retail and leisure development, greater weight should be placed on quantitative need, but qualitative considerations should also be taken into account. Additional weight should be given to qualitative considerations in deprived areas, which lack access to a range of services and facilities. PPS6 advises that it is not necessary to demonstrate the need for retail proposals within the primary shopping area or for other main town centre uses located within a 'town centre'.

Town Centre Uses

6.23q The main town centre uses to which this policy applies are:

- Leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and public houses, night clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls);
- Offices, both commercial and those of public bodies;
- Arts, culture and tourism (theatres, museums, galleries and concert halls, hotels and conference facilities).

Built environment

Sustainable urban design

Policy B2A

The City Council will seek to secure the highest possible quality of built environment and the creation of desirable places to live, work, shop and visit.

To achieve high standards of urban design all new development will be required to:

- i) Reinforce or enhance the established (or proposed) urban character;
- ii) Respond to and reinforce the scale, form, massing and patterns of townscape development which make a positive contribution to the distinctive townscape and architectural qualities of the area;
- iii) Ensure the arrangement of buildings define the enclosure of the street, with street frontages as continuous as possible with the minimum of gaps between buildings;
- iv) Contribute to a safe and secure environment by providing surveillance for paths, streets and public spaces;
- v) Integrate with the existing street pattern as appropriate and provide choice and convenience of movement for pedestrians and cyclists;
- vi) Ensure parking provisions is considered as an integral element of the design;
- vii) Developments will be required to conform with the council's Supplementary Planning

Guidance including design criteria set out in S.P.G No 3 Residential Design. Specific guidance for the Central Area/ City Centre will be prepared in the form of a City Centre design strategy;

- viii) Be accompanied by a design statement for all significant forms of development, setting out the design principles of a proposed development;
- ix) Respect and enhance the best qualities of nearby properties and the locality and retain acceptable levels of privacy (including proposals for extensions to existing buildings);
- x) Ensure Sustainable Urban Drainage techniques (SUDS) are incorporated into development proposals, unless it can be demonstrated that this is not feasible.

All new major developments will be encouraged;

- i) To achieve 10% embedded energy supply from renewable sources, unless it can be demonstrated that this is not feasible; and
- ii) To achieve high energy efficiency and to minimise consumption so that they achieve breem and eco-homes very good or excellent rating (to include the redevelopment of existing buildings).

10.29a A change of approach to Urban Design is being pursued at both the national and the local level. Planning Policy Statement 1 (PPS 1) states that good design is important for all development in all locations. The City Council will require all new developments to conform with Policy B2A. The urban design principles of this policy are consistent with current Government advice and will be applied to all new development.

10.29b The City Council will require the following principles to be taken into account in the design of new developments:

10.29c New developments should be designed with regard to the local context. The context and history of the area, and the character of the site, including the landform and location, should inform the design of the development in order that the local distinctiveness of the area is retained and promoted. Proposals that would cause unacceptable harm to the character and appearance of an area, or to the visual impact of historic buildings, views or landmarks will not be permitted. Where the existing pattern of buildings has little character or clear form then new development should give a stronger identity to the area through the layout of buildings and the creation of new spaces and routes.

10.29d A high degree of permeability will be required within new development in order to promote accessibility and integration. Streets should generally link with other streets at both ends and routes should be as short and direct as possible. Connected places are more readily integrated into the wider structure of the city, helping to reduce any sense of isolation. Cul-de-sac should generally be avoided unless they are part of a well connected network of streets. In order to encourage walking and public transport use routes should provide direct connection with principal destinations such as employment uses, local schools, public transport stops and stations and local facilities.

10.29e All streets should have continuity of frontage, which encloses street space and provides privacy and security at the rear of properties. Development should avoid backing onto or presenting blank frontages to public streets, regardless of their status or character. Buildings should seek to animate rather than detach from it, and should be accessed primarily from the street.

10.29f High quality building design will be expected in all new development and will include consideration of the mass, scale, proportions, rhythm, order unit and expression of proposed new buildings. The scale and height of the development should respond to the scale and width of the street in order to provide a comfortable scale and pleasant environment.

10.29g New development/extensions to existing buildings will be required to take into account the amenities of adjoining properties, with attention being paid to the scale in relation to existing surrounding development, daylight/sunlight effects, siting, elevational treatments and the use of appropriate materials.

10.29h In order to promote legibility, new development should be laid out in a simple coherent pattern, which can be readily understood. The design of the urban environment should maximise the potential of view, landmarks, corners, public art, materials and public spaces to assist people in navigating their way around.

10.29i Development should acknowledge that cities change and adapt over the longer term. The design of new places and buildings should be robust taking account of the need for future flexibility. Buildings should be capable of conversion to new uses as demand changes, and the internal and external designs should allow for this. Public spaces should be suitable for a variety of activities, and the layout should anticipate the need for future change.

10.29j Mixed use will be encouraged in order to increase the variety and vitality of the urban environment. The appropriate mix of uses will vary depending upon:

- The location of development;
- The character and function of the surrounding area;
- The scale and nature of the development;
- The physical constraints of the site;
- Land use requirements.

Regard should be had to the potential for incorporating different uses into individual buildings, within streets and across neighbourhoods, within reasonable walking distances (400 metres).

10.29k The City Council will require the highest possible quality of public realm. In designing public realm, spaces should create an attractive, safe and friendly pedestrian environment. Streets should be designed as public spaces and the development, which frames the street, should help to animate it. The public realm should be designed with a purpose and should not comprise leftover and neglected space.

10.29l In order to fully understand the principles behind proposed schemes the requirement for a design statement will include applications for outline or full planning permission and major pre-application enquiries. The level of detail will depend on the scale, context and impact of the proposed development. Residential developments on Comprehensive Development Sites and Strategic Locations for Change will be required to incorporate recycling facilities for domestic waste collection.

10.29m Improving energy and water efficiency and reducing energy and water consumption are important issues to be taken into account when preparing design proposals and considering building practices in new development and refurbishment. In order to increase the percentage of household waste that is recycled, residential developments on Comprehensive Development Sites and Strategic Locations for Change will be required to incorporate recycling facilities for domestic waste collection. Similarly the City Council seeks to develop the capacity of buildings to generate their own energy from embedded renewable technologies.

10.29n The City Council embraces the principles of 'Building in Sustainability: a guide to Construction and Development in the North East' which will encourage greater consideration of sustainability in new buildings.

Tall buildings

Policy B2B

Tall buildings will only be permitted where they:

- i) Make a positive contribution to the character of the site and the wider area;
- ii) Form a positive relationship with the skyline and topography of the site and the surrounding area;
- iii) Will not detract from established views of important buildings, structures and landscape features;
- iv) Have a proper relationship with the street (or ground);
- v) Avoid generating adverse climatic conditions, particularly wind and overshadowing.

10.29o Well-designed tall buildings, in an appropriate location can make a positive contribution to the image of the city, improve legibility and add townscape value. However, tall buildings can have a significant visual and environmental impact. Consequently, particular attention will be paid to the siting, scale and form of tall building development in relation to the site and its wider context. Developers will be expected to demonstrate that the buildings will not cause significant adverse problems of shade, nor wind effects, especially in areas of public realm.

10.29p This policy will apply to all developments:

- over 20 metres high or
- that significantly exceed the height of surrounding buildings or
- that are located on high ground and will be visible from the wider area.

Transportation framework

New transport investment

Policy T1A

The City Council will seek to implement a transport strategy that maximises accessibility within Central Sunderland, as defined on the Proposals Map, by a variety of modes, effectively integrates transport modes and relates the provision of transport facilities to the pattern of land use.

In order to encourage the regeneration of the area, the City Council has identified the following priorities for new transport investment:

- 1) Southern Radial Route;
- 2) The Sunderland Strategic Transport Corridor (SSTC) and river crossing;
- 3) A new access road from the route of the SSTC to the Port of Sunderland;
- 4) A new pedestrian bridge link between the Vaux site and the Sheepfolds/ Stadium area;
- 5) The completion of the multi-user route network on both banks of the river; and
- 6) The provision of an additional Metro station at the western end of Pallion Industrial Estate.

To ensure a co-ordinated approach to land use planning and transportation, developer contributions will be sought through planning obligations in respect of:

- i) The SSTC and river crossing;
- ii) The new pedestrian bridge link;
- iii) The multi-user route network;
- iv) The provision of an additional Metro station; and
- v) The provision of new or improved facilities for buses, including on-road priorities, waiting and information facilities.

Such contributions will only be sought where a development would be directly related to and would benefit from such an improvement.

13.18a The preferred development strategy provides new transport opportunities and seeks to capitalise on the improvements in accessibility that have accrued as a result of the opening of Metro extension. Equally it is recognised that the future viability of the Centre will depend also upon perceptions of access by other modes. The highway investments as listed in the policy are supported, subject to detailed transport impact and environmental appraisal, (which in particular will incorporate ecological surveys to identify potential impacts and remediation measures).

13.18b The City Council recognises that the regeneration of Central Sunderland will mean that traffic flows across the two existing road bridges may well approach capacity in the medium term. The construction of a new river crossing would provide additional capacity and would also free up road space on the Inner Ring Road. The agreed route of the Sunderland Strategic Transport Corridor (Claxheugh route) will aid regeneration on the Pallion and Groves sites and have benefits for the Deptford area, by making a significant improvement in accessibility by providing a direct connection to the national road network, with the proposed river crossing aiding existing and additional traffic movements.

13.18c Developer contributions for new transport infrastructure as indicated in the policy will be sought in accordance with Circular 5/2005.

Modal split

Policy T2A

The City Council will seek to promote journeys by public transport, on foot and by bicycle. In order to secure a shift towards non-car modes all major proposals will be required to include a transport assessment. In addition non-residential schemes will be required to commit to travel plans and will include:

- i) Site specific mode split targets; and
- ii) The measures to be implemented to achieve such targets.

14.17a The aim of travel plans is to promote more sustainable travel choices and reduce reliance on the car for journeys to work and whilst at work. This is consistent with guidance in emerging RSS and PPG13. Regional Planning Guidance for the North East (up to 2016) emphasises the potential that exists for a significant modal shift away from car use. The Tyne and Wear Local Transport Plan (2001-2006) identifies set targets for the adoption of travel plans by 2006, these being to have double the number of firms over 100 employees to develop/implement travel plans and all other employees with over 1000 employees to have travel plans.

14.17b The City Council will require developers to demonstrate how proposals for new development will accord with the City Council's strategy of encouraging access by public transport, walking and cycling to and within Central Sunderland. The development/implementation and on-going monitoring, (with a commitment to achieve and where possible exceed targets) of travel plans will be a requirement for all new major, non-residential development located on the Pallion Retail Park, Vaux/Galleys Gill, Holmeside Triangle, The Port, Grove Site/Pallion Yard, Sheepfolds and Stadium Park sites. Travel Plans and modal split targets will be established in consultation with the City Council and local transport providers.

Major Development is defined in line with The Town and Country Planning (General Development Procedure) Order 1995, comprising residential development of ten or more dwellings or having a site area of 0.5 hectares or more; the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more or; development carried out on a site having an area of 1 hectare or more.

14.17c Modal split targets will aim to meet a reduction in the number of trips by car, accompanied by an increase in the percentage of trips by public transport, cycling and walking. These should be set out within the travel plan in order to provide a measure for monitoring performance. Measures implemented to achieve such targets will reflect the individual characteristics and location of development. In order to set the target, the number of car trips anticipated to be generated by the development will need to be provided, with a requirement to reduce car usage by 5%.

River Wear

Policy T7A

The City Council will support proposals that seek to encourage the use of the River Wear for transport, in particular for leisure related trips.

14.30a The river corridor is the thread that ties together the comprehensive approach to the planning of developments in Central Sunderland and is a resource in its own right, enhancing the setting of buildings; giving greater public access to the riverside and providing for leisure opportunities. Although the River Wear is unlikely to facilitate large numbers of journeys within Central Sunderland, there is potential to increase the use made of the River, in particular for leisure related trips. The development of river transport will be supported not least because of the contribution that it would make to the council's vision to better relate the River to City Centre activities.

Public transport orientated development - parking standards

Policy T23A

Within Central Sunderland, the following car parking standards shall apply:

Residential:

Developments lying within 400 metres of a Metro station - average 1 space per dwelling; and

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

Business (B1):

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

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

Conversions to residential within the City Centre will not be required to provide on site car parking.

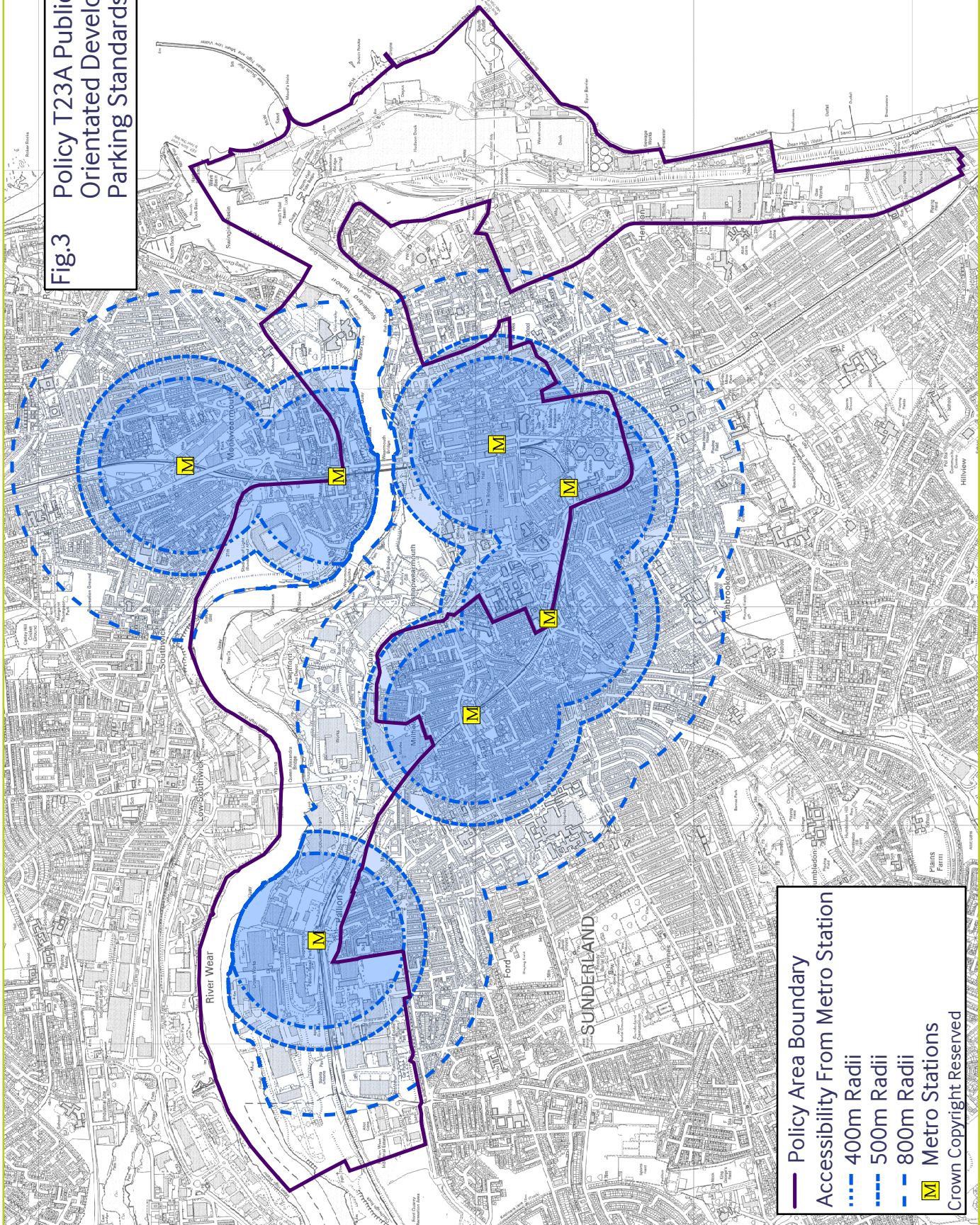
16.70a A central principle underpinning the City Council's transport strategy for the regeneration of Central Sunderland is to capitalise on the high quality public transport accessibility enjoyed by much of the area and encourage increased use of public transport. The City Council will also seek to constrain growth in the use of the private car by controlling the amount of private car parking available to residents and the occupiers of commercial development in locations where access to public transport is readily available. This accords with Regional Planning Guidance that also seeks to reduce and control the level of parking in new developments.

16.70b In considering car parking in accordance with this policy, proposals should generally not provide private car parking spaces within the curtilage of individual premises because of the inefficient use of space that results. Parking provision associated with the redevelopment of the Holmeside Triangle and the Vaux Brewery site will be in multi-storey or undercroft form. The areas located within 400 and 800 metre of a Metro station are shown on Figure 3 and on the Proposals Map.

16.70c The City Council will apply the above policy but recognises that this may need to be revised in the light of the review of parking standards to be undertaken in the Regional Transport Strategy.

16.70d For other uses and for locations in Central Sunderland lying outside the radii referred to in this policy, Adopted UDP policy T22 will apply.

Fig.3 Policy T23A Public Transport - Orientated Development - Parking Standards

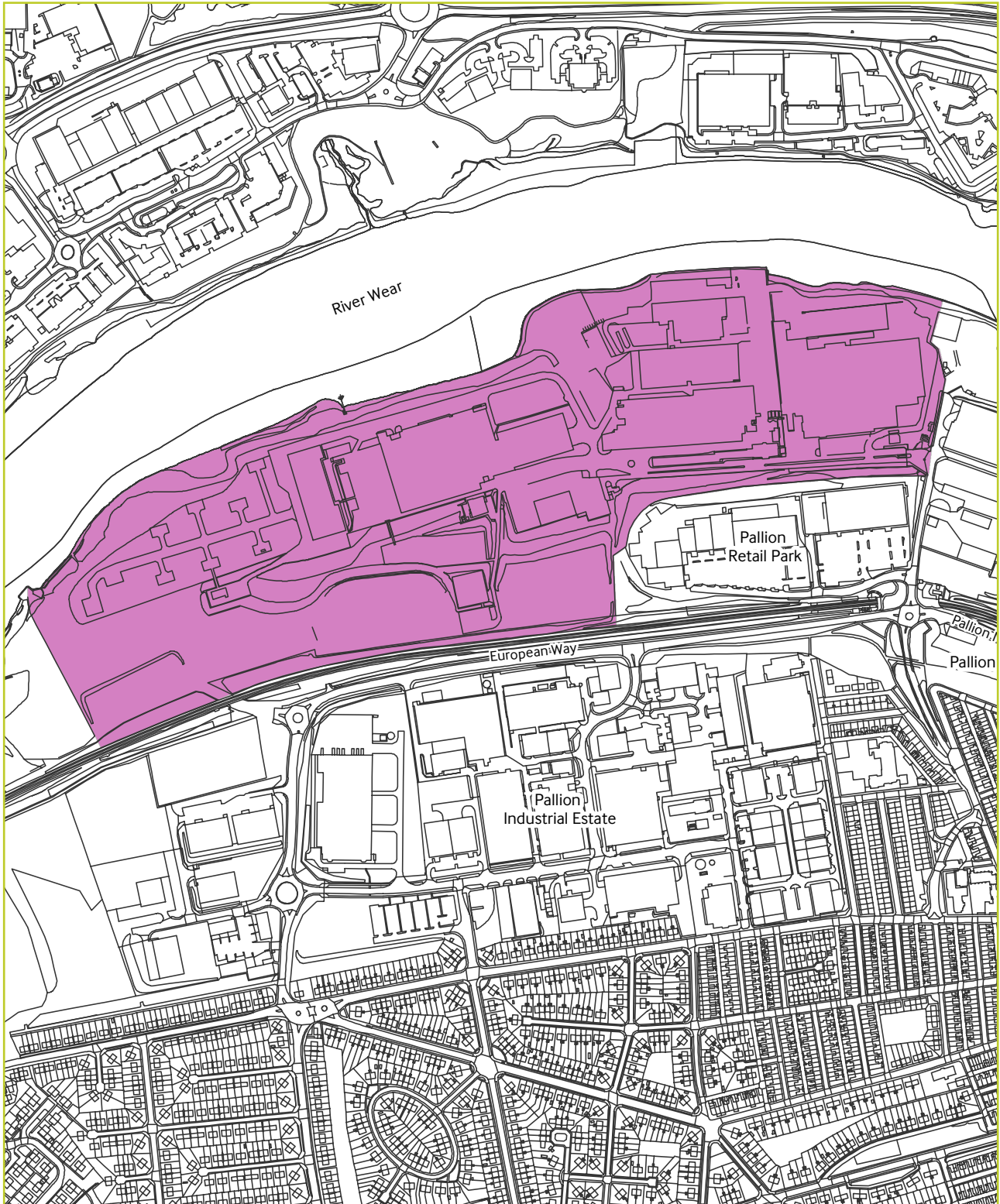


— Policy Area Boundary
 Accessibility From Metro Station
 - - - 400m Radii
 - - - 500m Radii
 - - - 800m Radii
 M Metro Stations
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Chapter 3: Area proposals - Sunderland South

Comprehensive development site

Policy SA6A.1: Former Grove site (approx. 33.3ha)



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North



Policy SA6A.1

The City Council will support the development of a mixed-use residential community on the former Grove site.

Land use

The following uses will be:

Required

- C3 Housing
- Local centre (a range of small shops of a local nature, serving a small catchment)
- B1 Business

Acceptable

- D1 Education and community facilities including a two-form entry Primary School/ non residential institutions
- A1 Retail () of a local nature and not
- A2 Financial and professional services () to exceed
- A3 Restaurants and cafes () 2,500sqm. net in total
- A4 Drinking establishments ()

Unacceptable

- B2 General industry
- B8 Storage and distribution

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

Infrastructure and public realm components

Redevelopment proposals should incorporate the following key components:

- i) Land should be safeguarded for the route of the SSTC, river crossing and associated facilities.
- ii) Land should be safeguarded for the provision of an additional Metro station at the western end of the site, near Claxheugh.

- iii) The layout of the development should have regard to harnessing the benefits of the SSTC, river crossing and the potential new Metro station.
- iv) Provision for adequate routes through the site for buses, pedestrians and cyclists.

Design requirements

Proposals for the former Grove site should demonstrate the following design qualities:

- i) A pattern of development which responds positively to the existing Metro station by locating local, community and commercial uses and higher density housing within its immediate proximity;
- ii) An interconnected network of streets which offer easy access within the site and to the riverside. Streets should be aligned to open up a variety of views towards the river and create visual interest;
- iii) Easy and direct access to new local facilities and the Metro station(s) to encourage walking and cycling;
- iv) A new riverside park along the river edge to give public access for recreation, to provide an attractive outlook for new dwellings and to leave that part of the site most at risk of flooding void of development;
- v) That it takes account of the prominence of the site when viewed from the north side of the river and proposed new road bridge and the opportunities for enhancing the image of the city;
- vi) A mix of building sizes and designs;
- vii) A sustainable residential community comprising a mix of housing types;
- viii) Take advantage of views of the bridge from within the site;
- ix) That consideration has been given to the impact of the bridge overshadowing buildings;
- x) An appropriate setting for the new bridge.

19.53a Within Central Sunderland, the City Council has identified opportunities to encourage new residential development in smaller-scale conversions as part of mixed-use developments. The Vaux site also offers potential to accommodate new forms of city living, which will add to the range of residential opportunities within the city. There will also be some smaller sites that may come forward entirely for residential development. However, the City Council does not consider that sites exist within the City Centre boundary to create the sustainable urban community that forms part of its vision for the regeneration of the area.

19.53b The former Groves site provides just such an opportunity. Within the adopted UDP, the Groves site is identified as part of an established employment area. The relevant site specific policy and the main thrust of Policies EC2 and EC4 are to retain the primary employment function of the site. Having undertaken a review of the employment land available in Central Sunderland and having made provision for employment elsewhere in the area, the council no longer considers that this represents the most appropriate option for the majority of this site or for the regeneration of Central Sunderland as a whole. Rather the City Council intends to seek the development of a sustainable mixed use residential community in this location, with a mix of house types (with a potential total capacity of some 1000 dwellings), B1 business uses and a Local Centre comprising a range of small shops of a local nature, serving this new small catchment. Typically the centre might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. The mix of uses will be carefully managed, together with the size of units, to ensure that the range of facilities is consistent with the scale and function of the centre. The shops in total will not exceed 2,500sqm net, with individual sizes typically being between 50sqm and 150sqm net (the small supermarket unit not exceeding 250sqm net), Applications for individual units will also be considered against such criteria as modal split and the relationship of the use to the Local Centre. The Local Centre should be

accessible to the whole of the development and the proposed business, education and community uses should be related to it as closely as possible.

19.53c The Eastern part of the site is well served by the existing Metro station. The City Council would support further accessibility improvements through the provision of an additional station to serve the western end of the site (and in addition Claxheugh recreation area and Pallion Industrial Estate), should this prove to be a viable option.

19.53d At Groves, the vision is for a mixed-use sustainable residential community, capable of supporting community uses (including new primary school) that will benefit residents of the new development. Development proposals will take into consideration the existing sports grounds to the south of the site and ensure replacement open space is incorporated into proposals. The development must also include a significant range of employment opportunities. Proposals for the precise mix of these two principal activities will reflect market conditions and the take up of sites closer to and within the City Centre. This vision for the former Groves site is consistent with the aims of the Sunderland Strategy.

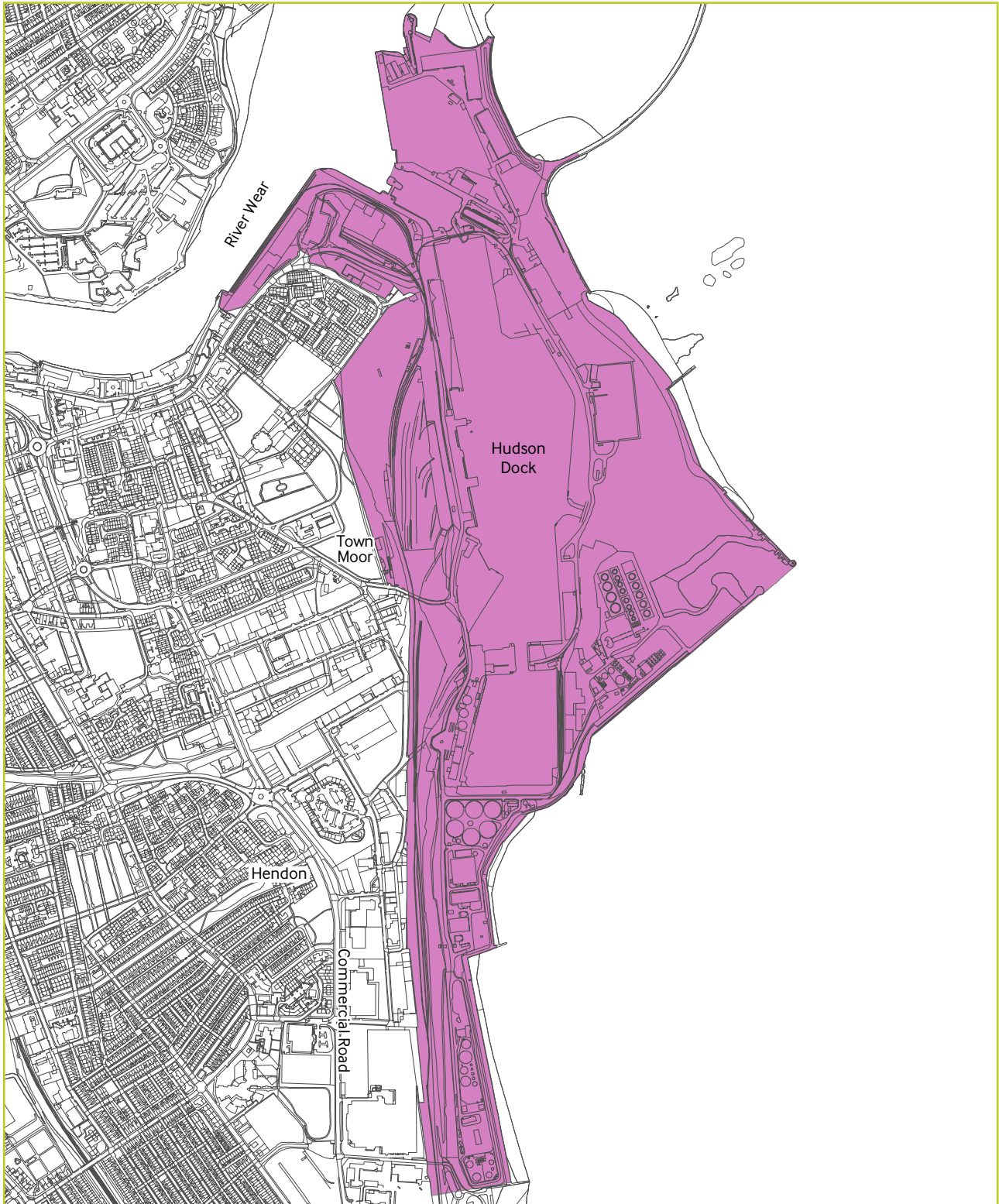
19.53e Development will open up public access to the River Wear with the SSTC and river crossing providing a direct connection to the national road network. As with the City Council's approach elsewhere, the river will form a centrepiece of the development. The City Council intends that the new residential-led community will be a showcase of sustainable development and will incorporate innovative measures to promote energy conservation and community integration. It is intended that the development will make provision for local retail and other community facilities while ensuring that the scale of development is directly related to the role and function of the centre and its catchment. The developer will need to demonstrate that the facilities will not have an unacceptable adverse impact on the nearest Local Centre, St Luke's, Pallion, approximately 1 km to the south.

19.53f A Master Plan for the development, as set out in policy EC5A, will be required. This must be set within the context of the Broad Framework Document for this site, Pallion Yard and Pallion Retail Park to be produced by the City Council, which will show how development of the Groves site should be integrated with development of those two other sites. (In order to ensure an efficient and sustainable foul sewage pumping arrangement a drainage strategy should be submitted with any Master Plan.)

19.53g Approximately 12% of this site is located within Flood Zone 3a, largely along the eastern riverside area of the site. Most of the area at risk is expected to be included within the proposed riverside park, which will require a minimum 8 metre strip along the river bank to be retained void of development for maintenance purposes. A Flood Risk Assessment in accordance with PPS25 must be undertaken as part of the Master Plan for development of the Groves site and proposals discussed at an early stage with the Environment Agency.

Comprehensive development site

Policy SA6A.2: The Port (approx. 107.5 ha)



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North



Policy SA6A.2

The City Council will support the redevelopment of land surplus to Port requirements within the wider area of the Port for employment generating uses.

In the short term, the City Council will adopt an interim master plan for the redevelopment of the Port area which addresses the challenges and opportunities presented by its constituent sub-areas.

19.31a This policy should be read alongside policy SA2 in the Adopted UDP.

19.31b The future of the Port is complex. Although the Port has seen a marked decline in its economic importance, it has managed to retain operations in two deep-water quays, a fuel storage depot and a small amount of warehousing. The North-East Ports Study, prepared for OneNorthEast, asserts that the Port of Sunderland is too large for the potential trade available, given the competitive environment in which it must operate. In the longer term, the review concludes that even Corporation Quay may not be required. The future of the extensive areas of land at the Port is now the subject of a detailed appraisal commissioned by the City Council and English Partnerships.

19.31c The outputs of this detailed appraisal are expected to include an interim Master Plan, transport and environmental assessments, an economic appraisal and an implementation strategy.

19.31d The City Council considers that a strong employment focus within the Port area would accord well with the City Council's vision and core strategy for Central Sunderland. The employment envisaged would complement the business-based employment that the City Council wishes to support on the Vaux site and allow the city to offer a wide choice of employment types to potential developers. The Port will provide an appropriate location for larger footprint uses which cannot be easily integrated into new, finer grained development patterns envisaged elsewhere in Central Sunderland.

19.31e An employment-led development would also accord with the City Council's aim of providing employment opportunities accessible to existing communities. In this instance employment within the Port area, in addition to the jobs being created elsewhere within Central Sunderland would be accessible by the communities east and south of the City Centre, including the East End. Proposals for the Port should ensure that the site is accessible by a variety of transport modes and the car is not the only practical option.

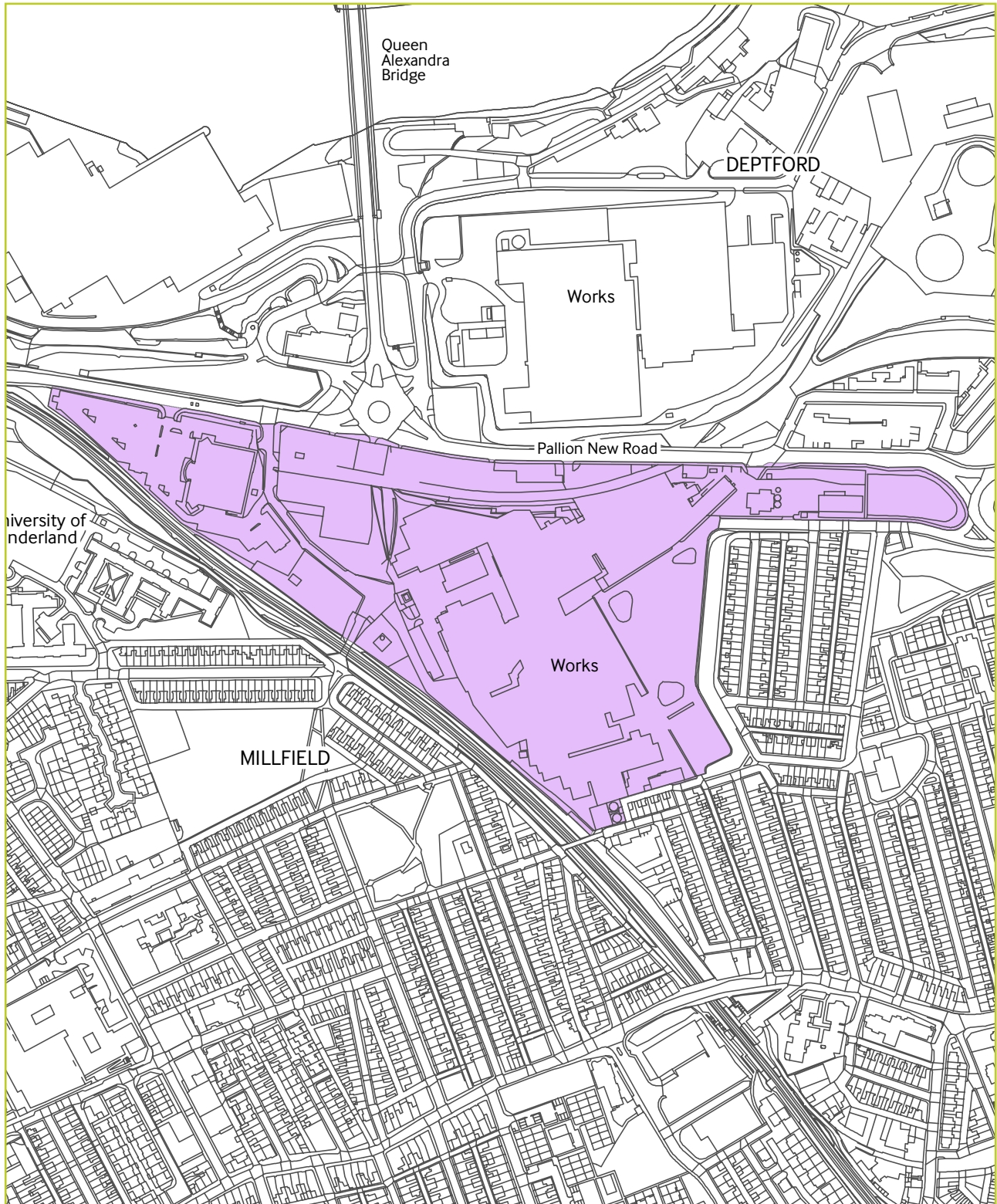
19.31f Residential development of the Hendon Sidings site has also been considered. The use of this land for housing will need to be resolved in the context of the final decisions taken on the form of development in the Port area; any new housing will need to have regard to health and safety considerations arising from the proximity of the site to potentially dangerous storage equipment.

19.31g A large area of this site (59%) falls within Flood Zone 3 in the Sunderland Strategic Flood Risk Assessment. Areas outwith Zone 3 are on the upper plateaux occupying the west of the site, including the former railway sidings. A suitably located mix of development uses in the Port, which is a unique and extensive area, can only be determined through a Flood Risk Assessment in accordance with PPS25 and proposals should be discussed at an early stage with the Environment Agency. The assessment is currently being undertaken as part of the on-going Port Study. This FRA will inform the nature and precise location of development in the Master Plan.

19.31h In developing proposals for the Port, the proximity of the area to the Northumbria Coast SPA (and Ramsar) site and the Durham Coast SAC must be recognised. Whilst the Port is outside the boundaries of these sites, birds, which are a notified interest feature of the SPA, are known to use the South Pier as a roost site and may also be using other areas within the vicinity of the Port. Impacts upon these species must be considered under the provisions of the Habitats Regulations (as amended) and proposals, to be acceptable, must be able to demonstrate (by mitigation measures, if necessary) that there will not be an adverse effect on the integrity of the European sites.

Strategic location for change

Policy SA6B.1: Lisburn Terrace Triangle (approx 10.8ha)



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North



Policy SA6B.1

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

Land use

The following uses will be:

Acceptable

B1 Business

C3 Housing - outside the timescale of this alteration

D1 Non-residential institutions

Unacceptable

B2 General industry

B8 Storage and distribution

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

Design requirements

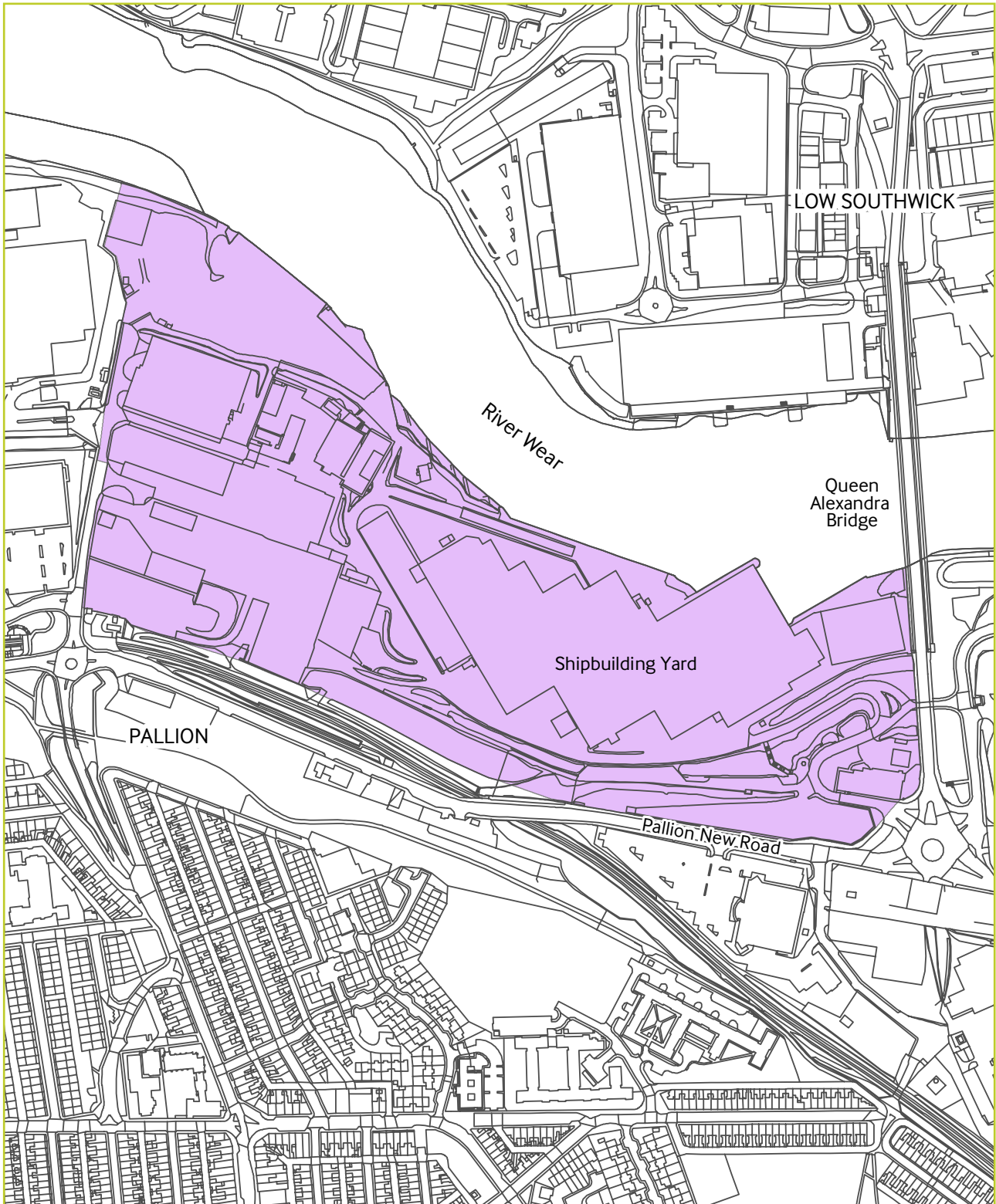
- i) The area is a key gateway into the City Centre and would benefit from high quality environmental improvements which should also benefit the amenity of surrounding residential areas.

19.53i Notwithstanding the complexity of land ownership issues, Lisburn Terrace Triangle occupies an important gateway site into the city, with good road links into and out of the city. It is in close proximity to the existing Metro system and has the ability to take advantage of this along with environmental improvements, which would raise the site's profile. This gateway location has the potential to become a mixed-use development site taking advantage of the high degree of connectivity with the existing Millfield community to the south/south east. There is the opportunity to adopt a long-term strategy for this area that allows shorter-term selective redevelopment.

19.53h Situated to the south of Pallion New Road at its junction with Queen Alexandra Bridge this area is now dominated by a bingo hall, a substantial car park, scrap yards and several industrial units. The area has a poor visual appearance that underplays its importance as a gateway into the City Centre. Nearby are the premises presently occupied by the Newells factory and, to the south of the Metro line, the Millfield residential community.

Strategic location for change

Policy SA6B.2: Pallion Yard (approx. 16.9ha)



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North



Policy SA6B.2

While current land uses are likely to remain in the short to medium term, the council will support the more effective use of land within the Pallion Yard area in the longer term, by reallocating the site for mixed-use development purposes.

Land use

The existing river related engineering activities will remain prominent on the site with the following uses being acceptable

- B1 Business
- B2 General industry
- B8 Storage and distribution

The following uses of the site will be acceptable should it be demonstrated that the existing river-related engineering activities are no longer viable and appropriate amenity levels can be met:-

- B1 Business
- D1 Non-residential institutions to serve local needs
- D2 River related indoor and outdoor sports and leisure
- C3 Housing - outside the timescale of this alteration
- A1 Retail (small scale, individual retail units to serve the day-to-day needs of local residents and workers. Such floorspace should not exceed 250sqm in total, with no individual unit to exceed 50sqm net)
- A3 Restaurants and cafes (ancillary)
- A4 Drinking establishments (ancillary)

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

Infrastructure and public realm components

Redevelopment proposals for the site should incorporate the following key components:

- i) Land should be safeguarded for the route of the SSTC;
- ii) High quality riverside public open space;
- iii) Marina;
- iv) Pedestrian/ cycle access to Pallion Metro station;
- v) Pedestrian/ cycle access to Pallion Retail Park/ local centre;
- vi) Pedestrian/cycle access to the riverside

Design requirements

Proposals for the site should demonstrate the following design qualities:

- i) An interconnected network of streets which offers easy access within the site and to the riverside and offers a variety of views towards the river and creates visual interest
- ii) A mixed and sustainable residential community
- iii) Take account of the sites prominent gateway location on approach from the Queen Alexander Bridge and its important position in enhancing the image of the city

Proposals for town centre uses will be assessed in the context of policy S2A.

19.53j Within the adopted UDP, the Pallion Yard forms part of an established employment area. The relevant site-specific policy and the main aims of policies EC2 and EC4 are to retain the primary employment function of the site. A review of the employment land available in Central Sunderland ("*Maintaining the Balance*" – 2001) demonstrated that the adjoining Groves site was no longer required for employment purposes. In response to the 1st Deposit the owners of Pallion Engineering put

forward proposals for the longer-term redevelopment of the Yard in order to open up options for redevelopment should river-related engineering prove not to be viable in the longer-term - although they confirm that there is no current intention to cease their operation. In these circumstances it is considered that the site has the longer-term potential to become a sustainable mixed-use community complementing proposals on the adjacent former Groves site.

19.53k Currently the western end of the site, which is the former Doxford shipbuilding and engine works, is no longer in its original use. Operational ship repair engineering based activities are located to the east of the site at Pallion Engineering, where it is intended to retain and improve the fabrication facilities for ship repair and related engineering activities.

19.53l In order to provide a cohesive strategy for the longer term, the proposed reallocation of the whole of the site has been considered. It is anticipated that parts of the site could become available for development for other employment purposes in the short to medium term, but the heart of the site will remain in river-related engineering use for the foreseeable future. The construction of the SSTC will also have a bearing on the likely phasing of development across the site, with the eastern riverside part being the last to be developed. A Master Plan for the development, as set out in policy EC5B, will be required and will need to show how the development of the western end of the Groves site (SA6A.1) and the redevelopment of the Pallion Retail Park (SA6B.3) might be integrated with the regeneration of the Pallion Yard. (In order to ensure an efficient and sustainable foul sewage pumping arrangement, a drainage strategy should be submitted with any Master Plan.

19.53m In the longer term the redevelopment of the site for uses other than river-related engineering uses should take advantage of the riverside setting, which should be accessible to all through the creation of a riverside walk/ cycleway linking to open space/ urban spaces.

Pallion Yard (west)

19.53n Residential development could only be accommodated at the western end of the site on cessation of river-related engineering uses. It is considered that any residential development should reflect a "village" concept to complement the layout of the former Groves site and should take advantage of the riverfront location.

Pallion Yard (east)

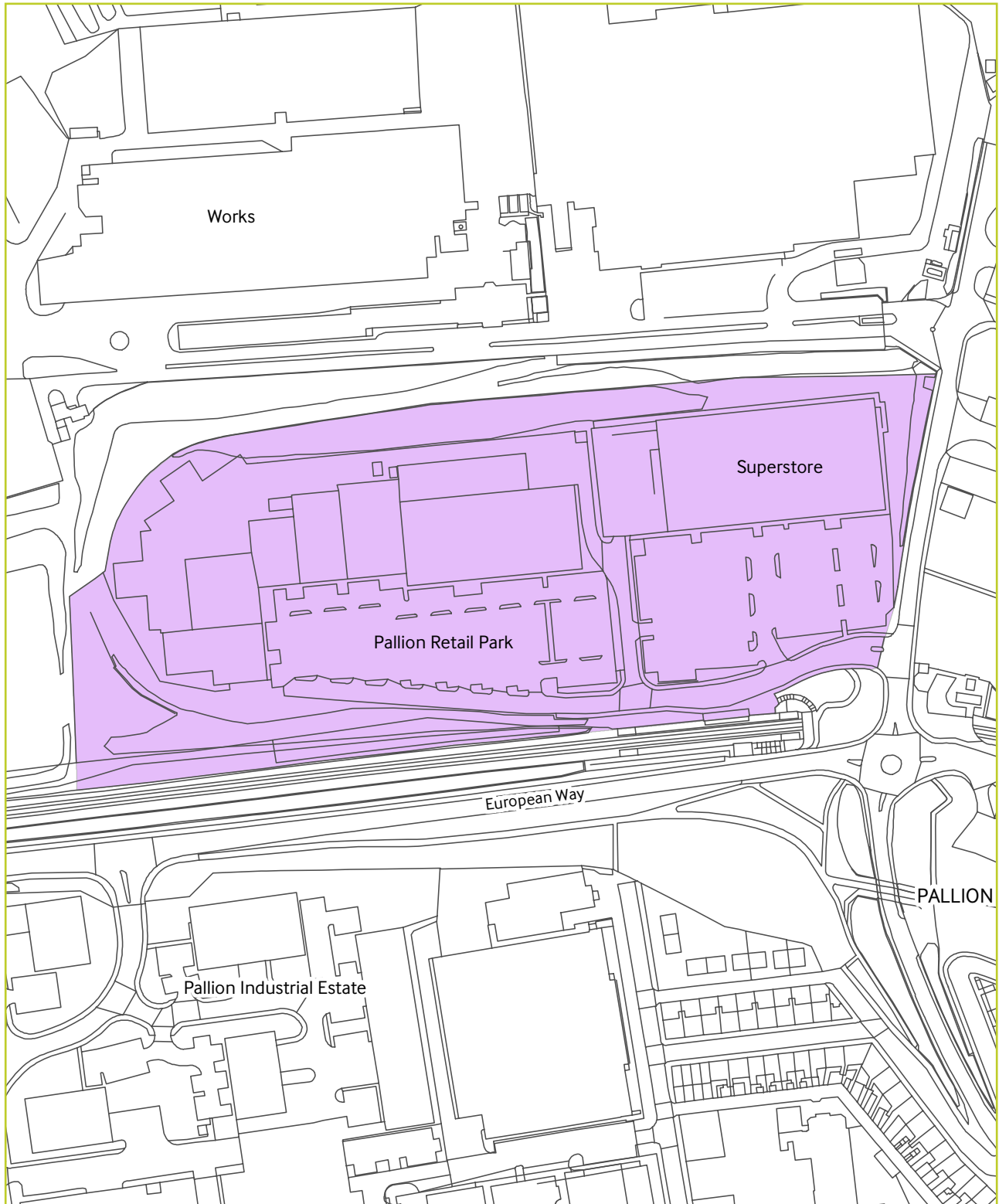
19.53o Residential development could only be accommodated at the eastern end of the site on cessation of river-related engineering uses. It is currently envisaged that it is unlikely that residential development could occur before 2016. Alternative land uses will only be considered when it is demonstrated - on the basis of an independent market assessment to be funded by the site owners or prospective developers - that there are no viable prospects for continuing-river related engineering. In this event it is considered that redevelopment of the site could include a marina to take advantage of its riverside setting.

19.53p The site encompasses a large stretch of the proposed SSTC. Any new development should take account of the prominent location from the proposed new road and the important position it has in enhancing the image of the city. It is anticipated that redevelopment proposals that result in enhancing the land values in the site will generate financial contributions through planning obligations to aid the financing of the SSTC.

19.53q Approximately 20% of this site is located within Flood Zone 3a. The uses allowed in the policy comprise 'less vulnerable' B1, B2 and B8. Nonetheless a Flood Risk Assessment must be undertaken in accordance with PPS25 as part of preparing the Master Plan and proposals discussed at an early stage with the Environment Agency. The high quality riverside public open space could accommodate the necessary 8 metre maintenance strip which will be void of development.

Strategic location for change

Policy SA6B.3: Pallion Retail Park (approx. 5.4ha)



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North



Policy SA6B.3

Proposals for the development of the Pallion Retail Park should secure a better mix of uses, a higher quality development and environment. Proposals should be considered in conjunction with the former Grove site (policy SA6A.1).

Land use

The following uses will be:

Acceptable

B1 Business

C3 Housing

A1 Retail, subject to the provisions of policy S2A

A2, Financial and professional services,

A3 Restaurants and cafes (ancillary)

D1 Non-residential institutions to serve local needs

Unacceptable

B2 General industry

B8 Storage and distribution

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

Environmental and access improvements

Redevelopment proposals for Pallion Retail Park should ensure that pedestrian/cycle routes to the immediate surrounding areas/facilities, in particular the Groves site, Metro stations and the SSTC are in place.

Proposals for town centre uses will be assessed in the context of policy S2A.

19.53r Pallion Retail Park is prominent from the Metro line and the proposed route of the SSTC so development in this location is required to be designed to take account of its important position in enhancing the image of the city.

19.53s In qualitative terms, the Pallion Retail Park now falls some way short of the standards set by more recent retail provision. There may well also be an opportunity to address the future of the retail park in plans for a comprehensive proposal for the adjoining Grove/ Pallion site.

New routes

Policy SA52A

The City Council will safeguard land for the construction of the Sunderland Strategic Transport Corridor (SSTC), river crossing and associated works.

The proposed new river crossing should achieve a design of exceptional quality.

19.224a The SSTC, (which was given Cabinet approval on 19 January 2005 for the preferred route and on 20 April 2005 for the establishment of Development Control lines) will provide improved strategic access and public transport facilities from Sunderland Port and the key development sites in the city, to the A19 motorway and the wider Tyne and Wear conurbation and improve cross-river capacity. The road will provide a trigger for regeneration on the Pallion and the Groves sites and will connect existing communities with employment opportunities, leisure and retail.

19.224b The SSTC will consist, wherever feasible, of a joint public transport/highway corridor with four lanes, two traffic lanes and two lanes dedicated to public transport. Significant walk and cycle provision will be made both along and across the corridor. The bridge across the Wear will create a landmark structure, a dramatic new 21st century gateway into the city.

19.224c The SSTC will aid reductions in traffic flows on the Queen Alexandra Bridge and to a lesser extent on the Wearmouth and Hylton Bridge. With an additional cross-river capacity, the congestion at existing bridge heads will also be reduced. The road will provide the opportunity to increase public transport priority on existing routes and will also encourage the use of public transport and provision of pedestrian/cyclist connectivity.

19.224d The scheme is supportive of the main strategic aims of the Sunderland Strategy, notably by; increasing levels of access to public transport facilities, encouraging people to take up cycling and walking, increasing the accessibility of employment opportunities within the city and promoting urban living.

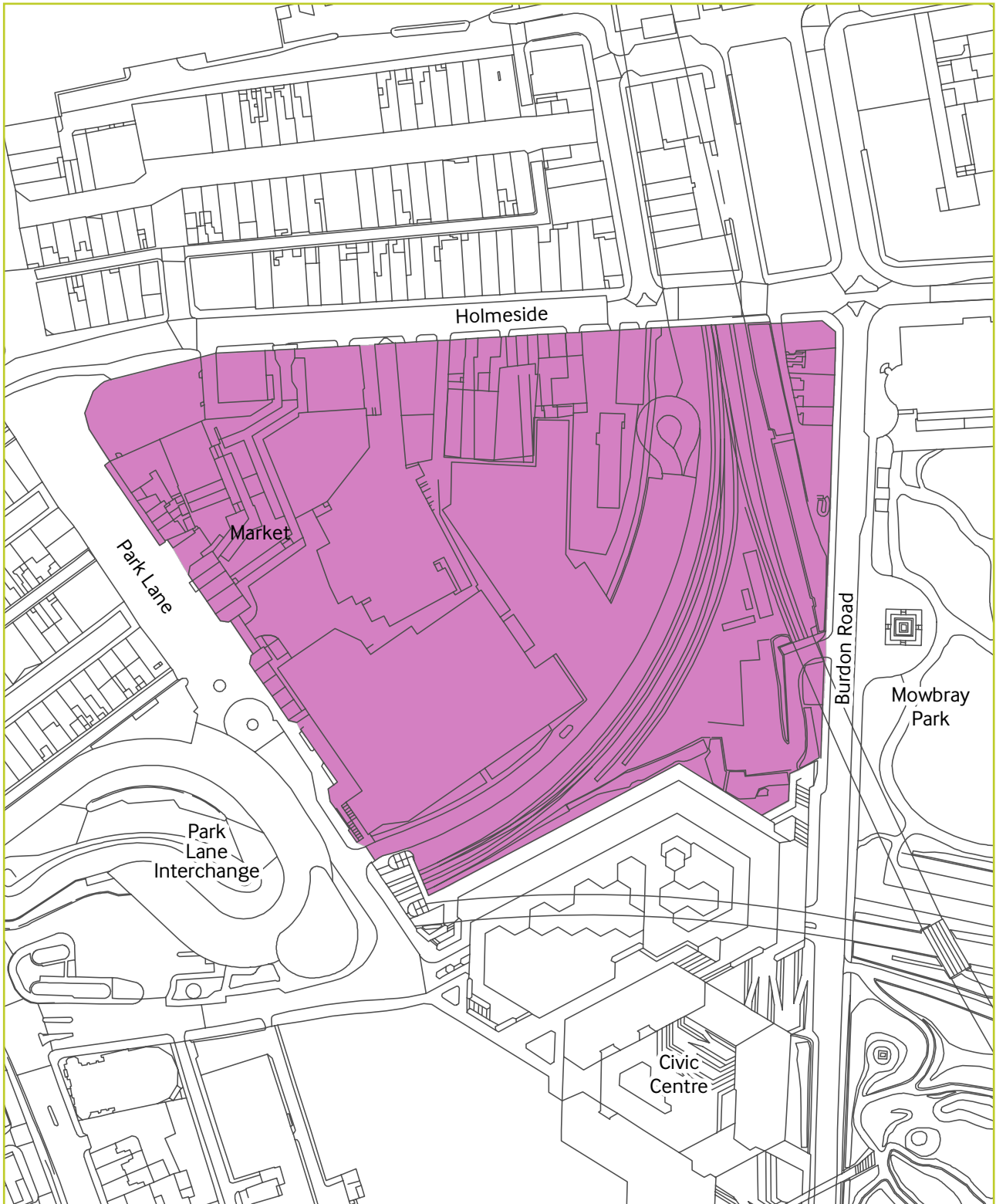
19.224e Developer contributions (planning obligations/agreements) will be sought from the redevelopment of the Comprehensive Development Sites to aid the financial costs of sections of the route, in accordance with Circular 5/2005.

19.224f In regard to the location of the bridge crossing, a Flood Risk Assessment has been prepared and was submitted to the Environment Agency in March 2006. The assessment concluded that the bridge would have negligible impact on flood levels and conveyance characteristics of the River Wear.

Chapter 4: Area proposals- City Centre

Comprehensive development site

Policy SA55A.1: Holmeside Triangle (approx. 4.1ha)



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North



Policy SA55A.1

The City Council will support a mixed use development on the Holmeside Triangle site.

Land use

The following uses will be:

Required

- A1 Retail
- C3 Housing
- A3 Restaurants and cafes
- A4 Drinking establishments
- D2 Assembly and leisure

Acceptable

- A2 Financial and professional services
- B1 Business Theatre

Unacceptable

- B2 General industry
- B8 Storage and distribution

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

Infrastructure and public realm components

Redevelopment proposals for the Holmeside Triangle site should incorporate the following key components:

- i) Public pedestrian access through the Triangle to connect Park Lane with Holmeside and with Burdon Road;
- ii) High quality public open space;
- iii) Parking for retail and commercial uses within a multi-storey or undercroft form

Design requirements

- i) Car parking should be provided in accordance with policy T23A;
- ii) Car parking and servicing areas for premises within Holmeside Triangle should be integrated into the development so as not to result in any detrimental visual impact or adverse impact upon the amenity of the surrounding area.

19.251a With frontage onto Holmeside and Park Lane, this area has traditionally been a secondary retail location. With the extension of The Bridges and the Metro system and the Park Lane Transport Interchange adjacent, Holmeside Triangle has become a key gateway site.

19.251b This site is strategically situated adjacent to the Park Lane Transport Interchange, which attracts some 2 million public, transport users per year. Although the retail offer presently found within the Holmeside Triangle site suffers in qualitative terms in comparison with The Bridges, the pedestrian footfall along Park Lane that has now been generated by the Interchange means that this site demonstrates the characteristics of the City Centre Retail Core.

19.251c The City Council has identified the site as the preferred location for retail development in the City Centre. Holmeside Triangle is precisely the sort of site that both PPS6 and PPG13 identify as being of key importance because of its existing City Centre location, its brownfield status and its proximity to "major transport interchanges". It is the sort of site where authorities "should be proactive in promoting intensive development".

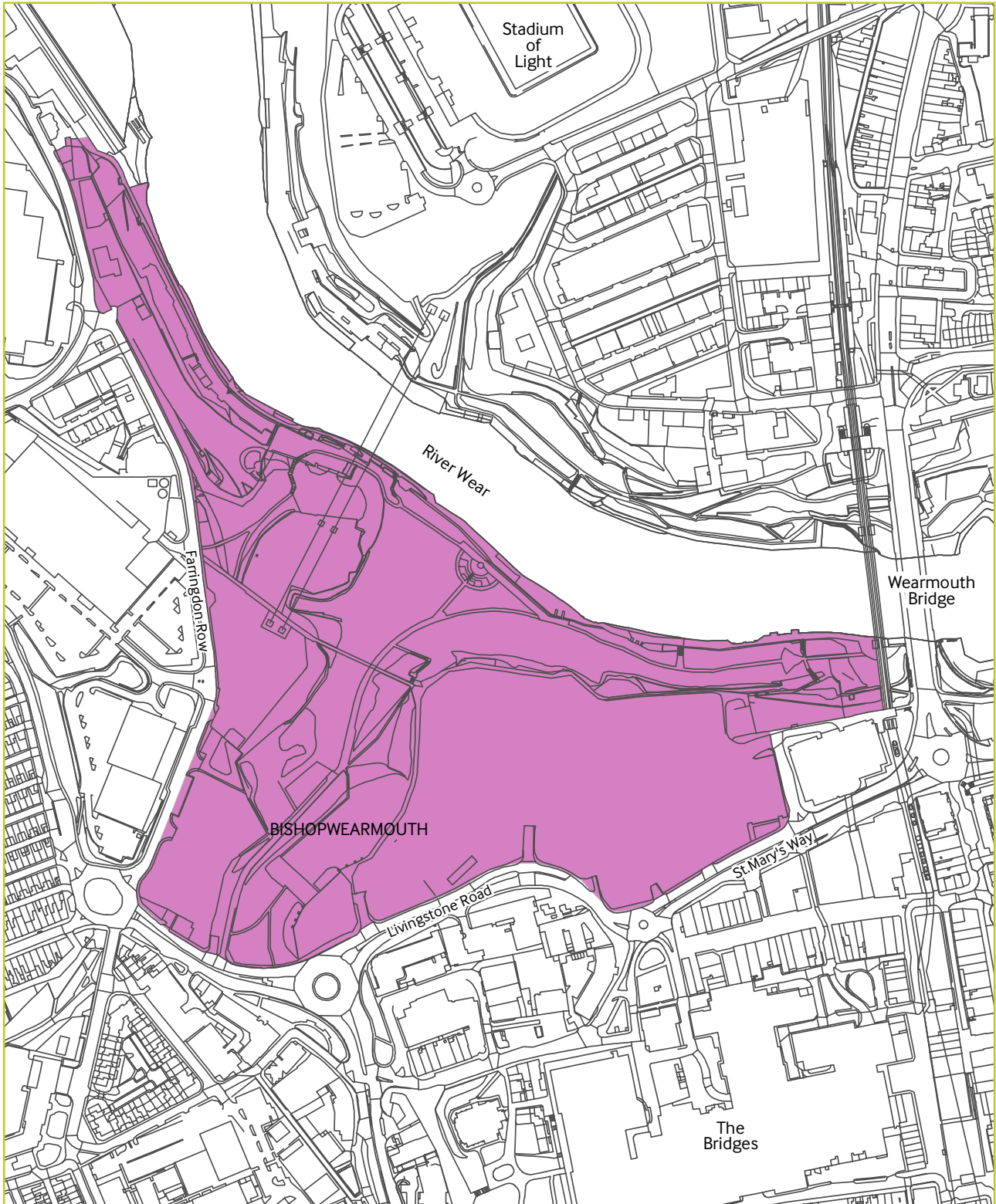
Recent work carried out on behalf of the City Council reveals that there is only a modest requirement for new retail floorspace in the City Centre.

19.251d Although the City Council seeks a retail-led scheme, other uses will also be encouraged on the site, including leisure, offices, restaurants and residential accommodation (with a total potential capacity of 150 dwellings). Development of the site should also help ensure that the Cultural Quarter centred on the Museum and Winter Gardens is better connected with the retail core of the city and the Park Lane Transport Interchange.

19.251e A retail-led development at this location could be integrated, at grade, with the existing Bridges development. It would help enhance a compact retail core and have a strong regenerative effect on Holmeside and Blandford Street. Accessibility by public transport would encourage a greater proportion of shopping trips to be undertaken without recourse to the car. Vehicular access arrangements to the site will have to be carefully designed in order to minimise impact on the visual environment and ensure priority is given to pedestrians and their safety.

Comprehensive development site

Policy SA55A.2: Former Vaux/ Galleys Gill/ Farrington Row site (approx 18.9ha)



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Policy SA55A.2

The City Council will support a residential and employment-led mixed-use development on the former Vaux/ Galleys Gill/ Farringdon Row site.

Land use

The following uses will be:

Required

- B1 Business
- C3 Housing

Acceptable

- A1 Retail (of an ancillary scale and function to the required uses as stated above, unless justified against the requirements of policy S2A)
- A2 Financial and professional services
- A3 Restaurants and cafes
- A4 Drinking establishments
- D2 Assembly and leisure
- C1 Hotels

Unacceptable

- B2 General industry
- B8 Storage and distribution

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

Infrastructure and public realm components

Redevelopment proposals for the former Vaux/ Galleys Gill/ Farringdon Row site should incorporate the following key components:

- i) Proposals to integrate the development with the City Centre retail core including improved, at-grade, connections;
- ii) Improved public access to the riverside via a choice of pedestrian routes leading from St.

Mary's Way, through the Vaux site and through Galleys Gill and improved access along the river;

- iii) A retained element of open space adjoining the river, which is easily accessible to members of the public;
- iv) Land should be safeguarded for the route of the SSTC and associated facilities;
- v) Retention and enhancement of Galleys Gill/ Festival Park as public open space;
- vi) Provision should be made for the route of a pedestrian/cycle footbridge over the River Wear, linking the site with Sheepfolds

Design requirements

Development proposals for the former Vaux/ Galleys Gill/ Farringdon Row site should demonstrate the following design qualities:

- i) The provision of a high quality pedestrian environment with active frontages along St. Mary's Way and areas fronting public realm. Consideration should be given to the realignment of St. Mary's Way, in order to improve the pedestrian environment and reduce traffic impact;
- ii) Development of an urban scale, character and mass;
- iii) On the former Vaux site car parking for all uses except disabled and essential operational requirements, should be concentrated in integral multi-storey or undercroft car parking blocks on the former Vaux Brewery site. Car parking associated with developments on the Farringdon Row site will be required to be integrated into the overall development of the area so as not to lead to any detrimental visual impact when viewed from the surrounding area and approaches to the City Centre.

Former Vaux Brewery

19.251f Located to the north of the retail core and north of St. Mary's Way, the former Vaux Brewery site has been vacant since its closure in 1998. Built structures from the site have now been cleared. The site represents a strategic location by virtue of its edge-of-centre status

and its relationship to the River Wear. The development of the site provides a unique opportunity to connect the City Centre with the river and ensure that the physical and environmental fabric of this part of the city is greatly enhanced.

19.251g The City Council's vision for Central Sunderland includes the identification of a premium employment location. The City Council's preferred location for a business development within Central Sunderland is the former Vaux Brewery site. The site fulfils all the key criteria of a B1 business location and could make a significant contribution to "building" an office market in the City Centre. It occupies a principal gateway location, with good accessibility; it is immediately adjacent to central facilities, services and other office uses; and the riverside setting and the proximity to the Wearmouth Bridge creates an attractive and marketable location for new development. With a range of ancillary entertainment and retail/leisure activities, it is envisaged that such a development could become an additional destination in its own right.

19.251h Nevertheless, to the south, St. Mary's Way is a heavily trafficked road. Consequently pedestrian links between the site and the retail core are poor. In the case of the adjacent St. Mary's Street Car Park, the separation from the retail core has been addressed by the construction of a pedestrian bridge at first floor level connecting into the shopping centre. The site should also be accessible by public transport.

19.251i This site is of considerable importance to the City Council's strategy for Central Sunderland both by virtue of its edge-of-centre status and its strategic river location. It represents a unique opportunity to underpin the council's wider regeneration objectives.

19.251j As part of a high-density mixed development the site could accommodate between 2000 and 3000 jobs. This would make a major contribution towards the Sunderland Strategy objectives in relation to prosperity.

19.251k Such a development would maximise the job creation potential of the site, raise the profile of the city as an investment location and, by attracting large numbers of additional people to the City Centre, would bolster the function of the nearby retail core.

19.251l The re-development of the Brewery site will be an important component in the council's strategy for pursuing City Centre living and encouraging people to remain, or move back into the city, particularly with the exciting design ethos proposed for the site, the mix of uses and its close proximity to the City Centre and its facilities. Not only this, the employment opportunities for existing and prospective communities will help address social inequality, raise prosperity levels and stimulate investment.

19.251m The site also has capacity to accommodate significant residential development, in addition to business development. The City Council will require the residential and business elements to be phased. As outlined in H5A, together with the adjoining Farringdon Row site, up to 1450 residential units could be developed in this location.

19.251n The site, including part of Galleys Gill, might also be considered as an appropriate location for major tourism related developments such as a conference centre or auditorium. However, the City Council would regard such uses as complementary, and not an alternative, to the preferred use as a prestigious business-led mixed-use development.

Galleys Gill

19.251o Adjoining the Vaux site to the west lies Galleys Gill, a large Parkland area, which links up with Festival Park alongside the river. This area has the potential to become an important recreational facility for the city, capitalising on the riverside location. In addition, the site provides the opportunity to better integrate the Farringdon Row and Vaux development sites with the riverside and the City Centre, along with protecting and enhancing the attractive views to Wearmouth Bridge and to the north of the river.

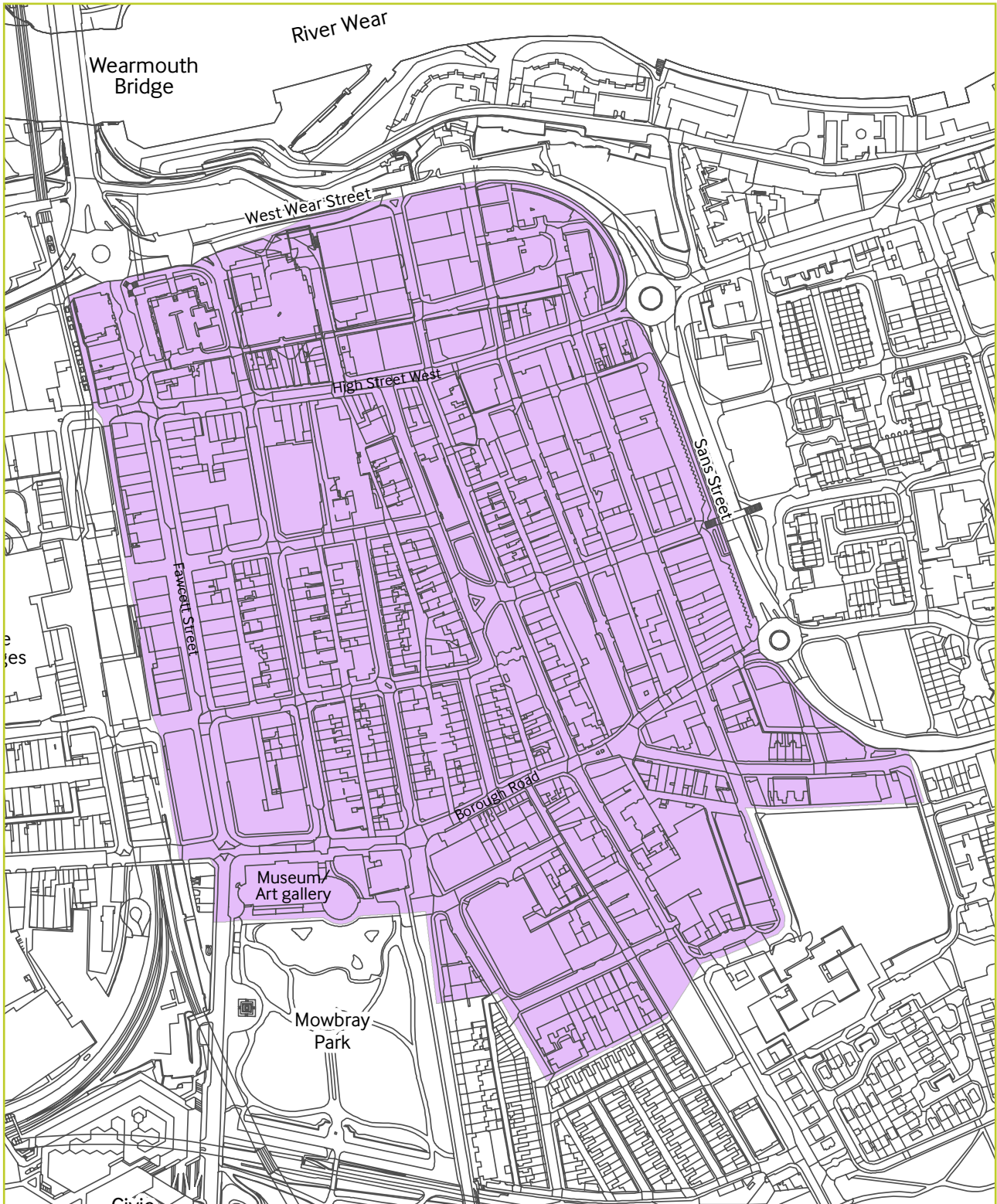
Farringdon Row

19.251p Located to the west of Galleys Gill, Farringdon Row is a visually prominent gateway into the city, which currently houses scrapyards and industrial type uses. Part of this site has the benefit of outline consent for mixed-use development, comprising business and residential. This site has the potential to become a high quality business led, mixed use area, with connections to Galleys Gill and Festival Park. The development of this site will add to vitality and diversity in the City Centre and help reduce the need for unnecessary travel. The re-development of this site will be complementary in its design and appearance to the adjoining Galleys Gill/ Festival Park open space and the Vaux site.

19.251q The western part of this site, Farringdon Row, includes a development area for residential ('more vulnerable') use that partly falls within Flood Zones 2 and 3. The area at risk will partly be required for riverside parkland and public access. It will require a minimum 8 metre strip along the river bank to be retained for maintenance purposes which will be void of development. A Flood Risk Assessment in accordance with PPS25 must be undertaken as part of the Master Plan for development of the Farringdon Row area of the site and proposals discussed at an early stage with the Environment Agency.

Strategic location for change

Policy SA55B.1: Sunnyside (approx. 27.5ha)



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North



Policy SA55B.1

The City Council will encourage the continued development of the Sunnyside area as a lively, mixed-use, urban quarter with a high quality physical environment.

Land use

The following uses already contribute significantly to the character of the Sunnyside area, as defined on the Proposals Map, and should remain predominant.

- A2 Financial and professional services
- A3 Restaurants and cafes
- A4 Drinking establishments
- B1 Business
- C3 Housing

Additional acceptable uses

- A1 Retail
- C1 Hotels
- D1 Non-residential institutions (restricted to art galleries and exhibition space)
- D2 Assembly and leisure (restricted to health and fitness on upper floors only)

The City Council wishes to encourage a greater concentration of living opportunities associated

with a mixed- use development ethos for Sunnyside and Tavistock areas. Proposals for conversion, redevelopment and infill to provide these uses are particularly encouraged, having regard to the policy SA74A and UDP Supplementary Planning Guidance the Sunnyside Development Framework Supplementary Planning Document.

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

Design requirements

New development should be of a scale and design which complements the existing scale and character which prevails within Sunnyside.

19.251r The Sunnyside Area Regeneration Strategy highlights the importance of Sunnyside to the City Centre, and acknowledges its potential to regenerate from a rundown, under-performing and neglected area to create a dynamic and distinctive mixed-use quarter. The Strategy sets a vision for Sunnyside as:

- a recognised business location for small businesses and creative industries;
- a niche retail market;
- a lively and varied restaurant and café quarter with a strong evening economy;
- a desirable centrally located living area with townhouses, lofts and apartments above businesses; a unique, memorable and comfortable urban environment; and
- a place which stimulates interest through different activities and events.

19.251s The delivery of the vision for Sunnyside will be led by the Sunnyside Partnership which sets out the following strategic objectives in its delivery plan:

- Diversification of land uses to promote and establish Sunnyside as a mixed use quarter with a lively evening economy and attract and guide new public and private sector investment.
- Securing appropriate development, establishing strategic development sites to help kick-start the regeneration process.
- Improving the public realm and environment.
- Improving access and car parking while reducing the negative impact of traffic.
- Accelerating business development to attract inward investment and build and expand the existing business base to achieve a more dynamic small firm economy.
- Raising interest and awareness.

19.251t Within the adopted UDP the vast majority of this area is designated as an area where existing employment uses are to be retained or improved. The City Council regards Sunnyside as a vibrant and highly walkable mixed-use urban quarter complementary to, and supporting, the City Centre retail core. A range of uses will be appropriate including leisure, restaurants, retailing, small-scale office uses and residential uses (with a total potential capacity of 900 dwellings)

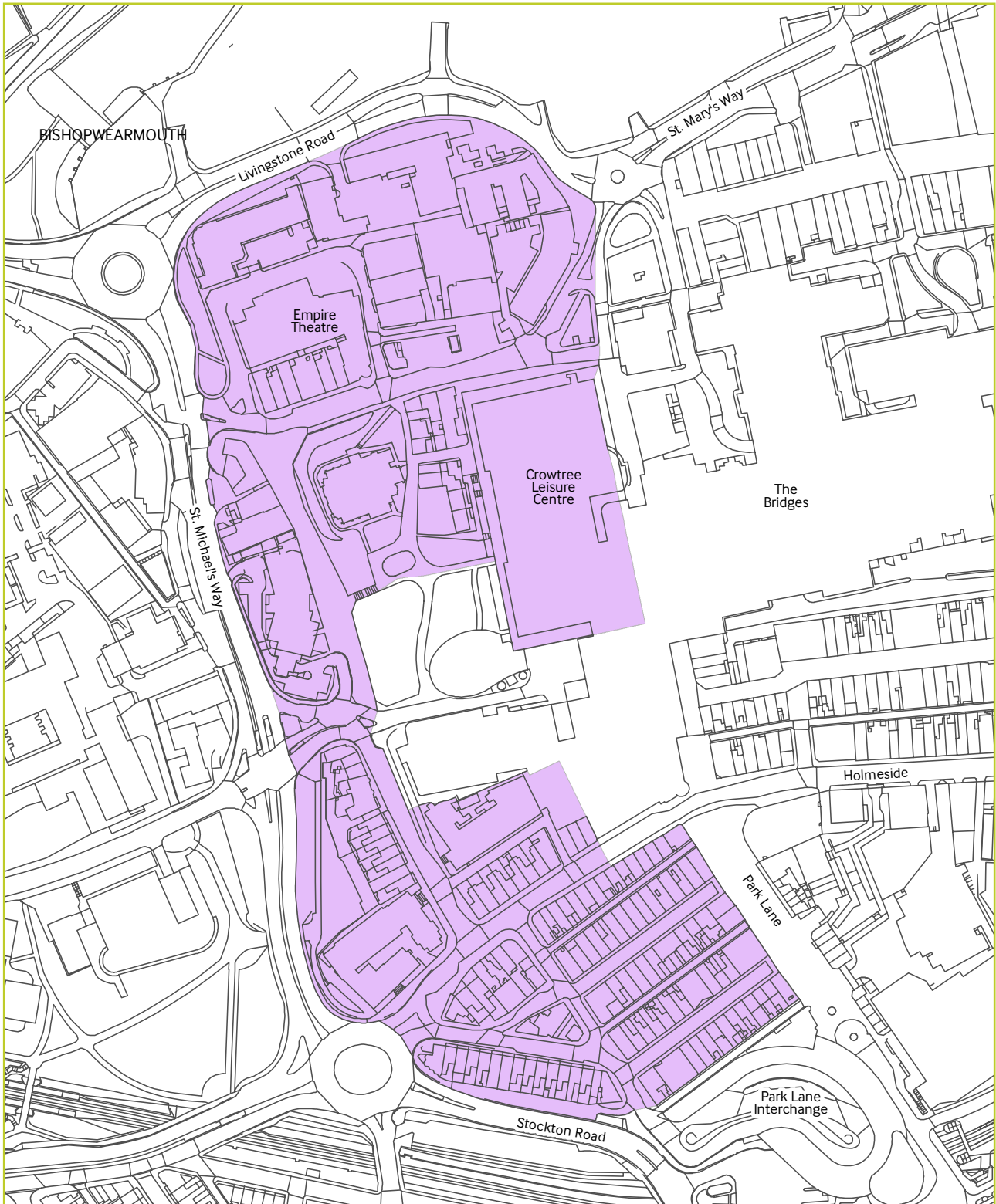
19.251u The principal issues in the Sunnyside area relate to achieving the appropriate balance of potentially conflicting land uses. Clearly the area is suitable for residential development and for business uses but there is also potential for activity associated with the evening economy. The new Use Classes Order will help in controlling appropriate mixes of uses in parts of the area and making a mixed-use future for the area succeed. In this respect there is a need for

flexible rather than prescriptive policy. Such a policy should in addition focus on environmental improvements and measures to reduce the impact of the car.

19.251v Until the Sunnyside Development Framework Supplementary Planning Document is adopted by the City Council, the interim draft Sunnyside Planning Framework will be a material consideration in the determination of planning applications in the Sunnyside area.

Strategic location for change

Policy SA55B.2: City Centre West (approx. 9.9ha)



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Policy SA55B.2

The council will support the diversification of food and drink and cultural opportunities within the City Centre West area, as defined on the Proposals Map. Proposals for conversion, redevelopment and infill to provide the following uses, having regard to UDP Supplementary Planning Guidance, are particularly encouraged:

- A1 Retail
- A3 Restaurants and cafes
- B1 Business
- A2 Financial and professional services
- D1 Non-residential institutions
- D2 Assembly and leisure

Proposals for town centre uses will be assessed in the context of policy S2A.

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

Design requirements

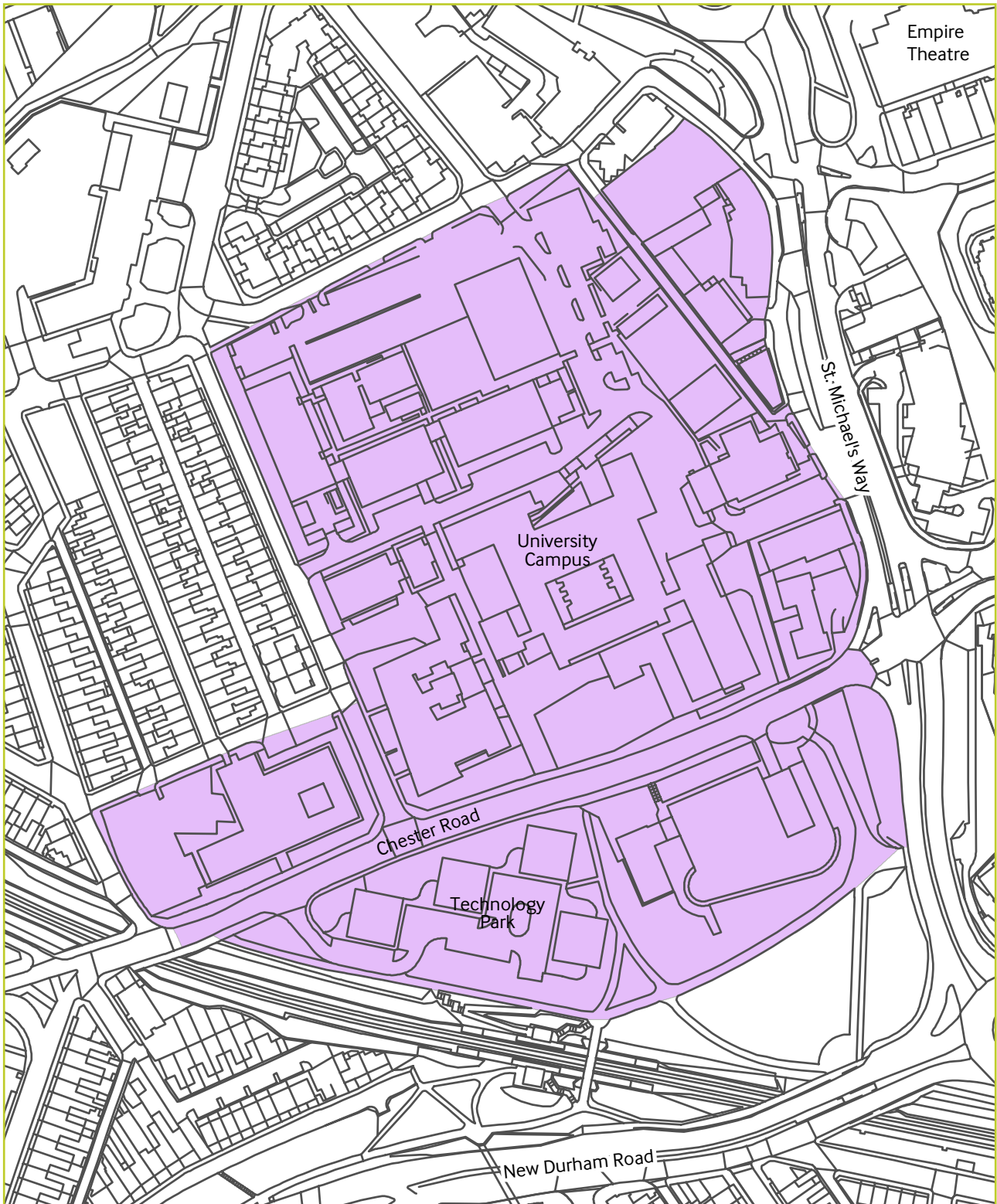
New development should be of a scale and design which complements the character of Bishopwearmouth conservation area.

19.251w The Theatre Quarter and the areas to the west of the City Centre Retail Core, embracing Vine Place, Green Terrace, Derwent Street and Olive Street offers the potential to cultivate a more diverse evening economy as well as a more dynamic small-firm and niche retail economy. The City Council will encourage environmental improvements in this area.

19.251x To the west of the Bridges lies Crowtree Leisure Centre, which is the focal point for leisure activities within the City Centre. Options for the long-term potential of the Leisure Centre will be considered during the life of this plan.

Strategic location for change

Policy SA55B.3: University - Chester Road Campus (approx. 8.2ha)



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Policy SA55B.3

The City Council will support the growth and role of the University Campus primarily for education purposes with the following ancillary uses:

- D2 Assembly and leisure
- D1 Non-residential institutions (restricted to non-residential education and training centres only)
- B1 Business (with no permitted change to B8)
- C3 Housing (restricted to student accommodation)

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

Environmental and access improvements

The City Council will seek to deliver the following environmental /access improvements:

- i) Improved pedestrian access routes between University Metro station, University Campus and the City Centre;
- ii) Traffic calming/ reduction measures on Chester Road between the Royalty and St. Michael's Way;
- iii) Reductions in on-street parking in nearby residential areas.

Design requirements

- Development proposals for the University Campus should present an active frontage to the inner ring road and maintain /encourage an active frontage onto Chester Road.

19.251y The Chester Road campus, which is the largest within the University estate, occupies a large prominent gateway location to the west of the city, and is in close proximity to public transport links.

19.251z The education, cultural, civic, economic and leisure activities provided by the University make a significant contribution to the social and economic well-being of the city and contribute to its regeneration. The University's strategy involves the concentration of activities on the Chester Road and St. Peters campus and disposing of its properties elsewhere.

19.251aa The character of the University is changing, incorporating more diverse income streams and activities to help improve integration of wider land uses with an emphasis on 'reach out' learning in the workplace, distance learning, lifelong learning and business start ups. This approach has been incorporated into the objectives of the Sunderland Strategy, which aims to raise educational achievement and develop life long learning in order to enable every individual, whatever their age or abilities, to reach their full potential in learning, work and citizenship.

19.251ab In order to allow these aims to be achieved, the regeneration to continue and the University to change, grow and integrate with the surrounding area, the primary education uses will be encouraged on the campus, including ancillary uses such as student accommodation, research, business accommodation, conference centre and science park.

Residential development - conversion and change of use

Policy SA67A

The City Council will support proposals for housing development within Central Sunderland and in particular the City Centre where sites are not identified or safeguarded for other purposes.

In particular the City Council will support:

- i) Proposals to increase “living over the shop”;
- ii) The conversion of the redundant commercial buildings where the building retains no viable commercial use;
- iii) Proposals for residential development in the Sunnyside area.

19.270a Opportunities to promote residential development in Central Sunderland take a number of forms. Within Central Sunderland, the City Council will encourage living over the shop initiatives, occupation of upper floors to commercial buildings, the conversion of redundant commercial space and will re-evaluate whether residential uses may be more appropriate on sites previously identified for other development forms but which have, in practice, proved too small or unattractive, to realise such uses. This approach complements the existing UDP policy for upper floors on Fawcett Street (SA63).

Evening Economy development within the City Centre

Policy SA74A

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

Within the City Centre as defined on the Proposals Map, applications for planning permission for licensed premises must accord with the Sunderland City Centre Evening Economy Supplementary Planning Document.

19.291a There is a strong commitment to cultivate a more vibrant and diverse evening economy. This is a key element of the City Council’s strategy to support a vital and thriving City Centre at the heart of the city. Creating an attractive centre with a broad range of facilities and activities is an important precursor to attracting more people to live within or close to Central Sunderland. However, policies must be in place to capitalize on the City Centre’s Evening Economy potential whilst limiting adverse impacts on other activities, to ensure that the vitality and viability of the City Centre as a place to live as well as work, shop or take part in leisure activities is not undermined.

19.291b The City Council’s approach to the management and regulation of City Centre Licensed Premises is established in the Sunderland City Centre Evening Economy: Licensed Premises Policy Statement. This document was agreed by the City Council’s Planning and Highways Committee on 22 October 2002 as interim policy to be taken into consideration by the relevant authorities in determining applications for planning permission, liquor licences and public entertainments licences. Likewise the policy statement was agreed by the licensing Committee on 28 October 2003 as interim policy to be taken into consideration in determining applications for public entertainments licences. This has since changed. The introduction of the Licensing Act 2003 has led to the preparation of a Licensing Statement Policy, by the City Council as Licensing Authority, which took effect from 7 January 2005. This statement sets out the City Council’s policy with respect to the exercise of its functions as the Licensing Authority, relating to licensable activities and as such supersedes Sunderland City Centre Evening Economy: Licensed Premises Policy Statement in respect of licensing matters. This statement is still in place when determining planning applications.

19.291c Applications for planning permission for licensed premises, within the City Centre (as defined on the proposals map), will be considered in line with 'Sunderland City Centre Evening Economy: Licensed Premises Policy Statement' (Sunderland City Centre; Policy Statement on Licensed Premises).

19.291d There are four defined zones or Quarters of special Evening Economy character within Sunderland City Centre. These were first identified in the *Sunderland City Centre Evening Economy Study (2000)*. These sub-area designations are intended to strengthen the individual identities of important places within Sunderland. It is also intended that, by identifying the character of each area or place during the evening as well as the day, the regulation and management of the evening economy will vary from place to place. These areas are defined on the proposals map and comprise:-

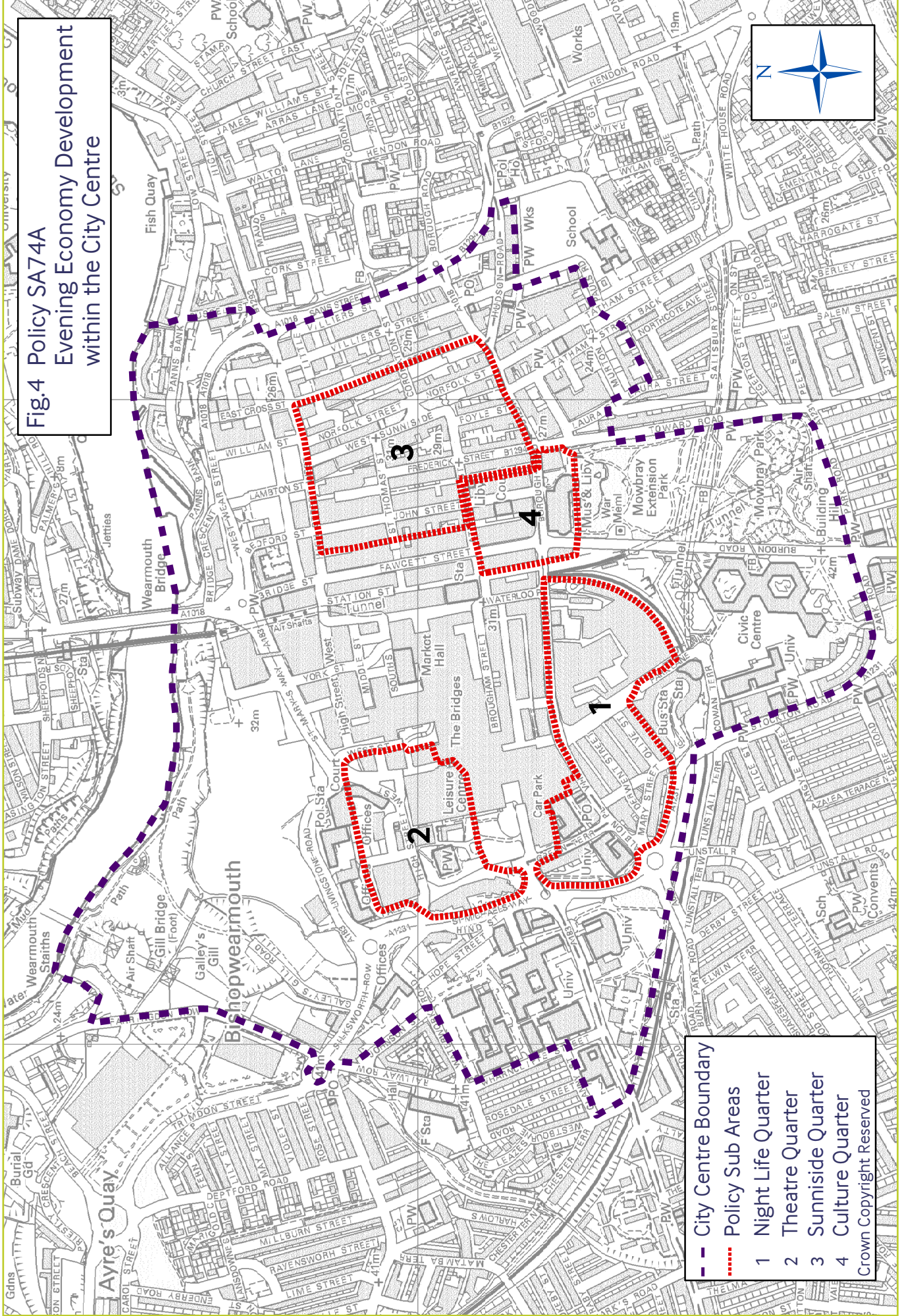
1 The Night Life Quarter: Is centred on Park Lane and Holmeside, with significant clusters of evening economy uses at Mary Street, Green Terrace and Albion Place. It is bounded by the Inner Ring Road (Stockton Road/ St. Michaels Way) to the west, Olive Street and Park Lane to the south, the railway line to the east, and Holmeside/ Vine Place to the north. The aim is to allow a higher concentration of evening economy uses, especially late-night activities within a manageable area, balanced against its day-time economy of shopping and café-bars and sense of place.

2. The Theatre Quarter: Centred on the Empire Theatre; it is bounded by the Inner Ring Road (St. Michael's Way) to the west, Chester Road/ Low Row to the south, West Street to the east and Eden Street to the north. This area is designed to appeal to older age groups, shoppers and theatre-goers, in the interests of achieving a more mixed evening economy and strengthening the Empire Theatre by quality restaurants and café-style bars.

3 Sunnyside: Is bounded by Frederick and John Street to the west, Borough Road to the south, Nile Street to the east and High Street West to the north. An extension further to the north as far as West Wear Street includes the site for the proposed City Centre cinema complex at High Street West. This area is to be developed to become a dynamic and distinctive mixed-use quarter, with a recognized business location primarily for small businesses and a niche retail area, a lively and varied restaurant and café quarter and a desirable, centrally located living area.

4 The Culture Quarter: Centred on the Museum and Winter Gardens; it is bounded by Station Street and the railway line to the west, Mowbray Park to the south, Frederick Street/ Toward Road to the east and Athenaeum Street to the north. This area is designed to encourage those activities which would support cultural activities, with limited and an appropriate selection of bars and live music venues to be developed in order to complement the cultural activities and encourage linked evening activity trips, which appeal to all age groups.

Fig 4 Policy SA74A
Evening Economy Development
within the City Centre



- - - City Centre Boundary
 - Policy Sub Areas
 - 1 Night Life Quarter
 - 2 Theatre Quarter
 - 3 Sunnyside Quarter
 - 4 Culture Quarter
- Crown Copyright Reserved

19.291e Within the City Centre a policy of differential grants of planning permission will apply to the sub areas. A clear delineation of types of licensed premises will be made, with a distinction between public houses, bars, café bars and bistros, wine bars and restaurants.

19.291f In each of the sub-areas and according to type of licensed premises, opening and closing times will vary across the days of the week. In all cases, the permitted opening hours are derived from the overall place characteristics and land use planning objectives for the sub area in question.

19.291g Applications outside of the defined sub-areas or Quarters will be considered on their merits. Issues to be taken into account will be whether proposed premises:

- Contribute positively to the overall evening economy;
- Contribute to or undermine the balance of uses in the locality;
- Contribute to or would undermine the balance between the day-time economy and environment and that of the evening;
- Are likely to cause an increase in public disorder

19.291h Further details are set out in the Sunderland City Centre Evening Economy Licensed Premises Policy Statement. Proposals for licensed premises will be required to conform to Supplementary Planning Guidance Document, which will be drawn from the Policy Statement.

Public parking

Policy SA97A

Proposals for car parking provision in the City Centre will be brought forward in the Local Transport Plan in the light of current studies and the results of the council's ongoing monitoring of demand. In the interim, the council will seek to maintain provision at the current level of some 4,000 spaces.

19.343a The Tyne and Wear authorities have been successful in obtaining funding from the Transport Innovation Fund for a series of studies intended to explore the impact of the full range of demand management tools. One of the results of these studies will be a new parking strategy for Tyne and Wear. In the meantime, the City Council will seek to maintain the number of spaces in the City Centre at approximately 4,000. Although there are no detailed figures available, there is no evidence to suggest that existing demand is not being met within the existing car parks.

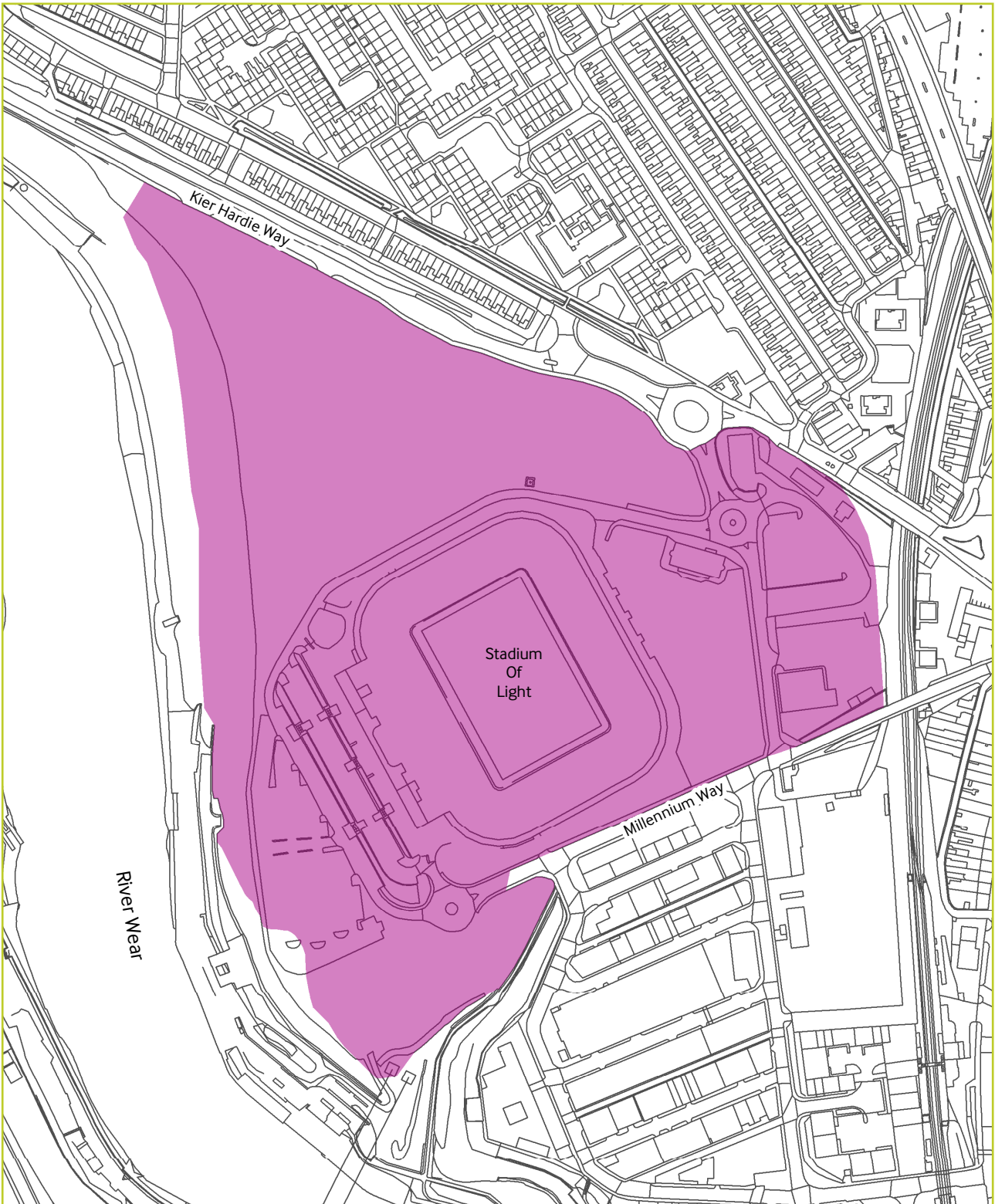
19.343b Furthermore the distribution of car parks appears to meet the pattern of demand. Some 75% of off-street public car parking capacity lies in the western half of the City Centre where the majority of office and retail activity is located. Morning peak flows indicated that 80% of journeys ending up in the City Centre approach from the west suggesting that car parks are reasonably well-matched to the origin of trips. In spot checks carried out in 2002, average occupancy to the west was 50-55%, and 50-60% to the east, again suggesting that the location of existing car parks matches the location of demand reasonably well.

19.343c In developing new parking policies for the City Centre, the City Council will have particular regard to the role that parking policies have to play, alongside other planning and transport measures, in promoting more sustainable transport choices.

Chapter 5: Area proposals- Sunderland North

Comprehensive development site

Policy NA3A.1: Stadium Park (approx. 15.9ha)



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North



Policy NA3A.1

Stadium Park is identified as a leisure-led mixed-use site that will accommodate a range of large-footprint leisure-related uses that cannot be accommodated in the City Centre

Land use

The following uses will be:

Required

D2 Assembly and leisure

Acceptable

B1 Business

A3 Restaurants and cafes

A4 Drinking establishments

C1 Hotels

D1 Non- residential institutions

Unacceptable

B2 General industry

B8 Storage and distribution

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

Infrastructure and public realm components

Redevelopment proposals for the Stadium Park site should incorporate;

i) Extensive public realm provision and;

- ii) A network of pedestrian/cycle links which offer direct pedestrian access between St. Peters Metro station nearby bus stops/stands, the Stadium of Light, Sheepfolds and any new development;
- iii) Improvements to Keir Hardie Way to support the development of the site;
- iv) Additional parking provision for new development if it can be demonstrated that the normal weekday demand exceeds the current provision.

Design requirements

- i) Proposals for Stadium Park should present an active and animated frontage to the river and should provide attractively landscaped areas of public realm.
- ii) A comprehensive master plan should be prepared to cover both Stadium Park and Sheepfolds, in order to ensure the integration of these sites.

Proposals for town centre uses will be assessed in the context of policy S2A.

20.31a This flat area of land is situated on a visually prominent meander in the river although the direct relationship with the riverside is restricted due to the steep slopes between Stadium Park and the river. Nevertheless this area has strong visual connections with the south bank of the River and, in particular, the Vaux site.

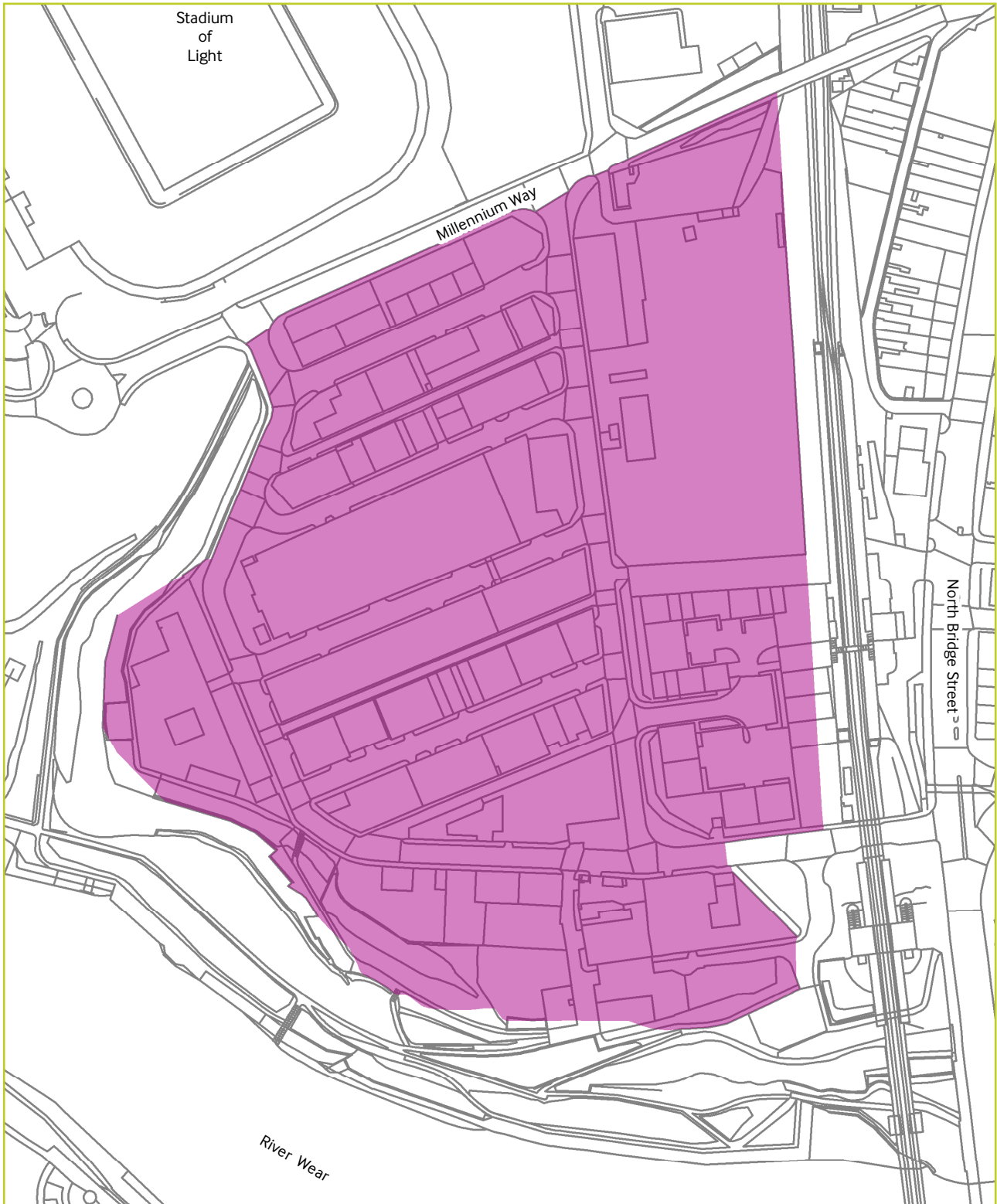
20.31b To the north and the south of the Stadium are two large areas of flat land, which have been prepared for development including provision of new access roads. There are now proposals to complete the redevelopment of the area with the construction of a leisure complex including a 50m swimming pool.

20.31c For this area, the adopted UDP provides a series of criteria that promote the development of the site for high profile offices, research and development/ industrial buildings, or an assembly/ leisure facility. This has been superseded by the development of the Stadium of Light.

20.31d In the absence of available sites for such uses in the City Centre, the City Council regards the site as an appropriate central location to accommodate large footprint leisure uses (including swimming pool) but is also mindful that the site would also be an appropriate location for major tourism or similar developments (such as a conference centre).

Comprehensive development site

Policy NA3A.2: Sheepfolds (approx. 7.9ha)



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North



Policy NA3A.2

While the current land uses may continue, the City Council will support a comprehensive approach to mixed-use development on the Sheepfolds site.

Land use

The following uses will be:

Required

- B1 Business
- C3 Housing - outside the timescale of this alteration

Acceptable

- A1 Retail (small scale, individual retail units to serve the day-to-day needs of local residents and workers, such floorspace should not exceed 250 sqm net in total, with no individual unit to exceed 50 sqm net)
- D2 Assembly and leisure
- D1 Non-residential institutions
- C1 Hotels

Unacceptable

- B2 General industry
- B8 Storage and distribution

The City Council will support the relocation of existing scrap yards and non-conforming employment uses.

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

Proposals for town centre uses will be assessed in the context of policy S2A.

Environmental and access improvements

The City Council will seek to deliver the following environmental/ access improvements:

- i) Direct pedestrian access to St. Peter's Metro station and nearby bus stops/stands, via a network of interconnected routes;
- ii) A distinctive river frontage with improved accessibility to the riverside area;
- iii) Establish pedestrian/cycle links with the Stadium of Light, Sheepfolds and the riverside.

Design requirements

Proposals for the site should demonstrate the following design qualities:

- i) New development to be orientated to take advantage of riverside corridor views and vistas;
- ii) Block layout should establish a formal, permeable and legible pattern of movement in and around the site;
- iii) Developments to present a high quality frontage to the river corridor, particular attention being paid to views from the City Centre, the Vaux site and Festival Park;
- iv) The provision of high quality public space at the northern end of the proposed river crossing footbridge;
- v) A comprehensive master plan should be prepared to cover both Stadium Park and Sheepfolds, in order to ensure the integration of these sites.

20.31e Situated between Wearmouth Bridge and Stadium Park this area is characterised by a diverse range of uses and buildings. With the completion of the Metro and the implementation of the development opportunities in the immediate vicinity of the 'Stadium of Light', the area now has the potential to act as an important point of connection between a principal point of access into the City Centre and the attractions in

Stadium Park. Additionally, the area is on raised land that offers strong visual links over the river to the northern edge of the City Centre. Nevertheless, in planning a future vision for the area the important existing employment role should not be underestimated.

20.31f The Adopted UDP safeguarded this area for General Industry, Storage and Distribution in policy NA1. Whilst the relevant part of that policy was deleted as part of the Alteration, the City Council continues to accept the importance of employment opportunities in this area and the continuance of the existing B2 and B8 uses. However, no new uses within these classes will be allowed. The City Council wishes to take advantage of the regeneration potential afforded by the location of the area and its proximity to the Metro station and will thus encourage new B1 Business use.

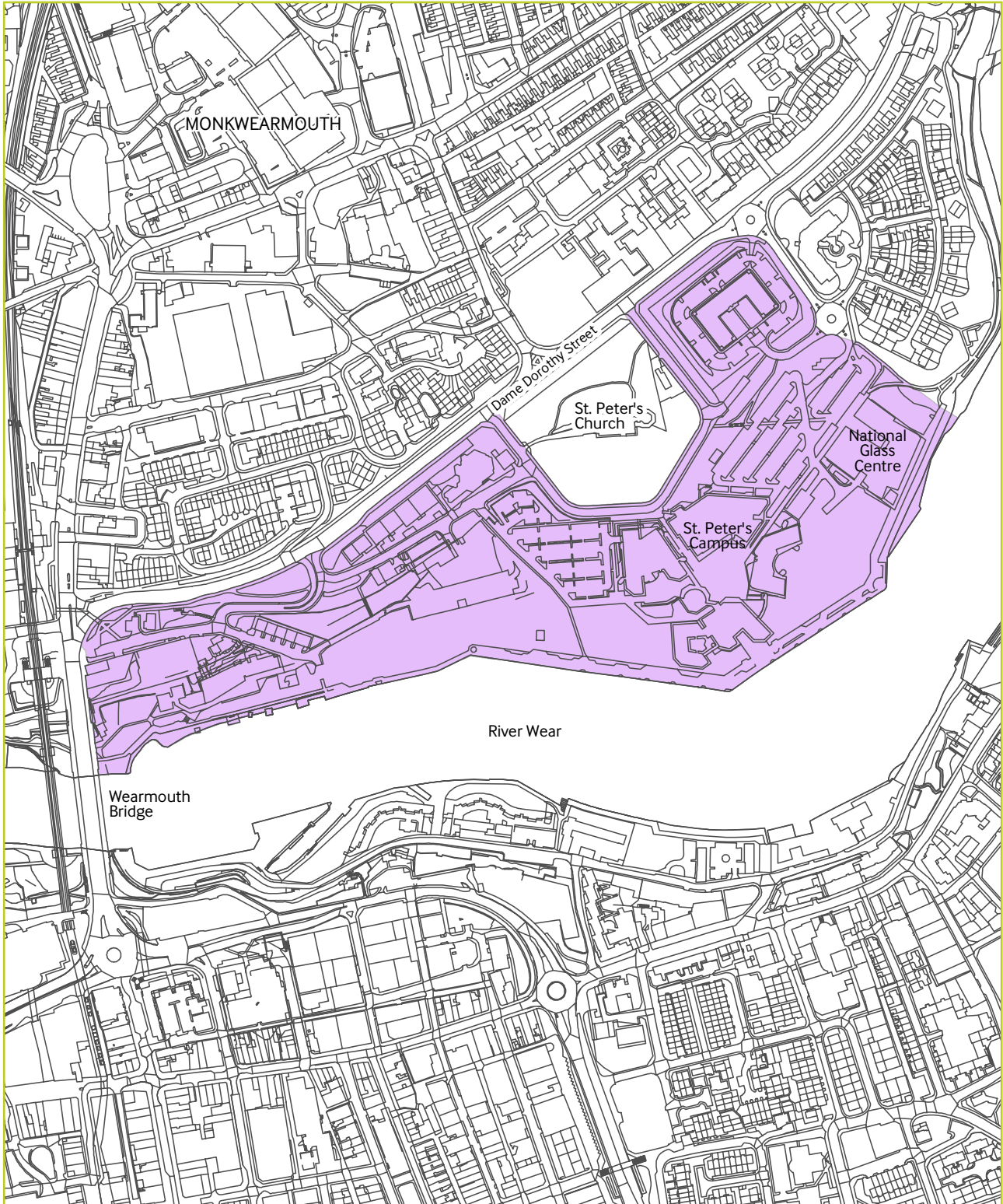
20.31g The City Council recognises the importance of the fine-grain of the urban form in this area but also the disruptive effect that a few large footprint occupiers has on this form. Hence in seeking to encourage incremental change and renewal, the City Council will seek to encourage smaller scale residential and employment developments. In particular the City Council wishes to encourage business rather than manufacturing and warehousing uses. A high priority will be to make more of the riverside setting of this area through selective redevelopment of riverside sites and enhanced public access. The need to improve pedestrian routes through the area will be a key issue.

20.31h To reinforce the connectivity and centrality of the Sheepfolds and Stadium Park, the City Council will support the provision of a pedestrian/cycle link from the north bank of the river to the Vaux site, by means of a footbridge.

20.31i Lying to the west of the Sheepfolds site is an access route down to the riverside in the form of a traditional cobbled lane. Any proposals for the redevelopment of this area will need to take this into consideration and ensure its protection and enhancement as a means of public access to the riverside.

Strategic location for change

Policy NA3B.1: Bonnersfield/ St. Peters University Campus (approx. 17.5ha)



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North



Policy NA3B.1

The City Council will encourage the more effective use of land within the Bonnersfield/ St.Peters University Campus area, for the following land uses.

Land use

The following uses will be:

Required

- C3 Housing
- D1 Non-residential institutions (restricted to non-residential education and training centres only)

Acceptable

- D2 Assembly and leisure
- B1 Business (with no permitted change to B8)
- A1 Retail (small scale, individual retail units to serve the day-to-day needs of local residents and workers. Such floorspace should not exceed 250 sqm in total, with no individual unit to exceed 50sqm net)
- A3 Restaurants and cafes (small scale units to serve the day-to-day needs of local residents and workers. Such floorspace should not exceed 725 sqm in total)
- C3 Housing (student accommodation)

Unacceptable

- B2 General industry
- B8 Storage and distribution

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

Environmental and access improvements

The City Council will seek to deliver the following environmental/ access improvements:

- i) Direct pedestrian access between St. Peter's Metro station, bus stops/stands Bonnersfield and the University Campus;
- ii) Direct pedestrian and cycle access to the riverside;
- iii) Improved pedestrian links and quality of the public realm along the means of approach to the candidate World Heritage Site (cWHS)

Design requirements

Redevelopment proposals will be required to demonstrate the following design qualities:

- i) A high standard of contemporary design that is informed by the best qualities of the topography and built form in the locality to provide a distinctive and appropriate response to this prominent gateway site to the City Centre;
- ii) The design, layout, massing and scale of development proposals must be sympathetic to the candidate World Heritage Site (policy NA28.A) and must enhance and not detract from its character, its setting and views of it from the surrounding area;
- iii) Development should present an active frontage to the riverside and facilitate ready access thereto;
- iv) Residential development within 800 metres of St Peter's Metro station should achieve a minimum average density of 50 dwellings per hectare.

Proposals for town centre uses will be assessed in the context of policy S2A.

20.31j On the northern bank of the River and to the east of the adjoining Wearmouth Bridge, the Bonnersfield/St.Peter's University Campus area includes the revitalised riverside areas associated with the National Glass Centre and the candidate World Heritage Site. The area has commanding views of the river to the Wearmouth Bridge, in the west and to the

harbour entrance of the east. It is in close proximity to St. Peters Metro Station.

20.31k The area has significant potential to contribute towards the regeneration of Central Sunderland and a number of proposals for residential development in Bonnersfield have emerged. Residential development proposals within this Strategic Location for Change will comprise general residential (with a total potential capacity of 310 dwellings) within the Bonnersfield area. In addition, student accommodation will be acceptable within the University Campus.

20.31l The area has also benefited from increased accessibility in recent years and from significant infrastructure investment and environmental improvements. A momentum for high quality development has been established and further potential remains to be exploited in this exciting riverside location. The provision of high-quality pedestrian routes to the nearby Metro station will ensure the accessibility of these sites, possibly through the provision of a well-designed subway under the Wearmouth Bridge. Financial contributions will be sought towards this through the development of adjacent sites.

University Campus

20.31m Opportunities exist for the continued growth of the University, student accommodation and tourism related uses including hotels. Such developments will be supported. The provision of high-quality pedestrian routes to the nearby Metro station will ensure the accessibility of this site.

20.31n The University campus has been a significant area of growth and change and has helped contribute towards the regeneration of the city. In order to allow this regeneration to continue and the University to change, grow and integrate with the surrounding area, the primary education uses will be encouraged alongside student accommodation, research facilities, business accommodation, conference centre and science park. The development of the University sites will be required to be

designed sympathetically in relation to the candidate world heritage site; this will entail the height of buildings to be constrained to 3 storeys only, unless it can be demonstrated in urban design terms that no harmful impact on the candidate World Heritage Site will result.

20.31o This area could play an important role in opening up pedestrian access to the candidate World Heritage Site from the Wearmouth Bridge and the riverside. It provides the primary means of approach to the cWHS and thereby has the potential to enhance or detract from the visitor's experience. It is important that significant views from and of the cWHS are protected; that the setting is enhanced and that future developments demonstrate a sensitive response to the townscape experience of the cWHS. Existing public realm landscaping in this area is relatively simple, having been installed with a view to future redevelopment; accordingly a high standard of landscaping will be required to accompany any development proposals.

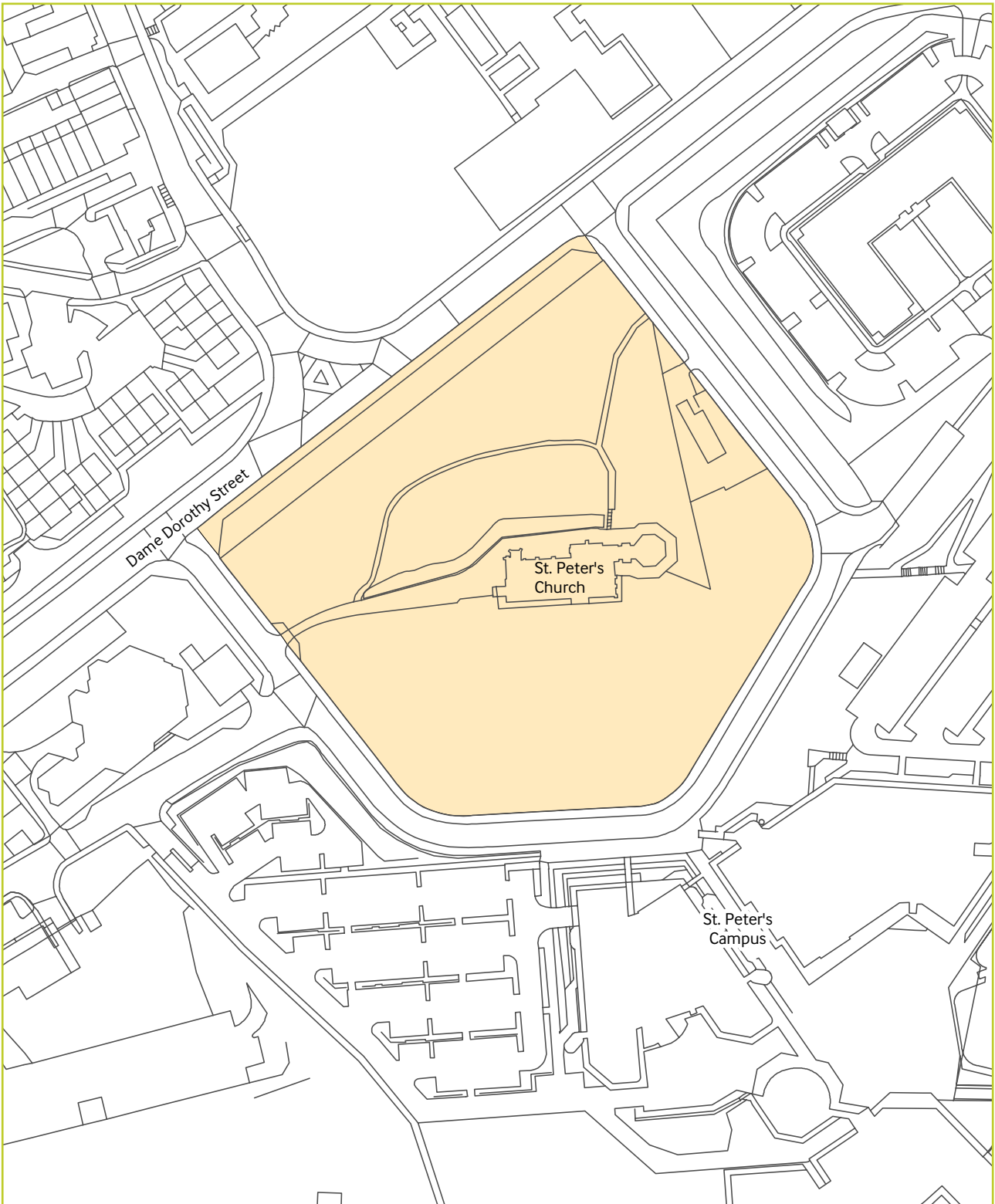
Bonnersfield

20.31p The western part of this area has been developed in recent years with phase I of 63 high quality loft style apartments now complete and phase II and III (which have the benefit of planning consent), providing an additional 247 units, alongside office space, food and drink establishments with public open space and public squares on the riverside. With housing development now in very close proximity and walkers/cyclists utilizing the area, especially as part of the Coast to Coast cycle route (C2C), small scale individual retail units, restaurants and cafes (to meet the day-to-day needs of residents and workers) as part of comprehensive proposals will be encouraged along the riverside frontage at appropriate locations to help stimulate activity in the evening as well as by day. This is demonstrated in the form of multi-storey blocks, an architectural style of which will be continued throughout. Car parking will be accommodated within integrated blocks, in undercroft parking or in designated on-street parking bays,

20.31q The existing riverside walkway is attractive and includes examples of public art. With housing development now in very close proximity and walkers/cyclists utilising the area, especially as part of the Coast to Coast cycle route (C2C), small scale ancillary restaurants and cafes as part of comprehensive proposals will be encouraged along the riverside frontage at appropriate locations to help stimulate activity in the evening as well as by day.

20.31r Approximately 26% of the overall site falls into Flood Zone 3a. There are no site-specific plan proposals for the undeveloped land within the site. Any new development in the high risk area would require a Flood Risk Assessment in accordance with PPS25 and proposals should be discussed with the Environment Agency at an early stage.

Policy NA28A: World Heritage Site



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North



Policy NA28A

Monkwearmouth Anglo-Saxon Monastery/ Medieval Benedictine Priory, in the grounds of St Peter's Church

There will be a presumption against development which would adversely affect the character and appearance of the candidate World Heritage Site (cWHS) and its 'setting' as defined on the Proposals Map

Development proposals will be required to demonstrate that full account has been taken of their impact on views to and from the candidate World Heritage Site and, where necessary, to propose a suitable programme of mitigation as part of the planning application.

20.94a St Peter's Church, Monkwearmouth was originally built as part of a monastery in 674AD by Benedict Biscop. It is one of the oldest churches in Britain, where Christians have gathered for more than 1300 years. Wearmouth-Jarrow's outstanding universal value lies in its influence on learning; its part in the emergence of European identity; the survival of original fabric; and as the birth place of the Venerable Bede, who is acknowledged as being one of the earliest and most influential philosophers and recorders of historical events and contemporary thought.

20.94b Monkwearmouth Anglo-Saxon Monastery/ Medieval Benedictine priory is currently part of a World Heritage Setting Study, in conjunction with St Paul's, Jarrow. Following this study the site will be put forward to the UK Government in 2006 for adoption as the UK's candidate for World Heritage Status. This status requires the identification, protection and preservation of cultural and natural heritage around the world, which is considered to be of outstanding value to humanity.

20.94c Inscription as a World Heritage Site will heighten awareness and bring an uplift in tourism, adding to the local economy, securing and creating jobs; increasing educational potential; and enriching community identity.

20.94d It is a UNESCO objective to allow modern uses to adapt and develop within the context of World Heritage Site status. The purpose of this policy is not to prevent development, but to guide it, so as to ensure that the heritage status of the site is sustained and not diminished by inappropriate or potentially damaging development in its proximity. Applications for development or changes of use in this area need to demonstrate that they are not incompatible with the primary aims of safeguarding the outstanding universal value of the World Heritage Site and have no adverse effect upon its setting.

20.94e The World Heritage Site itself takes in the boundary of the Scheduled Monument and St. Peter's Church. This area encompasses the known archaeological remains of the Anglo-Saxon monastery and Anglo-Saxon monastic Church of St. Peter, which retains some of its 7th century fabric.

20.94f The setting of the World Heritage Site is bounded by Whickham Street/ Dame Dorothy Street to the north, the western end of the Wearmouth Bride to the west, Mulgrave Drive to the east and the southern shore of the River Wear including part of the historic High Street. The determining of the setting has been defined having regard to several components which have a historical and visual relationship with the site itself.

20.94g A WHS Management Plan will be prepared as part of the nomination process, and will be formally adopted as a Supplementary Planning Document (SPD) to the Local Development Frameworks (LDF). This WHS Management Plan will provide integrated

and non-prescriptive objectives, to help inform change in and around the site in a way that would protect the outstanding universal values of the WHS. Applications for development in the area defined as the 'setting' on the Proposals Map will be expected to comply with the provisions of the SPD. The SPD will set out the strategic views of the World Heritage Site which are of particular historic character and must be protected from obtrusive development.

20.94h Careful consideration of building materials, finishes and tone can make a proposal more sympathetic to views to and from the World Heritage Site. If necessary, consideration will be given to re-siting developments to ensure views into and out of the World Heritage Site are protected. However, it is important to ensure a balance with the UNESCO objective to allow modern uses to adapt and develop within a World Heritage Site context.

20.94i Those submitting applications in the area defined as the 'setting' on the Proposals Map should be aware that they will be requested to commission an archaeological evaluation of the area involved. Specialist advice will normally be sought from the County Archaeology Service

Appendix: Glossary

BREEAM

The Building Research Establishment Environmental Assessment Method, are a family of methods and tools all designed to help construction professionals understand and mitigate the environmental impacts of the developments they design and build.

Circular 5/2005 (Planning Obligations)

Provides guidance on the use of planning obligations in England. Planning obligations (or s106 agreements) are private agreements negotiated, usually in the context of planning applications, between local planning authorities and persons with an interest in a piece of land, and intended to make acceptable development which would otherwise be unacceptable in planning terms. Obligations can also be secured through unilateral undertakings by developers.

Local Strategic Partnerships (LSPs)

are non-statutory, multi-agency partnerships. LSPs bring together at a local level the different parts of the public, private, community and voluntary sectors; allowing different initiatives and services to support one another so that they can work together more effectively.

One NorthEast

Is the Regional Development Agency (RDA) covering North East England, Its primary role is as a strategic driver of regional economic development in their region. The RDAs aim is to promote the benefits of living, working and doing business in the region and:

- Co-ordinate regional economic development and regeneration;
- Enable the regions to improve their relative competitiveness; and
- Reduce the imbalances that exist within and between regions.

Planning Policy Guidance (PPG)

Issued by central Government setting out its national land use policies for England on different areas of planning. These are being replaced by Planning Policy Statements.

Planning Policy Guidance 13's (PPG13) objectives are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.

Planning Policy Statement (PPS)

Issued by central Government to replace the existing Planning Policy Guidance notes, in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy.

Planning Policy Statement 25 (PPS25) aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk.

Planning Policy Statements 6 (PPS6) focuses on a range of issues relating to planning for the future of town centres and the main uses that relate to them.

Ramsar

Is an intergovernmental treaty which provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources.

Regional Spatial Strategy (RSS)

A strategy for how a region should look in 15 to 20 years time and possibly longer. It identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. Most former Regional Planning Guidance is now considered RSS and forms part of the development plan. New RSS is being prepared by RPBs.

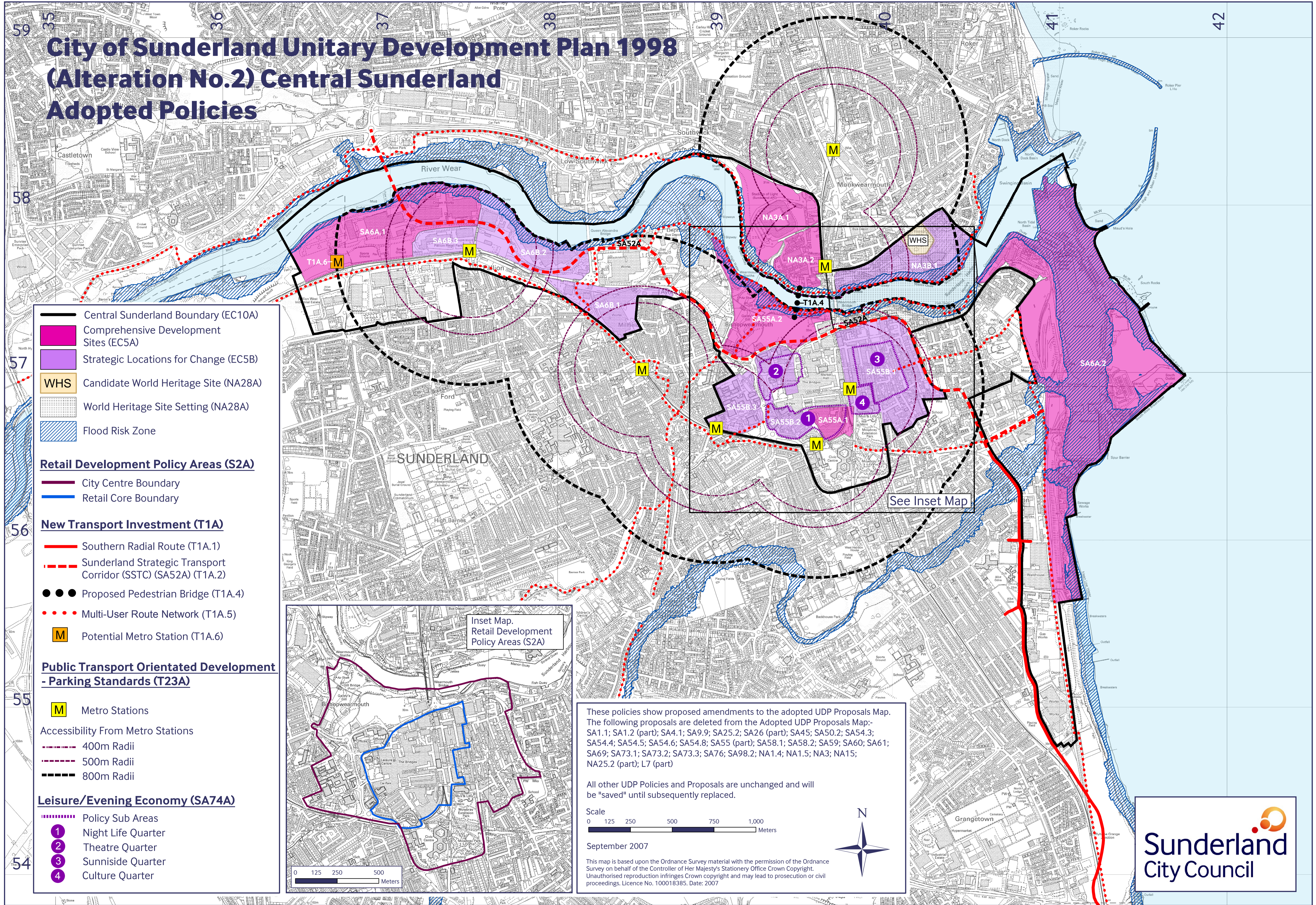
Special Areas of Conservation

Are areas, which have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.

Special Protection Areas (SPAs)

Are strictly protected sites classified in accordance with Article 4 of the EC Directive on the conservation of wild birds (79/409/EEC), also known as the Birds Directive. They are classified for rare and vulnerable birds and for regularly occurring migratory species.

City of Sunderland Unitary Development Plan 1998 (Alteration No.2) Central Sunderland Adopted Policies



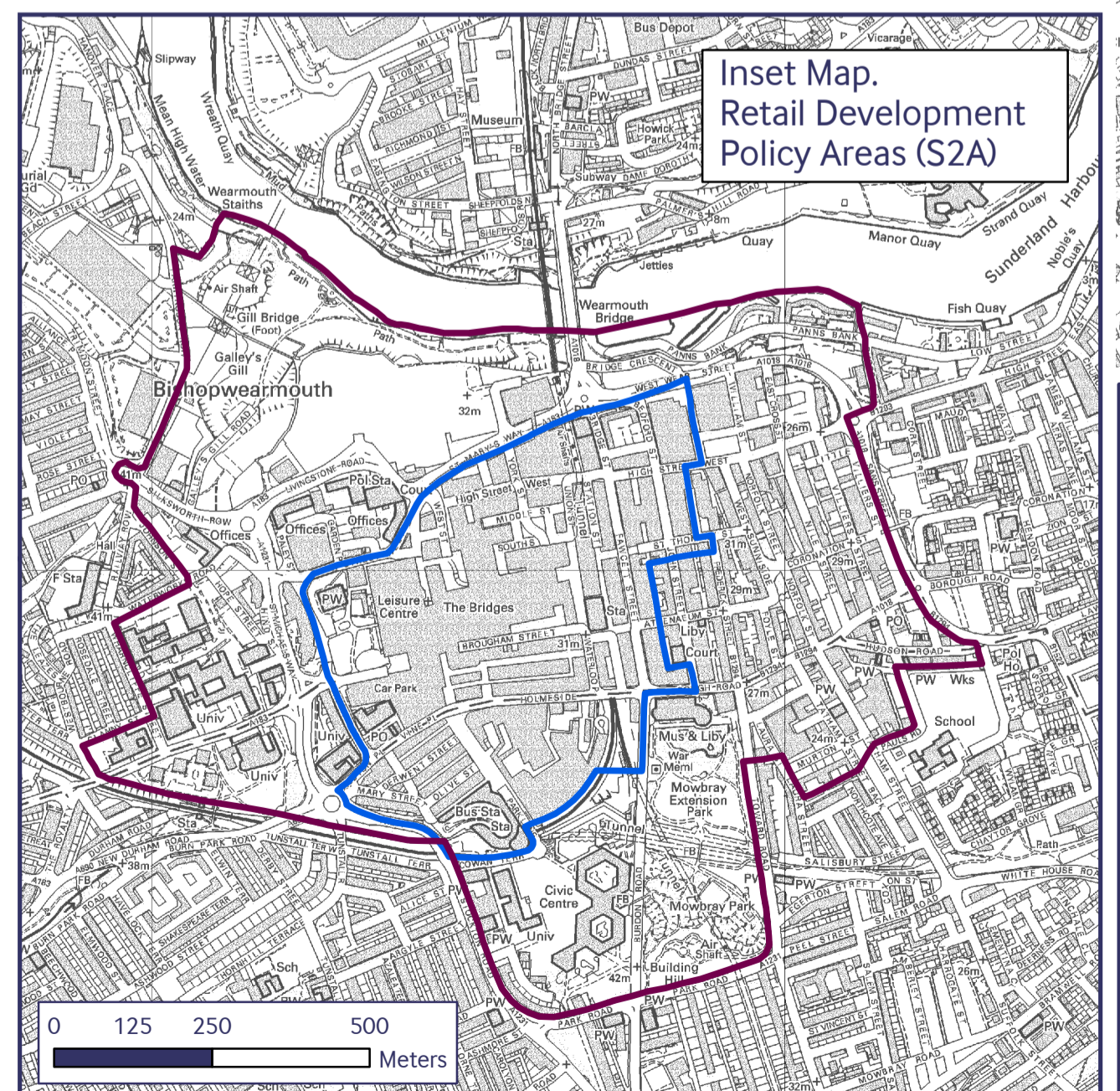
- Central Sunderland Boundary (EC10A)
- Comprehensive Development Sites (EC5A)
- Strategic Locations for Change (EC5B)
- Candidate World Heritage Site (NA28A)
- World Heritage Site Setting (NA28A)
- Flood Risk Zone

- Retail Development Policy Areas (S2A)**
- City Centre Boundary
- Retail Core Boundary

- New Transport Investment (T1A)**
- Southern Radial Route (T1A.1)
- Sunderland Strategic Transport Corridor (SSTC) (SA52A) (T1A.2)
- Proposed Pedestrian Bridge (T1A.4)
- Multi-User Route Network (T1A.5)
- Potential Metro Station (T1A.6)

- Public Transport Orientated Development - Parking Standards (T23A)**
- Metro Stations
- Accessibility From Metro Stations
- 400m Radii
- 500m Radii
- 800m Radii

- Leisure/Evening Economy (SA74A)**
- Policy Sub Areas
- 1 Night Life Quarter
- 2 Theatre Quarter
- 3 Sunnyside Quarter
- 4 Culture Quarter



These policies show proposed amendments to the adopted UDP Proposals Map. The following proposals are deleted from the Adopted UDP Proposals Map:- SA1.1; SA1.2 (part); SA4.1; SA9.9; SA25.2; SA26 (part); SA45; SA50.2; SA54.3; SA54.4; SA54.5; SA54.6; SA54.8; SA55 (part); SA58.1; SA58.2; SA59; SA60; SA61; SA69; SA73.1; SA73.2; SA73.3; SA76; SA98.2; NA1.4; NA1.5; NA3; NA15; NA25.2 (part); L7 (part)

All other UDP Policies and Proposals are unchanged and will be "saved" until subsequently replaced.

Scale
0 125 250 500 750 1,000 Meters

September 2007

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