



Farringdon Row

Development Framework


Sunderland
City Council

Interim Planning Policy
July 2006

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Development Framework



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July 2006



1.0 Introduction

- 1.1 This Development Framework has been prepared to assist in the proper planning and redevelopment of land to the east of Farringdon Row in Central Sunderland.
- 1.2 The Development Framework has been prepared to add detail to a land use allocation set out in the Draft UDP Alteration No. 2 (Central Sunderland) Development Plan Document. It has been approved as Interim Planning Policy and will be used as a material consideration in the determination of planning applications for the redevelopment of the Farringdon Row site.
- 1.3 Upon adoption of Alteration No. 2 as a Development Plan Document, it is intended that this Development Framework will be used as the basis for the preparation of a Supplementary Planning Document for the Farringdon Row area.

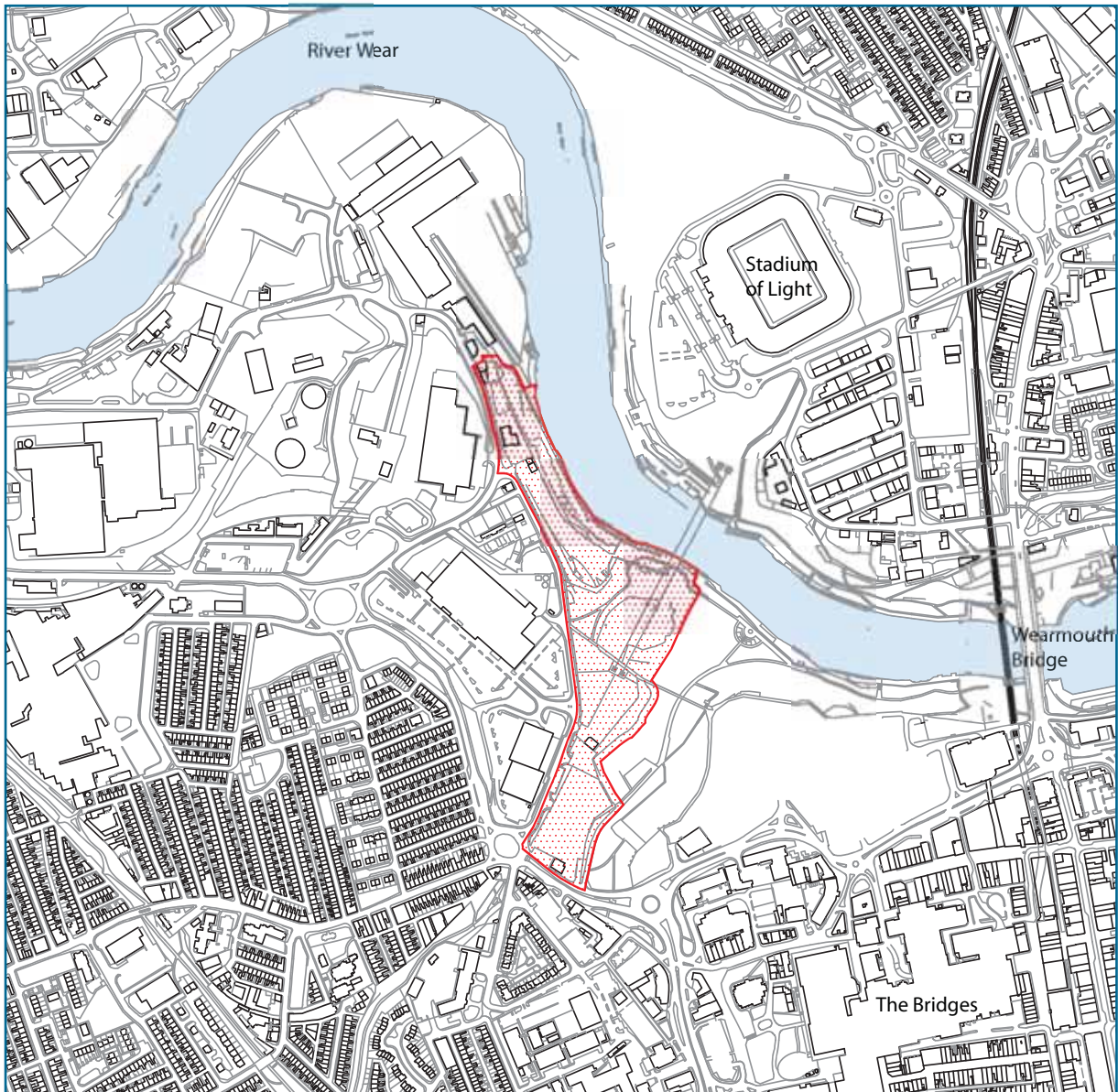


Figure 1.1 Site Context Plan

1.4 The land to the east of Farrington Row forms part of a larger strategic regeneration area, which includes the Vaux site and Galley's Gill/Festival Park. A location plan that identifies the Farrington Row development site, to which this Development Framework relates, is provided at Figure 1.2.

1.5 The City Council and Sunderland's Urban Regeneration Company - Sunderland arc - envisage that the comprehensive redevelopment of this wider area will deliver a prestige mixed-use development.

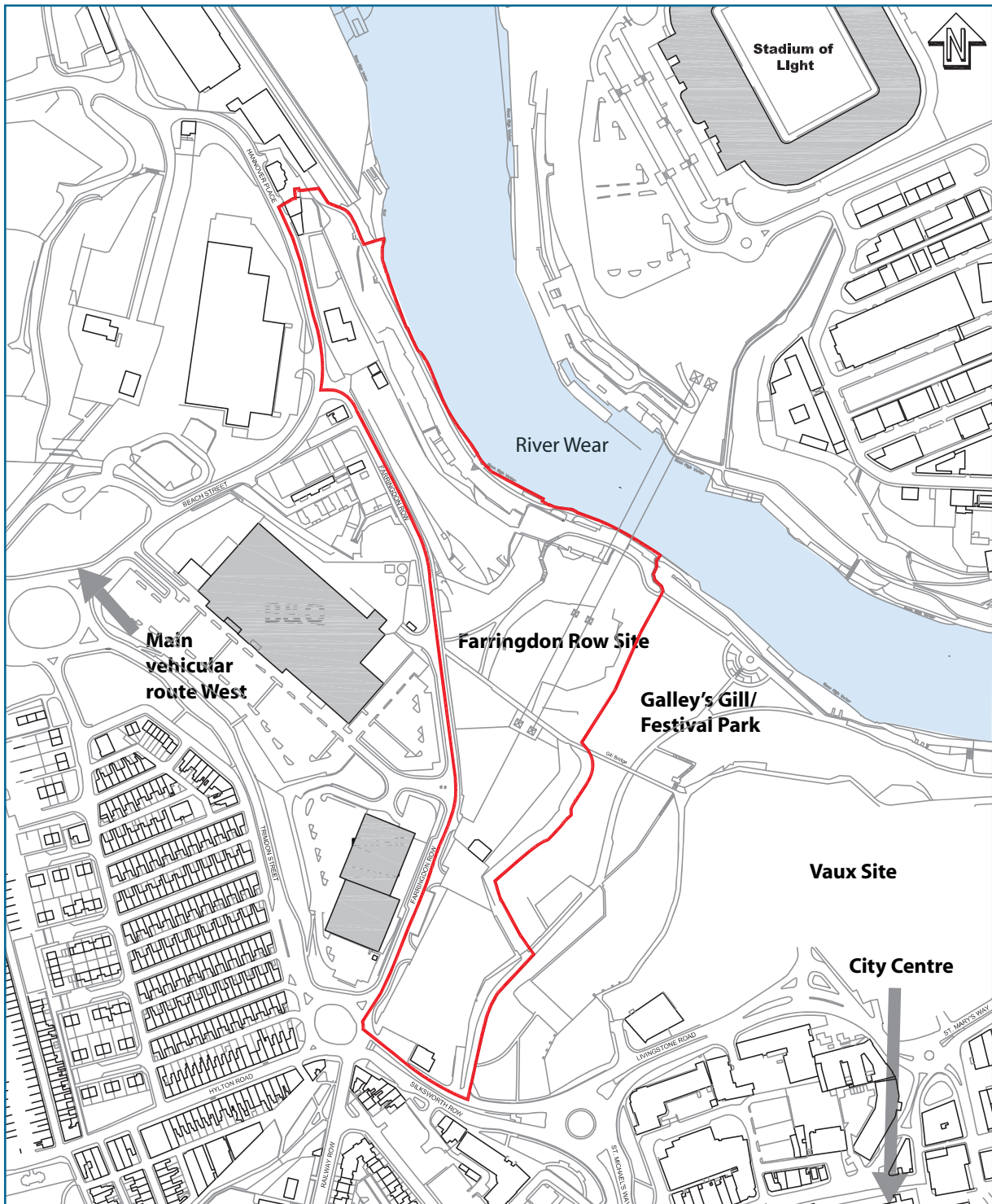


Figure 1.2 Development Site Plan

- 1.6 The overall mixed-use redevelopment of Farringdon Row will be led by residential and office uses, together with a hotel and will include extensive public realm and open space improvements.
- 1.7 It is envisaged that the redevelopment of Farringdon Row will play a key part in the overall achievement of the Sunderland Strategy, 2004-2007, prepared by the City of Sunderland Strategic Partnership, and particularly the aims and targets for improving the quality, choice and range of housing in Sunderland.

Overview

- 1.8 Historically, Farringdon Row has been mainly occupied by business and industrial uses. The adopted UDP policy for the site, (Policy SA55) in essence, seeks to maintain it for mixed commercial development including business use and other commercial uses such as hotel and leisure / restaurants.
- 1.9 However, significant changes in the centre of the City and the formation of the Urban Regeneration Company, along with changes in Government policy, resulted in the UDP policies for the Central Sunderland becoming out-dated, and gave rise to the need to provide a robust planning framework for the regeneration activities of Sunderland arc.
- 1.10 As a result, the City Council has moved forward with preparing new policies, which allocate appropriate land uses on key regeneration sites within Central Sunderland, including Farringdon Row. These new policies are contained within the Alteration No. 2 to the adopted UDP. Once adopted, Alteration No.2 will replace certain policies of the UDP, including the Policy SA55 relating to land at Farringdon Row.

1.11 Policies in Alteration No.2 identify Farringdon Row as part of a 'Comprehensive Development Site' to be redeveloped to deliver a mix of land uses. Draft Policy SA55A.2 supports a residential and employment-led mixed use development, with retail, restaurant, leisure and hotel uses also being acceptable.

1.12 Policy EC5A of Alteration no. 2 requires that development proposals for the designated 'Comprehensive Development Sites', such as Vaux / Galley's Gill/Festival Park/Farringdon Row, should conform with a comprehensive Masterplan for the whole development area to be agreed with the City Council. Sunderland arc prepared the Vaux / Galley's Gill/Festival Park/Farringdon Row Masterplan Strategy in March 2004, which was endorsed by the City Council in May 2004. The Masterplan Strategy provides an appropriate framework for the preparation and consideration of site-specific master plans and the determination of planning applications for constituent parts of the Vaux / Galley's Gill / Farringdon Row area. It also provides broad design and phasing principles for the achievement of the comprehensive redevelopment of the area.

1.13 The Strategy Diagram, which relates to the overall 'Comprehensive Development Site' is shown at Figure 1.3. The Masterplan Strategy provides the strategic development principles that have formed an appropriate basis for the preparation of this Development Framework.

Purpose of the Development Framework

1.14 This Development Framework has been prepared to provide interim policy that will be applied when determining planning applications for development proposals at Farringdon Row.

1.15 The Development Framework has been prepared in the context of the emerging policies in UDP Alteration No. 2 (Central Sunderland). Upon adoption of the Alteration No.2 as a Development Plan Document, the City Council will commence the conversion of the Development Framework into a Supplementary Planning Document, in accordance with the requirements of Part 5 of The Town and Country Planning (Local Development) (England) Regulations 2004. In the meantime the Development Framework will provide interim policy and will be treated as a material consideration in the determination of planning applications.

1.16 In accordance with the Regulations, the City Council will record their intention to prepare a Supplementary Planning Document for the Farringdon Row area in the City Council's Local Development Scheme.

1.17 This Development Framework sets out the parameters and development principles which are necessary and appropriate in order to achieve the proper planning and redevelopment of Farringdon Row. These development principles and parameters respond to economic/regeneration, planning and design policies at the national, regional and local level, which are summarised in Appendix 1.0.

1.18 The Development Framework has been subject to extensive consultation, and finalised in accordance with the City Council's Statement of Community Involvement (SCI). Details of this consultation are set out in Appendix 2.0 to this Development Framework.

Scope of the Framework

1.19 The remainder of this Development Framework sets out:

- a description of the site and its setting, and a summary of constraints and opportunities (Section 2.0);
- the strategic vision and objectives for the site (Section 3.0);
- the development principles and parameters which will ensure the proper planning and comprehensive redevelopment of Farringdon Row, including the mix of uses, design/public realm, movement/accessibility and the relationship with the surrounding areas (Section 4.0);
- guidance on the phasing of the overall development of Farringdon Row, and the need for it to be rolled forward sequentially from south to north, in order to create sustainable, inclusive communities and achieve the comprehensive redevelopment of the area (Section 5.0); and
- the means of delivery and implementation of development at Farringdon Row, and the procedural requirements to be followed in any planning application proposals (Section 6.0).

1.20 Appendix 1.0 contains a review of the planning policy relevant to the redevelopment of the Farringdon Row site, including the requirements of current and emerging planning and economic development policy. It also includes relevant adopted and emerging Development Plan policies, which have formed the basis for the preparation of this Development Framework.

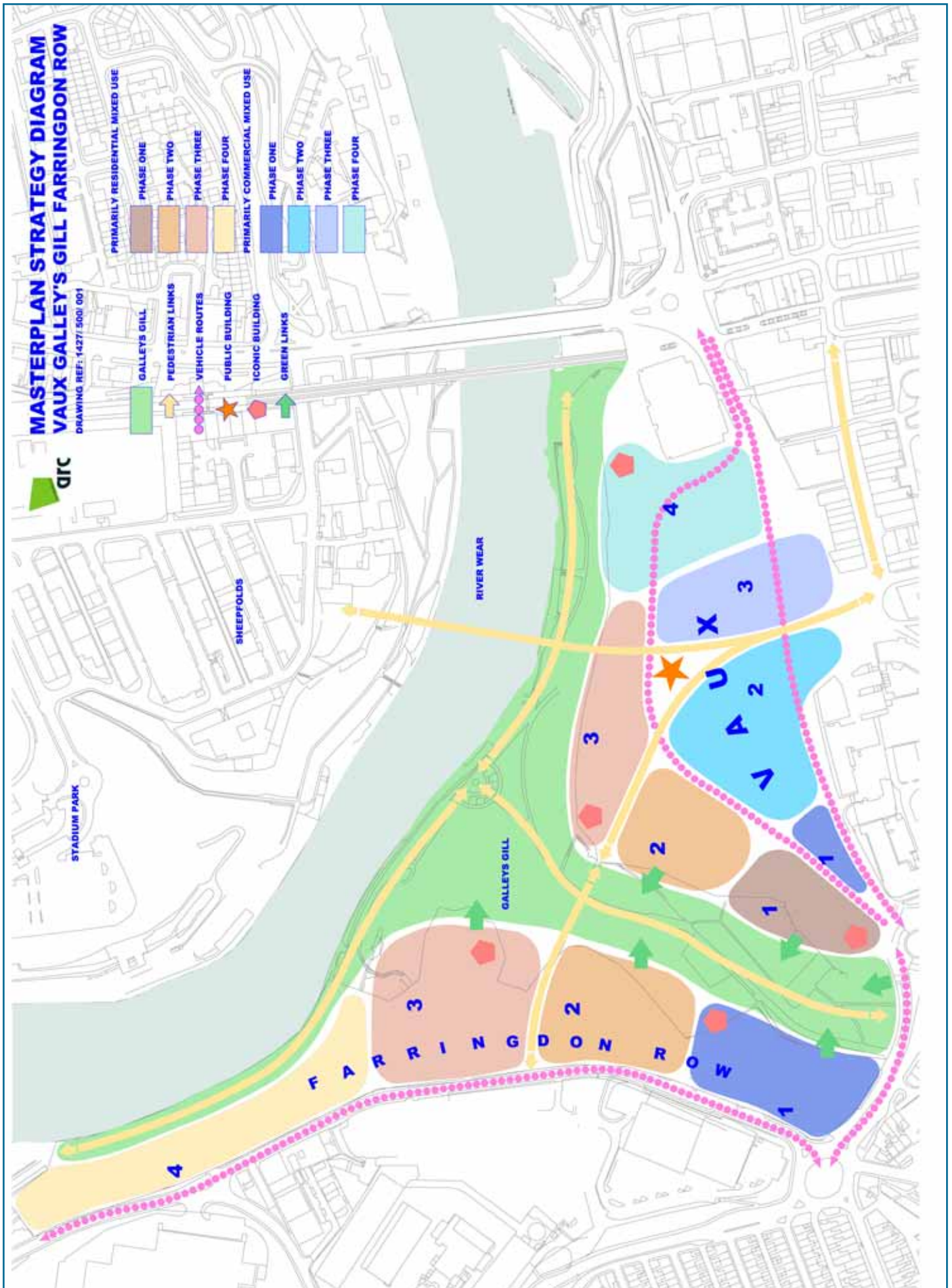


Figure 1.3 Masterplan Strategy

2.0 Site context

- 2.1 This section sets out the baseline position, including the development history of the site, its setting, and its existing features, as well as its accessibility and land ownerships. It also provides a summary of development opportunities and constraints. A plan, identifying the site in the context of its surroundings is set out at Figure 1.1.
- 2.5 Building upon this permission, and in line with adopted and emerging land use policy for the area, detailed proposals for Area A, to include residential and office uses together with a hotel, are now being progressed by a private developer. This first phase of development will provide a high quality, landmark scheme, on the most prominent part of Farringdon Row, and act as a clear 'signal of intent' for the redevelopment of the later phases. Consequently, the detailed design of this development proposal will reflect its 'gateway' location and be determined through the detailed planning application submission.

Baseline Position

Site History

- 2.2 Historically, Farringdon Row has been an area dominated by industrial and commercial uses, with a coal depot, railway sidings, a forge, scrap yard and rail workings having all been present. The legacy of these uses continues today, with such operations as a timber yard and vehicle scrapyards occupying sites within the development site, together with allotment gardens and areas of public open space which connect into the adjacent Galley's Gill/Festival Park.
- 2.3 Farringdon Row occupies a prominent 'gateway' location into the City Centre, overlooking the River Wear. Its redevelopment for a range of appropriate uses that support and enhance the Central Area will significantly contribute towards achieving high quality urban regeneration.
- 2.4 As a first stage in the redevelopment process, that part of Farringdon Row, which fronts Silksworth Row and is closest to the City Centre, has now been cleared for redevelopment, subject to the removal of the remaining mobile phone shop from the site. Outline planning permission was granted in November 2004 to Sunderland arc for office and residential uses on this site (referred to in this Framework as 'Area A' and illustrated on Figure 1.4).
- 2.6 **Setting**
As illustrated on the Site Context Plan at Figure 1.1, Farringdon Row occupies a highly prominent location, between Sunderland City Centre to the south-east and the River Wear to the north. It is located to the north of the A1231 (Silksworth Row) and to the immediate east of Farringdon Row itself, and covers an area of approximately 7.0ha.
- 2.7 To the east lies Galley's Gill/Festival Park, and the site of the former Vaux Brewery, which is now cleared for redevelopment. A number of commercial and community uses, including a Police Station, the Magistrates Courts and office buildings, are all located on the south side of the A1231, to the south / south east of both the Farringdon Row and former Vaux Brewery.
- 2.8 A roundabout junction connecting the A1231 (Trimdon Street) and Farringdon Row lies to the immediate south of the development site. The residential area of Millfield is located beyond this roundabout, and the University of Sunderland campus is further to the south, some 0.5km away.

2.9 Farringdon Row forms the western boundary of the development site, with a retail warehouse park occupied by B&Q, Halfords, PC World and Currys located to the west. Further to the north-west, Ayre's Quay and Deptford industrial uses dominate on land adjacent/close to the River Wear.

2.10 The development site extends as far as the cliff-top edge to the north, with the River Wear located below. Sunderland Football Club's 'Stadium of Light' and the Sheepfolds industrial area are located on the northern side of the river, with the Wearmouth Bridge and Monkwearmouth Bridge to the east.

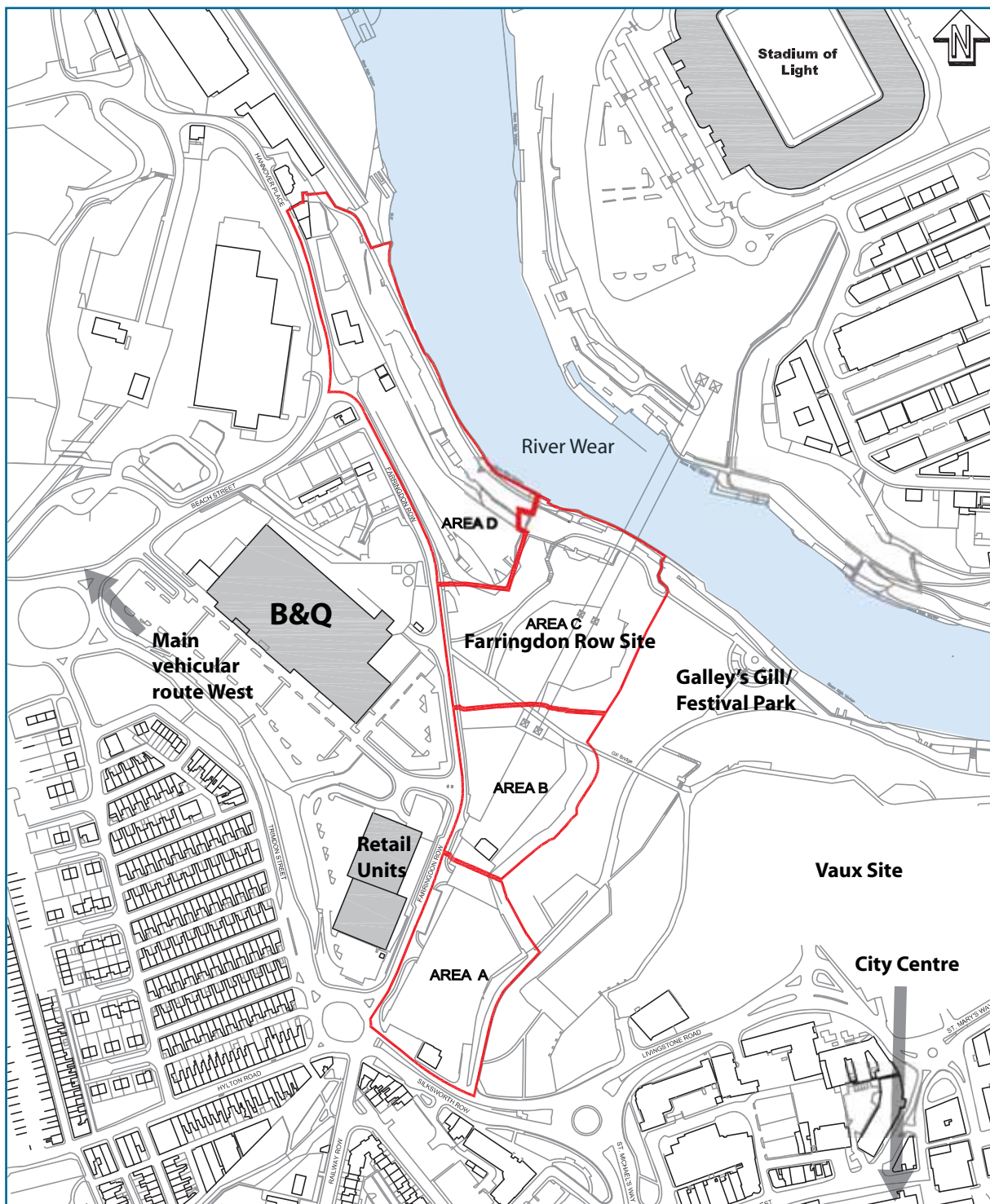


Figure 1.4 Character Areas A-D

Site Description

- 2.11 The site contains four areas of differing characteristics. These areas, referenced 'A-D' on Figure 1.4, contain a mixture of primarily unrelated uses, as follows:
- Area A: (c. 1.39ha) the majority of the area has been cleared and levelled in preparation for redevelopment. Whilst the area is relatively level, there is a considerable drop along its eastern side, down to Galley's Gill;
 - Area B: (c.1.25ha) the area is roughly triangular in shape and is predominantly occupied by a vehicle dismantling business, with vegetation on the eastern boundary, sloping down towards Galley's Gill/Festival Park;
 - Area C: (c.2.12ha) abuts the River Wear along its north-eastern edge, which comprises a vegetated sloping bank, with a footpath and steps leading down to the riverside and Galley's Gill/Festival Park. The south eastern part is currently occupied by allotments, with landscaped public open space to the west. Overhead power lines cross the area in a north-south direction, over the River Wear; and
 - Area D: (c.2.27ha) a linear area of land, running from north-west to south-east, with the westernmost part in use as a timber yard and with a car repair garage and storage premises beyond. The north-eastern part comprises a 10 metre high slope, falling away to a public footpath, which runs along the bank of the River Wear. A mobile telephone mast is located within the area, adjacent to Farringdon Row. An entrance to a disused rail tunnel is located along the southern boundary, where this area abuts Area C.
- 2.12 The majority of the Farringdon Row site lies at a significantly higher level to Galley's Gill/Festival Park (of around 30 metres at its highest point), as well as the River Wear. It is, therefore, a highly prominent and visible location, offering views itself of the wider area and particularly the river corridor.
- 2.13 There is extensive mature vegetation on the eastern and northern slopes of the area. Existing pedestrian routes run across, and adjacent to, the site, connecting with the south bank of the River Wear, as well as to the land to the east (the former Vaux Brewery site) by way of a high level pedestrian footbridge across Galley's Gill/Festival Park.

Accessibility

- 2.14 Farringdon Row lies in an accessible location, adjacent to a main arterial route into Sunderland City Centre and in close proximity to public transport facilities.
- 2.15 The development site, particularly at its southern end, is conveniently accessible on foot from the City Centre, and the surrounding residential and commercial areas, via a network of pedestrian footways. The proximity of the site to the City Centre in particular ensures that it is highly accessible to a range of shops, services and recreation/leisure facilities.
- 2.16 There are two cycle paths in close proximity to the development site, which link into the strategic cycle routes for Sunderland, and, therefore, connect the area to South Tyneside, Washington and Newcastle. There are also emerging proposals for a new pedestrian/cycle bridge linking the adjacent Vaux Site with the north side of the River, including Sheepfolds and Stadium Park.
- 2.17 Vehicular access to the existing commercial uses is from Farringdon Row, which links to a roundabout junction with the A1231 Trimdon Street/Silksworth Row, Hylton Road and Railway Row. The A1231 is the main east-west transport corridor on the south side of the River Wear into the City Centre, and forms part of the main highway network in Central Sunderland. As such, it connects Farringdon Row to the wider Sunderland area via a number of other arterial routes and the Queen Alexandra and Wearmouth Bridges, as well as to the A19 further to the west.

2.18 The Sunderland Strategic Transport Corridor (SSTC) which will comprise a joint public transport/highway corridor, will also enhance access between key development sites, such as Farrington Row, the A19, and the wider Tyne and Wear conurbation. The SSTC will upgrade this existing route into the City, and reduce traffic on the Queen Alexandra

and Wearmouth bridges and the A19 Hylton Bridge. In particular, the A1231 will be upgraded and a new bridge provided over the River Wear, at Claxheugh, approximately 2km to the west of Farrington Row.

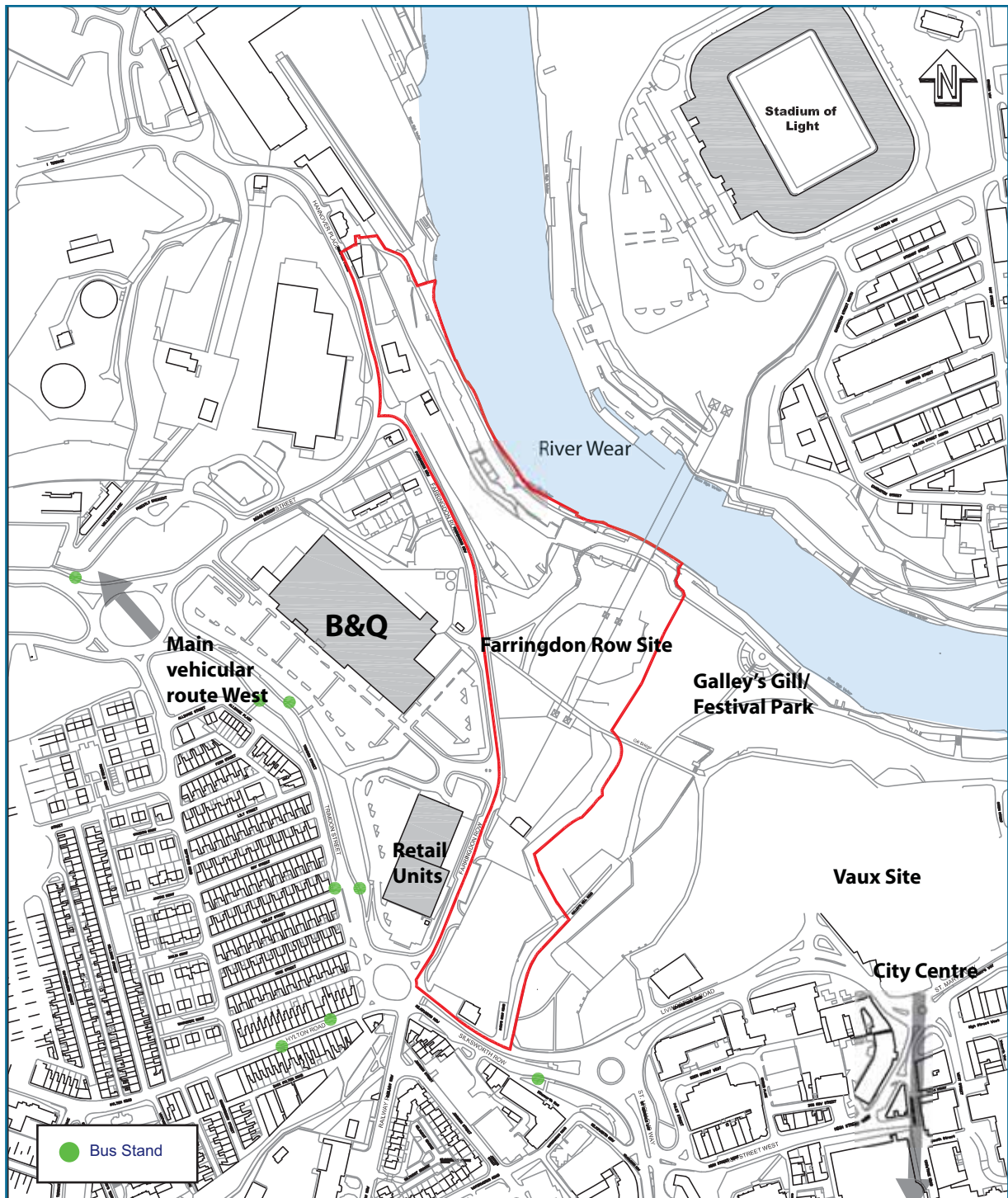


Figure 1.5 Location of Bus Stands

2.19 Within five minutes walk of the centre of the site (approximately 400m), there are seven bus services, with a total frequency of 24 buses per hour during the working week. Services provide access to a variety of destinations across Sunderland. The location of bus stands is shown on Figure 1.5.

2.20 Metro services are available from Sunderland Central Station, the Park Lane Transport Interchange and Millfield Station on Hylton Road, which lies less than 600 metres from the southern end of Farringdon Row. The Metro provides frequent services to destinations within Sunderland, as well as destinations further afield, including Newcastle, Gateshead and South Tyneside.

Opportunities and Constraints

2.21 The changes in planning policy and economic strategies which are designed to achieve the renaissance and regeneration of Sunderland, the visual prominence of the site on the southern bank of the River Wear, its location at the north-western gateway to the City Centre, coupled with the closure of existing businesses, have combined to present a major opportunity to regenerate Farringdon Row.

2.22 Its location at the heart of Sunderland makes the redevelopment of Farringdon Row and the nearby Vaux site, along with the proposals for the environmental enhancement of Galley's Gill/Festival Park, key to the delivery of the urban renaissance of the City. It also presents the opportunity to assist in the creation of sustainable new communities and, on a wider scale, an enhanced 'City Region'.

2.23 The strategic vision set out below in Section 3.0, taken forward through the application of the detailed development principles set out in Section 4.0, will ensure that this opportunity is maximised. However, a number of

more specific opportunities in relation to the redevelopment of Farringdon Row will also need to be taken into account. These opportunities will be a material consideration in the determination of planning applications at Farringdon Row and are set out below in Policy FR1.

FR1

2.24 The City Council will support proposals for the redevelopment of Farringdon Row where they are in accordance with this development framework and the applicants have demonstrated that the proposals incorporate and/or account for, the following site-specific opportunities, where applicable:

- The visibility of the site from both the northern and southern approaches to the city centre;
- The prominence of the site from the north bank of the river wear and from within the Galley's Gill / Festival Park parkland areas;
- The site's role as a 'gateway' to the city centre from the west, and the potential to reinstate a higher urban density;
- The frontage to Farringdon Row, which requires a street edge of an urban scale and quality which properly defines this key route and creates a streetscape that is mainly residential in character, (particularly as developments come forward on land towards the northern end of the Farringdon Row site);
- The proximity of the Galley's Gill / Festival Park parkland and the amenity provided by this green open space;
- The existing public footpaths which run through, and adjacent to, the site, particularly east-west from the Galley's Gill footbridge, that links to the former vaux site, and those down to, and along, the south bank of the River Wear;
- Potentially dramatic long views into farringdon row, which will be afforded to those travelling along hylton road; and
- Connections into and across the site, which will enhance access to Galley's Gill / Festival Park and the visual amenity of the river and views beyond.

2.25 A plan, illustrating these site-specific opportunities, is included at Figure 1.6.

2.26 Whilst presenting a number of important opportunities, the redevelopment of Farringdon Row must also have regard to a number of local and site-specific constraints, as set out in Policy FR2.

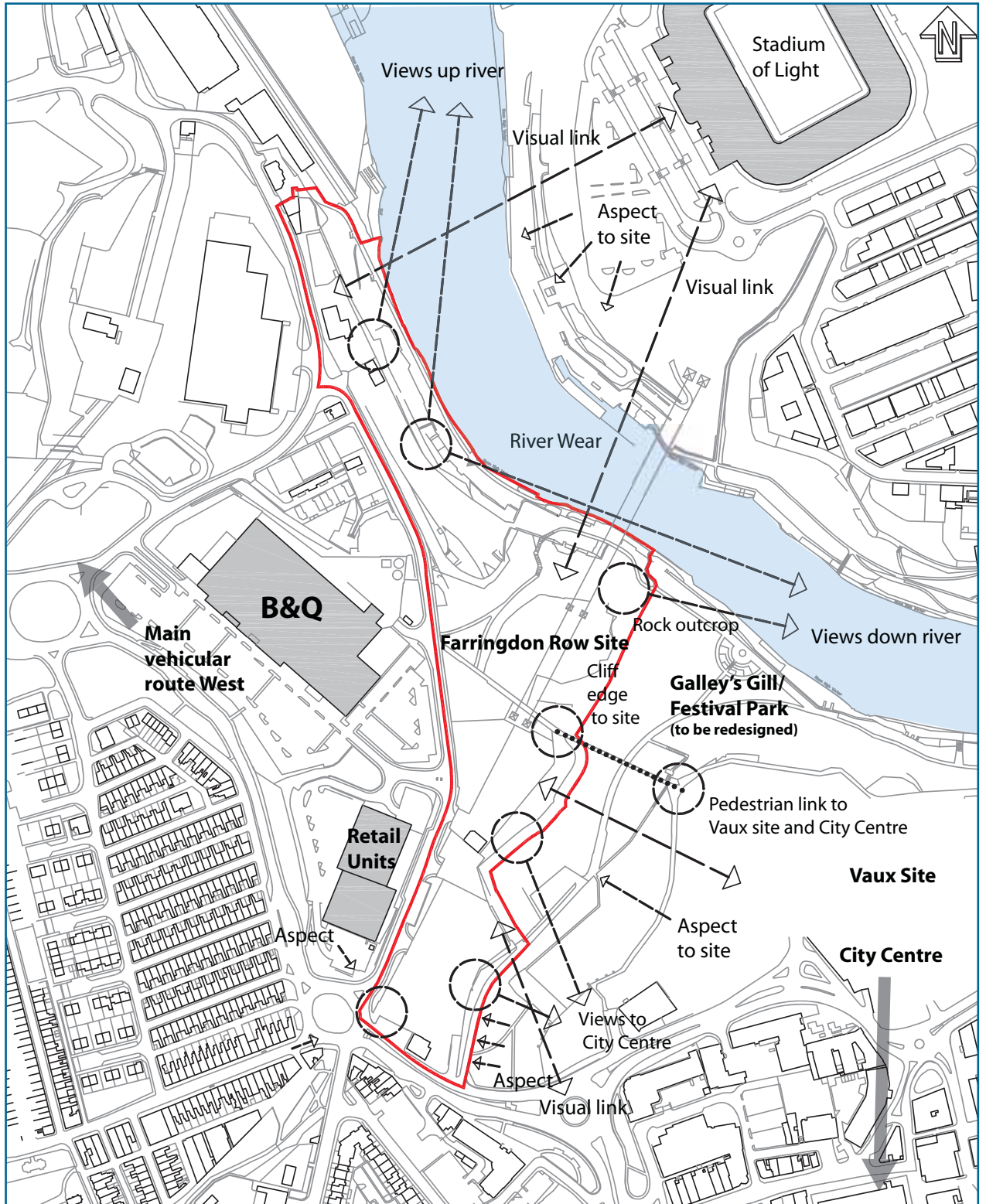


Figure 1.6 Opportunities Plan

FR2

- 2.27 The City Council will support proposals for the redevelopment of Farringdon Row where they are in accordance with this Development Framework and where the applicants have demonstrated that the proposals overcome, or account for, the following constraints, where applicable:
- The planned future improvements to the A1231 Farringdon Row / Silksworth Row junction, as part of the Sunderland Strategic Transport Corridor (SSTC);
 - The significant change in land levels across the area, particularly along the northern (river side) and eastern (Galley's Gill/Festival Park) edges, and between the timber yard (Area D) and the adjacent raised plateau, currently occupied by open space and allotments (Area C);
 - The ecological value of the area, particularly the designated site of nature conservation importance and wildlife corridor, which run along the River Wear, within the northern part of Farringdon Row, and the need to ensure appropriate mitigation against any adverse effects arising from development;
 - The mix of land ownerships, including the scrap yard, allotments and timber yard and the need to assemble this land and/or work with the owners of these sites to achieve comprehensive redevelopment;
 - The overhead power lines which currently cross through the development site, including Area C, and span the River Wear, and which will need to be satisfactorily relocated;
 - The disused railway tunnels, which run beneath farringdon row and under areas C and D; and the need to account for these tunnels, both in terms of ground conditions (building layout) and potential heritage value;
 - The mobile telephone mast located within Area D, adjacent to Farringdon Row; and
 - The routes of existing utilities and services which currently run through and across the site.

2.28 A plan, illustrating these constraints, is included at Figure 1.7.

2.29 The opportunities set out above in Policy FR1 enable the formulation of high quality development proposals which contribute towards achieving a step change in the quality of the urban environment in Central Sunderland. However, the constraints which have been identified in Policy FR2 are to be taken into account in these development proposals, and have also informed the more detailed development principles set out in Section 4.0.

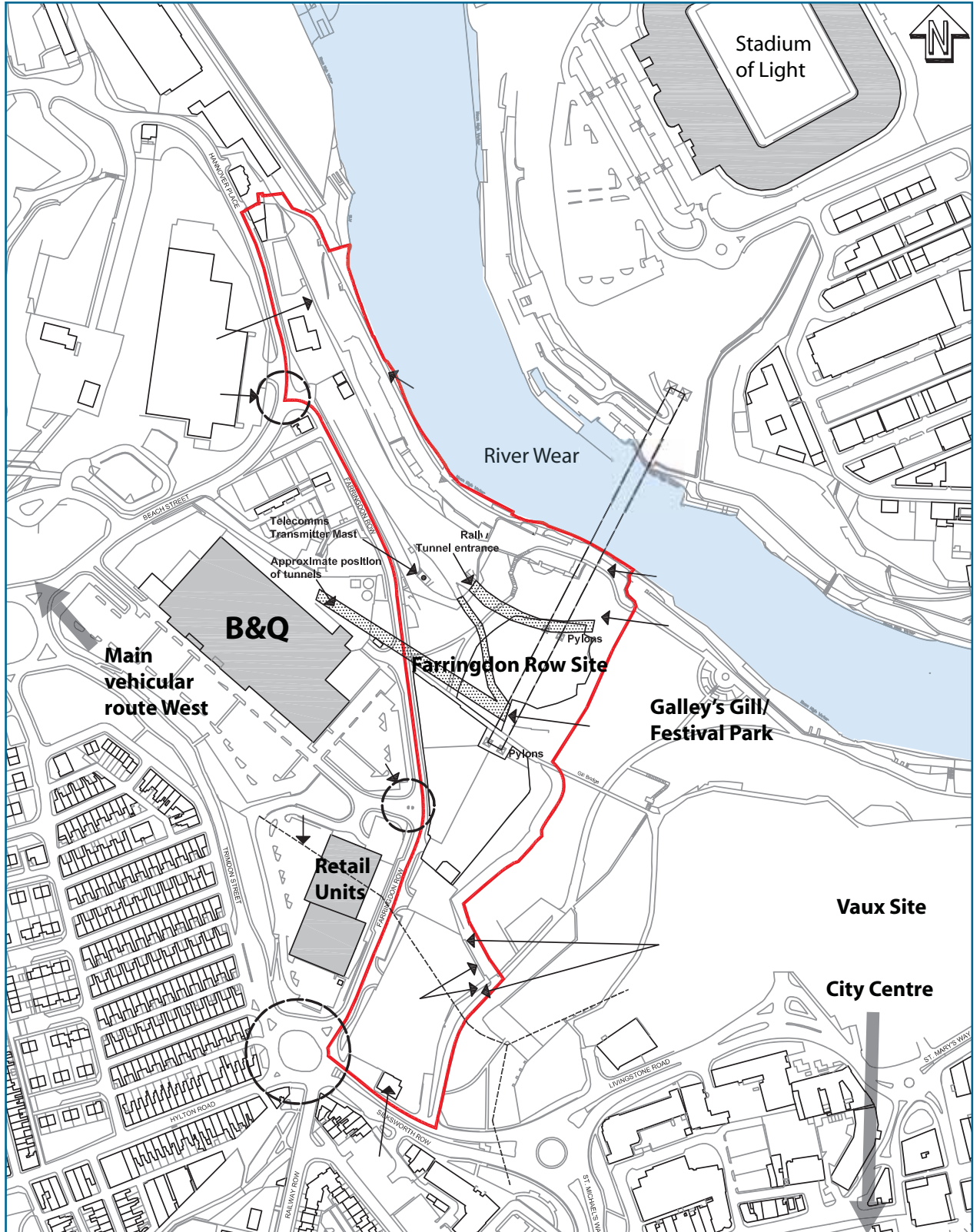


Figure 1.7 Constraints Plan

3.0 Vision Statement

- 3.1 The redevelopment of Farringdon Row is a crucial part of the City Council's and Sunderland arc's vision for a 'step change' in the quality of the urban of Central Sunderland.
- 3.2 The overall vision for Farringdon Row is to provide an opportunity for investors/ developers, who will develop and regenerate the area to create a high quality, attractive and sustainable living and working environment. This will, in turn, project a new quality of design and image for Sunderland, add a new dimension to city-living within Central Sunderland, and contribute towards the renaissance of the City as a whole.
- 3.3 The vision for Farringdon Row should be viewed within the context of the wider Vaux/Galley's Gill/Festival Park/ Farringdon Row area. The mixed use redevelopments of both the Farringdon Row and the Vaux sites should be designed to make full use of their unique riverside setting, and include dramatic public realm improvements that create a new sense of place and identity. Along with other projects in the Central Area involving Sunderland arc, including the Holmeside Triangle and Sunnyside/old Sunderland areas, these developments will support an integrated strategy for the regeneration of Central Sunderland.
- 3.4 At the heart of the vision is the need to ensure that the redevelopment of Farringdon Row connects and complements neighbouring land uses and developments (particularly the planned improvements to Galley's Gill and the redevelopment of the Vaux site) and responds, in scale and density, to its proximity to the City Centre. The development should also connect with, and embrace, a revitalised waterfront, as well as the complementary development initiatives along the north bank of the River Wear.
- 3.5 This vision will be delivered across Farringdon Row through the application of the development principles and parameters which are set out in the following section. A Development Concept Plan, which provides an interpretation of this vision statement for Farringdon Row, is included at Figure 1.8. The plan is for illustrative purposes only.

FR3

The City Council will give favourable consideration to proposals which demonstrate a clear contribution towards the vision statement set out in the Development Framework for the Farringdon Row comprehensive development site



Figure 1.8 Development Concept (for illustrative Purposes only)

4.0 Development principles and parameters

Introduction

- 4.1 In order to achieve the strategic vision set out in Section 3.0, and within the context of the relevant policies of Alteration No. 2 to the UDP, this section provides a series of development principles and parameters which should be incorporated into development proposals for Farringdon Row. As well as establishing design standards, these principles and parameters seek to influence the pattern of uses, movement and activity, and the experience of those who will live, work and visit the area. They will ensure development of a high quality, as necessary for this important, prominent site.
- 4.2 This section of the framework expands upon the requirements of Policy SA55A.2 of the draft Alteration No. 2 to the UDP. Until its adoption within a development plan document, draft Policy SA55A2 will provide interim planning policy as part of this Development Framework, in so far as it relates to Farringdon Row.

SA55A2

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 – 1450 dwellings (subject to the requirements of policy H5A)

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 and
A3 (restaurants, snack bars, cafes)
A4 (pubs and bars)
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/Farrindon 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.

4.3 The principles and parameters provide a framework for the formulation of detailed planning application proposals for the Farringdon Row site and, in doing so, provide specific guidance in relation to:

- the mix of uses considered to be appropriate;
- urban design and physical form of development, including scale, massing and layout, as well as works to create an integrated, high quality public realm;
- measures required in order to ensure ease of accessibility and connectivity to/from, and within, the site;
- measures to ensure high levels of sustainability are achieved, both in the construction of buildings and in their future on-going use/operation; and
- the relationship of the development with the surrounding areas.

4.4 A detailed Design Code has already been prepared in respect of Area A and proposals for this first phase of development will be determined in accordance with this Design Code, through the submission of a detailed planning application. Proposals for constituent phases of development within the site should accord with the following principles and parameters. In addition, Sunderland arc in consultation with the City Council will also prepare detailed Design Codes, which expand upon these development principles and parameters, for developments on Areas B, C and D.

4.5 The principles and parameters include requirements set out in adopted and emerging Development Plan policies and Supplementary Planning Guidance Note 3: Design, issued by the City Council in 2002.

Mix of Uses

4.6 The overall vision for Farringdon Row is to create a high quality, attractive and sustainable living and working environment. This can be achieved through the development of new dwellings which promote city centre living and extend choice in the city's housing market, thereby contributing to a reduction in out-migration from the area. It can also be achieved through the development of new office accommodation, which strengthens the economic function of Central Sunderland and the provision of other ancillary facilities to support those either residing in, working in, or visiting the area.



4.7 In accordance with Policy SA55A.2 of the draft Alteration No. 2 to the UDP, the mixed-use development of the Farringdon Row site as a whole should comprise the following principal uses:

- Class B1 office floorspace; and
- Class C3 residential - 450 dwellings.



4.8 A hotel development (Class C1) within the southernmost part of the site may also form a principal use at Farringdon Row.

4.9 The ultimate balance of residential and commercial uses across Farringdon Row may vary as development proposals come forward, and respond to the uses that are established in earlier phases of development. The balance of uses will also be largely determined by changing market requirements and any changes to planning and economic policy which may occur within the lifetime of the build-out. This Development Framework is designed with the flexibility to accommodate such changes.



4.10 A range of other uses which support the principal uses and serve the new residential and working community in the area are also acceptable. These uses may include any of the following:

- Class A1 retail, to meet day to day needs;
- Class A2 financial and professional services, for example banks, estate agents
- Class A3, A4 and A5 food and drink uses, including bars, restaurants and cafes; and / or
- Class D2 leisure uses.



Residential Use

- 4.11 The dwellings to be developed on the Farringdon Row site should comprise a mix of townhouses, maisonettes and apartments, of a high quality appropriate to their riverside setting and in accordance with the design standards set out below. This will assist in meeting a variety of housing needs, accommodating residents from a varied socio-economic background, and thereby contributing to the regional objective of reversing out-migration from the main urban areas.



Hotel Use

- 4.13 The provision of a hotel development on the southern most part of Farringdon Row, within Area A would be a key component of the overall redevelopment of the site.



Office Use

- 4.12 The proposed office floorspace will need to be of a high quality, in order to provide accommodation for a range of multi-national, national and regional companies. This will raise the profile of Sunderland as a business location, and help to achieve the economic renaissance of both the city and the wider region more generally. It will also assist in the creation of a vibrant city centre office market.

Other Acceptable Uses

- 4.14 It is important that other uses complement existing facilities located within the wider area, and do not result in any adverse impact upon the vitality and viability of any existing centres. They should be of a relatively small scale in the context of the principal uses, (residential, office and hotel), and not create a significant destination in their own right. It is, therefore, important that they are justified, where necessary, in the context of relevant policies at national, regional and local levels, including PPS6, and Policy S2A of Alteration No. 2 to the UDP.

FR4

The City Council will give favourable consideration to proposals for Farringdon Row where they are in accordance with this Development Framework and where the applicants have demonstrated that the proposals accord with the following development principles and parameters set out within the development framework, under the following headings:

- General development principles;
- Built design;
- Scale and massing;
- Layout;
- Public realm and open space;
- Infrastructure, servicing and security;
- Sustainable development;
- Accessibility / connectivity;
- Gateways, landmarks, views and vistas; and
- Relationship and surroundings.

General Development Principles

4.15 The following general development principles should be incorporated into scheme proposals:

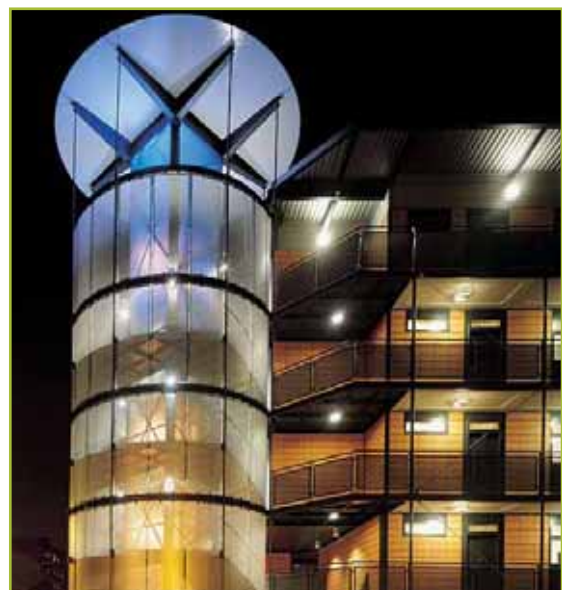
- development should be of an urban scale, character and mass (Policy SA55A.2);
- development should create a mixed neighbourhood with homes suitable for people of different ages and economic status, and include an imaginative mix of housing types and sizes, to create a balanced community (SPG3);
- developments should respond to, and work with, the local topography, and any existing trees and hedges (SPG3);
- overall, developments should create a strong sense of place, with a commitment to quality and detailed design right through to the completion and handover of the scheme (SPG3);
- developments should achieve an appropriate integrated physical infrastructure, linked to the neighbouring uses and the character of the surrounding area; and

- developments should create a series of neighbourhood spaces or “home zones” within and between blocks.

Built Design

4.16 In terms of the design of the scheme(s) brought forward on the site, all development proposals are required to:

- demonstrate a high level of architectural standard;
- form a strong street line along the Farringdon Row frontage, and, wherever possible, have facades which incorporate windows or other features that introduce animation at street level;
- reflect the importance of Farringdon Row as a ‘Gateway’ to the City Centre;
- be constructed in high quality, durable and aesthetically pleasing materials;
- be designed to minimise repair, maintenance, energy and security costs. The design should take account of all estimated costs over the whole life of the building;
- be accessible, easy to move around, flexible adaptable and comfortable, attracting a favourable response from all its uses;
- wherever possible, multiple entrances should be used to animate the streetscape and provide residential units with individual main door entrances.



Scale and Massing

4.17 In respect of scale and massing, it is a requirement that:

- developments achieve a suitably high density which offers a new quality of city life and creates a sense of place;
- developments relate to the unique topography of the site, providing emphasis to the cliff edges, and accentuating the drama of the site;
- within Area A, a landmark building of up to 10 storeys above ground is developed;
- within Area B, buildings should decrease in height towards Galley's Gill and form a strong frontage to Farringdon Row. In general, buildings which front Farringdon Row should be up to 6 storeys in height, decreasing to a maximum of 3 storeys on the Galleys Gill frontage;
- within Area C, buildings should, in general, decrease in height towards Galley's Gill. The height of buildings should reflect the topography of the site and take advantage of views of the river corridor. Area C provides a location for a significant landmark building of up to 11 storeys in height; and
- within Area D, buildings should, in general, increase in height towards the river edge, up to 6 storeys in height.



Layout

4.18 In respect of layout, developments at the Farringdon Row site should:

- create a series of neighbourhood spaces, or 'Home Zones' within and between development blocks, and ensure that private courtyards are set back from routes through the site, combining hard and soft materials, with planting to soften their appearance;
- provide a high quality landscaped pedestrian boulevard along the eastern boundary, overlooking Galley's Gill / Festival Park, laid out so as to encourage walking / jogging. The boulevard should be a minimum of 4.5 metres in width and no greater than 11 metres;
- have street edges that are defined by built forms or walls/fences, avoiding dead spaces, and use building facades, entrances and boundary walls to clearly define the street;
- be laid out so that public and private areas are clearly defined, potentially through the use of hedges, walls and gates (SPG3);
- ensure a reasonable degree of privacy and adopt separation distances which maintain residential amenity (SPG3);
- be laid out so as to maximise daylight and sunlight to dwellings as far as possible (SPG3);



4.19 The overall layout of Farringdon Row should therefore, be formulated to ensure that it:

- is flexible and adaptable and easy to move around;
- makes provision for attractive, lively, safe and accessible public spaces and routes;
- promotes accessibility, permeability and legibility, through ensuring that the different elements connect with each other and are easily navigable; and
- relates to Galley's Gill / Festival Park, with appropriate pedestrian links into the area.



Public Realm and Open Space

4.20 In order to ensure that flagship developments are delivered on the site, it is essential that proposals incorporate a high quality public realm. This should be designed to create the image and the reality of a vibrant city, where people who live, work, and visit will congregate. It should also provide an important amenity to occupiers of the residential and office uses, as well as visitors to the hotel and other supporting facilities.

4.21 While acknowledging the need for appropriate urban density, developments will also include a significant proportion of private amenity and public realm space. Specifically, developments are required which:



- create lively and animated public space;
- where possible, provide access to gardens or balconies from the main living spaces;
- deliver attractive, safe and clearly defined public and private open spaces, landscaped to a high standard, and punctuated by furniture, tree planting and other features, with exceptionally high standards of ground textures to pedestrian routes;
- create new squares and viewing areas, integral to the commercial and residential areas, linked by ground level pedestrian crossings;
- embrace works of public art and other local character features, which enhance the image and attractiveness of the overall development;
- provide a series of viewing areas at strategic points on the public walkway on the Galley's Gill / Festival Park boundary of the site;
- provide for children's play space and other amenity open space in a suitable off-site location; and
- enhance the natural environment along the riverside corridor.

4.22 The City Council and Sunderland arc are committed to completing a masterplan for the upgrading and improvement of Galley's Gill/Festival Park, in order to increase its usage and function as a provider of formal and informal recreation space for local residents. In lieu of providing play space within the Farringdon Row development, developers will be expected to contribute to the provision and / or improvement of playspace within Galley's Gill/Festival Park.



Infrastructure, Servicing and Security

4.23 The following measures are necessary, in order to ensure appropriate servicing and security requirements for developments at Farringdon Row:

- overall, development proposals should promote a sense of safety and security and incorporate, where possible, natural surveillance (SPG3);
- all service areas should be concealed from view behind walls or gates, while allowing ease of collection / delivery access and away from main entrances, avoiding odours and noise affecting residents / visitors;
- building services should be located in visually impermeable, screened enclosures, that are integrated into the design of the buildings, and refuse storage provision should be made within buildings, with ease of access for all users, in accordance with the City Council's waste disposal requirements;

- a high level telecoms system should be provided to all buildings;
- underground services and conduits to all buildings should, wherever possible, be positioned so as to minimise future disruption to hard landscaping, and be of sufficient capacity to accommodate future services wherever this can reasonably be defined;
- security facilities and procedures (for example, CCTV) should be included in the scheme;
- external lighting should be designed to minimise light pollution and energy consumption, and be integrated into the design of buildings and the landscape. Facades on Silksworth Row and Farringdon Row should include floodlighting of buildings;
- service and delivery access to the different elements of the development, including the office, hotel, leisure and retail elements, should be incorporated into the design and layout of the scheme;

Sustainable Development

4.24 In general, all design solutions should strive for environmentally conscious, energy conscious, sustainable and 'greener' architecture. Development proposals should, therefore:

- be constructed in high quality, durable and attractive building materials, using efficient and sustainable building techniques and sources;
- be designed to minimise maintenance, repair, energy and security costs over the lifetime of the building(s);
- embrace the principles of the Johannesburg Summit by cutting greenhouse gas emissions, reducing pollutants, conserving resources, encouraging recycling and allowing a prosperous and secure economy to flourish;
- be designed so that their orientation maximises solar gain, to provide protection from prevailing winds and to respect the landscape and townscape context;

- be audited against sustainable assessment programmes such as BREEAM and Eco-Homes (English Partnerships). They must achieve a “very good” rating or better. Energy design advice should be sought early in the design process;
- consideration should be given to the use of design materials from renewable sources and should have a “low embodied energy”. Materials should be sourced locally where possible;
- consider low energy solutions and alternative energy solutions, such as CHP plants, solar panels, photo Voltaire cells, wind power or biomass heating, heat exchangers etc;



- minimise the heating demand in the heating season by use of solar gain principles;
- use daylighting or natural light (to minimise artificial lighting) through well designed windows and roof lights;
- incorporate recycling storage facilities for waste; and
- consider the use of water conserving devices and rainwater recycling in order to reduce water consumption

Accessibility / Connectivity

- 4.25 The vision for Farringdon Row is that the comprehensive development benefits from a high level of connectivity, both within the development area itself, and with surrounding areas. The development should capitalise on the significant improvements in public transport accessibility in the City Centre that have resulted from the opening of the Sunderland extension to the Tyne and Wear Metro.
- 4.26 The detailed requirements to ensure the connectivity and accessibility of the site for those travelling on foot, by cycle, by public transport and by car are set out below.



Movement

- developments should be integrated with movement routes, and have layouts that are well connected and which do not restrict people’s choice of how to travel (SPG3);
- development proposals should provide appropriate infrastructure within the site, which affords priority to pedestrian and cycle movements, and enhances access to and along the riverside;
- connections should be provided from the site to longer distance pedestrian and cycle routes, and enhance linkages to the City Centre across the A1231;



- priority should be afforded to pedestrian movement through the provision of segregated, safe and secure pedestrian routes linking the different phases of the overall development area, as well as the different elements of these phases, with provision for the mobility impaired;
- provision should be made for improved public access to the riverside from the development area and the A1231 Trimdon Street/Silksworth Row to the south, via a choice of routes;
- the existing footbridge linking Farringdon Row with the Vaux Site to the east, across Galley's Gill/Festival Park, should be retained and enhanced;
- enhanced pedestrian routes should be provided to the wider City Centre, as well as other areas surrounding the site, including the residential area of Millfield and the adjacent retail warehousing and commercial/industrial premises; and
- legible and attractive direction signs should be provided, in co-ordination with other public realm features, such as street furniture.



Public Transport

- the use of public transport should be encouraged, utilising the high levels of accessibility by bus and metro/rail available in the City Centre; and
- convenient pedestrian access should be secured to bus stands which are located along the A1231 Trimdon Street/Silksworth Row, and other services which run in the vicinity of the site.



Cycling

4.27 The aim of maximising accessibility within and to/from the site on cycle will be promoted through:

- the provision of an adequate number of cycle racks within each of the residential, office and hotel elements of the proposal, as well as the other supporting retail/leisure facilities;
- a cycle-friendly layout of the internal road through the development, with segregated routes where appropriate;
- connections with the existing cycle paths in the vicinity of the site, in order to link with the City's Strategic Cycle Network, other multi-use routes, and the National Cycle Network;
- enhancement of the existing footbridge across Galley's Gill/Festival Park to cater for cyclists; and
- new and enhanced pedestrian and cycle linkages to other public transport facilities within Sunderland City Centre, including Sunderland Central station, and the Park Lane Public Transport Interchange.



Vehicles and Car Parking

- 4.28 The level of car parking provision should be in line with relevant national and local policy guidance and balance urban regeneration, environmental and accessibility factors within the context of an integrated and sustainable transport system. Car parking provision for the different phases of the Farringdon Row development should reflect their location and proximity to the City Centre and accessible alternative modes, particularly the Metro. In particular, it is essential that it reflects the need to promote use of non-car modes of transport as far as possible.
- 4.29 All developments will be required to avoid the establishment of an environment that is dominated by parked vehicles.
- 4.30 Specifically,
- car parking 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 (Policy SA55A.2);

- an average of 1 car parking space per dwelling should be provided if the development lies within 400 metres of a Metro Station, whilst an average of 1.25 car parking spaces should be provided for dwellings that are located between 400-800 metres of a Metro Station. These standards are maximum and are based on averages over the development site area;
- one cycle storage space should be provided per dwelling;
- one parking space per 50 sqm, and one secured cycle storage space per 200 sqm, of office space should be provided;
- car parking provision should take into account the needs of those living in the dwellings, and be well integrated with the overall layout and be secure, including on-street and/or communal parking (SPG3);
- car parking should not be visibly intrusive, when viewed from Silksworth Row or Farringdon Row, and any above ground car parking for commercial uses should be designed into the scheme;
- car park entrances should incorporate controlled access gates, and these and other elevational treatments to car parks should, where possible, be visually impermeable, in order to enhance security;
- measures should be implemented to reduce the level of non-essential traffic, both along Farringdon Row and within the site itself, in order to improve the quality of the pedestrian environment;
- access roads into the development area should be taken from a number of priority junctions along Farringdon Row, with no direct access from the A1231 Trimdon Street/Silksworth Row;
- improvements should be made to the junction of Trimdon Street and Silksworth Row along the A1231, as appropriate, to ensure that the traffic generated through the development can be accommodated;

- all highway works should be undertaken in a manner that integrates with future plans for improving the Trimdon Street corridor into the City Centre (as part of the SSTC), with no direct access from the ring road.
- the operation of non-residential car parking will be the subject of arrangements to be agreed with the City Council, together with other measures identified by Travel Plans as appropriate (see Section 6.0).



Gateways, Landmarks, Views and Vistas

- 4.31 In order to ensure that the development potential of the site is maximised, it will be important for the design and layout to have regard to gateways, landmark buildings, views and vistas. It will therefore, be necessary to ensure that:



- a high quality built form is achieved at the frontage corner of Silksworth Row and Farringdon Row, reflecting its 'gateway' location and creating a major sense of arrival. This 'landmark' building must extend to at least six storeys but not be higher than 10 storeys above ground;
- landmark structures are provided at appropriate and visually prominent locations elsewhere within the development area, including the point where Galley's Gill/Festival Park meets the River Wear corridor;
- visual links, as well as physical connections, are reinforced by the use of surface materials and variations in finish and colour.

Relationship with Surroundings

- 4.32 Farringdon Row overlooks the Galley's Gill / Festival Park area, which is located to the immediate west of the Vaux site. Galley's Gill / Festival Park is a heavily planted area, which serves as a significant green amenity space beside the River Wear. The former industrial use of the site, for loading coal onto barges, is still evident from archaeological remains, particularly at the river's edge.
- 4.33 The Vaux Site extends to about 10 hectares. A Master Plan for the site, prepared by CZWG architects on behalf of Sunderland arc, envisages tall buildings edged by new gardens towards the river, connecting to the existing riverside parkland. At the heart of the redevelopment of the Vaux Site will be a lively commercial area including bars, restaurants and other public facilities. The Vaux development is planned as a lively community within buildings of international quality, on a site with superb views over Sunderland and the River Wear and connected to the north bank of the river by a new footbridge.

- 4.34 It is crucial that the redevelopment of Farringdon Row maximises its connections with Galley's Gill/Festival Park, in order to provide new residents in the area with convenient access to the amenity afforded by this significant green space and the formal and informal play facilities within it.
- 4.35 In summary, therefore, development proposals will be required to
- take into account the surrounding area and, in particular, the character, identity and density of nearby buildings (SPG3); and
 - have regard to the design and layout of emerging developments, on both sides of the River Wear, as well as that proposed on the former Vaux brewery site.
- 4.36 At Figure 1.9, a 'Development Principles Plan' is set out. The plan identifies specific development principles across the Farringdon Row site, which are required to be incorporated into subsequent development proposals and planning applications. These requirements are borne out of the principles and parameters set out above.

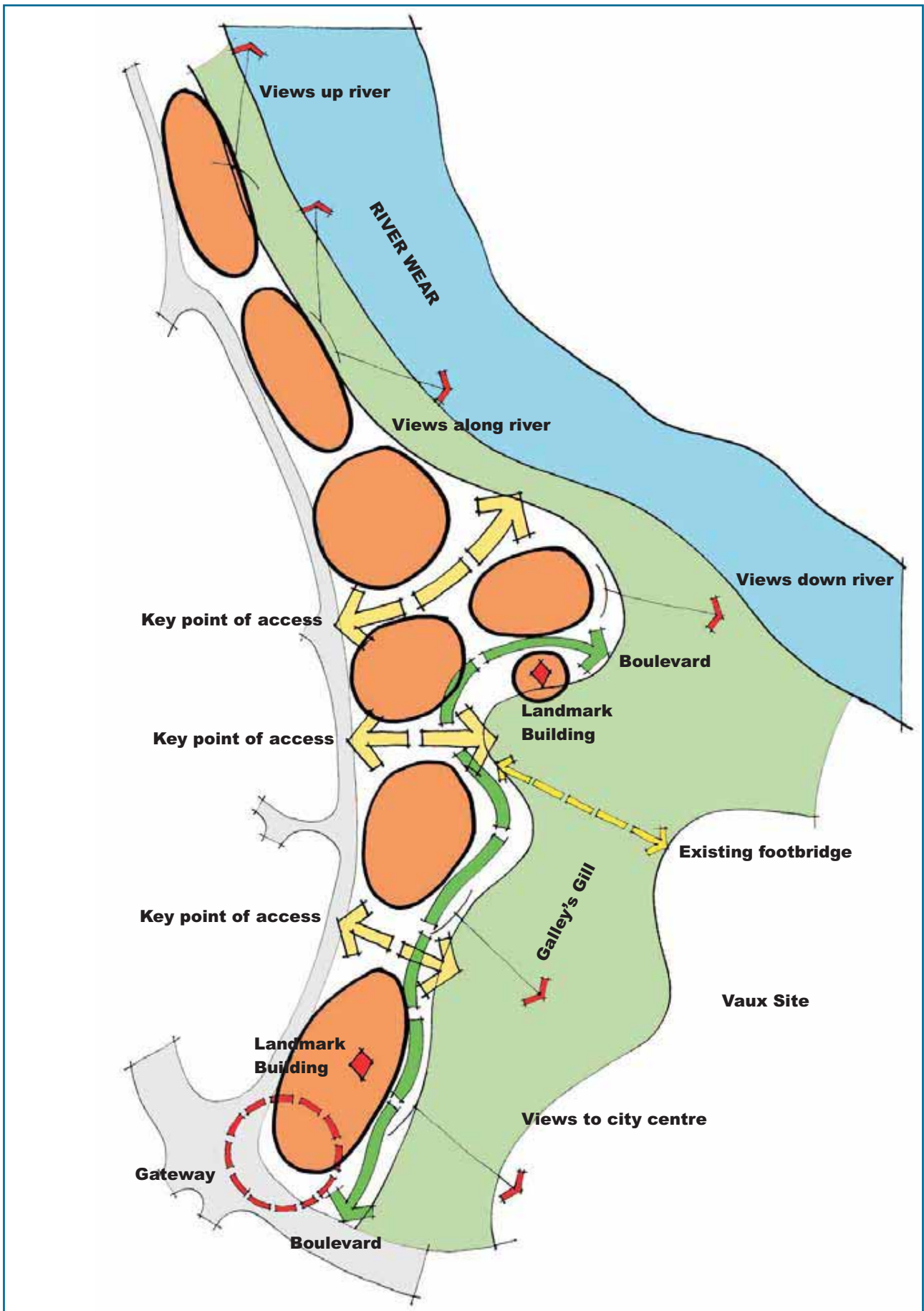


Figure 1.9 Development Principles

The Need for Phasing

- 5.1 The development of Farringdon Row will be progressed through a phased approach to delivery in accordance with Policies FR5 and FR6 below.

FR5

The redevelopment of Farringdon Row should be achieved in a planned and comprehensive manner. The City Council will give favourable consideration to proposals which demonstrate:

- That the proposed residential/business communities are fully integrated into the physical and social fabric of the area, avoiding the creation of isolated communities within “piecemeal” developments, which are remote from other residential areas, services and community facilities;
- That they will result in the assembly of land in a manner which avoids ‘bad neighbour’ development. The removal of existing industrial uses, particularly the vehicle scrap yard and timber yard is necessary in order to ensure that the amenity of new residents on adjacent land is not adversely affected; and
- That they would not adversely affect the programmed release of land in order to deliver around 300 dwellings up to 2011 and a further 150 dwellings thereafter.

- 5.2 The overarching principle, in respect of the order of development at Farringdon Row, is that development will commence on the site at its southern end, (fronting Silksworth Row), and will then be rolled forward in consecutive phases northwards towards the riverside.

- 5.3 This consecutive order of phasing is essential in order to ensure that each stage of development is fully integrated with earlier stages and, in doing so, fosters the creation of inclusive

communities. All stages and elements of the Farringdon Row development will have inter-relationships, and be fully inter-dependent, with each other. Piecemeal, isolated development within the area will not, therefore, be acceptable.

- 5.4 The redevelopment of Farringdon Row is expected to occur consecutively across the four adjoining sub-areas identified on Figure 1.10.

FR6

All development proposals at Farringdon Row should accord with the general principle that new development will be phased from the Silksworth Row frontage northwards to the river edge. Development proposals which would prevent a consecutive phasing of development across Farringdon Row, in this order, will not be supported by the City Council.

Planning applications will be required to comply with the phased approach as set out in this Development Framework, as illustrated on figure 1.10. Any applications not in accordance with this phased approach will not be permitted.

- 5.5 The City Council is committed to the relocation of the allotments on Area C to a suitable alternative site. It is intended that the relocation will take place during the course of 2007, and that this part of the Farringdon Row site will become available for redevelopment during 2007.

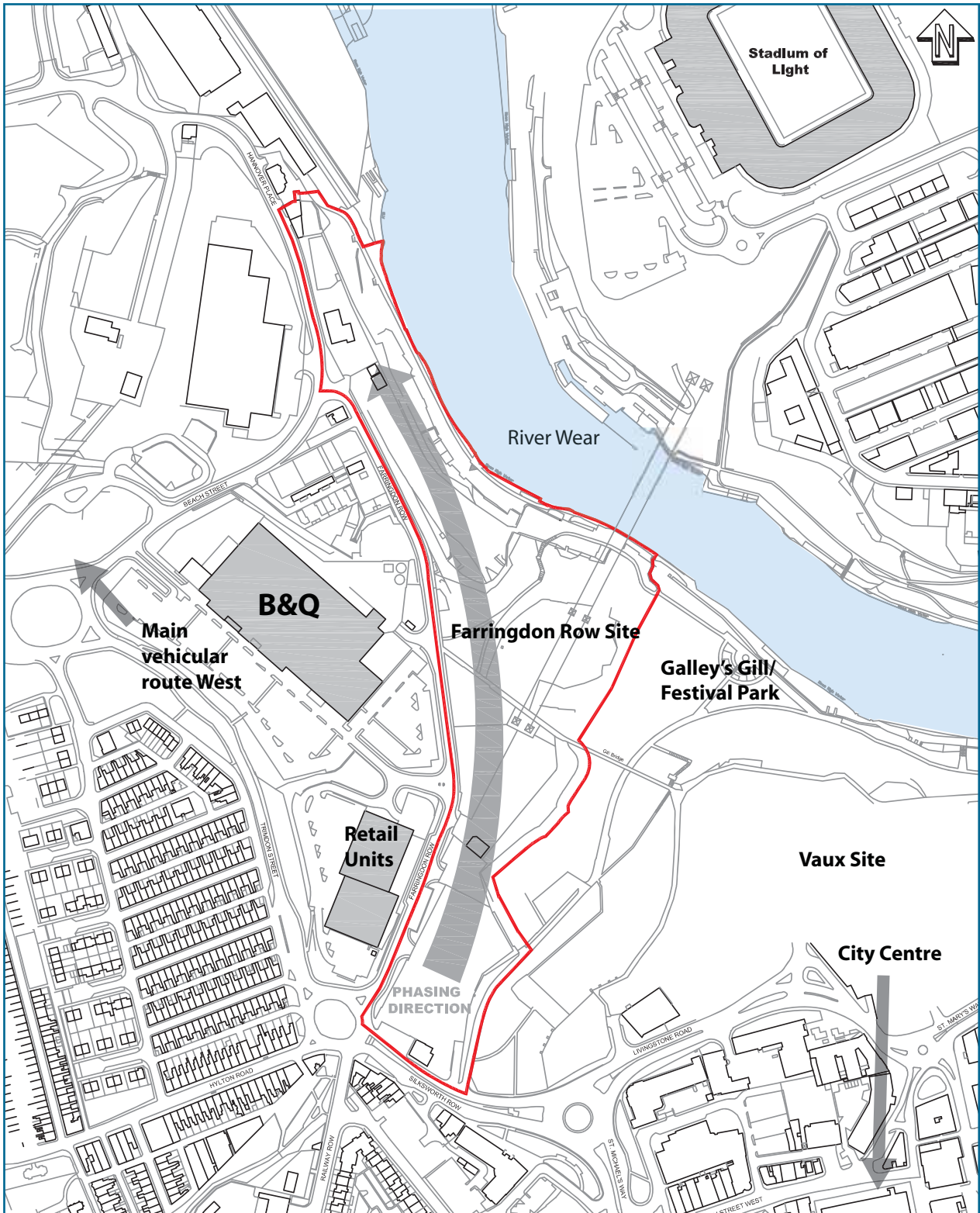


Figure 1.10 Phasing Plan

5.6 The sequential phasing of development of Farringdon Row across the four areas, A-D, from south to north, has been governed by a number of factors. These include:

- the fact that development in a south-north direction provides a logical and efficient development sequence whereby, together with the Vaux site, both sides of Galley's Gill/Festival Park are developed in tandem for a mix of commercial and residential uses;
- the ability to acquire and assemble the necessary land;
- the ability to prepare the areas for redevelopment in a logical sequence, so as to reduce the need for off-site construction activities. For example, it is intended to cut and fill Area B, and utilise Area C for the storage of removed earth;
- the need to ensure that a logical and cost-effective approach is taken to providing necessary infrastructure throughout the area, including utilities (i.e. electricity, gas and water) being routed from the southern end of the development area, along Farringdon Row towards the northern end;
- the need to ensure that a comprehensive and co-ordinated network of foot and cycle paths are provided, which link each phase of development with Galley's Gill/Festival Park, as well as with new and existing foot/cycle path networks in the surrounding area;
- the need to ensure that a co-ordinated landscaping scheme across the comprehensive development site is achieved;
- the fact that Area D will have a strong visual relationship with the longer-term development of Stadium Park, and its scale, massing and appearance should be determined alongside any such developments; and
- the fact that Areas C and D are

allocated for open space purposes in the adopted UDP. Their redevelopment, will, therefore, be influenced by the emerging strategy for Galley's Gill/Festival Park to reconfigure open space provision in a comprehensive manner for the whole of the Vaux/Galley's Gill/ Farringdon Row area.

Building Sustainable Communities

5.7 Without development coming forward in a consecutive, phased approach, in a south to north direction (as illustrated at Figure 1.10), Areas C and D would not be suitable for housing development in isolation. Any proposals for the development of Areas C or D, prior to the redevelopment of Areas A and B (and Area C, in the case of Area D), would not be acceptable, given the need to build communities and to support new physical and social infrastructure, in accordance with paragraph 31 of PPG3.

5.8 Developing Farringdon Row from south to north will ensure that the new communities are created which are fully integrated into the existing and planned new social infrastructure. The new business and residential communities at the southern end of the development site will have convenient access to existing facilities / services within the wider Sunderland City Centre and those which are to be developed on the Vaux Site. In the later stages, Areas C and D would have convenient access to facilities that are developed on Areas A and B.

5.9 Furthermore, the development of Areas A and B will incorporate new and enhanced pedestrian routes to link with developments which come forward in Areas C and D. These links will provide convenient and attractive access for new residents of Areas C and D to facilities and public transport in the surrounding area.

Managing Housing Supply

- 5.10 PPG3 confirms that local authorities should manage the release of sites for housing development over the lifetime of the Development Plan in order to control the pattern and speed of urban growth, and to ensure that the required new infrastructure is co-ordinated with new development. In order to ensure that any housing market renewal or regeneration strategies in Sunderland are not put at risk, the City Council is, therefore, committed to carefully planning, monitoring and managing the supply of new housing.
- 5.11 Policy H5A of draft Alteration no.2 to the UDP allocates numbers of dwellings for each of the strategic redevelopment sites in central Sunderland. The policy confirms that residential development at Farrington Row will be phased in order to ensure that no more than 300 units are constructed up to 2011, and that no more than 150 units are developed thereafter.
- 5.12 In this context, it is vital for the redevelopment of Farrington Row to be phased in a consecutive order, as set out on Figure 1.10, so as to manage the release of land in the most sustainable, efficient and logical manner.

Prematurity

- 5.13 Given the need to comprehensively develop Farrington Row, any planning application proposals within the site, which do not accord with the phasing requirements set out in this Development Framework, would be considered premature. Accordingly, any such planning application would be refused by the City Council.
- 5.14 If planning permission is refused on the grounds of prematurity, the City Council will provide reasons as to why the grant of planning permission would prejudice the outcome of the Development Plan Document preparation process.

6.0 DELIVERY AND IMPLEMENTATION

Delivery Vehicle

- 6.1 This Development Framework is central to the delivery of the City Council's and Sunderland arc's vision for the development of Farringdon Row, and the comprehensive regeneration of the Vaux / Galley's Gill/Festival Park/Farringdon Row site, as illustrated on the Masterplan Strategy Diagram at Figure 1.3.
- 6.2 This Development Framework is formulated in order to provide specific guidance in relation to the timing, nature and quality of development. This will ensure that a high quality development is delivered, capable of raising the profile of Central Sunderland and assisting in realising the economic renaissance City as a whole. It is also important to provide a link to, and more detailed guidance upon, the overarching provisions of the relevant policies in draft Alteration No. 2 to the Sunderland UDP.
- 6.3 It is envisaged that Sunderland arc will play a lead role in delivering the comprehensive development of Farringdon Row.

Role of Sunderland arc

- 6.4 The wider Farringdon Row/Vaux /Galley's Gill site is one of a number of priorities for development in the first years of Sunderland arc. Sunderland Arc's Business Plan identifies the potential of Farringdon Row for major 'flagship' mixed-use residential and office-led redevelopment, also including a hotel, with ancillary retail, leisure and food and drink uses.
- 6.5 Sunderland arc will carry out the introduction of infrastructure and assembly/improvement of land, which facilitates the creation of developable plots. This, in turn, will enable the private sector to complete the constituent parts of the scheme within the parameters of this Development Framework.

- 6.6 As Farringdon Row is developed out, Sunderland arc's involvement with the area will diminish incrementally over the course of time. The City Council and Sunderland arc will continue to monitor the build out of the development until the completion of the final phase, ensuring that the standards laid out in this Development Framework are achieved.

Next Stages

- 6.7 As set out in Section 5.0, development of Farringdon Row will be coordinated and rolled out over a 10 year period. It will therefore be necessary to periodically review this Development Framework in order to take account of the changes that will inevitably take place.
- 6.8 Where land ownership presents a constraint to the implementation of this comprehensive and phased approach to redevelopment, compulsory purchase powers to bring forward appropriate development may be used. In view of the phasing requirements set out in section 5.0, and given the requirement of Policy H5A to deliver 150 dwellings on the site after 2011, the City Council is committed to ensuring the early assembly of Areas A-C.

Planning Application Requirements

- 6.9 Planning applications which come forward pursuant to this Development Framework are to be accompanied by documentation which fully assesses the implications of the development upon the physical and natural environment.
- 6.10 It is recommended that a request for an Environmental Impact Assessment Screening Opinion(s) be submitted by applicants to the City Council prior to the submission of planning applications for developments proposed within Areas B, C or D. Pursuant to any such request, where the City Council confirms that the proposal warrants such assessment, an Environmental Statement will be prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

6.11 Where an Environmental Statement is not required, planning applications should be accompanied by:

- a Transportation Assessment and Travel Plan;
- a Design Statement;
- a Sustainability Statement;
- an Access Statement
- a Consultation Statement; and
- a Noise Assessment

6.12 It may also be necessary to prepare a Sustainability Statement, where other application documentation does not provide detail on how the proposal would contribute towards achieving sustainable development.

Transport Assessment

6.13 In accordance with UDP Alteration Policy T2A, Transport Assessments should accompany planning applications for development proposals at Farringdon Row. These should illustrate accessibility to the site by all modes, and provide details of measures to improve accessibility by public transport, walking and cycling, to reduce the need for parking, and mitigate transport impacts. More particularly, they should include an analysis of the potential to:

- improve pedestrian accessibility to public transport nodes and maximise connectivity within the area and to its surroundings;
- reduce travel demand and change user patterns, by peak spreading and mode shifts, and
- provide safe, convenient and legible temporary routes during extended periods of phased implementation.

6.14 In addition, and more specifically, they will also be required to demonstrate that:

- any highway improvements required to mitigate the impact of the developments can be satisfactorily achieved by means of a combination of new signalisation and local improvement schemes to existing junctions; and
- the proposed realigned St Mary's Way, Silksworth Row and Trimdon Street, together with associated junctions, will operate satisfactorily in terms of safety, access to the site and overall capacity.

6.15 In order to provide a comprehensive approach to sustainable transport, Travel Plans should also be prepared for the proposals. These will include site specific modal split targets and measures to be implemented to achieve such targets.

Design Statement

6.16 In accordance with UDP Alteration No. 2 Policy B2A, a Design Statement will need to accompany all detailed planning applications submitted in relation to Farringdon Row. The purpose of the Design Statements is to improve the design of all new buildings and public spaces, as well as determine whether the key design principles adhere to current policy, frameworks and guidance, including this Development Framework. There are three recommended steps for producing such a Statement, including:

- site analysis of constraints and opportunities;
- assessment of development objectives; and
- working up design solutions.

6.17 Applicants should undertake pre-application discussions with the Council to determine the exact content and detail of the Design Statement. However, they should demonstrate that the developments proposed have regard to the various design principles set out in Section 4.0.

6.18 The Design Statement should also include the following information:

- relevant national and local planning design policy;
- the full project brief and functional requirements of the development;
- a survey and appraisal of the physical dimensions, the condition, character and constraints of the site including, where appropriate, tree, soil and building surveys;
- the technological, energy and sustainable requirements of the development;
- an analysis of the site in relation to its immediate surroundings and wider urban setting;
- an analysis of the potential impacts arising from the proposed development, upon the setting of any Conservation Areas or Listed Buildings in proximity to the application site. This analysis should determine whether the proposal would preserve or enhance this setting; and
- a scaled drawing offering an indication of the proposed approach to detailed design.

Archaeological Assessment

6.19 Despite the fact that the majority of the Farringdon Row site falls outside of an 'Area of Potential Archaeological Importance', as designated in the Sunderland UDP, the area is considered by the Tyne and Wear County Archaeologist to be of considerable archaeological potential. Evidence of prehistoric activity have been recorded on Area A of the Farringdon Row site whilst Bronze Age remains have been found at the former Vaux brewery site. In addition, the overall site is considered to be of industrial archaeological interest.

6.20 In this context, archaeological field evaluations will be required to be undertaken across the Farringdon Row site, prior to the grant of planning permission. These field evaluations will provide the local planning authority with information sufficient enough to determine an appropriate course of action in order to protect and record archaeological remains. These measures may include the wider excavation of the site, and / or preparation of a watching brief during construction, and depending upon the results of the fieldwork, the recording of the results within an archaeological journal.

6.21 The case for the preservation of in-situ archaeological remains must be assessed on the individual merits of each case, taking into account archaeological policies contained within the Development Plan, together with all other relevant policies and material considerations, including the importance of the remains when weighed against the need for the proposed development.

Access Statement

6.22 An Access Statement should demonstrate how the application proposal incorporates the principles of inclusive design and how the development:

- can be used easily by all people without undue effort, special treatment or separation;
- offers the freedom to choose and the ability to participate equally; and
- values diversity and difference.

Noise Assessment

6.23 A noise assessment will be required in order to accompany any planning applications for residential dwellings or hotels proposed on the site. These assessments shall detail the ambient and background noise levels measured on the site and set out the implications on the external building fabric to achieve acceptable internal levels and meet appropriate planning guidance and policy. Conditions may be attached to the grant of planning permission which would ensure that appropriate mitigation measures against noise are secured.

Consultation Statement

6.24 At the pre-application stage, the applicant should undertake discussions with the City Council's Development and Regeneration Department. Applications should be accompanied by a Consultation Statement, which sets out the methods and nature of pre-application consultation with local residents, amenity groups and other relevant interested parties, such as statutory consultees. The Consultation Statement should set out how the methods employed comply with the provisions of the Council's Statement of Community Involvement (SCI).

Other Documents

6.25 Although largely dependent on the exact nature and scale of the uses proposed, and the findings of any more detailed site investigation works, other required documents may include:

- Retail and Leisure Assessments, considering issues raised by PPS6, (including need, scale, the sequential approach, impact and accessibility);
- Ecological Assessments;
- Land Contamination Studies; and
- Flood Risk Assessments/ SUDS Statements.

6.26 Where the documentation accompanying a planning application (as set out above) does not address the following matters, it will be necessary to prepare a Sustainability Statement, should an Environmental Impact Assessment also not be required:

- Regeneration;
- Economic sustainability;
- Community engagement;
- Sustainable communities;
- Movement and transport;
- Landscape and environment;
- Sustainable building design and layout;
- Minimising resource consumption; and
- Public realm

6.27 The Farringdon Row site lies next to the River Wear and part of the site lies within the tidal flood zones 2 and 3. In this regard, it will be necessary to assess the potential for flood risk of the site at the earliest opportunity, prior to the grant of planning permission (in accordance with Planning Policy Guidance Note (PPG)25: 'Development and Flood Risk' and the emerging replacement PPS25). Flood Risk Assessments shall be prepared which assess both the current and future flood risk, taking into consideration climate change and the subsequent increase in sea levels. These assessments should also be fully cognisant of any up-to-date Strategic Flood Risk Assessment for the area. In responding to the conclusions of the Flood Risk Assessments, development proposals should include sufficient mitigation measures to minimise any risk of flooding.

6.28 Given the industrial heritage of the site, a desktop survey and, if necessary, intrusive investigations shall be undertaken across the site before development commences. These surveys shall determine the site history and any sources of land contamination and likely contaminants. In addition, the surveys shall provide details of a proposed scheme for the decontamination of the site.

6.29 Conditions are likely to be attached to the grant of planning permissions across the Farringdon Row site which ensure the preparation of land contamination surveys and their submission to, and approval by, the local planning authority prior to commencement of development. Such conditions will also ensure that all earthworks associated with any required decontamination are undertaken by a suitably qualified person. Written validation that the works have been completed in a manner to ensure future safety of occupiers of the development will be required to be submitted to the local planning authority for approval.

6.30 The incorporation of Sustainable Urban Drainage System (SUDS) into any development proposals should be considered at an early stage during the site evaluation process. Where appropriate, planning applications should be accompanied by a statement which demonstrates how SUDS measures should be incorporated into development proposals, and for detailed design matters to be submitted to the Council at the appropriate stage.

Securing Community Benefits

6.31 At pre-application submission stage, the City Council will seek to advise developers of the facilities which will be necessary to serve the new communities that the development proposals would create. This may include infrastructure improvements and the provision of off-site public open space both informal and formal / equipped, in accordance with Planning Policy Guidance Note 17: 'Planning for Open Space and Recreation'

Affordable Housing

6.32 The City Council's Interim Strategy for Housing Land (2005) identifies an imbalance in the quality of the City's housing stock, with a large proportion of low value housing and shortage of 'high value' houses. New City-living opportunities at Farringdon Row will assist in addressing this imbalance. However, the need to achieve balanced communities in new, large-scale residential developments is acknowledged. Therefore, residential developments within Areas B, C and D at Farringdon Row may need to provide an element of affordable housing, should a need be identified in an up-to-date Housing Needs Study.

Review

6.33 Given the timescale over which Farringdon Row is anticipated to be developed, there is a need for this Development Framework to be periodically reviewed, at least every 3 years, if not more frequently. This will allow amendments to be made to reflect future changes in national and regional planning policy guidance, local planning policies and other economic/regeneration objectives relevant to Sunderland and the wider north east area.

APPENDIX 1.0: POLICY CONTEXT

1. This planning policy context to the redevelopment of the Farringdon Row development site is set out in this Appendix and provides a summary of the planning and other economic and regeneration policy which has influenced the overall development strategy for the area, including those within both the adopted UDP and draft Alteration no.2.

Planning and Economic Context

2. The planning policy context, against which this Development Framework has been prepared, comprises national planning policy, regional planning policy, economic and regeneration strategies and the statutory Development Plan for the Sunderland area. The relevant national planning policy documents comprise:

- Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005);
- Planning Policy Guidance note 3 (PPG3): Housing (2000);
- Draft Planning Policy Statement 3 (PPS 3) Housing (2005)
- Planning Policy Guidance note 4 (PPG4): Industrial and Commercial Development and Small Firms (1992);
- Planning Policy Statement 6 (PPS6): Planning for Town Centres (2005);
- Planning Policy Statement 12 (PPS12): Local Development Frameworks; and
- Planning Policy Guidance note 13 (PPG 13): Transport (2001).
- Planning Policy Guidance note 24 (PPG 24): Planning and Noise (1994)
- 3. Relevant strategies comprises:
- RPG1: Regional Planning Guidance for the North East (2002) (which now forms part of the Statutory Development Plan);
- Draft Regional Spatial Strategy for the North East (RSS1) (2005);
- Making it Happen: The Northern Way (2004);
- the draft Regional Economic Strategy (RES) (2005);
- the Draft North East Regional

- Housing Strategy (RHS) (2005);
- the Tyne and Wear City Region Development Programme: Moving Forward: the Northern Way (2005);
- the Tyne and Wear Economic Strategy (2005);
- the Tyne and Wear Partnership Investment Plan (2004);
- the City of Sunderland Unitary Development Plan (1998)
- Redeposit UDP Alteration No. 2 (Central Sunderland) (2005)
- the City of Sunderland Housing Strategy (2002);
- the Interim Strategy for Housing Land (2006);
- the Sunderland Strategy 2004-2007 (2004);
- the Evening Economy Strategy (2000);
- the Vaux / Galley's Gill/Festival Park/Farringdon Row Master Plan Strategy (2004); and
- the Sunderland arc Business Plan (2005);

4. The issues and requirements arising from all of these documents are summarised under a number of key themes below.

Economic Growth in the North East

5. One of the most important themes driving the development of planning policy and other strategies in the north east at the current time is the need for economic growth to achieve parity with other regions of the country.
6. The recently published Making it Happen: The Northern Way provides a new growth strategy for the north of England, encompassing the A1 and A19 corridors. Key aims of this strategy are to accelerate the pace of regenerative change, and to spread growth beyond the core cities into the wider regional economy.
7. Focusing upon the North East region, RPG1 aims to accelerate the renaissance

of the Tyne, Wear and Tees conurbations. The Draft Regional Economic Strategy provides a more detailed framework for sustainable and inclusive economic growth, and seeks to, inter alia, build an adaptable, highly skilled workforce. The Tyne and Wear Economic Strategy seeks to accelerate economic growth, and two of the four key spatial priorities relate to the economic regeneration of the Wear Corridor and the A19 corridor. It also highlights the potential for Sunderland arc to bring forward key sites within the core riverside areas, to enhance the economy, infrastructure and quality of life, and built a vibrant city centre office market. In addition, the Tyne and Wear Partnership Investment Plan emphasises their support for various Sunderland arc projects, including Farringdon Row.

8. The vision set out in the Sunderland Strategy, is that:

“Sunderland will be a prosperous international City, a desirable and secure place to live and work, study and visit and where people can reach their full potential.”

9. The document recognises that Sunderland is in transition following the rapid decline of its traditional industries and, whilst significant progress has been made, there are major regeneration challenges ahead. Principal among these are the need to create more jobs and arrest the continuing decline in population that is due, in large part, to outward migration.

Increasing Housing Choice

10. In order to sustain economic growth in Sunderland and the north east, it is important that a sufficient range and choice of housing opportunities are provided for the workforce.
11. National planning guidance within PPG3: Housing seeks to ensure that economic growth is not frustrated by a lack of homes

for those wishing to take up employment opportunities. The Draft Regional Housing Strategy acknowledges that the attraction and retention of highly skilled workers is vital to future economic growth. The Draft Regional Economic Strategy also states that the quality of housing and living environments offered by the North East will be internationally recognised as a competitive advantage for the region by 2016. In the local context, the Tyne and Wear City Region Development Programme, the Sunderland Housing Strategy, and the Sunderland Strategy all promote quality, choice and sustainability in the housing stock, to meet 21st century aspirations and needs.

12. RPG1 seeks to ensure a greater choice of housing in sustainable locations and to stem population loss from the region, particularly through the reversal of net out-migration. Furthermore, planning policy at both the regional and local levels provides guidance on the numbers of dwellings required in order to, in inter alia, achieve these objectives. In particular:

- the adopted RPG1 sets an annual average rate of provision in Sunderland of 400 dwellings, over the period 2002-2006, rising to 500 post-2006;
- the Draft RSS recommends that there should be an average net provision of 655 dwellings per annum in Sunderland over the period 2004 – 2021; and
- the Draft Interim Strategy for Housing Land seeks to identify and support the release of land to accommodate around 10,250 additional dwellings between 2001 and 2016, and 15,100 to 2021. It also identifies a shortfall of high value, ‘executive’ houses in the order of 700 dwellings.

13. Following on from national planning policy, set out in PPG3, RPG1 establishes a requirement for local planning authorities to adopt a ‘plan, monitor, manage’ approach to ensuring that land is released for housing development at the appropriate time and in the appropriate quantities, in order to avoid under or over-provision of housing.

14. In an update of PPG3, issued in January 2005, advice is given for local authorities to consider favourably proposals for new housing or mixed use development which concern land allocated for industrial and commercial uses in 'saved' policies (such as the site-specific policy for Farringdon Row contained in the Sunderland UDP), but where this land is no longer needed for such uses. The Farringdon Row site is an example of land that is no longer required to be exclusively reserved for industrial / commercial uses and, alternatively, is suitable for residential use (subject to achieving an integrated, comprehensive mixed use redevelopment).

Sustainable Development

15. The aim of achieving sustainable patterns of development are at the heart of the planning system, and PPS1 sets out policies and guidance on how it can be delivered. In particular, it states that new development should help contribute towards the creation of safe, sustainable, liveable and mixed communities. It also identifies a need for positive planning by, inter alia:
- making suitable land available for development in line with economic, social and environmental objectives, to improve the quality of life;
 - bringing vacant and underused previously developed land and buildings back into beneficial use;
 - promoting more efficient use of land, through higher density, mixed use development, allowing the creation of linkages between different uses, and creating more vibrant places; and
 - providing improved access for all to jobs, by ensuring that new development is located where everyone can have access on foot, bicycle or public transport; and
 - reducing the need to travel and actively managing patterns of urban growth to make the fullest use of public transport, focusing development in existing centres and near to major public transport interchanges.
16. In terms of specific types of use, PPG3 also seeks to promote more sustainable developments, locating housing developments around major public transport nodes, and recommends dwelling densities of between 30-50 dwellings per hectare. The guidance of the Urban Task Force report by Lord Rogers, the precursor to the establishment of urban regeneration companies like Sunderland arc, also advocates appropriate urban scale and density.
17. PPG4 seeks to ensure that there is sufficient land available for economic development which is readily capable of development and well served by infrastructure. It also encourages new development in locations:
- which minimise the length and number of trips, especially by motor vehicles;
 - that can be served by more energy efficient modes of transport, particularly in the case of new offices likely to have large numbers of employees.
18. The Tyne and Wear Economic Strategy seeks to develop a competitive infrastructure, including improved transport, and recommends that all communities are linked to the major centres of employment. In addition, the Tyne and Wear City Region Development Programme recommends the provision of housing in strategic locations, defined as core urban areas located around public transport nodes, to create sustainable environments. Within this context, the Draft RSS sets out a number of key regeneration projects being developed as major mixed-use schemes in the region, including the Sunderland Central Area Framework, which includes Farringdon Row.

19. In addition, consideration should be given to draft Policy 40 of the draft RSS which relates to renewable energy generation. In particular, the draft policy seeks strategies, plans and programmes which facilitate the generation of at least 10% of the region's consumption of electricity from renewable energy sources within the region by 2010. In this regard, the draft Policy requires new developments to have a minimum of 10% energy supply from renewable energy sources. Policy 40, when finalised in due course, will be of relevance to proposals at Farringdon Row.
- Providing a High Quality Environment**
20. PPS1 explains that good design ensures usable, durable and adaptable places, and is a key element in achieving sustainable development. It also explains that local planning authorities, such as the City of Sunderland, should plan positively for high quality and inclusive design for all development. In relation to housing in particular, PPG3 seeks to provide a greener residential environment, placing greater emphasis on the quality and design of places.
21. The need for good design is also highlighted in regional planning guidance, which now forms part of the statutory Development Plan. Policy ENV22 establishes the requirement for strategies to be brought forward which seek to ensure a high standard of built environment and design throughout the region. High quality contemporary architecture or local styles are to be promoted, where appropriate to the development and the location.
22. The Draft RSS also seeks to maintain and enhance the quality, diversity and local distinctiveness of the environment throughout the north east by promoting a high quality of design in all development and redevelopment. It also seeks to promote development that is sympathetic to its surroundings.
23. The Tyne and Wear Economic Strategy also aims to improve the quality of places and provide a high quality physical environment, in order to underpin the development of a competitive economy. The Sunderland Strategy seeks to promote a green, clean, attractive and stimulating city, by securing continuous environmental improvements and achieving a step change in the quality, pace and scale of physical regeneration. Similarly, the Evening Economy Strategy seeks to improve the public realm at night, in terms of permeability, safety, natural surveillance and ambience.
- Enhancing Sunderland City Centre**
24. The need to promote and enhance existing centres, including Sunderland is another key theme of national, regional and local planning policy. PPS6 provides guidance on planning for town centres, and its key objectives include the need to promote and enhance their vitality and viability, by planning for growth and development. However, it also contains a number of other important themes, including:
- delivering more sustainable patterns of development, ensuring that locations are fully exploited through high density, mixed use development, and promoting high quality and inclusive design;
 - enhancing consumer choice, by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community;
 - providing easily accessibly shopping, local services and community facilities to meet people's day to day needs; and
 - the regeneration and employment benefits that may arise from new development.
25. RPG1 aims to adapt and revitalise the region's town and city centres, and seeks to ensure that they continue to be the focus for a wide range of activities and uses that will maintain their vitality and viability, encourage investment and support sustainable development.

26. The Evening Economy Strategy identifies a number of opportunities to support the city's overall regeneration strategy by encouraging more residents to visit the city centre in the evenings. This could be achieved through, inter alia, encouraging new investment in evening activities, and maintaining and improving the activity mix and diversity in land uses along key streets. In addition, a number of the key profiles for action set out in the Sunderland Strategy are also relevant, including those which seek:

- to continue the development of a thriving City Centre, at the heart of the City, as an attractive, safe, vibrant, and welcoming place and focus for investment; and
- to encourage a lively and distinctive cultural life.

27. The Tyne and Wear Economic Strategy also supports major mixed use developments which expand Sunderland City Centre and open up frontage to the River Wear on both the Farringdon Row and Vaux sites.

The Development Plan

Adopted Sunderland Unitary Development Plan (1998)

28. Along with RPG1, the adopted Unitary Development Plan (UDP) for Sunderland (1998) forms the current statutory Development Plan for the Sunderland area. Under the transitional arrangements for the new Sunderland LDF, the policies of the UDP are being 'saved' for a period up to March 2008, except when they are replaced before that time through the adoption of various DPDs, such as Alteration no. 2: Central Sunderland.

29. The Main Strategic Aims of the UDP, as set out para. 1.24, include:

- reducing the net level of out-migration, principally through policies for housing and economic development;
- increasing the range and number of accessible employment opportunities within the city;
- extending the diversity, number and quality of homes;
- enhancing social, cultural and recreational facilities to benefit residents and visitors;
- protecting and enhancing the best features of both the built and natural environment; and
- developing a transportation system which emphasises accessibility, minimising traffic movements, whilst allowing a choice of more environmentally acceptable modes of transport.

30. In relation to residential development in particular, Policy H1 states that new housing will be provided which:

- maximises locational choice, subject to environmental and infrastructure constraints, whilst allowing for a variety of needs in appropriate environments;
- caters for reduced out-migration and increasing household formation;
- assists in the regeneration of existing residential areas; and
- secures the re-use of vacant and derelict land wherever possible.

31. Policy EC3 explains that the City Council will support new and existing economic activity through a range of measures. These measures include the development and improvement of existing infrastructure, and the creation of a higher quality environment for industry, business and the workforce.

32. The UDP designates a significant proportion of the Farringdon Row development site, along with the southern most part of Galley's Gill/Festival Park, under land-use Policy SA55. This policy states:

“Land between Livingstone Road and Beach Street (10ha) will be reserved as a ‘City Opportunity Site’ for a mixed commercial development which will be complementary to activities existing or proposed for the city centre. The principal uses appropriate are food and drink (A3), business (B1), hotel (C1), leisure (D1, D2) and car sales and servicing. Development should take account of its likely impact on the amenity of the surrounding area in terms of design, pedestrian and vehicular access, traffic generation and noise.

- (i) it must be designed to enhance the image of the city, taking into account that the site is at a ‘gateway’ to the city centre and is prominent in views from across the River Wear;
- (ii) it must include provision for a landscaped open space with multi-user link (SA93.2) to Festival Park from Livingstone Road and the high level footpath link (SA93.1);
- (iii) where the uses proposed have the potential to generate substantial access by pedestrian and public transport users, attractive and convenient links from the city centre and public transport stops to the main buildings must be provided;
- (iv) adequate on-site car parking and servicing will be required in accordance with the development control guidance;
- (v) the layout will make allowance for the provision of a second (eastern) carriageway to trimdon street as part of the proposed new wear bridge approaches.
Development including key town centre uses should only be allowed on this site where:
- (A) the lack of a suitable alternative location either in the city centre or edge of centre is demonstrated; and

- (B) it does not solely or cumulatively with other recent developments or outstanding permissions divert investment from existing centres so as to threaten their vitality and viability; and
- (C) it contributes to a balanced distribution of facilities accessible to all sectors of the community (particularly to those with low levels of personal mobility) by public transport, on foot or cycle as well as by car, and not have an adverse effect on overall travel and car use.”

33. Other policies of the UDP which are relevant to the Farringdon Row development site include:

- Policy SA75.1, which seeks to retain and enhance parks and public open spaces, including Galley’s Gill/Festival Park, as part of the multi-user route network;
- Policies B14, CN21 and CN23, which allocate northern parts of the site as within an Area of Potential Archaeological Importance, a Site of Nature Conservation Importance, and a Wildlife Corridor respectively;
- Policy T10, which seeks to upgrade existing footpaths, such as that running east west through the site, as well as identify new ones;
- Policy SA76, which seeks the retention of the existing allotments at Lambton Staiths (located within Site C);
- Policy SA38.1, which seeks to protect and, where possible, enhance, views of the River Wear Valley from various points;
- Policy SA48.1, which identifies a number of multi-user routes, including that from the east end to the former Penshaw-Pallion line, via the riverside and Lisburn Terrace; and
- Policy SA93.2, which seek to enhance the footpaths/multi-user route along the Panns Bank riverside to link with Festival Park.

Draft Alteration No. 2 to the Sunderland Unitary Development Plan (2004)

34. The City Council is in the process of replacing the adopted Sunderland UDP with a new Local Development Framework (LDF). Draft Alteration No. 2 to the adopted UDP (Central Sunderland) was placed on First Deposit in March 2004 and re-deposited in September 2005 for a second round of public consultation. Following a Public Local Inquiry in 2006, it is envisaged that it will be adopted as a Development Plan Document (DPD) as part of the LDF in early 2007.
35. Draft Alteration No. 2 sets out land-use policies for major development sites and provides an overall framework for development within that part of the central Sunderland area, coincident with the operational area of Sunderland arc. The policies contained within Alteration No.2 have been prepared in the context of current national planning policy guidance and statements, as well as a number of the other strategies, studies and initiatives summarised above.
36. When adopted, it will replace a number of adopted UDP policies, such as Policy SA55 relating to the Farringdon Row site, with new ones that reflect the current development and regeneration objectives for the Central Sunderland area. The overarching draft policy for 'Comprehensive Development Sites' such as Farringdon Row, Policy EC5A, states:

"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 or distribution
- C1 hotels
- C3 housing
- D1 non- residential institutions
- D2 assembly and leisure

- li) provision of the infrastructure elements specified in part 2; and
- lii) a fine grained intensive pattern of a 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."

37. Draft policy SA55A.2 will replace adopted Policy SA55 as the up-to-date land-use policy for the Farringdon Row development area. It states that:

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

Land use

The following land uses will be:

Required

B1 business

C3 housing – 1430 dwellings (subject to the requirements of policy h5a)

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 and

A3 (restaurants, snack bars, cafes)

A4 (pubs and bars)

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, while complying with the aims of policy T20A:

- 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 informal multi-storey or undercroft car parking blocks. 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.”

38. Policy H5A allocates sites within the central Sunderland area for residential development. In accordance with the City Council’s ‘plan, monitor, manage’ approach to housing land release, provision of housing on these sites will be acceptable and expected to deliver the amounts of housing within set phasing periods. In relation to Farringdon Row, an allocation of 300 dwellings has been set between 2004-11, with a further 150 thereafter between 2011 and 2016, providing 450 dwellings in total.
39. The site specific allocations for the period 2004-2021 are consistent with the draft RSS. Sites within the central Sunderland area also have the potential to make a significant contribution towards meeting the housing aims of the Sunderland Strategy 2004-2007, and the draft Interim Strategy for Housing Land. In addition, new residential development in the river corridor will also enhance the image of the area, secure environmental improvements, stimulate investment, and support and enhance community and commercial facilities.
40. Policy EC10A explains that the City Council will support the regeneration activities and programme of the Sunderland Urban Regeneration Company – Sunderland arc - and, within Central Sunderland, will seek to:
- maximise investment in employment, housing, leisure and tourism and education; and
 - strengthen the retail function of the city centre.
41. It also explains that 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.
42. Policy B2A: Sustainable Urban Design, is particularly relevant to this Development Framework, and states:

“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 SPG 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) provide a minimum of 10% energy supply from renewable sources;
- xi) achieve high energy efficiency and minimise consumption so that they achieve breem and eco-homes very good or excellent rating, (to include the redevelopment of existing buildings).

43. Policy B2B seeks to guide the development of buildings that are:

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

44. The policy states that such 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.”

45. Policy T23A states that 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 50m² 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.

For other uses and elsewhere in central sunderland, car parking requirements will accord with the guidance in the city council's development control guidelines, unless agreed otherwise by the City Council.

46. The complete set of revised policies for the central Sunderland area are set out in the Unitary Development Plan 1998 (Alteration No. 2) Central Sunderland Redeposit, September 2005, which can be obtained from the City of Sunderland Council.

Appendix 2

Consultation Statement

Introduction

This statement sets out details of consultations that have been carried out during the preparation of the Farringdon Row Development Framework, and highlights how the consultation process has influenced its content. It also sets out details of the formal consultation process, which took place between Monday 13 March and Friday 21 April 2006.

Background

Farringdon Row is one of Sunderland arc's priority city centre development sites. The arc proposes a phased development to be procured through agreements with developers. Overall the proposed project comprises 450 new homes, 7000m² of offices, a 100-room hotel and 1000m² of retail/leisure space.

The Farringdon Row Development Framework has been prepared by Sunderland arc to co-ordinate the redevelopment of the site. This has been submitted to Sunderland City Council for consideration, with a view to its approval by the Council as Interim Planning Policy.

The City Council will initially seek to approve this document as Interim Planning Policy, pending the adoption of Alteration Number 2 to the Council's Unitary Development Plan. On adoption of Alteration Number 2 (proposed for Winter 2006/07), the City Council proposes to bring forward the Farringdon Row Development Framework as a Supplementary Planning Document (SPD) to policy SA55A.2.

Consultation process to date

The Sunderland Urban Regeneration Company (Sunderland arc) was officially launched in May 2002. The Sunderland arc business plan sets out that public

consultation and involvement is key to successful urban renaissance. As such, the Urban Regeneration Company has undertaken an extensive programme of stakeholder workshops and community events in relation to its Strategic Investment Framework, as well as in connection with proposals for specific development sites such as Farringdon Row. The arc has provided regular updates relating to its proposals for Farringdon Row, which are available on the website www.sunderlandarc.co.uk/farringdonrow.

During late May and early June 2003, the 'Vaux Bus' and a touring exhibition gave the people of Sunderland a chance to see and comment on Sunderland arc's vision for the former Vaux Brewery site, as well as the Farringdon Row site. The exhibition included a scale simulation and a virtual reality model, which allowed people to 'fly' through the site on a computer screen. A site masterplan and architects drawings were also on display. Exhibition venues included:

- Market Square, Sunderland City Centre.
- Local schools
- Sunderland Museum and Winter Gardens
- The National Glass Centre
- Sunderland Library and Arts Centre

Informal Consultation

On February 6 2006, Sunderland arc held an informal public consultation event at the Saltgrass Pub, Deptford. This was staffed jointly by Sunderland arc and the Council's Development and Regeneration Directorate. This provided an opportunity for businesses and residents living near Farringdon Row to speak to them about proposals for the site and was preceded by display posters around the area and by invitation letters sent to known interests and occupiers in and around the Farringdon Row site (see Annex 1) This included a leaflet, which gave the public an opportunity to send their comments to the arc.

The event attracted an encouraging response with a wide range of interests coming along to speak to project staff , view the regeneration proposals on display and watch a "looped" DVD display of the Farringdon Row proposals in the context of other Sunderland arc schemes.

General issues raised and concerns people had were:

- 1. Will it actually happen?
- 2. Will it make the area a better place?
- 3. Concern that Galley's Gill will be used for the wrong reasons.

The Development Framework looks to co-ordinate the redevelopment of the site, and ensure that the area can become a better place. Information gathered through these consultations has helped shape the vision for the Farringdon Row Development Site, which is articulated in the Development Framework.

In addition, the Farringdon Row site is allocated in UDP Alteration Number 2 - Central Sunderland (policy SA55A.2), a proposed Development Plan Document, which has been the subject of extensive consultation by the City Council.

Formal Consultation

Before considering the arc's proposals, the City Council sought the views and comments of the public and other interested parties. A formal consultation on the Draft Farringdon Row Development Framework took place between Monday 13 March and Friday 21 April 2006.

The formal consultation consisted of the following:

- A letter was sent to formal Consultees and key Stakeholders. A CD containing a copy of the Draft Farringdon Row Development Framework was enclosed. (see annex 2)
- A letter was sent to residential and business addresses within and around the site. In addition, this letter was sent to companies who previously responded to consultations conducted by the arc (see annex 3)
- A letter was sent to known interested groups/individuals to inform them about the consultation on the Development Framework and where to view the documents (see annex 4)
- The Council circulated a press release stating that the City Council is seeking the views and comments of the public and other interested parties on the Draft Farringdon Row Development Framework.
- A poster was displayed at libraries within Sunderland, informing residents of the consultation.
- Copies of the draft document were made available during normal opening times at Sunderland Civic Centre and all libraries within the City.
- A series of public exhibitions showcasing the Farringdon Row Development Framework were displayed at specified times during the consultation period. They were located at The Bridges Shopping Centre and Sunderland Central Library. In addition, a permanent exhibition was displayed at Sunderland Civic Centre.

- Leaflets advertising the consultation were made available at libraries and at the exhibitions, this leaflet was also sent to local residents. The leaflet contained a postcard allowing comments to be left in boxes at the exhibitions or returned to the Civic Centre by freepost.
- Staff from Sunderland arc and the City Council's Development & Regeneration Directorate attended exhibitions at The Bridges Shopping Centre on 15th and 16th March and at Sunderland Central Library on 29th and 30th March. Staff were also available at the Civic Centre during normal office hours on request.
- A dedicated web page was created, which was accessible via the friendly URL www.sunderland.gov.uk/farringdonrow. The page included the draft document, an on-line response sheet and a printable comments sheet.

All consultation responses made by 5:00pm on 21 April 2006 have been considered and, where appropriate, changes have been made to the Development Framework prior to its adoption as Interim Planning Policy.

The Next Steps

Upon adoption of Alteration Number 2 to the UDP (Central Sunderland), the City Council will undertake further consultation in respect of bringing the Farringdon Row Development Framework forward as a Supplementary Planning Document. This will be carried out in line with the Town and Country Planning (England) Regulations 2004.

Appendix

Annex 1 – Sunderland arc Consultation (February 2006)

Annex 2 – Letter 1 and list of Consultees

Annex 3 – Letter 2 and list of Consultees

Annex 4 – Letter 3 and list of consultees

Annex 1 - Sunderland arc consultation (February 2006)

19 January 2006

Dear sir/ madam

Farringdon Row: Proposed Redevelopment

The Sunderland arc is the City's Urban Regeneration Company, formed in 2002 and supported by its founder members, Sunderland City Council, One North East (the Regional Development Agency) and English Partnerships (the national regeneration agency). Its purpose is to secure funding for and to bring about the regeneration and redevelopment of key sites within the City.

As an occupier of premises at or neighbouring Farringdon Row, Sunderland, I am writing to advise you of Sunderland arc's proposals for the redevelopment of the Farringdon Row area (as indicated on the attached plan) and of your opportunity to comment upon them.

These proposals include:

- **Phased development over a period of approximately 10 years. Starting with Site A and progressing through sequentially to Site D, the scheme is envisaged to provide:**
 - * 450 mixed residential units
 - * 7000m² offices
 - * a 100 bed hotel
 - * ancillary commercial and leisure uses
- **New public areas and artwork features including links to an upgraded Galleys Gill park.**
- **A comprehensive land assembly and remediation scheme, supported by compulsory purchase where necessary and including key services and utilities infrastructure.**

A developer, CTP Ltd, has recently been selected for the first phase of the project at Site A. Subject to planning permission and completion of legal agreements, this phase, comprising a 100 bed hotel, approximately 3000 sq. m of office space and around 100 residential apartments, is expected to commence in summer 2006. We will also be considering the marketing and remediation of Sites B, C and D during 2006, but the programme for their redevelopment is, amongst other things, subject to negotiations with current owners/ occupiers and being able to obtain satisfactory planning permissions.

Whilst formal "public consultation" is to be undertaken in due course by Sunderland City Council in response to the submission of a new Development Framework (i.e. strategic plan) for the area, the arc has already engaged directly with most of the interested parties and occupiers within the site. However, we now wish to make contact with anyone else who may be directly affected and with those neighbours who adjoin the site, so that we may encourage comment and feedback about the proposals.

If you have an interest in the arc's regeneration project at Farrington Row, or wish to find out more about the arc's role and make any comments, then please come along to the informal public information day at The Saltgrass Public House, Hanover Place, Deptford, Sunderland, SR4 6BY on Tuesday 06th February 2006, between 10:00 – 16:00hrs, where further details of the scheme will be made available.

I trust that you will take advantage of this opportunity and look forward to hearing from you in the near future. In the event that you are unable to come to the public information day or make contact with us directly, but still wish to make any comment, please use the attached form and return it in the pre paid envelope enclosed.

Yours faithfully,

**Tomasz Kozlowski,
Project Director
Sunderland arc**

The Isis
26 Silksworth Row
Sunderland
SR1 3QJ
FAO: Mr & Mrs McArthy

Fel Fel
27 Silksworth Row
Sunderland
SR1 3QJ

Museum Vaults Public House
33 Silksworth Row
Sunderland
SR1 3QJ

Blue Arrow Taxis
34 Silksworth Row
Sunderland
SR1 3QJ

Made To Measure
35-36 Silksworth Row
Sunderland
SR1 3QJ

Mr Newble
135 Princess Road
Seaham
SR7 7SP

Abbey Furnishings
38 Silksworth Row
Sunderland
SR1 3QJ

40 Silksworth Row
Sunderland
SR1 3QJ

Currys
Unit 1
Trimdon Street
Sunderland
SR4 6AH

PC World
Unit 2
Trimdon Street
Sunderland
SR4 6DW

Halfords
Unit 3
Trimdon Street
Sunderland
SR4 6DW

B&Q
Trimdon Street
Deptford
Sunderland
SR4 6DW

NEDL
Cargo Fleet Lane
Middlesbrough
TS3 8DG

ABB Ltd
Hanover Place
Sunderland
SR4 6BY

The Saltgrass
Hanover Place
Sunderland
SR4 6BY

Liebherr
Ayres Quay
Deptford Terrace
Sunderland
SR4 6DD

The Winston Public House
Hanover Place
Sunderland
SR4 6BY

Ayres Quay Motors
c/o Mr Knutson
44 Queens Crescent
Sunderland
SR4 7JJ

J Rice
7 Barker Street
Shrewsbury
Shropshire
SY1 1QJ

S Nelson
Beachcroft
15 Peareth Grove
Roker
Sunderland
SR6 9NL

GL Hearn
Quayside House
Wylam Wharf
Low Street
Sunderland
SR1 2AD

T Mobile Ltd
Hatfield Business Park
Hatfield
Herts
AL10 9BW

Rocktop Autos
Farringdon Row
Sunderland
SR1 3QS
Chris Lofthouse
Lofthouse & Partners
51 Frederick Street
Sunderland
SR1 1NF

CCS Cellular Ltd
1 Silksworth Row
Sunderland
SR1 3QR

Crass & Co.
3A Front Street
Sedgefield
Co. Durham
TS21 3AT

Northumbrian Water
Abbey Road
Pity Me
Durham
DH1 5FJ

Annex 2 - Letter 1 & list of consultees

Dear Sir,

Farrington Row Development Framework Public Consultation

Farrington Row is one of Sunderland arc's priority city centre development sites. The arc proposes a phased development to be procured through Agreements with developers. Overall the project comprises 450 new homes, 7,000m2 of commercial space, a 100 bedroom hotel and 1,000m2 retail / leisure space. The overall vision for Farrington Row is to create a high quality, attractive and sustainable living and working environment.

In order to achieve a coordinated and integrated approach to the development of Farrington Row, Sunderland arc has prepared a Development Framework for the site. This has been submitted to Sunderland City Council for consideration with a view to its approval as Interim Planning Policy for the future redevelopment of Farrington Row.

Before considering the arc's proposals, the City Council is seeking the views and comments of the public and other interested parties. A six-week consultation is taking place from Monday 13 March to Friday 21 April 2006.

The City Council will consider all comments received and will seek to agree appropriate changes to the Development Framework with Sunderland arc before taking the Development Framework forward for adoption as Interim Planning Policy.

**I attach, for your information, an electronic copy of the Farrington Row Development Framework on CD together with the relevant form for making comments. The CD also includes a copy of the Statement of SPD matters and Consultation Statement. All comments should be returned by no later than Friday 21 April 2006. Copies of the Development Framework can also be viewed on the website <http://www.sunderland.gov.uk/farringtonrow>
If you have any queries regarding the above please do not hesitate to contact my assistant Dan Hattle on 5531714.**

**Yours faithfully,
Director of Development and Regeneration**

British Gas
British Telecom
Countryside Agency
English Heritage
English Nature
Environment Agency
Government Office for the North East
Highways Agency
Network Rail
North East Regional Assembly
Northumbrian Water Ltd
One North East
Strategic Rail Authority
Transco BG
Northern Electric Distribution Limited

Annex 3 - Letter 2 & list of consultees

Dear Sir,

Farringdon Row Development Framework Public Consultation

Farringdon Row is one of Sunderland arc's priority city centre development sites. The arc proposes a phased development to be procured through Agreements with developers. Overall the project comprises 450 new homes, 7,000m² of commercial space, a 100 bedroom hotel and 1,000m² retail / leisure space. The overall vision for Farringdon Row is to create a high quality, attractive and sustainable living and working environment

In order to achieve a coordinated and integrated approach to the development of Farringdon Row, Sunderland arc has prepared a Development Framework for the site. This has been submitted to Sunderland City Council for consideration with a view to its approval as Interim Planning Policy for the future redevelopment of Farringdon Row.

Before considering the arc's proposals, the City Council is seeking the views and comments of the public and other interested parties. A six-week consultation is taking place from Monday 13 March to Friday 21 April 2006.

The City Council will consider all comments received and will seek to agree appropriate changes to the Development Framework with Sunderland arc before taking the Development Framework forward for adoption as Interim Planning Policy.

Copies of the Development Framework can be viewed on the website www.sunderland.gov.uk/farringdonrow. Alternatively please contact my assistant Dan Hattle or Richard Crosthwaite if you would like a hard copy of the document. I enclose a copy of the form for making comments. All comments should be returned by no later than Friday 21 April 2006.

If you have any queries regarding the above please do not hesitate to contact my assistant Dan Hattle or Richard Crosthwaite on 5531714.

**Yours faithfully,
Director of Development and Regeneration**

Local Authorities

Chester-le-Street District Council
City of Durham Council
City of Newcastle-upon-Tyne Council
Durham County Council
Easington District Council
Gateshead Metropolitan Borough Council
North Tyneside Metropolitan Borough Council
South Tyneside Metropolitan Borough Council

National Bodies

British Waterways
Civil Aviation Authority
Commission for Architecture and the Built Environment
Friends of the Earth
House Builders Federation
National Playing Fields Association
Royal Society for the Protection of Birds
Sport England
Sustrans
The Coal Authority

Local Organisations

Business Link Tyne & Wear
City Centre Residents Association
City Hospitals Sunderland
City of Sunderland Council for the Disabled
Durham Biodiversity Partnership
Energy Savings Trust North East Advice Centre
Federation of Small Businesses
Nexus
North East Chamber of Commerce
North East Housing Board
North of England Civic Trust
Northumbria Police
Rotary Club of Bishopwearmouth
Round Table (Sunderland)
Sunderland arc
Sunderland Association Football Club
Sunderland Business Network Ltd
Sunderland City Centre Management
Sunderland Civic Society
Sunderland Deaf Society
The Northern Energy Initiative
Tyne & Wear Development Company
Tyne and Wear Metropolitan Fire Brigade
Tyne and Wear Passenger Transport Authority
University of Sunderland

Community Groups

Ashbrooke Residents Association
Bank Top Residents Association
Castletown Community Association
East Community Association
Farringdon Community Association
Farringdon Residents Association
Hendon Islamic Society
Hendon Young People's Project
Hylton Castle Residents Association
North East Pensioners Association
Pennywell Community Association
Redhouse & District Community Association
Ryhope Community Association
Silksworth Community Centre
Southwick Youth & Community Association
Sunderland Bangladeshi Community Centre
Sunderland Federation of Community Accociations
Sunderland North Community Business Centre
Sunderland Sikh Association
Town End Farm Community Associations
Town End Farm Residents Association

Annex 4 - Letter 3 & list of consultees

10 March 2006

Dear Sir/Madam,

Farringdon Row Development Framework Public Consultation

Farringdon Row is one of Sunderland arc's priority city centre development sites. The arc proposes a phased development to be procured through Agreements with developers. Overall the project comprises 450 new homes, 7,000m² of commercial space, a 100 bedroom hotel and 1,000m² retail / leisure space. The overall vision for Farringdon Row is to create a high quality, attractive and sustainable living and working environment

In order to achieve a coordinated and integrated approach to the development of Farringdon Row, Sunderland arc has prepared a Development Framework for the site. This has been submitted to Sunderland City Council for consideration with a view to its approval as Interim Planning Policy for the future redevelopment of Farringdon Row.

Before considering the arc's proposals, the City Council is seeking the views and comments of the public and other interested parties. A six-week consultation is taking place from Monday 13 March to Friday 21 April 2006.

The City Council will consider all comments received and will seek to agree appropriate changes to the Development Framework with Sunderland arc before taking the Development Framework forward for adoption as Interim Planning Policy.

Copies of the Farringdon Row Development Framework can be viewed at the Civic Centre (3rd floor reception), City Library, and all local libraries. The Framework can also be viewed on the website www.sunderland.gov.uk/farringdonrow

A series of public exhibitions showing the Farringdon Row Development Framework will be on display, during the six week consultation period, at the following venues:

**The Bridges Shopping Centre
Wednesday 15 March to Thursday 16 March**

**Sunderland Central Library
Monday 27 March to Friday 31 March 2006**

**Sunderland Civic Centre
Monday 13 March to Friday 21 April 2006**

Staff from the City Council's Development & Regeneration Directorate will attend exhibitions at the following times if you wish to discuss the Development Framework.

**The Bridges Shopping Centre
15 March 09:00 to 17:00
16 March 09:00 to 19:00**

**Sunderland Central Library
28 March 10:00 to 13:00
29 March 14:00 to 19:00**

**Sunderland Civic Centre
13 March to 21 April 2006 during normal office hours upon request.**

If you wish to make comments on the Masterplan please use the comments form enclosed. Comments can be placed in the collection points provided at the above venues or returned to the City Council's Development and Regeneration Directorate. All comments should be returned by Friday 21 April 2006.

If you have any queries regarding the above please do not hesitate to contact my assistant Dan Hattle or Richard Crosthwaite on 5531714.

**Yours faithfully,
Director of Development and Regeneration**

Local Residents

1-9 Alliance Place, Sunderland
Deptford House, Alliance Street, Sunderland
1-42 Hylton Road, Sunderland
1-39b Lily Street, Millfield, Sunderland
1-40 May Street, Millfield, Sunderland
1-40 Rose Street, Millfield, Sunderland
1-40 Violet Street, Millfield, Sunderland

Businesses

Rock Top Scrapyard, Farringdon Row
Timber Supplies, Farringdon Row
B&Q Sunderland Warehouse, Deptford
Currys, Trimdon Street
PC World, Trimdon Street
Halfords, Trimdon Street
Various (1-42 Hylton Road)
Tesco Plc
Various (Silksworth Row, Sunderland)
Rock Top Autos, Farringdon Row
Ayres Quay Motors
CCS Cellular Ltd
ABB Ltd, Hanover Place, Sunderland
The Saltgrass, Hanover Place, Sunderland
Liebherr, Ayres Quay, Sunderland
The Winston Public House, Hanover Place, Sunderland
Allotment plot holders, Farringdon Row, Sunderland
Lofthouse & Partners, Sunderland
Crass & Co, Sedgfield
Tesco Plc
T Mobile Ltd