



Core Strategy and Development Plan Infrastructure Delivery Plan

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1 Introduction

What is this document and why is it needed?

1.1 This document is the Infrastructure Delivery Plan (IDP –September 2019) and has been prepared to support the delivery of the Local Plan’s Core Strategy and Development Plan (CSDP). Providing housing and employment opportunities is not sufficient to create sustainable communities; there is a need to provide the necessary supporting “infrastructure”. The CSDP provides the policies to set the framework for the provision of infrastructure; the IDP describes Sunderland’s infrastructure requirements, setting down:

- what is required,
- when it is required,
- the likely cost, and
- how it will be funded.

This is a strategic document and therefore does not detail every infrastructure project being planned in Sunderland; it does however set out the essential infrastructure projects needed to deliver the CSDP. Further detailed allocations and policies will be developed in the Allocations and Designations Plan that is intended to be produced over the next two years. Any infrastructure requirements identified as a result of the content of the Allocations and Designations Plan will be included in a future iteration of the IDP.

What is infrastructure?

1.2 Infrastructure is defined by the Cambridge dictionary¹ as:

“the basic systems and services, such as transport and power supplies, that a country or organization uses in order to work effectively”

Infrastructure is therefore at the heart of town planning, and is usually categorised into physical, social and environmental infrastructure. It is commonly understood to include:

- Transport
- Water supply;
- Wastewater;
- Energy;
- Telecommunications;

¹ <http://dictionary.cambridge.org/dictionary/english/infrastructure>

- Waste;
- Health;
- Social care;
- Education;
- Flood risk; and
- Coastal change management.

The Planning Act 2008 (as amended by the Localism Act 2011) also defines infrastructure to include sporting and recreational facilities, and open spaces, which are included within this document.

- 1.3 Although affordable housing can be considered local infrastructure to support community needs, it is not included within the scope of this document, as the Local Plan sets down that it will be provided by developers within new residential developments. Targets for provision have been developed through the Strategic Housing Market Assessment (SHMA) and appraised to ensure viability of the plan as a whole.
- 1.4 Infrastructure is not limited to the above categories, and other types have been discussed within this document. It should be noted that this document is not a comprehensive commentary of all types of potential infrastructure, and instead focuses on those types that are most closely linked to enabling housing and economic development.
- 1.5 The infrastructure needs of a locality are influenced by a number of factors including: the growth/decrease in a population; the changing needs of a population such as ageing; and changes in travel-to-work patterns. Effective town planning responds to these changes through the strategy at the heart of the Local Plan; the Infrastructure Delivery Plan supports the policy approach by demonstrating deliverability of this strategy.

Methodology and Governance

- 1.6 Legislation, national planning policy and guidance describe how Local Authorities should plan for infrastructure provision in England. This IDP has been prepared in accordance with national policy and guidance; more details can be found below and within Section 2 of this document.
- 1.7 The initial requirements to deliver the previous draft of the Core Strategy were assessed and set down in the IDP published in April 2013² to support the draft of the

² Sunderland City Council (April 2013), Infrastructure Delivery Plan

Core Strategy at that point in time. That document was prepared in consultation with key stakeholders. Since then new developments have taken place in the city and new opportunities have arisen such as the proposal to develop an International Advanced Manufacturing Park near the current Nissan factory. These changes mean that the options for how growth in Sunderland should take place have been reconsidered and the Core Strategy has been reviewed and updated and is now known as the Core Strategy and Development Plan (CSDP).

- 1.8 This document has been prepared in the aftermath of the United Kingdom referendum, where the voting result was to leave the European Union, resulting in significant uncertainty regarding and potential changes to funding and delivery for infrastructure projects. This version of the IDP represents the best data available at a snapshot in time.
- 1.9 The IDP working group³ has input into the preparation and update of this document. The following is a list of service areas that have representatives on this group.
 - Highways
 - Public rights of way and cycling
 - Drainage
 - Primary and Secondary Education
 - Public Health
 - Libraries
 - Museums & culture
 - Sports grounds
 - Parks, open spaces, leisure
 - Ecology and geodiversity
 - Waste

North East Combined Authority

- 1.10 Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland councils came together to form a combined authority known as the North East Combined Authority (NECA).
- 1.11 The Combined Authority was responsible for the coordination of important strategic issues affecting the whole north east region, such as transport, skills and attracting investment. Its purpose was not to replace individual councils but to continue to deliver the vast majority of services to local communities. The Combined Authority worked in partnership with north east local authorities to better share and prioritise resources, assets and funding and to ensure that they were used to deliver sustainable economic

³ See Appendix 2 for more details

growth. Investment decisions taken by the Combined Authority fully reflected business views ensuring that public investment was targeted to maximise business benefit, which is key to economic growth. The Combined Authority provided the formal accountability arrangements for the North East Local Enterprise Partnership.

- 1.12 However, on 1 November 2018 Parliament confirmed a £600 million devolution deal for the North of Tyne Authorities of Newcastle, North Tyneside and Northumberland, which resulted in the Mayoral North of Tyne Combined Authority (NTCA) assuming responsibility for the coordination of strategic issues, north of the Tyne. The NECA remains the coordinating authority for the South of Tyne Authorities of Gateshead, South Tyneside, Sunderland and Durham. The transport governance arrangements in the areas covered by County Durham, Northumberland, Gateshead, Newcastle, North Tyneside, South Tyneside and Sunderland Councils are distinct and are set out in the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018 (the Order). This Order provided for the arrangements for splitting the NECA into the NTCA and remainder of the NECA, for the south. Each of the two combined authorities are statutory Transport Authorities in their own right meaning that they have responsibility for strategic transport planning and the production of Transport Plans.
- 1.13 However, the former Tyne and Wear Authorities – two in NTCA and three in NECA are also covered by a Passenger Transport Executive (Nexus) under the 1968 Transport Act. This arrangement can only be altered or dissolved through primary legislation. To overcome this, the two Combined Authorities administer transport through a North East Joint Transport Committee (NEJTC) comprising the Leaders of the seven local authorities. Responsibility for passenger transport in Tyne and Wear is delegated to the Tyne and Wear Sub-Committee whose responsibilities cover Nexus, Metro performance and the Tyne Tunnels. Responsibility for passenger transport in Durham and Northumberland is delegated back to those two individual authorities
- 1.14 For more information on NECA and their roles within the south of Tyne area, please visit their website: <http://www.northeastca.gov.uk/>

North East Local Enterprise Partnership

- 1.15 The North East Local Enterprise Partnership (NELEP) was established in 2011 between the seven local authority areas of Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland. It is a voluntary partnership between local authorities and businesses formed by the Department for Business, Innovation and Skills to help determine local economic priorities and strategically lead economic growth and job creation within that area.

- 1.16 The Local Enterprise Partnership is responsible for driving the delivery of the North East's Strategic Economic Plan (SEP) which provides the region's 'road map' to economic success, outlining how an extra 100,000 more and better jobs can be created by 2024. The SEP details how the NELEP will work together with partners, businesses and communities in an innovative, pro-active and cohesive way, to allow them to implement the Plan's ambitions.
- 1.17 For more information please visit their website: <http://www.nelep.co.uk/>

Duty to Co-operate

- 1.18 As part of the process of developing the CSDP, SCC has engaged with neighbouring local authorities and other key partners to identify and broadly agree the approach to strategic planning matters.
- 1.19 A Memorandum of Understanding (MoU) was agreed in October 2012 by the Chief Executives of the seven Local Authorities of the North East Local Enterprise Partnership (plus the Northumberland National Park Authority); it has also been endorsed by the Leaders of each Council and Elected Mayor. The MoU is supported by an evolving joint Position Statement which was initially agreed in June 2013.
- 1.20 More detail on how the CSDP has complied with the Duty to Cooperate is set out in the Duty-to-Cooperate Statement which was submitted alongside the CSDP. In addition, Sunderland City Council has signed a number of Statements of Common Ground with neighbouring authorities which set out how strategic planning matters have been addressed.

Structure of this document

- 1.21 This IDP presents information in two sections for ease of use: a descriptive section and a detailed tabular schedule.
- 1.22 The descriptive section sets the context, how the IDP has been created and how it will be updated, and describes the current situation and anticipated needs for infrastructure to support the growth of the City. In doing so, the IDP considers each type of infrastructure that plays a role in helping to support the growth of Sunderland and the delivery of the CSDP. For each type of infrastructure, an overview of the current level of provision is provided, together with likely capacity issues that may occur as a result of the delivery of the CSDP, together with a brief analysis of how the planned provision can be delivered.
- 1.23 Information in the tabular schedule is either linked to projects to support the growth of the City as a whole, or linked to specific sites to enable the delivery of those locations.

1.24 Information contained within this document detailing the costs of infrastructure projects and when they will be required is based on evidence gathered through discussions with stakeholders, partners' strategies, and technical studies from a range of Council services and external infrastructure providers.

Monitoring and review

- 1.25 The first draft IDP was prepared in April 2013, and noted that the IDP is a living document which seeks to reflect up to date information on infrastructure provision and requirements. It recognised that content would be updated in line with changes to plans and strategies from external partners and stakeholders.
- 1.26 Infrastructure requirements will change during the time taken to develop and adopt the emerging Plan, and over the Plan period, in line with changing local and national government priorities, and the impact of planned growth as it is delivered.
- 1.27 The delivery of infrastructure and the new infrastructure requirements will be monitored and updated on a regular basis, in line with the Council's usual reporting on plan monitoring in the Authority's Monitoring Report (AMR), enabling the IDP to be tied into the delivery of the CSDP.
- 1.28 At this stage of writing the IDP (September 2019) the IDP has been updated to reflect representations made during the preparation of CSDP sets out the latest position with regard to infrastructure requirements.

Contact details

1.29 For further information about this document, please view the Council's website <http://www.sunderland.gov.uk/planningpolicy> or contact the Council's Planning Policy team using the following details:

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2 Context

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, which in terms of infrastructure, requires that Local Plans should:

"[...] plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework" (para 157).

2.2 The NPPF goes on to state that:

"Local planning authorities should work with other authorities and providers to:

- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas" (para 162).*

2.3 The importance of the preparation of an IDP is also highlighted:

"It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan. Any affordable housing or local standards requirements that may be applied to development should be assessed at the plan-making stage, where possible, and kept under review" (para 177).

2.4 The NPPF was revised and updated by Government in 2018 and has had further subsequent updates in February and May 2019. An important point to note is that the revised NPPF includes transitional arrangements relating to local plans and it states at paragraph 214,

"The policies in the previous Framework published in March 2012 will apply for the purpose of examining plans, where those plans were submitted on or before 24

January 2019. Where such plans are withdrawn or otherwise do not proceed to become part of the development plan, the policies contained in this Framework will apply to any subsequent plan produced for the area concerned.”

- 2.5 The CSDP was submitted to the Planning Inspectorate in December 2018. The plan is therefore being examined against the provisions of the NPPF (March 2012) in accordance with the transitional arrangements noted above.

Planning Practice Guidance

- 2.6 This web-based resource is published by the Department for Communities and Local Government (DCLG) and provides more detail on the policies provided in the NPPF, giving an indication of the Secretary of State’s views on how to implement those policies. Paragraph 18 of the PPG’s Local Plans guidance usefully emphasises the role and importance of infrastructure planning, providing very detailed guidance on the matter:

“[...] The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. This may help in reviewing the plan and in development management decisions. For the later stages of the plan period less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain. If it is known that a development is unlikely to come forward until after the plan period due, for example, to uncertainty over deliverability of key infrastructure, then this should be clearly stated in the draft plan.

Where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency arrangements and alternative strategies. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself [...]” (Ref ID: 12-018-20140306)

The requirements set out in the extract above have been incorporated into the methodology used through the preparation of this document.

Planning Obligations

- 2.7 Planning Obligations (sometimes referred to as ‘developer contributions’) are tools available to Local Planning Authorities to utilise within the planning process. Specifically, their use should be considered when an otherwise unacceptable development could be made acceptable in planning terms through an obligation being

provided by the developer. In terms of infrastructure, this can either be “in kind” where infrastructure is directly supplied by the developer, or it can be a financial contribution paid to the Council or passed to a third party to fund the provision of the infrastructure. Planning Obligations are used to secure measures that cannot generally be secured by imposing a planning condition or by other statutory means.

Community Infrastructure Levy

- 2.8 The Community Infrastructure Levy (CIL) was introduced through the Planning Act 2008, followed by secondary legislation in 2010 onwards. The levy allows local authorities to raise funds from owners or developers of land undertaking new developments. The CIL is collected through the preparation of a Charging Schedule, supported by a range of infrastructure planning and economic viability evidence.
- 2.9 The Council has not undertaken work to implement a Community Infrastructure Levy Charging Schedule (CIL) in the short term, but will review and potentially revise this approach having regard to relevant evidence.
- 2.10 If a CIL was to be adopted in Sunderland, it would be a non-negotiable schedule of tariffs set down in a document referred to as the CIL Charging Schedule, which would be reviewed on a regular basis. The money raised through the levy would help to top-up fund the infrastructure needed to deliver the objectives of the CSDP.
- 2.11 The Government commissioned an independent review of CIL in November 2015 to assess the extent to which CIL does or can provide an effective mechanism for funding infrastructure, and to recommend changes that would improve its operation in support of the government’s wider housing and growth objectives. The CIL Review Team paper⁴ was published alongside the Housing White Paper in February 2017. Proposals were published for consultation in March 2018 that reflected the CIL Review Team paper⁵. The proposed reforms set out in the consultation sought to deliver the following objectives:
- Reduce complexity and increase certainty for local authorities and developers; which will give confidence to communities that infrastructure can be funded.
 - Support swifter development by focusing viability assessment on plan making, rather than decision making (when planning applications are submitted). This speeds up the planning process by reducing scope for delays caused by renegotiation of developer contributions.

⁴ The CIL Review report is available at the following website:

<https://www.gov.uk/government/publications/community-infrastructure-levy-review-report-to-government>

⁵ The consultation document is available at : <https://www.gov.uk/government/consultations/supporting-housing-delivery-through-developer-contributions>

- Increase market responsiveness so that local authorities can better target increases in value; while reducing the risks for developers in an economic downturn.
- Improve transparency for communities and developers as to where contributions are spent with an expectation that all viability assessments will be made publicly available, subject to some very limited circumstances. This will increase accountability and confidence that sufficient infrastructure will be provided.
- Allow local authorities to introduce a Strategic Infrastructure Tariff to help fund or mitigate strategic infrastructure, ensuring existing communities can benefit.

2.12 The Government published its response to the consultation setting out how reforms would be taken forward in Autumn 2018⁶. A technical consultation was further published in December 2018, seeking views on whether draft regulations would deliver the Government's intended policy outcomes without giving rise to unintended consequences. The summary of responses to the technical consultation and the Government's proposed way forward, was published in June 2019⁷.

2.13 In summary, the Government proposes the following modifications to regulations to secure CIL and developer contributions:

- To speed up and streamline the introduction of the levy, the Government will prepare planning guidance on consultation requirements and taking consultation responses into account. The guidance will make clear that a minimum four-week consultation period will be required when consulting on a CIL charging schedule;
- Lift the pooling restriction of a maximum of five section 106 obligations to fund a single infrastructure project;
- Introduce a more proportionate penalty for the failure to submit a commencement notice to the charging authority. This penalty is proposed to be charged at whichever is lower, a surcharge of 20% of the chargeable amount, or £2,500;
- Implement a mechanism to enable reductions in the Levy liability to be calculated at the rate that applied when the original permission was granted;
- Consolidate all regulations relating to the calculation of Levy liabilities into a single schedule for ease of use;

⁶ The Government's response is available at: <https://www.gov.uk/government/consultations/supporting-housing-delivery-through-developer-contributions>

⁷ The Government's response to the technical consultation to reform developer contributions is available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/806284/Developer_contributions_government_response.pdf

- Amend the regulations to improve transparency around indexation, indexing the Levy to publicly accessible data (Building Cost Information Services (BCIS) All-in Tender Prices Index). The Royal Institution of Chartered Surveyors will produce a bespoke index for the Levy;
- Amend the regulations to request that Local Authorities replace Regulation 123 lists with annual infrastructure statements and identify what authorities will be required to report in their infrastructure funding statements. This includes removing the requirement to provide a forecast of anticipated future income from the Levy and planning obligations;
- Allow Local Planning Authorities to seek proportional and reasonable contributions towards the monitoring and reporting of planning obligations through S106 agreements; and
- Introduce regulations for the exemption of starter homes from the Levy.

Local Context and Planning Policy

- 2.14 Sunderland is a large city on the North East coast of England, bounded by County Durham to the South and West, Gateshead to the North West, South Tyneside to the North, and the North Sea to the East. The River Wear bisects the city, and flows to the busy Port of Sunderland. Sunderland is not focussed on just a single city centre, but also on several surrounding town and district centres, and benefits from the main arterial connections of the A19 and A1. More recently, developments have taken place away from the urban centres, towards out-of-town industrial locations and business parks at Doxford International, Nissan, Washington, Rainton, and the north bank of the Wear.
- 2.15 Outside the city centre lie a number of distinct communities. The south and west of the city, including Houghton-le-Spring, Hetton-le-Hole, Copt Hill and Shiney Row, is known as the Coalfield area, as coal has been mined there since Roman times. The Washington area developed around coalmining and it expanded rapidly following its designation as a New Town in 1965 and has been part of Sunderland district since 1974.
- 2.16 Sunderland currently has approximately 126,000 dwellings, with the vast majority of these being houses, and a population of 277,417 in 2018⁸. Despite a number of years of population decline, the population of the city has started to grow again and is expected to reach circa 290,000⁹ by the end of the plan period in 2033. To support growth, the CSDP plans for 13,410 net additional dwellings; and at least 7,200 new jobs over the plan period between 2015 and 2033. The overall spatial strategy for the

⁸ ONS 2018 Mid-Year Population Estimate

⁹ Sunderland Updating the Demographic Evidence, Edge Analytics, October 2016

city is set out in Policy SP1 of the CSDP, and this provides direction for where new development should be located; Policy SP1 (as proposed to be revised through Main Modifications) is shown in Figure 2.1 below. Three strategic locations are considered to be critical to the economic regeneration and housing growth of the city, the International Advanced Manufacturing Park (IAMP) located north of the Nissan plant, the South Sunderland Growth Area (SSGA), and the former Vaux Brewery site (known as “Vaux”).

<p>Strategic Policy</p> <h2>SP1 Development Strategy</h2>
<p>1. To support sustainable economic growth and meet people’s needs, the council, working with local communities, its partners and key stakeholders will:</p> <ul style="list-style-type: none">i. deliver at least 13,410 <u>net</u> new homes and create sustainable mixed communities which are supported by adequate infrastructure;ii. create at least 7,200 new jobs, particularly in key growth sectors;iii. develop at least 95ha of employment land;iv. deliver at least 45,400m² new comparison retail development; andv. ensure that sufficient physical, social and environment infrastructure is delivered to meet identified needs. <p>2. The spatial strategy seeks to deliver this growth and sustainable patterns of development by:</p> <ul style="list-style-type: none">i. supporting the sustainability of existing communities through the growth and regeneration of Sunderland’s sub-areas including the Urban Core (Policy SP2), Washington (Policy SP3), North Sunderland (Policy SP4), South Sunderland (Policy SP5) and the Coalfield (Policy SP6);ii. delivering the majority of development in the Existing Urban Area;iii. emphasising the need to develop in sustainable locations in close proximity to transport hubs. Higher densities close to transport hubs will be encouraged.iv. encouraging higher density development around and in close proximity to transport hubs;v. delivering the right homes in the right locations through the allocation of homes in the A&D Plan, the allocation of South Sunderland Growth Area and The Vaux and amending the Green Belt boundary to allocate Housing Growth Areas;vi. protecting Sunderland’s character and environmental assets including Settlement Breaks, greenspaces, Open Countryside and Green Belt; andvii. minimising and mitigating the likely effects of climate change.

Figure 2.1 Policy SP1 Sustainable strategy to deliver economic growth and sustainable patterns of development (Source: Sunderland City Council CSDP incorporating proposed Main Modifications, 2019)

2.17 The suite of policies throughout the CSDP ensure that sufficient infrastructure is provided to support new development and ensure sustainable growth for the City, with a dedicated policy, Policy ID1, on delivery mechanisms to ensure the proposed development is acceptable in planning terms.

Funding mechanisms

2.18 Funding for infrastructure comes from a variety of sources, including the Council's own capital budget, S106 developer contributions, the New Homes Bonus, Government grants and grants from other public bodies. Bids are usually prepared using evidence to demonstrate why the funds are needed, prior to receiving the grants. Sources of funding change over time, however recent sources of funding are listed below:

- Department of Health
- Department for Education
- Department for Transport
- Growing Places Fund Grant
- Regional Growth Fund
- Coast Protection
- Coastal Communities Fund
- Local Growth Fund
- Local Authority Accelerated Construction Fund (LAAC)
- Housing Infrastructure Fund (HIF)
- Better Care Fund Grant.
- Heritage Lottery Fund (HLF)
- European Regional Development Fund (ERDF)
- Homes England
- Arts Council

2.19 Where sources of funding are anticipated to be used to deliver infrastructure projects, they will be detailed in the schedule towards the end of this document.

3 Strategic Developments

International Advanced Manufacturing Park

- 3.1 An Area Action Plan (AAP) was prepared jointly by Sunderland City Council and South Tyneside Council to guide the comprehensive delivery of the International Advanced Manufacturing Park (IAMP) over the next 15 years. The IAMP AAP was adopted in November 2017 and forms a statutory part of the Local Plan for each authority.
- 3.2 Located next to the Nissan car manufacturing plant, straddling Sunderland and South Tyneside, the IAMP will provide approximately 392,000 sqm of new floorspace for automotive and other advanced manufacturing, engineering and related distribution businesses, delivered on a site of 150 hectares, creating 7,000 jobs directly on the site with many more in the wider area. A further 135 hectares of land within the AAP area will be retained for ecological and landscape mitigation within the Green Belt.

3.3 The IAMP was designated by the Secretary of State as a Nationally Significant Infrastructure Project (NSIP) in September 2015. This means that the IAMP proposal itself must be authorised by a Development Consent Order (DCO) under the Planning Act 2008. In the autumn of 2017, the first phase of IAMP (IAMP One) was extracted from the NSIP boundary in order to allow planning permission to be determined locally. This has since received planning permission with building work commencing on site. The remainder of IAMP will progress via the DCO route. The Government has also announced that 25 hectares within the early phases of the IAMP has the benefit of Enterprise Zone status.

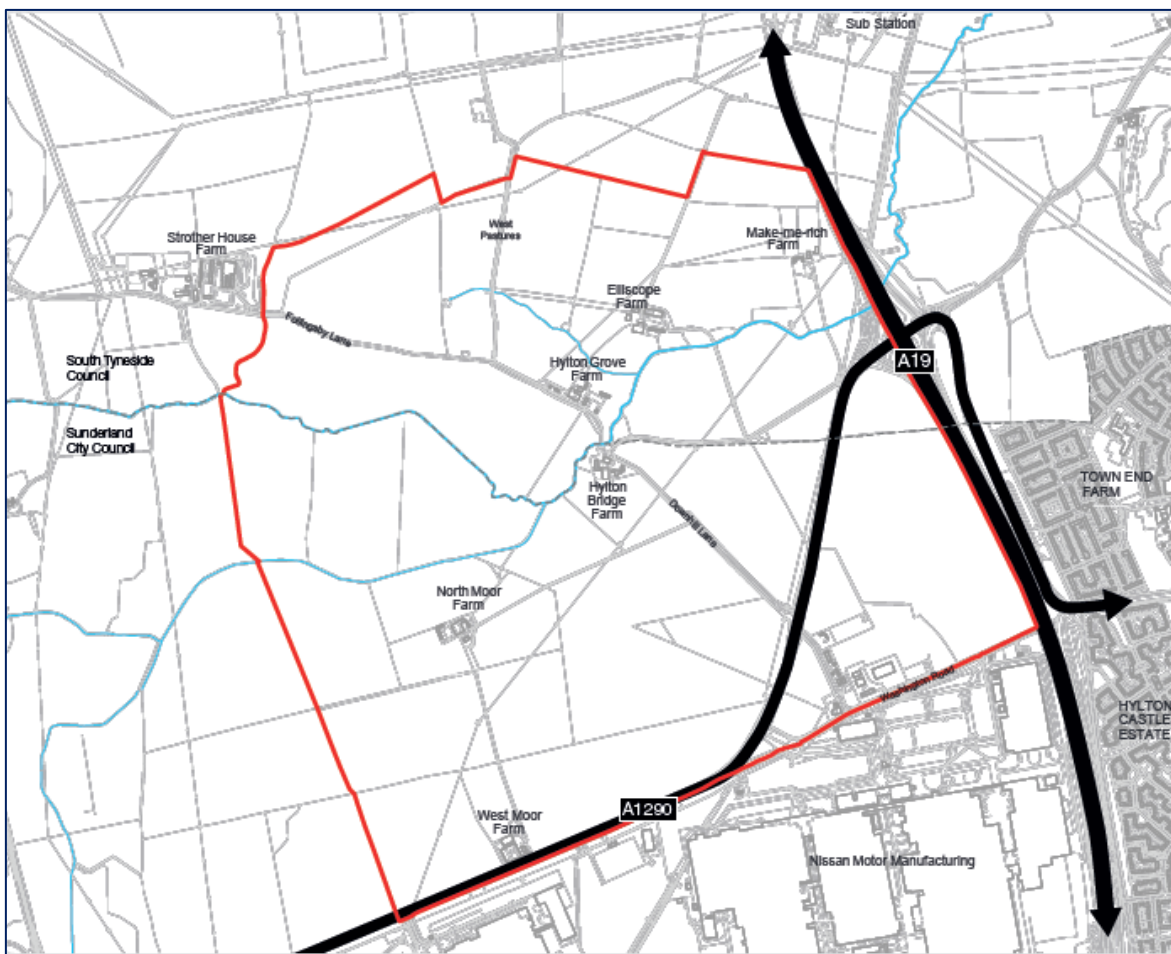


Figure 3.1: IAMP Boundary (Source: AAP Publication Draft Consultation Summary Document, 2016)

3.5 The AAP provides a policy context against which to consider future applications for DCOs and planning permission. It should be read as a whole alongside policies within the emerging and adopted Sunderland and South Tyneside Local Plans as these will continue to apply within the IAMP area, except where there is a site specific policy set out in the IAMP AAP.

- 3.6 An Infrastructure Delivery Plan (IDP) was prepared to support the preparation of the IAMP AAP, this identifies the types of infrastructure needed to bring forward the development, and summarises these needs, together with the lead delivery agencies and mechanisms. The IDP for the IAMP has been prepared as an independent and freestanding document. The infrastructure detailed in the IDP for the IAMP is set out in Appendix 1 of this document.
- 3.7 For more information on IAMP, please visit the dedicated webpage:
<http://www.sunderland.gov.uk/IAMP>

Vaux

- 3.8 The former Vaux Brewery site is comprised of 5.8 hectares of brownfield land on the north-western edge of the city centre, and is proposed to be redeveloped as an office-led, mixed-use scheme over the next 20 years. The site is bounded by the River Wear to the north, St. Mary's multi-storey car park to the east, and the Festival Park to the west.
- 3.9 The redevelopment of the Vaux site and the creation of a new Central Business District is a key component of the Council's Economic Masterplan. The Economic Masterplan notes that the City Centre has suffered both from the new employment developing almost exclusively on out-of-town sites and from depressed economic activity in the City following the rundown of the city's traditional industries; the proposed scheme could potentially add both office jobs and ancillary jobs in the City Centre.
- 3.10 Full planning permission was granted in 24 August 2016 for the first office building (6319 sqm), and outline permission has been granted for the remainder of the site consisting of further office buildings, 201 residential units, hotel, leisure and retail uses. Construction of the first building (the Beam) has now been completed. Full permission has also now been granted for a further office building on site consisting of over 18,000sqm of floorspace.
- 3.11 Prior to the submission of the applications, significant enabling works have taken place to provide the infrastructure necessary to support the development of the site. Much of these works have focussed on the re-alignment of St Mary's Way (which has been renamed St Mary's Boulevard), and improved public realm and landscaping. These enabling works have also been designed to deliver a further phase of the Council's multi-phase Sunderland Strategic Transport Corridor which also incorporates the new Wear Bridge and provides improved strategic access from the Port and the City's key development sites to the A19 and the wider area.
- 3.12 As part of the approval of the scheme, a Section 106 legal agreement has been entered into to secure the provision of infrastructure and affordable housing in relation to the

development including: improvements to Festival Park, contributions towards education and improvements to play facilities.

South Sunderland Growth Area

3.13 The South Sunderland Growth Area (SSGA) comprises 277 hectares of land and has the potential to accommodate around 3,000 new dwellings over the next 15-20 years and meet 20% of the city's future housing, providing much needed larger detached dwellings within a high quality environment and setting. SSGA comprises of four development sites:

- Chapelgarth
- Land North of Burdon Lane
- Cherry Knowle
- South Ryhope.

3.14 Due to the scale of development, there is a need to ensure provision of the supporting infrastructure which is essential to the creation of sustainable communities. This is likely to comprise a new primary school, a neighbourhood centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope-Doxford Link Road.

3.15 The HRA Screening Report for the SSGA identified that the development of the area would undoubtedly result in Likely Significant Effects (LSEs) on the European designations on the coast - the SPA/Ramsar & SAC, particularly as a consequence of human recreational disturbance. As such it is necessary to provide appropriate mitigation measures to counter any LSEs that might result as a consequence of development at the SSGA. The creation of South Sunderland Areas of Additional Natural Greenspaces (SSAANGs) will be required to provide areas of alternative natural greenspace to divert people from the coast. Green links should be created to ensure all SSAANGS are well-connected to one another, producing a network of accessible SSAANGs, while designated sites should not be used as SSAANGS.

3.16 The SPD for the SSGA provides further detail on what type and quantum of development would be suitable for each of the sites. It is envisaged that the sites will be able to accommodate approximately the following numbers of dwellings:

- Chapelgarth - 750 dwellings,
- Land North of Burdon Lane - 1000 dwellings,
- Cherry Knowle - 800 dwellings,
- South Ryhope - 450 dwellings.

3.17 Key infrastructure to be provided includes:

- Over 50ha of greenspace
- A new 1.5 form entry primary school which will also serve as a community hub
- Extension of two existing primary schools in close proximity to SSGA

- Wheeled sports area
- Formal play space
- 3G sports pitch
- Multi-use games area
- Allotments
- Small retail hub
- Extra care facility
- Extensive footpaths, cycleways and bridleways
- Sections of Burdon Lane to become a multi-user route
- Completion of the Ryhope-Doxford Link Road
- 10% Affordable Housing
- Family & Executive Housing

3.18 An Infrastructure Delivery Study (IDS) has been prepared to support the preparation of the SSGA Supplementary Planning Document (SPD). This IDS details the requirements, quantum and phasing of social and physical infrastructure associated with the sites in the SSGA, and provides costs for the Ryhope Doxford Link Road.

3.19 The IDS for the SSGA has been prepared as a standalone document. Due to the reliance on the SSGA for the delivery of the CSDP, projects that have been identified within the IDS have been replicated within this document, and clearly identified in the infrastructure schedule as such.

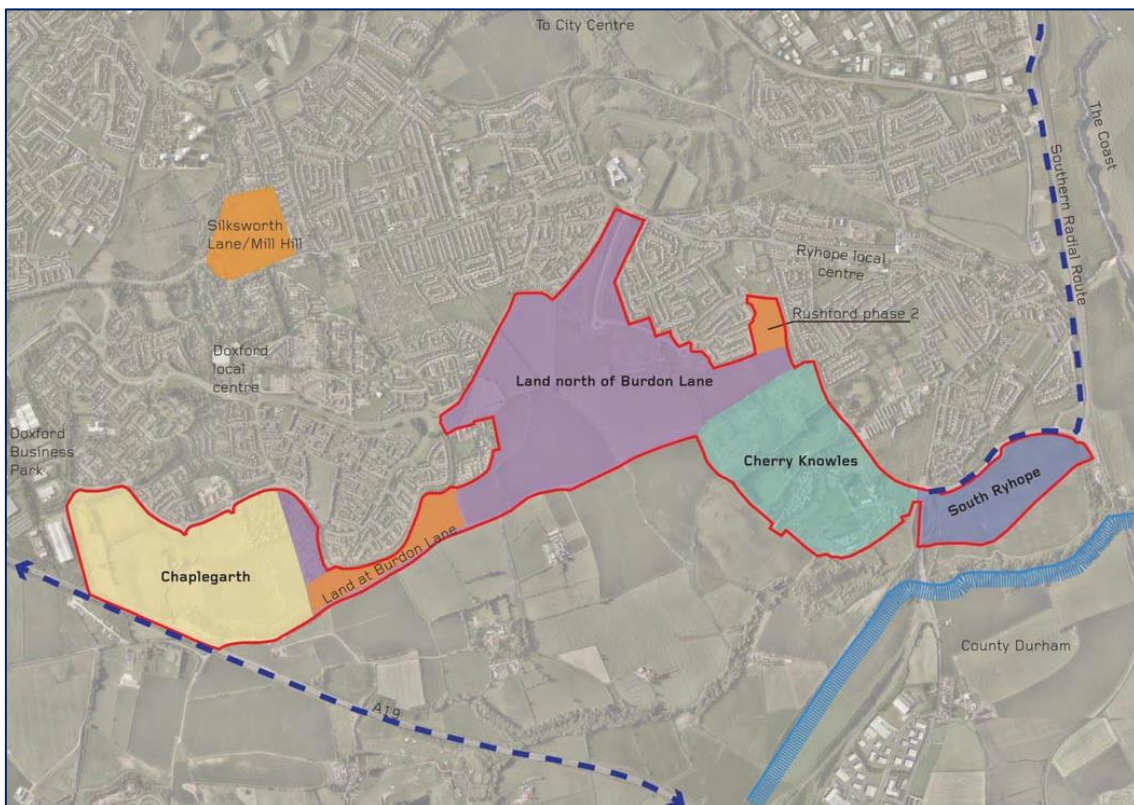


Figure 3.2: South Sunderland Growth Area Masterplanning Areas (Source: SSGA Draft Supplementary Planning Document, 2017)

Sources of information

Sunderland City Council and South Tyneside Council, 2017, *International Advanced Manufacturing Park Area Action Plan* [ONLINE]

<http://www.sunderland.gov.uk/iamp>

Sunderland Council, 2016, *South Sunderland Growth Area Draft Supplementary Planning Document* [ONLINE] [https://www.sunderland.gov.uk/article/12736/South-](https://www.sunderland.gov.uk/article/12736/South-Sunderland-Growth-Area)

[Sunderland-Growth-Area](https://www.sunderland.gov.uk/article/12736/South-Sunderland-Growth-Area)

4 Physical Infrastructure

Transport Overview

- 4.1 Sunderland has adequate transport links to the rest of the North East, as well as further afield, with the A19 Trunk Road passing through the City, rail links to the rest of the UK, the Metro, and buses servicing most of Sunderland. Figure 4.1 provides an overview of the transport network across the City.
- 4.2 The road network within Sunderland is made up of a hierarchy of routes, with the strategic highway network being maintained by Highways England, and the local highway network being maintained by the City Council.
- 4.3 In Sunderland, Highways England is responsible for the A19 and A194(M).
- 4.4 Nexus is the Passenger Transport Executive, which is responsible for coordinating public transport in Sunderland and the rest of Tyne and Wear including:
 - Operating the Tyne and Wear Metro;
 - Coordinating local bus services;
 - Maintaining bus stops and most bus stations;
 - Providing public transport information; and
 - Administrating the English National Concessionary Travel Scheme (ECNTS).
- 4.5 More detail on the road network, public transport, walking and cycling is provided in the sections below.

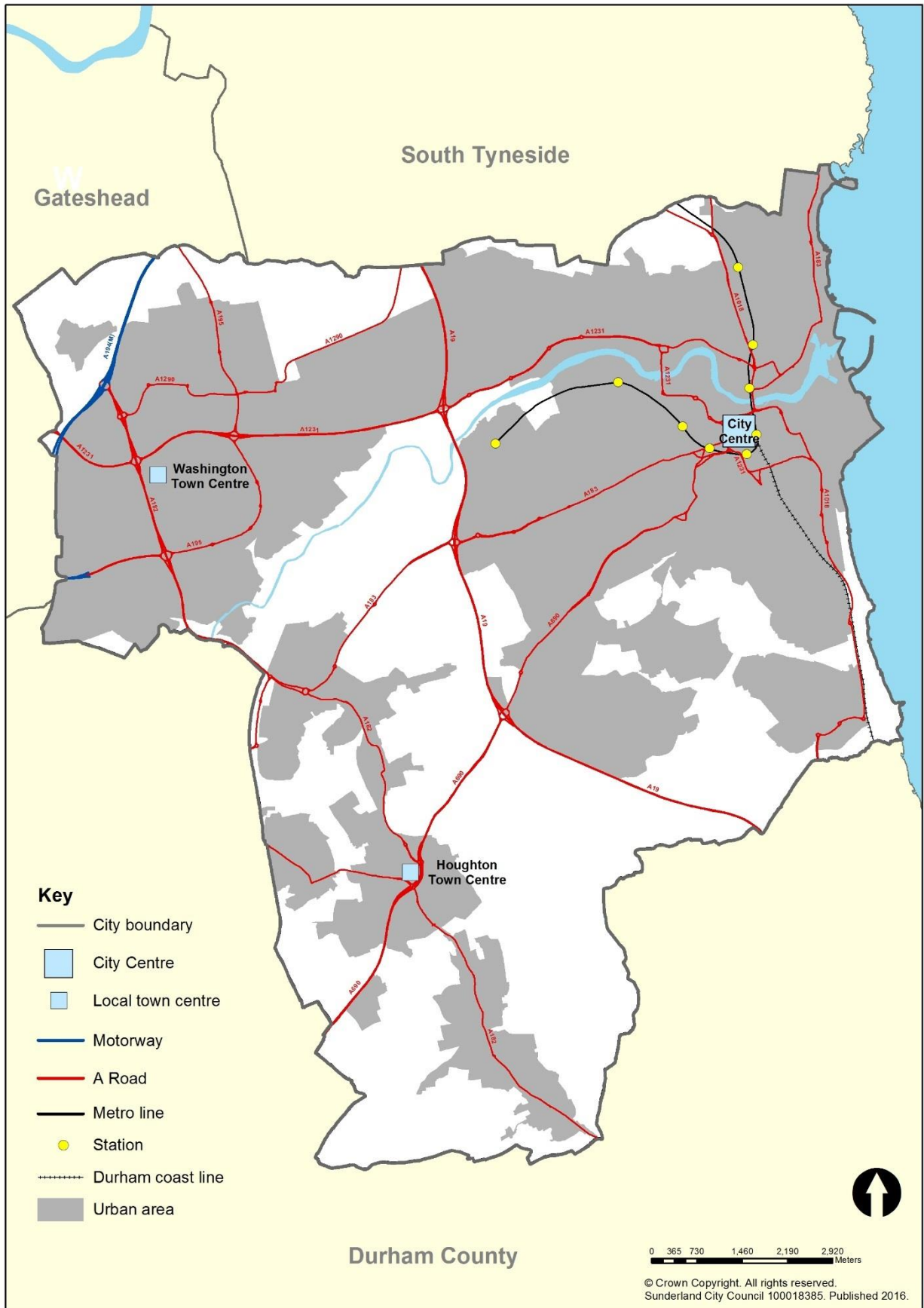


Figure 4.1: Map Showing the Highway, Metro and Rail Network Across Sunderland (Source: SCC)

The Road Network

Current Provision

- 4.6 The Local Transport Plan is a statutory document which sets out priorities and objectives for the development of transport. The plan is then used to bid for funds from the Government and as the policy basis for transport measures. Sunderland City Council worked with the other authorities in Tyne and Wear, and Nexus, to produce the third Local Transport Plan (LTP3) which was completed in March 2011 and covers the period between 2011 and 2021.
- 4.7 Since the publication of the LTP, strategic transport policy is now overseen by the North East Combined Authority (NECA). NECA are currently developing a further iteration of a Local Transport Plan to cover the whole area of the combined authority. The Combined Authority published an initial document in December 2016 which set out a manifesto for how the Combined Authority will deliver sustainable transport solutions across the North East over the next 20 years. The intentions set out in the manifesto will feed into a new LTP.
- 4.8 The Transport Manifesto set out a vision that states:
- “The North East needs good transport that enables economic growth and sustains jobs and communities.*
- We want to make sense of transport so that for people who live, work and visit here it is easy to use, reliable, affordable and accessible. Transport must also work for businesses that are located here, or are looking at moving to the North East. We want a transport system that reflects the character of our area: hard-working, efficient, accessible, and friendly.”*
- 4.9 The vision has been translated into seven themes:
1. Accessible: it should run as near as possible to where people live and want to travel to, and where businesses are (or want to be) located. It should be usable by everyone.
 2. Affordable: as far as possible, transport should be provided at a reasonable cost relative to the journey being undertaken.
 3. Reliable: the transport network should be one that we can rely on to work, with buses and trains running on time and congestion at a minimum.
 4. Easy to use: it should be easy to plan safe journeys, find out the best way to travel, pay for tickets and get all the essential information for your journey.
 5. Safe: the transport network should be, and be seen to be, safe regarding both road safety and also crime and fear of crime on public transport. Vulnerable users should be given greater protection than they currently are.
 6. Sustainable: the attractiveness of sustainable modes of transport should be improved. Transport should not have an adverse impact on the environment.

7. Integrated: the transport network should be connected so that people can switch easily between modes, and timings and methods of payment complement each other.
- 4.10 These seven themes have then been expanded into a set of guiding principles, which will govern what the North East Combined Authority are trying to achieve:
1. Good access to workplaces, services, shops and leisure
 2. Well-maintained, climate-resilient and safe transport networks
 3. Less road congestion
 4. More sustainable travel
 5. Growth in economic activity
 6. Better air quality and lower carbon emissions
 7. Healthy, active lifestyles
 8. Efficient use of transport assets
 9. Land use planning that favours sustainable travel
 10. Equality of opportunity
 11. Better cycling network
 12. Better connectivity across the UK
 13. Expand the public transport network
- 4.11 The previous third Local Transport Plan aimed to show how transport could address some of the key challenges of the area, including economic regeneration; climate change; equality of opportunity; and safety, security, health and quality of life. Walking, cycling, public transport, freight, and car travel were all considered.

Planned Provision and Funding

- 4.12 The Sunderland Strategic Transport Corridor is an on-going project, split into phases, to link brownfield sites along the river, the Port of Sunderland, and the industrial area of Hendon, to the strategic road network at the A19. The project includes a new bridge (the Northern Spire) over the River Wear which has a key role in regenerating Sunderland by relieving congestion, improving access and encouraging inward investment; the Northern Spire opened in Summer 2018. Work has commenced on Phase 3 of the SSTC, which will link the southern bridgehead to the city centre.

4.13 A Transportation Assessment of the CSDP was undertaken in 2017 which considered the likely impacts on the road network across Sunderland, and any mitigation required ensuring the CSDP was deliverable. The emerging transport assessment stated:

“The purpose of the transportation assessment is to guide the emerging Local Plan and the supporting Infrastructure Delivery Plan (IDP). The main requirements of the transportation assessment are to assess the suitability of the local highway network impacted by the Local Plan strategic sites and identify potential network improvements to enable the delivery of Sunderland’s Local Plan.”

4.14 The transport assessment provided a summary of potential mitigation measures for those junctions which were forecasted to become over-saturated during the Local Plan period. In Chapter 7 of the assessment it is stated:

“The areas of the highway network that will be impacted by traffic generated by the Local Plan development sites are generally centred around the IAMP site (Washington) and the residential sites surrounding Burdon Lane (Sunderland south sub-area). The highway network adjacent to Burdon Lane, for example, mainly consists of one-lane carriageways which do not provide sufficient capacity for the traffic demand generated by the proposed residential sites, which subsequently causes delay and queuing at the key junctions, such as those providing access to the A19.

...mitigation should not be explored in isolation for one specific location on the highway network, but should rather consider the links/approaches to junctions, as well as the operation of the junctions themselves. New bus and cycle connections should also be considered to reduce the need to travel by vehicles.”

4.15 A number of minor and major mitigation measures were suggested in the assessment (see Tables 21 and 22 in the assessment). The assessment goes on to analyse the capital project schemes already within the NECA pipeline schemes noting where planned expenditure will assist in delivering the mitigation measures identified in Tables 21 and 22 of the assessment.

4.16 Additional modelling of the Local Plan was undertaken in 2018 with results published in the form of two addendum reports. The addendum reports present outputs from the further modelling required taking account of the proposed revisions to the Local Plan that emerged over the past twelve months and the updated SHLAA.

4.17 The infrastructure schedule at the end of this document gives the latest information on highways schemes drawn from Sunderland City Council sources and the North East Combined Authority. The Council are continuing to hold regular meetings with Highways England in terms of managing and mitigating the potential impacts of proposed developments and allocations on the strategic road network and its key junctions.

- 4.18 The Strategic Road Network (SRN) in Sunderland consists of the A19 and A194(M). The SRN is fundamental to the sustainable growth of Sunderland and the wider north east area. In addition to the commuter routes referenced above, it is used by freight operators to carry products into and out of the region, particularly for Nissan and their 'just-in-time' supply chain. Given this mix, the route is put under strain at the peak times by commuter traffic.
- 4.19 A number of junction improvement schemes which will improve traffic flows on the A19 have already been identified and now have committed funding including:
- A19 Testo's junction in South Tyneside
 - A19 Downhill Lane junction near the boundary with Sunderland
 - A19 / A690 Doxford Park junction interim scheme
- 4.20 Highways England has modelled the impact of the Local Plan development to 2028 with these committed schemes in place and established that the highways infrastructure is insufficient to accommodate the anticipated increase in traffic on the SRN. Therefore, the following additional schemes will be required in order to adequately mitigate the impact of the plan to 2028:
- Southbound widening of A19 between Downhill Lane and Wessington Way
 - Improvement to A19 Wessington Way junction, including upgrade to off slip roads, widening of A1231 to east of junction and upgrade to Ferryboat Lane junction
 - North and southbound widening of A19 between Chester Road and Doxford Park
 - Major scheme at Doxford Park junction to provide segregated left turn from A690 west to A19 north
 - New road bridge over the A19 in North Sunderland to be delivered through the IAMP TWO Development Consent Order
- 4.21 Other schemes on the Local Road Network identified in the Schedule will assist in reducing the impact on the SRN and redistributing traffic on the Local Road Network (see Essential Schemes Table – page 89).
- 4.22 The Council and Highways England are working together to further develop a delivery plan for the implementation of these measures and any further schemes which may be required to mitigate the plan to 2033. Details of this will be included in the MOU between the two parties. As and when these proposals progress the Council will update the IDP.

Buses

Current Provision

- 4.23 Of all public transport modes, bus use is the most common in Sunderland. Despite encouraging the use of buses, car ownership is increasing and bus patronage is falling. Measures such as the NECA Bus Strategy and bus corridor improvement schemes are seeking to increase patronage, by improving accessibility, frequency, speed and quality of services.
- 4.24 Although most parts of Sunderland are considered accessible by public transport, this conceals the overall lower level of provision in parts of the City, such as Washington and the coalfield area. Access to employment from these areas presents a challenge, in view of the degree of difficulty encountered in making some journeys by public transport.
- 4.25 There are three main bus operators in Sunderland: Stagecoach, Go North East and Arriva. These services are supplemented by smaller operators such as Compass Community Transport, Stanley Travel, and Kingsley who operate secured services and secured works and scholars' services commissioned by Nexus. In the centre of Sunderland, Go North East operates three hybrid electric minibuses on the Connect 700 service, funded through the Green Bus Fund, in partnership with Sunderland City Council, Sunderland University and Nexus, providing a low emission bus service linking the university campuses, significant 'destinations' and city centre.

Planned Provision and Funding

- 4.26 Private operators provide the majority of buses, the extent and frequency of services is at the commercial discretion of the operator concerned. Where routes are deregistered because they are not commercially viable, Nexus may examine the viability of providing the services on a subsidised basis subject to increasingly difficult budgetary constraints. If the decision is taken to provide a subsidy, the service is tendered and the most appropriate bidder in terms of cost and quality is awarded a contract to operate the service.
- 4.27 For the SSGA it is intended that public provision will be made from the start of development. Nexus has indicated that walking distances from the furthest extents of the key sites to existing bus routes are unacceptable. It will therefore be necessary to either divert existing bus services to serve the new developments, or to provide new routes. Developer contributions will be required to pump prime these additional and expanded services until there is sufficient patronage to provide a commercially viable service.

4.28 The Transport Assessment commissioned by the City Council identifies potential improvements to the public transport network which would improve connectivity between the largest Local Plan sites where movements between the sites are anticipated to be significant. Chapter 8 of the assessment concludes:

“Based upon this analysis, the following public transport accessibility enhancements would improve public transport connectivity between the largest residential and employment sites being delivered as part of the Local Plan (Appendix J):

- *Connection 1: connecting Local Plan sites located in the northern part of Washington (sites 56, 538, 312, 258, 628, 632, 543, 252) with the cluster of employment sites (62, 64, 66 and 70) around the industrial parks along A1231, as well as Sunderland north sub-area and Sunderland city centre;*
- *Connection 2: connecting Sunderland city centre with the employment sites located on the Port and Hendon Industrial Estate, connecting to the large residential sites located on Burdon Lane in the Sunderland south sub-area, and connecting with Rainton Bridge North Industrial Estate;*
- *Connection 3: linking Sunderland city centre with the cluster of residential sites (sites 417, 115, 468 etc) located in the Coalfield sub-area which have the lowest level of public transport accessibility;*
- *Connection 4: connecting the residential sites situated south of IAMP in Washington to the IAMP employment site and the employment sites at the industrial parks around the A1231;*
- *Connection 5: linking Sunderland city centre and the Sunderland north sub-area with the residential sites in south-west Washington. This connection includes passing through Turbine Business Park;*
- *Connection 6: connecting Sunderland city centre with Sunderland south sub-area and with Rainton Bridge North Industrial Estate, via Burdon Lane, and the western sites in the Coalfield sub-area;*
- *Connection 7: connecting the major residential sites surrounding Burdon Lane in the Sunderland south sub-area with the major IAMP employment site in Washington, via the A19; and*
- *Connection 8: an alternative to connection 7 where the route takes an alternative path through the residential sites around Burdon Lane.”*

The Metro and Rail Network

Current Provision

- 4.29 Network Rail is the owner and infrastructure manager of the National Rail Network in the UK. The local rail network in the NECA region is surprisingly sparse in relation to population. This is for two reasons – the predominance of Metro on much of the former British Rail local rail network on Tyneside and Wearside, and the long-distance, high speed focus of the East Coast Main Line (ECML).
- 4.30 The Metro is a fairly self-contained light rail system servicing passengers across the Tyne and Wear which originally opened in 1980, and is summarised in three key statistics:
- 38 million passenger trips per year
 - 90 trains
 - 60 stations
- 4.31 The Metro has two lines, which are depicted in Figure 4.2:
- The Green Line runs between Newcastle Airport and South Hylton via Newcastle city centre, Gateshead and Sunderland.
 - The Yellow Line takes a looping route between St James and South Shields
- 4.32 In the Sunderland area the Metro system operates over track and infrastructure owned and operated by Network Rail. The South Hylton extension opened in 2002, and is electrified using Metro's 1500v DC overhead power standard. The section between Sunderland and Pelaw is shared with inter-city, regional and freight operators. There are nine metro stations in Sunderland at: South Hylton, Pallion, Millfield, University, Park Lane, Seaburn, St. Peters, Stadium of Light and the City Centre. All the stations are managed by Metro apart from the Sunderland station which is shared with inter-city and regional rail operators. All other aspects of the section, including signalling and operating standards, are in line with normal Network Rail group standards. Nexus operates Metro services under a track access agreement with Network Rail, valid until 2032.
- 4.33 Between 2010 and 2016, £218million has been invested in the current Metro system through the Metro Reinvigoration Project. 24km of track has been re-laid, 44km of new signal cables and 31km of troughing installed in order to accommodate modern communications systems for public address, CCTV and Customer Help Points. Stations have been modernised and 18 escalators and 12 lifts replaced across the network with more energy efficient models. The fleet of Metrocars has also been refurbished and there has been investment in safety critical systems such as the in-cab radio and traffic management systems.

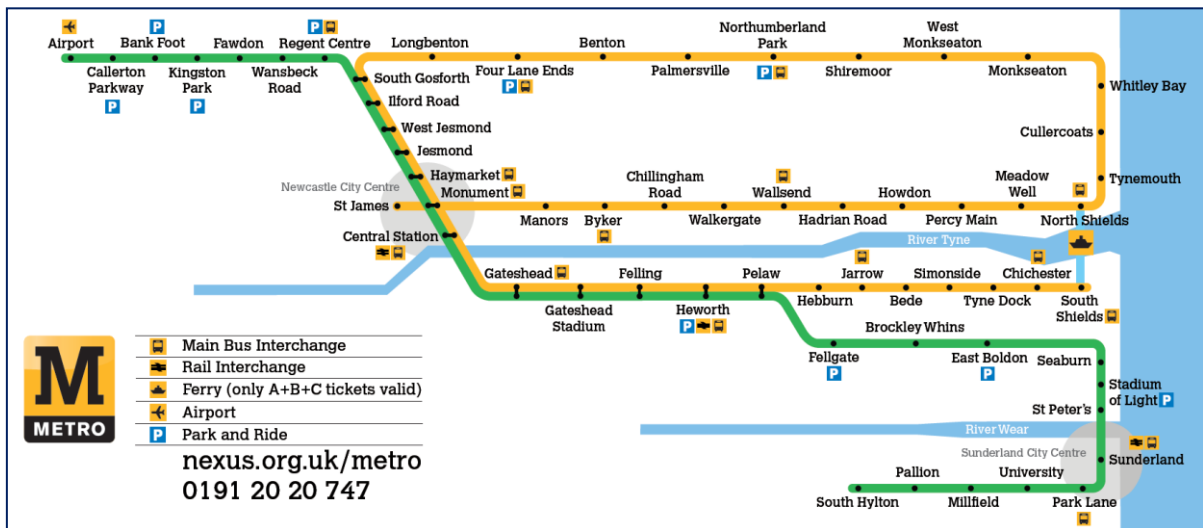


Figure 4.2: Map of the Metro Network (Source: Metro and Local Rail Strategy, 2016)

- 4.34 Regarding the heavy rail network, local rail services in the North East are provided by a franchise operator, currently Northern Rail (Arriva Rail North). The main railway station in Sunderland city centre, which is owned by Network Rail and managed by Northern Rail. The station is served by the Durham Coast Line which connects Tyneside and Wearside with Teesside. Between Newcastle and Sunderland, the route is shared by Metro and heavy rail services, and south of Sunderland heavy rail services run to Middlesbrough. Inter-City services to York and London Kings Cross are provided by Grand Central Railways and Virgin Trains East Coast. The route is also heavily used by freight trains. A new station serving Horden and Peterlee is programmed for delivery by 2020. Heavier use of the line would be contingent upon re-signalling and increased line speeds to improve route capacity and reliability.
- 4.35 The Leamside line is a 21-mile stretch of dormant line from Tursdale, County Durham, to Pelaw, near Gateshead. It was mothballed in 1992 and 19 miles of track was lifted in 2012. A number of feasibility studies into its future use for freight, Metro and to provide additional capacity to the East Coast Main Line have been undertaken over the years but there are no definite proposals for it at present.

Planned Provision and Funding

- 4.36 Modernisation is vital to replace infrastructure which has been in use since the Metro system opened in 1980, including tracks and track beds, overhead line equipment (OHLE), cabling and structures. It is also needed to provide modern standards of accessibility, comfort and customer information to passengers.
- 4.37 The Metro Reinvigoration Programme is a government-funded £350m programme to modernise the system between 2010 and 2021 and is comprised of three phases.

Phase 1 is now complete and involved provision of a ticketing and gating programme alongside the introduction of smart ticketing products. Phase 2 is currently under way, ensuring that tracks, buildings, systems and stations are maintained and renewed in the best possible condition. The funding of a new Metro fleet, which comprises part of phase 3 alongside network route extensions, is now assured with government offering £337m towards the cost of a new fleet of 84 trains (or 42 if they are specified as double-length single units). The first new trains will arrive by the end of 2021, with the old fleet fully replaced by 2024. The fleet depot will be renewed on the existing site to accommodate the new fleet.

- 4.38 Beyond 2021, further renewals will be required and Nexus is preparing a business case to submit to the government to obtain a further £518.5m of funding for the period 2021-2035 for the following key areas: civil engineering works; permanent way; signalling; level crossings; depot equipment; plant; mechanical and electrical; stations; power; capital maintenance; and ticketing and gating.
- 4.39 Since 1 April 2016, the Northern and TransPennine rail franchises that provide local passenger rail services in the area have been managed in partnership by the DfT and 'Rail North', a local authority grouping of which the NECA is a member. In the longer-term Nexus are looking to enable local rail and Metro services to work alongside each other with a common set of passenger standards and ticketing arrangements. For the duration of the existing Northern franchise, local rail services will be funded by the Department for Transport, with the scale of overall subsidy support decreasing sharply over the duration of the franchise from £275m per year in 2016/17 to £73m in 2024/25. It will be important to ensure that funding is sufficient to support the delivery of strategic objectives related to a single Metro and local rail network.
- 4.40 Regarding future expansion, the Metro Futures project is examining the potential of existing and disused local rail corridors combining with the Metro network to create a single Metro and local rail network, at a lower cost than new-build railways. In view of the route's potential, it is intended that the Leamside Line alignment continues to be protected.
- 4.41 The Leamside Line rail corridor offers an opportunity to improve connectivity across Sunderland. The corridor extends south from the Pelaw area of Gateshead via Washington, Penshaw and Fencehouses and skirts the eastern edge of Durham City before connecting with the East Coast main line north of Ferryhill. Although lying disused for over twenty years, the route of the line remains in the ownership of Network Rail and is relatively free from obstructive development, although the condition of the assets and structural infrastructure is not currently known to any great degree.
- 4.42 There are also a number of areas where the existing Metro network can be upgraded to create a more effective service:

- Linking the Washington area to the Metro and local rail network to provide better public transport links with Sunderland city centre in particular.
- Doxford Park is home to the city's biggest business park, Doxford International, a 51 ha site that provides 8,000 jobs. The area surrounding the site experiences peak-time traffic congestion which impacts upon the adjacent A19 trunk road. A route between Doxford Park and Sunderland city centre could utilise the former Hetton Colliery Railway alignment which was built to transport coal to the banks of the River Wear. Most of the route between Doxford and the city centre is free from development, however underpasses beneath Durham Road and Premier Road would need to be re-constructed, as well as a junctions with the existing Metro network west of University.

4.43 Figure 4.3 shows an indicative future Metro and local rail network, and illustrates the relationship between the Metro, local and long-distance rail networks. Before this can take place, the feasibility of these options needs to be fully assessed, funded through the DfT's Local Major Schemes process. If necessary the Allocations and Designations plan will allocate these routes, subject to viability. For example the former rail corridors from South Hylton Metro Terminus to Penshaw / Leamside Line, and from Doxford International to the city centre, have been converted into strategic cycle / bridleway corridors including the Metro Cycle Route and the Walney to Wearside NCN-70.



Figure 4.3: Indicative Future Metro and Local Rail Network (Source: Nexus)

Walking and Cycling

Current Provision

- 4.44 The Council is responsible for an extensive network of more than 225km of public rights of way and cycle lanes. Cycling levels have increased by over 8% per year since 2006. The social, health and environmental benefits are recognised and valued in the emerging CSDP and LTP. Building upon the existing network of cycle routes, footpaths and bridleways, new provision is planned across the city.
- 4.45 The Council seeks to deliver appropriate and beneficial network development by exercising consultation in the development of strategic network plans and in project design. Consultations are carried out with Elected Members, statutory consultees for highway changes, national representative bodies such as the British Horse Society (BHS), Cyclists Touring Club (CTC), and Sustrans, as well as the Tyne and Wear Local

Access Forum and localised interest groups. The city benefits from multiple national network routes including NCN Route 1 and 7 and Regional Cycle Network 11 and 70, and the England coastal path National Trail. Network development is geared towards growth in cycle trips for work, education, retail and recreational journeys.

Planned Provision and Funding

- 4.46 Due to on-going downward pressure on budgets, it is not generally possible to set fixed timescales for infrastructure delivery, however network development has continued at a solid pace via external grants, agreements and expeditious use of existing budgets, with delivery of significant new or improved network year-on-year. The Council hopes to secure network development budgets from the Government's Cycling and Walking Investment Strategy commitments over the course of 2017-2022.
- 4.47 The principles of cycle and public rights of way network development are set out in the Local Transport Plan (LTP) and its Rights of Way Improvement Plan (ROWIP). The LTP/ROWIP set out standards and connectivity requirements for current layouts and future development. They also set out an overarching approach to develop a strategic regional cycle network plan with neighbouring authorities, broken down to independently important sections to ensure best targeting of available budgets. Similarly, a strategic equestrian network plan is to be mapped, segmented and broadly costed. To this end, draft strategic cycle networks have been prepared in conjunction with all five Area Committees, who have supported and endorsed this approach, and development has commenced on a strategic equestrian network within the Coalfields area.
- 4.48 Network development funding comes principally from the Council's capital programme, externally sourced grants, developer contribution of new or adapted infrastructure via s.38/s.278/s.106 agreements, joint working with Highways England, and highway creation and land transfer agreements. The working presumption is that all significant highway schemes and developments need to be accessible to and through by non-motorised modes, and suitable opportunities identified for inclusive improvements. Developer contributions for appropriate network adaptation and extension have been consistently secured, for example at the Enterprise Zone and housing and industrial development sites at East Washington, Houghton-le-Spring, East Rainton and Ryhope,
- 4.49 Significant external grants have been secured in the past from the DfT and Regional Growth Fund, and design and delivery of strategic infrastructure and development includes accessibility and permeability measures. During 2015-2016 around 25km of high quality off/beside-road pedestrian/cycle routes were built/widened/converted to link residential areas to the East Washington strategic employment development area,

funded by DfT/RGF/Washington Area Committee grants. During 2016-2017 a substantial phase 1 expansion of the city centre cycle network was delivered with a Local Sustainable Transport Fund (LSTF) grant. During 2017-18 important new connections were built north to the South Tyneside boundary on the A184 and A1018.

- 4.50 The IDS for the SSGA has identified that improvements to existing cycling routes are required, together with works to improve linkages with the nearby cycle network, and full cycle permeability within the new development sites. All cycle routes/improvement should be implemented as part of the development and be funded by the developer. For the SSGA a masterplan of prospective routes has been mapped and has been delivered on at Cherry Knowle phase 1 and is incorporated in the plans for Chapelgarth.
- 4.51 The SSTC is delivering full pedestrian/cycle permeability in phase 2/bridge construction, and is in the designs for phase 3. The Enterprise Zone phase 1 has been delivered, and phase 2 is delivering substantial pedestrian/cycle network connectivity. Development planning for IAMP has included consultation to connect to existing and provide valuable new routes.
- 4.52 Three strategic transport corridors have been identified for long term development of cycle routes including the A690, A1018 and A19. Joint working with Highways England means that during 2017 all Non-Motorised Users (NMU) crossings of the A19 are being designed or considered for designs to improve safer permeability for cycles and equestrians, including conversion upgrade of the east side footway of the A19 Hylton Bridge, the Herrington accommodation bridge, and the Burdon Road bridge by the SSGA Chapelgarth site. These developments will transform cycle/equestrian permeability, unlocking sustainable travel options and bolstering rural economic diversification. Enabling cycle use of an improved A19 Hylton Bridge east side footway would vitally elevate affordable sustainable employment access from West Sunderland and the South Sunderland Growth Area to East Washington.
- 4.53 The Council wishes to promote sustainable and active travel for environmental, health and land use planning purposes. For example, the regenerated Vaux site is anticipated to generate 2,400 jobs but sustainable travel improvements at St Marys Way, through SSTC 2+3 in conjunction with 2016-17 extensions to the city centre cycle network will significantly mitigate the need for parking provision on the site. Work with the University of Sunderland on travel planning aims to promote and enable non-motorised travel between campus sites. The Council has delivered a work place travel planning programme with larger employers across the city for several years.
- 4.54 The City Council wishes to promote sustainable travel and aims to improve the connectivity of the City by encouraging reductions in trip distances and supporting trips by cycling, this is reflected in the CSDP strategy. The policy on planning obligations also seeks to ensure that local walking and cycling improvements are secured through

planning obligations where they meet the statutory tests set out in the Community Infrastructure Levy Regulations 2010 (as amended).

4.55 As at Autumn 2018 NECA is progressing a Cycling and Walking Strategy and Implementation plan for the NECA area as part of an emerging North East Transport Plan, with finalisation contingent on the outcome of the North of Tyne Governance Review. This contains strategy and objectives for network development at low medium and high budget forecasts. For Sunderland this includes important network development proposals across the city, amounting to a projected £11.2m. These include developments to upgrade connectivity on key busy transport corridors (A19, A183, A690, A1018), a second phase of city centre permeability improvements, Coalfield employment connections, and full facilities to cross the A19 Hylton Bridge to link West Sunderland to employment sites at SEP and East Washington.

The Port of Sunderland

- 4.56 The Port of Sunderland covers 106 hectares, has been operational for over 150 years, and is the UK's second largest municipally owned port. Located close to Scandinavian and continental European sea routes, it provides cargo handling, warehousing and distribution services. The Port includes significant maritime infrastructure assets including a sheltered artificial harbour, deep water quays with 24/7 access to the open sea; an extensive impounded dock system; cargo handling facilities; along with ship repair, dry dock and marine engineering facilities.
- 4.57 Access to the port by road is not currently well-related to the strategic road network. The creation of the A1018 Southern Radial Route in the early 2000s improved connectivity to the A19 and the south but connectivity to the west and north remains via inadequate local roads. The Sunderland Strategic Transport Corridor Commercial Links scheme will address this by providing a new access into the port.
- 4.58 In 2015, improvement works to the railway line into the port were completed, enabling the line to be re-commissioned and allowing up to five trains a day to operate into and out of the port, thus increasing freight operations to and from the port.
- 4.59 The CSDP aims to improve the connectivity of the City through the reinvigoration and future development of the Port of Sunderland, and this is reflected in the CSDP strategy. A total of 8.3 hectares of the port has also been designated as an Enterprise Zone and will benefit from enhanced capital allowances. The site will focus on manufacturing, storage and distribution particularly for offshore renewables energy, marine industries such as cabling and export focused sectors which make the most of the location of the port. Further details are available on the North East LEP website.

Energy

Current Provision

4.60 The electricity industry in England is divided into four main sectors:

- The generators, who own both the large power stations and smaller renewable generators. The generators produce electricity from a variety of fuel sources.
- The transmission companies, who own and operate the 400kV and 275kV transmission network that links the major power stations and transports electricity in bulk across the country. National Grid Electricity Transmission is responsible for the transmission network in England and Wales.
- The distribution companies, who own and operate the lower voltage electricity network, connecting the smaller power stations and the national grid to every electricity customer in Britain. This is comprised of overhead lines and cables at 132kV and below.
- The electricity suppliers, who buy the electricity produced by the generators, sell that electricity to their customers and pay the network operators for the transportation of that electricity across their networks.

4.61 In this region, the main supplier of electricity is Northern Powergrid (NPG) whose network consists of around 91,000km of overhead lines and underground cables, and more than 31,000 substations.

4.62 Gas is distributed nationally via the high pressure National Transmission system to a series of Local Distribution Zones (LDZs). There are eight Gas Distribution Networks (GDNs) currently owned by four companies, which each cover a separate geographical region in Britain. In addition there are a number of smaller networks owned and operated by Independent Gas Transporters (IGTs) – most but not all of these networks have been built to serve new housing.

4.63 The LDZs are operated by Gas Distribution Operators (DOs). The gas supply companies pay National Grid Transmission and the DOs a tariff for the use of the gas networks for access to their end-customers. The key groups of organisations are currently:

- Producers – Provide gas at Terminals around the country
- Gas Transporters – Own, operate and maintain the physical assets (pipes, plant and equipment) used to transport gas from the terminal to the consumer
- Shippers – purchase gas from producers, pay Transporters to move it to consumers, and sell gas to consumers
- Metering Organisations – own the meters

4.64 Operating under the Gas Act 1986, the Distribution Operators have an obligation to develop and maintain an efficient and economical pipeline system and to comply with any reasonable request to connect premises, provided that it is economic to do so.

4.65 Northern Gas Networks (NGN) owns and manages a gas distribution system of 37,000km supplying gas to 2.6m users. NGN is the gas transporter that owns and operates the Gas Distribution Zone network in Sunderland, although there are also a number of Independent Gas Transporters that operate within the City. NGN does not supply gas, but provides the networks through which it flows. The NGN infrastructure in Sunderland is extensive, covering the major conurbation and many of the smaller towns & villages. See figure 4.4 for a map of coverage.

4.66 NGN publishes a Long Term Development Statement (LTDS) annually. This document provides a ten-year forecast of transportation system usage and likely system developments that can be used by companies contemplating connecting to the gas network, entering into transport arrangements, or wishing to identify and evaluate opportunities. For more information on the Long Term Development Statement, please visit the following webpage:

<http://www.northerngasnetworks.co.uk/document/long-term-development-statements/>

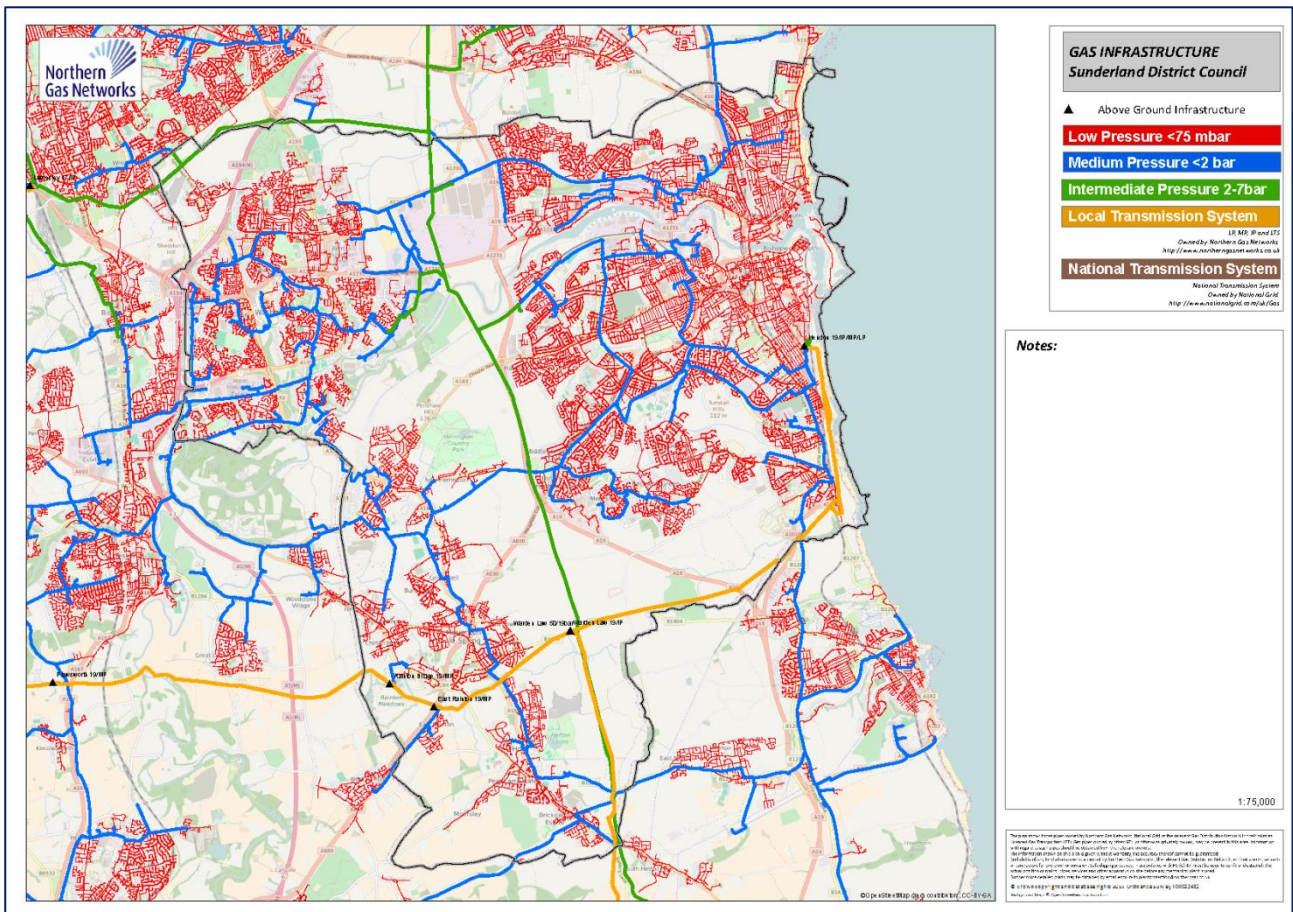


Figure 4.4: Gas Distribution Network in Sunderland (Source: Northern Gas Networks, 2016)

Planned Provision and Funding

- 4.67 In December 2014, the Government published a new practical guide for housebuilders on the provision for utilities¹⁰. The document set out what developers and utilities companies should expect from each other when providing appropriate utilities to bring forward future development. Whilst targeted at housing developers it is relevant to all kinds of development.
- 4.68 Northern Powergrid (NPG) publishes a demand availability map that provides information on the network's capability to connect large-scale developments to major substations. They also provide an online service that differentiates between connections for single dwellings through to larger strategic developments.
- 4.69 All costs associated with the connection to the existing gas network and works downstream of this are generally fully funded by the customer (either the consumer, developer, consortium, etc.). If it is necessary to reinforce the network upstream of the connection point, an Economic Test is applied to these costs (based principally on the size of the load and the nature of the upstream network), the result of which being that none, part, or all of the upstream reinforcement will be funded by NGN. However, "Connections" is a competitive arena and other parties are also able to provide the downstream infrastructure. These can be either [Utility Infrastructure Providers \(UIPs\)](#) who will install the pipes to the appropriate standards and then pass ownership to NGN, or Independent Gas Transporters who will install and subsequently own the infrastructure.
- 4.70 NGN is subject to regulation from OFGEM who approve business plans along with incentives and outputs agreed within eight year price control periods. Rather than speculative investment to anticipate future demand, development of the network is based on customer requests for new connections and also considers potential growth published in local authority development plans. NGN generally looks at specific development proposals to understand the implications and costs of new connections to their existing network. Any view beyond a five year time horizon is based on more uncertainty. In developing new connections, any connections that require crossings of major watercourses or major highway routes are generally more difficult, and therefore more expensive.
- 4.71 As well as costs of new infrastructure to supply gas to areas of new development, another potential area of cost is the diversion of existing gas pipes that run through proposed development sites. These costs are generally fully funded by the customer (either the consumer, developer, consortium, etc.). The cost of diverting the higher

¹⁰ Better connected: a practical guide to utilities for home builders – available for the following website:
<https://www.gov.uk/government/publications/better-connected-a-practical-guide-to-utilities-for-home-builders>

pressure gas mains can have a much more significant effect on the economic viability of a development.

Communications

Current Provision

- 4.72 Due to its relatively urban nature, the whole of Sunderland is generally well-connected for the main types of digital communications technology (telephone, internet and mobile telephony).
- 4.73 Openreach owns and looks after the fibres, wires and cables that connect the country through telephone and broadband. Openreach is a subsidiary company of BT Group, but is operated independently. They work on behalf of over 560 service providers (such as Sky, TalkTalk and BT) to maintain the physical network covering 30 million customers.
- 4.74 The main cable service provider in the UK is Virgin Media and the current maximum speed available to their customers is 200Mbit/s.
- 4.75 There are currently four main mobile phone operators in England:
- 3 / Three
 - EE (formed through the merger of Orange and T-Mobile)
 - O2 (the trading name of Telefónica UK Limited)
 - Vodafone.
- 4.76 Vodafone and O2 formed a joint venture partnership known as Cornerstone Telecommunications Infrastructure Limited (CTIL) in 2012 to manage the network of sites for both companies to create a single, consolidated grid. This has resulted in efficiencies of cell site deployment and the operation of the network infrastructure.
- 4.77 EE are now owned by BT, but continue to operate as an independent business, retaining the brand name.
- 4.78 Sunderland generally has good coverage of the mobile phone network, although there are variations that can be influenced by localised factors such as trees and buildings. Fourth Generation (4G) mobile phone coverage was launched in the city in 2013 and the latest research by the Which Consumer Group¹¹ suggests that the city has one of the best availability of a 4G signal in the UK. Sunderland was ranked third in the top five cities for 4G coverage (79% of the city has coverage).
- 4.79 Further improvements to mobile phone coverage are expected in 2019/20 with the launch of fifth generation (5G) mobile phone coverage across the UK.

¹¹ Which and OpenSignal research 2017 – more information available on the Which Consumer website at www.which.co.uk/reviews/mobile-phone-providers/article/which-uk-cities-get-the-best-4g-signal

4.80 The level of growth across Sunderland is unlikely to be constrained by the provision of suitable digital communication infrastructure.

Planned Provision and Funding

4.81 The 'Digital Durham' programme is a £25 million initiative to transform broadband speeds for residents and businesses across County Durham, Gateshead, Sunderland and Tees Valley, and is being delivered by Durham County Council and BT Openreach. All the councils in the programme area are working together with Broadband Delivery UK to improve access to broadband services in areas which would otherwise miss out. Digital Durham aims to provide homes, businesses and communities with access to fast, fibre broadband across the area.

4.82 The Government has worked with Openreach and the Home Builders Federation (HBF) on an agreement which aims to deliver superfast broadband connectivity to new build properties in the UK. The deal will mean that fibre based broadband is offered to all new developments registered to be built from 5th February 2016 onwards, either for free or as part of a co-funded initiative. For developments of 100+ units, Fibre to the Premises (FTTP) will be provided for free. From November 2016, it will be free for all new housing developments of 30 or more homes.

4.83 Openreach provides a developer's handbook which provides a guide on how to provide a network across a development that is suitable for communication services for future occupants, providing information on matters such as laying ducts under carriageways and wiring homes for broadband.

4.84 BT has an obligation to provide telephone connectivity to new developments. The main constraint in relation to broadband is the location of existing telephone exchanges and cabinets. New development set out in the CSDP will be linked to the national broadband and telephone network on a site-by-site basis by the developer of the site. Openreach recommends that sites are registered with them at least nine months before first occupancy date. For many sites Openreach will be recommending FTTP technology, and nine months is the lead time for this technology.

4.85 Improvements to the mobile phone network are undertaken on a reactive basis to network congestion, rather than on a proactive basis in line with the development of new houses. For business users of the mobile network, companies that are relocating to a new area can put a request into the operators for additional provision. Additional service can be provided in two main ways: distributed antenna systems; or 'small cells'. Small cells are the cheaper option and are installed within buildings and hooked up to the physical broadband line, but provide signals for mobile phones to use. Distributed antenna systems are more costly and are being used less frequently. For short periods

of high demand, such as music concerts, certain types of masts can be remotely re-orientated to provide additional capacity within a given area.

Water Supply and Waste Water

Current Provision

- 4.86 In the north east, Northumbrian Water Limited (NWL) supplies both potable and raw water, and collects, treats and disposes of sewage and sewage sludge, serving 2.7 million people, which includes the residents of Sunderland.
- 4.87 NWL has a duty to develop and maintain an efficient and economical system of water supply and treatment within its area. Ofwat regulates prices and levels of customer service, while the Drinking Water Inspectorate monitors drinking water quality and the Environment Agency covers environmental protection. Customers' interests are represented by the Consumer Council for Water.
- 4.88 The city's water comes from NWL reservoirs located outside of the borough boundary and boreholes that tap into the magnesian limestone aquifer.
- 4.89 NWL is also responsible for providing, improving and extending the public sewerage system and dealing with the contents of these sewers by means of sewage treatment works. Sunderland is served by three waste water treatment works at:
- Hendon;
 - Washington; and
 - Sedgefield.

Planned Provision and Funding

- 4.90 NWL has a duty to provide fresh water for domestic purposes and to take and treat foul water (sewage) from domestic uses (see the Water Industry Act 1991 for more information). NWL has a statutory duty to prepare and maintain a Water Resources Management Plan (WRMP), which must demonstrate how they can maintain the balance between supply and demand over the next 25 years.
- 4.91 If a development requires a new water main or sewer, the developer may ask the water or sewerage company to install the pipework. When this is required for domestic purposes (cooking, cleaning or sanitary facilities), it is known as requisitioning. Alternatively, they may choose their own contractor to do the work, which is known as self-lay. The water company will take over responsibility ('adopt') for self-laid water mains that meet the terms of its agreement with the developer or self-lay organisation that carries out the work. Where a developer has constructed the sewerage system themselves using contractors, they can invite the water and sewerage company to adopt, using section 104 of the Water Industry Act.

- 4.92 Water mains are generally installed as and when required usually in association with new development. Network reinforcement to provide, extend or modify the existing water and sewerage networks to accommodate new development is funded through infrastructure charges applicable for first time connection of premises to a public water supply or to a public sewer for domestic purposes. These costs are met by developers and by customers in such premises.
- 4.93 The water industry operates on five-yearly cycles called Asset Management Plan (AMP) periods. Prices are set by Ofwat at the beginning of each period, following submissions from each company about what it will cost to deliver their business plans.
- 4.94 The current Asset Management Plan (AMP6) for NWL covers the period April 2015 to March 2020, and details projects that are required to maintain and upgrade the network. NWL are currently preparing for the next Asset Management Plan (AMP7) which will run from April 2020 to March 2025. As part of that process, NWL considers a number different data sources to compile its business case. This includes population projections based on its drainage areas, growth information provided and outputs from its drainage area studies.

Sources of information and additional reading

Transport

Metro and Local Rail Strategy 2016 – Nexus

Sunderland Bus Network [ONLINE]

https://assets.goaheadbus.com/media/cms_page_media/2884/Sunderland%20Network%20Map%20web.pdf

<https://www.simplygo.com/environment/>

<http://www.nexus.org.uk/news/item/bold-ambitions-metro-and-local-rail-services>

North East Combined Authority (December 2016), Our Journey, A 20 year Transport Manifesto for the North East Combined Authority

<http://www.northeastca.gov.uk/what-we-do/transport>

Capita for Sunderland City Council (April 2017), Sunderland Local Plan Initial Assessment of Transport Impacts

Capita for Sunderland City Council (April 2018) Assessment of Transport Impacts

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Addendum (16 April 2018) and Assessment of Transport Impacts -
Addendum Two (19 April 2018)

Sustrans Walking and Cycling Charity [ONLINE] <http://www.sustrans.org.uk/>

The Port of Sunderland [ONLINE] <http://www.portofsunderland.org.uk/>

Energy

Northern Powergrid [ONLINE] <http://www.northernpowergrid.com/>

Northern Gas Networks [ONLINE] <http://www.northerngasnetworks.co.uk/>

Communications

Openreach, 'How to Build a Fibre network, Developer's Handbook':

<http://www.newdevelopments->

[openreach.co.uk/resources/site1/General/Downloads/9203_FIBRE_network-hbook-06-PHME75245.pdf](http://www.newdevelopments-openreach.co.uk/resources/site1/General/Downloads/9203_FIBRE_network-hbook-06-PHME75245.pdf)

Digital Durham [ONLINE] <http://www.digitaldurham.org/about-digital-durham/>

Water Supply and Waste Water

Northumbria Water [ONLINE] <https://www.nwl.co.uk/>

5 Social Infrastructure

Education Overview

- 5.1 The local authority has a duty to ensure there is sufficient capacity and a high quality of educational provision for primary, secondary and special educational needs (SEN) children and young adults, as well as an early years provision (EYP).
- 5.2 Basic need funding is given to local authorities by Central Government each year to ensure there are enough school places for children in their local area. It is allocated on the basis of a comparison of forecast pupil numbers with school capacity, with shortfalls in capacity attracting funding. The allocations for the period 2017-2020 indicate that Sunderland will receive £386,545.

Special Education

Current Provision

- 5.3 There are three Primary Special Schools catering for children with special educational needs and disabilities. The schools provide specialist support for autism, behavioural difficulties and moderate learning difficulties:
- Columbia Grange School,
 - North View Academy,
 - Sunningdale School.
- 5.4 There are three Secondary Special Schools in Sunderland:
- Barbara Priestman Academy,
 - Portland Academy, and
 - The New Bridge Academy (which is located across two sites).
- 5.5 The location of existing special education facilities is shown in Figure 5.1, this shows that provision broadly correlates to population centres across the city, although there is no provision in Houghton-le-Spring.

Additionally, there are a number of specialist units based on mainstream school sites catering for a range of SEN needs.

Planned Provision and Funding

- 5.6 The Local Authority is responsible for admissions, determined by the individual child's Education, Health and Care Plan Statement of Special Educational Need.
- 5.7 There is no expansion anticipated as a result of the growth set out in the CSDP, any increased demand will be related to individual's needs.

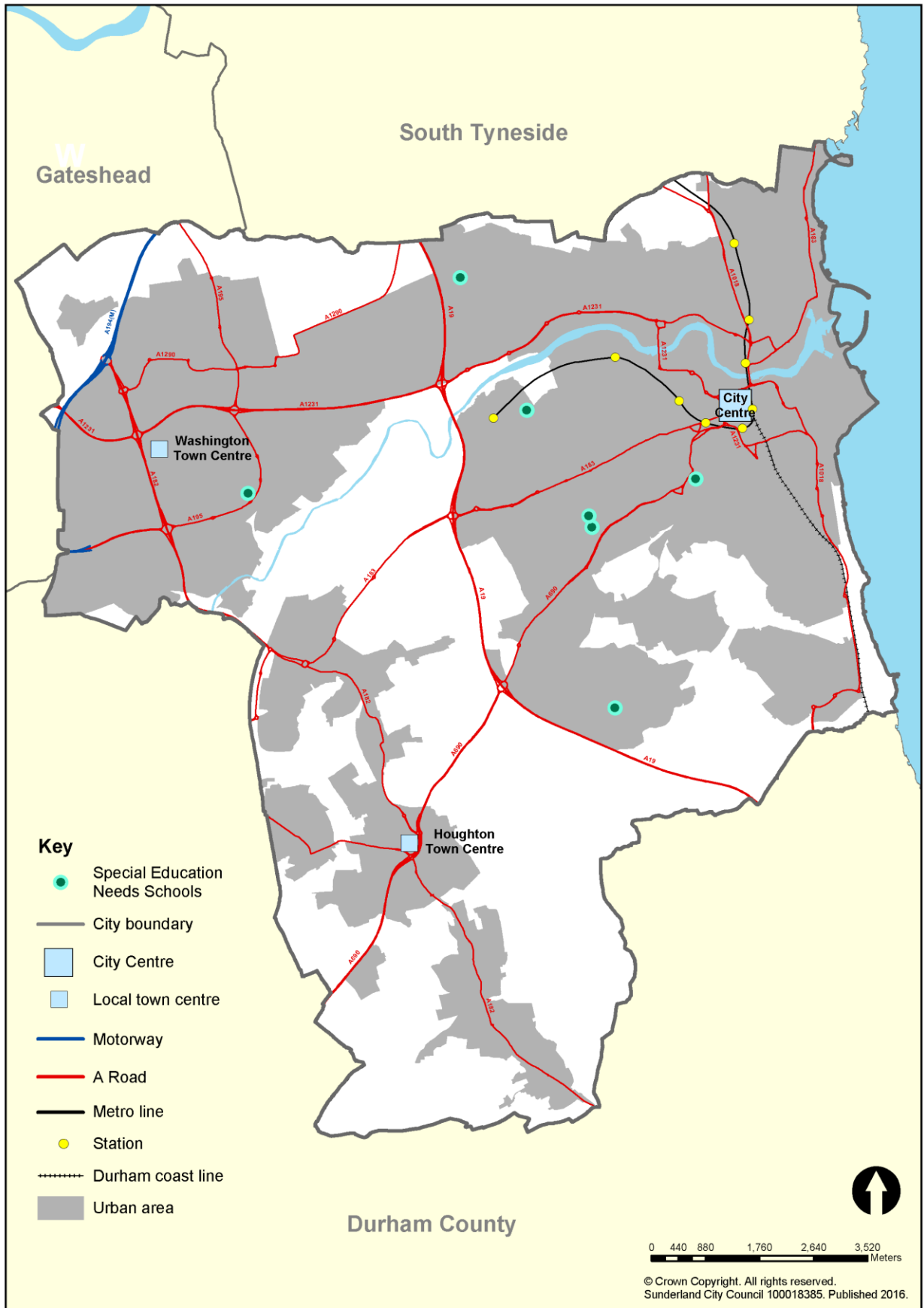


Figure 5.1: Map of Existing Special Schools in Sunderland (Source: SCC, 2016)

Primary Education

Current Provision

- 5.8 Sunderland currently has 83 schools catering for primary aged children (4-11), this is made up from a combination of maintained schools, academies and faith schools. The location of current Primary Schools is depicted in Figure 5.2.
- 5.9 Between 2010 and 2015 there was a reversal in the trend of falling rolls previously seen in Sunderland's Primary School Sector. Increased birth rates resulted in demand for places increase in North Sunderland, Washington and hotspots such as Millfield. There has also been a maintained increase for places in the City's Primary Catholic Schools. The Local Authority has responded to this demand through the creation of new school places in targeted areas. Since 2013 the Local Authority has created additional primary school places across the city with 105 additional places created in Washington, 210 in the Coalfields and, in 2015, a further 175 places in North Sunderland. The new places will ensure sufficient places are available for the current cohort of children in the City but do not allow for increased demand for places generated through planned housing developments.
- 5.10 There has also been an identified need for increased places for children with Autism. There is currently one primary school providing specialist provision and support for children with Autism requiring a specialist curriculum. The City also has an Autism unit attached to a mainstream primary school. However, both are currently operating above capacity.
- 5.11 As of the academic year 2015/16, there are approximately 3,404 places in each year group, which equates to a total primary capacity of 23,828 places for primary-aged children across all areas. The number of places across all age ranges in each area is as follows:
- North Sunderland – 4,725
 - Coalfield – 4,095
 - Washington – 4,760
 - East Sunderland – 6,055
 - West Sunderland – 4,193

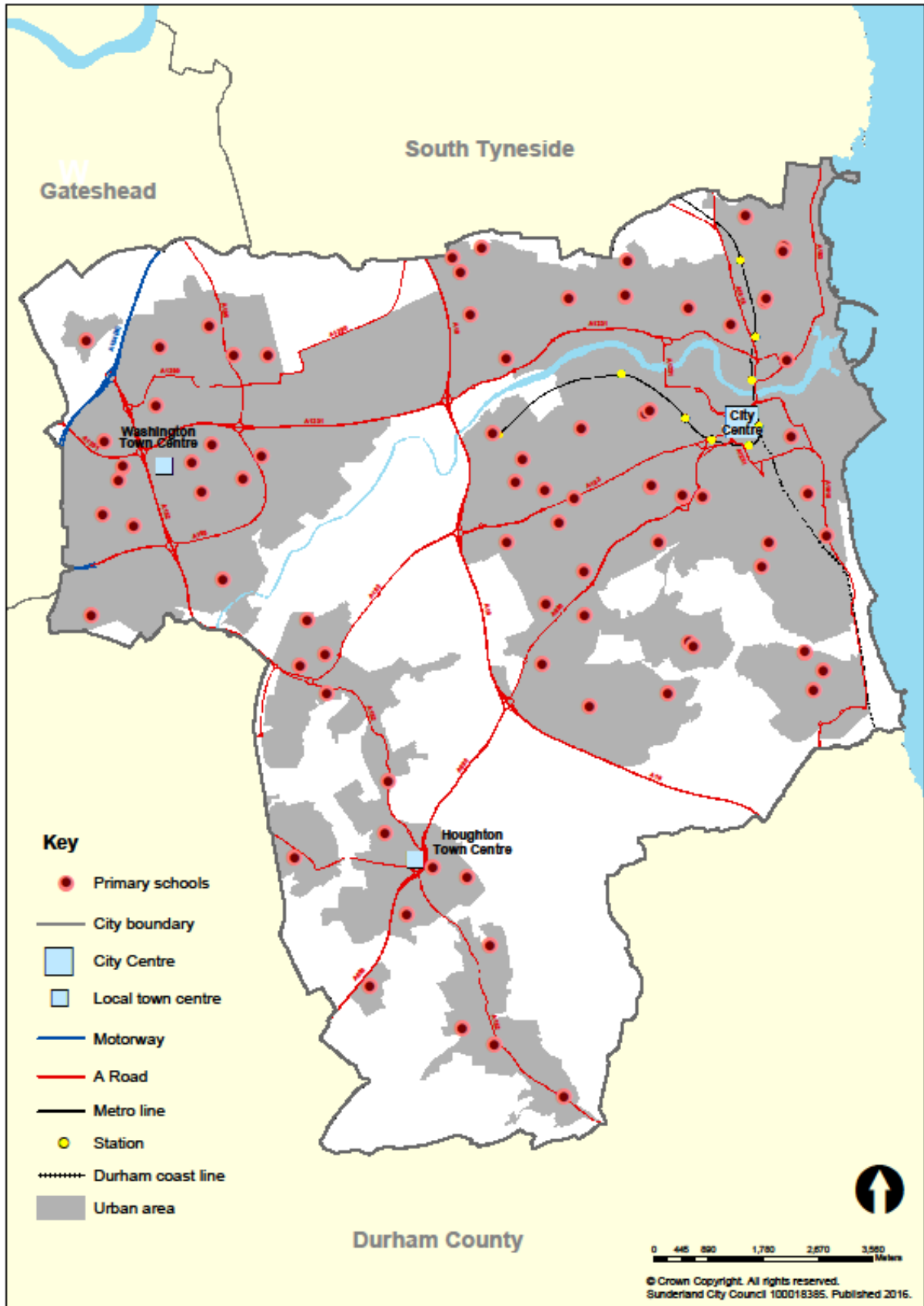


Figure 5.2: Map of Existing Primary Schools in Sunderland (Source: SCC, 2016)

Planned Provision and Funding

5.12 Between 2013-2016 Sunderland saw the replacement of three primary schools funded through the Government's current school building programme (Priority Schools Building Programme):

- Usworth Grange Primary School;
- Hylton Castle Primary School; and
- Shiney Row Primary School.

The new builds replaced existing schools identified as being in poor condition and did not immediately result in an increase in local school places, although Shiney Row Primary School was constructed with future expansion potential.

5.13 The Council has an allocation of Basic Need funding over the period 2017-2020 of £386,545. Basic Need funding is to provide sufficient school places to meet demand, including at secondary, special, Voluntary Aided (VA) schools, academies and free schools. Voluntary Aided (VA) schools receive funding from the diocese for repairs and maintenance and major capital projects. Academies are provided with individual grants by DFE.

5.14 New housing development results in an increase in children in that locality above that predicted through analysis of birth rates; this has implications for the City in planning sufficiently for school places. The size and nature of a development will impact on the number of new children requiring a school place. It is anticipated that an average three bedroom new dwelling will accommodate 0.24 primary aged children, on this basis a 900 home development would typically require a one-form entry primary school to meet the additional demand in that area.

5.15 When considering development proposed in the CSDP against the current number of primary places across Sunderland there will be insufficient places to meet the needs of the wider development in some locations. In certain areas of the city there are schools with current and projected future surplus places. In assessing the need for new provision as a consequence of new housing proposals, existing places are considered before either the expansion of an existing school or the development of a new school.

5.16 The cost of expansion depends on the required works but an average 105 place extension to an existing primary school currently costs between £800k to £1.4 million. A two-form entry new build providing 420 places costs in the region of £4.5 to £5.5 million. These figures exclude any cost for buying the land required and provision of ICT, furnishings, equipment and revenue costs

5.17 Areas where additional places are anticipated to be required are set out in the infrastructure schedule, together with estimated costs.

South Sunderland Growth Area

New development set out by the CSDP is predicted to yield around 650-730 primary aged children in this area. This is in addition to anticipated yield from Mill Hill/Leechmere/Burdon Lane and current Doxford Park provision. Proposals exist to expand two existing schools and to create a new 1.5-form entry school to meet the needs of this development. New development sites within the same catchment area of SSGA will also require additional places, which can be accommodated by extensions to existing schools in the area.

Coalfield

- 5.18 New development set out by the CSDP is predicted to yield enough primary aged children to require an expansion of an existing primary education facility to create 210 additional places; and expansion in another existing primary education facility to create 105 additional places.

Washington

- 5.19 New development set out by the CSDP is predicted to require further expansion of at existing primary schools to accommodate the increased demand on facilities, particularly in Washington North and Washington South.

Sunderland North

- 5.20 At present most schools in this area are either at capacity or approaching capacity in the most recent years of entry. A new 1.5 form entry school is anticipated to be required.
- 5.21 In addition, an estimated 80-100 places will be required to meet the potential needs in the Seaburn Camp/Arcades area, which can be achieved through the expansion of existing facilities.

Sunderland South

- 5.22 School places are limited in the areas served by Diamond Hall Infant Academy and Junior School and Highfields Primary School. There are currently a number of developments in progress in this area which will exacerbate the issue and potential to further increase the capacity of the named schools is limited. On the establishment of the "Groves Development" it will be necessary to establish 210 new primary school places to meet this development alone. Given the cumulative requirement across this area, a new 420-place primary school (with nursery) may be the most viable option for Sunderland South.

Urban Core

- 5.23 New development within this area is expected to create a need for additional places. The Urban Core does not contain any schools within it, however, it is anticipated that schools outside the area, within the catchment of development can assist in meeting shortfalls in places.

Secondary Education

Current Provision

- 5.24 There are several different types of secondary schools serving approximately 15,500 pupils across Sunderland, the location of existing Secondary Schools is depicted in Figure 5.3.

Community Secondary Schools

- 5.25 There is one school of this type in Sunderland: Hetton which is a comprehensive school for girls and boys aged 11-16, where children can be admitted regardless of aptitude or ability.

Voluntary Aided (Roman Catholic) Secondary schools

- 5.26 There are three schools of this type in Sunderland. St Anthony's Girls' Catholic Academy provides for girls aged 11-18, St Aidan's Catholic School provides for boys aged 11-18 and St Robert of Newminster RC School provides for both boys and girls aged 11-18. (St Aidan's Catholic School and St Anthony's Girls' Catholic Academy are also academies). All schools are comprehensive, and the governing body for each school sets the admission criteria and allocates places.

Voluntary Aided (Church of England) Academy

- 5.27 There is a single school of this type: the Venerable Bede Church of England Academy provides for both boys and girls aged 11-16. The school is comprehensive, and the governing body sets the admission criteria and allocates places.

Academies

- 5.28 There are 13 schools of this type in Sunderland. Academy 360 provides for girls and boys ages 4-16. Biddick Academy, Castle View Enterprise Academy, Farringdon Community Academy, Kepier Academy, Oxclose Community Academy, Red House Academy and Sandhill View Academy provide for girls and boys aged 11-16. Monkwearmouth Academy (part of Wearmouth Learning Trust) now includes Monkwearmouth Sixth Form College - in September 2016 they took their first cohort of Post 16 students. Southmoor Academy took their first intake of Year 12 students in September 2014. All of the Academies are comprehensive, and the Trust Boards will set the admission criteria and allocate places.

Free Schools

5.29 There are two schools of this type: Grindon Hall Christian School provides for girls and boys aged 4-18. It is a comprehensive school and the governing body sets the admission criteria and allocates places. In addition to Grindon Hall, there is now another Free School in Sunderland – The Beacon of Light School. A new Autism free school is opening in September 2020 in Sunderland North, providing education for boys and girls aged 5-16.

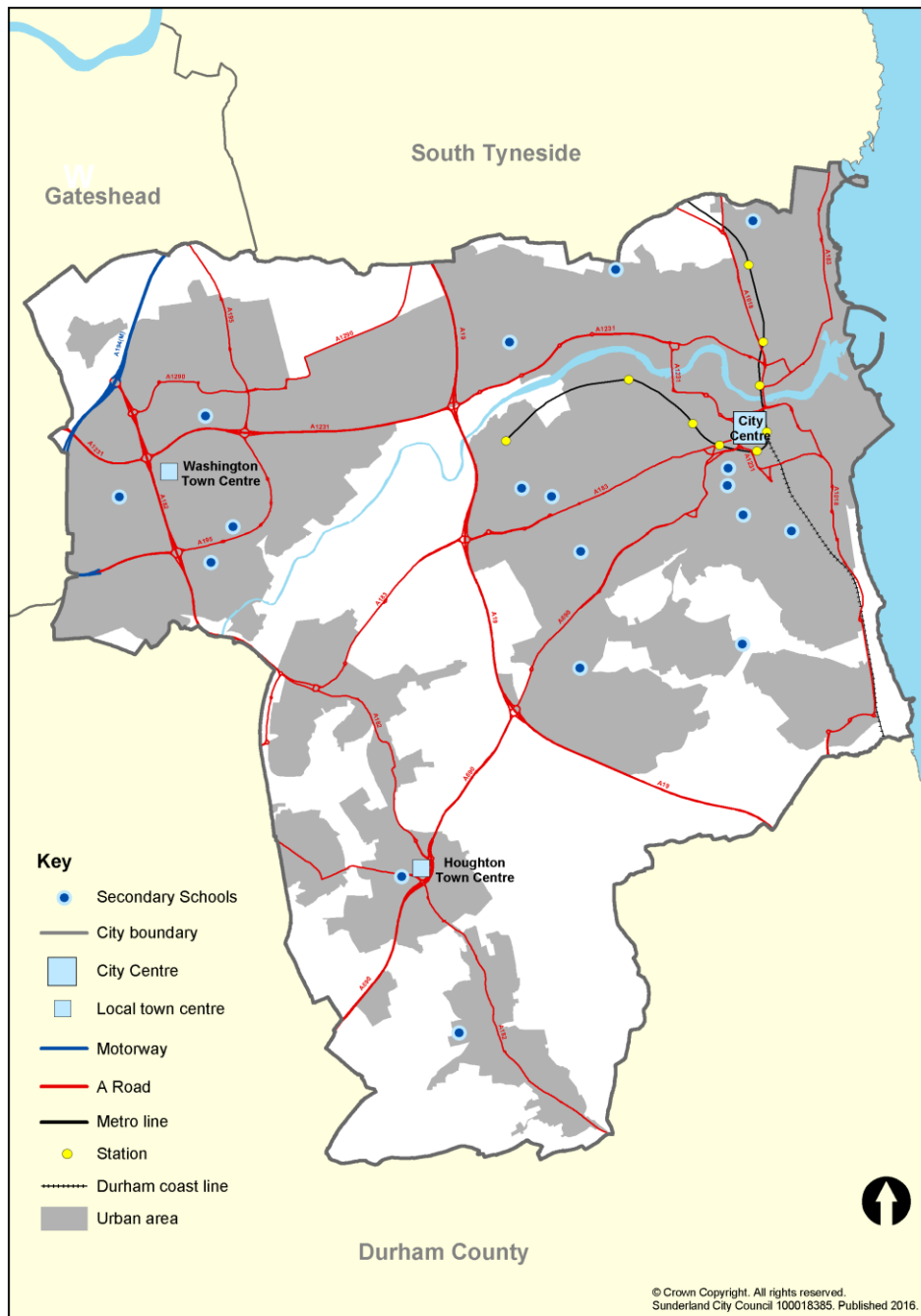


Figure 5.3: Map of Existing Secondary Schools in Sunderland (Source: SCC, 2016)

Planned Provision

5.30 The birth rates which have impacted on primary places are projected to reduce the current supply of surplus spaces in secondary schools. It is anticipated that there will be a requirement for secondary school extensions in the Coalfield Area, Washington and Sunderland North.

Tertiary Education

5.31 Tertiary education includes further education (FE), as well as higher education (HE), providing A levels, vocational courses and degrees. It is provided in Sunderland through a Sixth Form College (Sunderland College), and a number of School sixth forms.

5.32 Sunderland College provides further and higher education courses to around 6,300 part-time learners and approximately 4,800 full-time students across four campuses:

- City Campus
- Bede Campus,
- Washington Campus; and
- St. Peter's Campus.

5.33 The new 135,000 sq. ft City Campus opened in September 2016, and as a result courses provided from the former Hylton Campus moved to the City Campus.

5.34 The University of Sunderland provides undergraduate and postgraduate degree courses to students across three campuses in Sunderland, London and Hong Kong. Student numbers are circa 21,000 comprising 12,300 on-campus students, plus 2,300 at the London campus, 1,200 students at partner colleges and 5,200 students studying courses in their own countries as a result of transnational partnerships. The University of Sunderland Hong Kong Campus opened on 2nd March 2017 providing space for 1,000 students to study both undergraduate and postgraduate programmes. The University has had a regional office presence in Hong Kong for 16 years, however this newly acquired campus represents a significant step towards the longer-term development ambitions of the University in the South East Asia region.

5.35 The University has grown and developed over recent years not only through the ethos of shared institutional values and ambitions, but also by embracing four key beliefs which continue to influence the University's thinking and behaviour.

Place shaping

5.36 The University's engagement with the business community is outstanding and the Hope Street Xchange is the University's new centre for enterprise and innovation, which incorporates the North East's only Fablab. The centre provides a gateway for business and entrepreneurs to access support they need to grow and succeed.

Widening Participation

5.37 The University has a deep-rooted belief in widening participation and providing access for everyone with the ability to benefit from higher education. As a consequence, the University is renowned for its welcome, supportive and nurturing approach to students; ensuring opportunities are provided for them to reach their full potential.

Role in Society

5.38 The University recognises the role that Universities play in a fair and democratic society and success for the University of Sunderland is not measured solely by league tables but on the wider contribution that the institution makes to society.

Collaboration

5.39 Collaborating and partnering with schools, colleges, employers, students, other institutions in the UK and across the globe are important to the University's success.

5.40 The University's Strategic Plan covers the period 2016-2021 and sets out a vision and six bold ambitions to differentiate the University in the higher education sector. Over the next five years the University will deliver programmes that are distinctive and relevant with work integrated learning embedded within.

5.41 Research and practice will be recognised as contemporary with immediate impact for communities, business partners and students. Graduates will be known for being lifelong partners in the institution, able to access career accelerators and updated learning and practice throughout their lifetime.

5.42 A Masterplan is currently being developed to help inform the future development of the University estate and support strategic decisions concerning the investment and divestment of existing assets.

Healthcare

Current provision

5.43 Providers of 'primary care' are the first point of contact for physical and mental health and wellbeing concerns, in non-urgent cases. These include general practitioners (GPs), dentists, opticians, and pharmacists. There are over 36,000 GPs in England, working in over 8,300 practices. For urgent cases, patients can visit a provider of urgent care, such as an accident and emergency department.

5.44 The NHS is funded by taxation with a fixed budget available to spend on services for the whole population. The planning and purchasing of NHS services is undertaken by

organisations known as commissioners. They are responsible for assessing the reasonable needs of their populations and using their buying power as purchasers to secure services that are affordable and of the highest quality.

5.45 All GP practices are required to be a member of a Clinical Commissioning Group (CCG). CCGs were created following the Health and Social Care Act in 2012, and replaced much of the role performed by Primary Care Trusts (PCT) in April 2013, although some of the staff and responsibilities have moved to Local Authority Public Health teams.

- CCGs provide the organisational infrastructure to enable GPs, working with other health professionals, to commission services for their local communities.
- The local authority is responsible for improving the public health of the people in their area.

5.46 The main priorities for public health improvement include stopping smoking, reducing alcohol consumption, eating more fruit and vegetables, and increasing physical activity levels.

5.47 NHS Sunderland Clinical Commissioning Group plans and buys local NHS care and services to meet the needs of the local community, for example mental health services, urgent and emergency care, elective hospital services, and community care.

5.48 The Sunderland Clinical Commissioning Group is responsible for a population of approximately 283,994¹² and 40 GP practices (Figure 5.4). These GP practices cover those located in either NHS owned or private buildings. These practices are organised into five groups, split by the areas of: Coalfield, Sunderland East, Sunderland North, Sunderland West, and Washington.

Ref	Name of Health Centre (HC) or GP Practice	GP Practices in building	Patient list size	NHSPS Building or Private Building
1	Houghton HC	1	7895	NHSPS Building
2	Riverview HC	1	5978	NHSPS Building
3	Ryhope HC	1	8128	NHSPS Building
4	Southwick HC	3	15880	NHSPS Building
5	Monkwearmouth HC	1	4712	NHSPS Building
6	Pallion HC	3	22818	NHSPS Building
7	Silksworth HC	2	14770	NHSPS Building

¹² Sunderland NHS CCG, as at 1 July 2018. This number includes the number of patients registered with a GP Practice and does not include patients who have not registered or those that should have deregistered as they have moved away from Sunderland. For this reason, a direct comparison with Sunderland's population cannot be made.

Ref	Name of Health Centre (HC) or GP Practice	GP Practices in building	Patient list size	NHSPS Building or Private Building
8	Springwell HC	2	12,118	NHSPS Building
10	Victoria Road HC	3	25,477	NHSPS Building
11	Galleries HC	2	23,374	NHSPS Building
12	Park Lane	1	4,133	NHSPS Building
13	Hetton Group Practice	1	11,252	Private Building
14	Herrington Medical Centre	1	8,172	Private Building
15	Kepier Medical Practice	1	8,483	Private Building
16	Grangewood Surgery	1	7,159	Private Building
17	Westbourne Medical Group	1	6,352	Private Building
18	Deerness Park and Bunny Hill (practice split across two sites)	1	13,891 (even split across both sites)	Private Building
19	Villette Surgery	1	5,735	Private Building
20	New City Medical Group	1	5,204	Private Building
21	Ashburn Medical Group	1	4,877	Private Building
22	Red House Medical Centre	1	5,001	Private Building
23	Fulwell Medical Centre	1	9,444	Private Building
24	St Bede Medical Centre	1	8,353	Private Building
25	Castletown Medical Centre	1	2,152	Private Building
26	Millfield Medical Group	1	13,299	Private Building
27	The Forge Surgery	1	9,979	Private Building
28	Happy House Surgery	1	6,240	Private Building
29	South Hylton Surgery	1	4,061	Private Building
30	Chester Surgery	1	2,615	Private Building
31	Rickleton Medical Surgery	1	2,299	Private Building
32	Harraton Surgery	1	4,139	Private Building
	Totals	40	283,994	

Figure 5.4: Total Number of GP Practices in Sunderland and Patient List Population Size (Source: CCG, 2018)

5.49 Primary care centres provide a variety of medical services through referral by health care professionals such as X-rays, ultrasounds, dietetics, dermatology, and family planning; urgent care centres allow people to walk in for urgent treatment when they cannot wait for the next GP appointment but where they do not need emergency treatment at Accident and Emergency department.

5.50 The following locations provide urgent care and primary care, are open Monday to Friday 10am to 10pm and from 8am to 10pm, Saturday, Sunday and Bank Holidays:

- Washington Primary Care Centre, Parkway, Washington, NE38 7QZ;
- Bunny Hill Primary Care Centre, Downhill, Sunderland, SR5 4BW;
- Houghton Primary Care Centre, Houghton-le-Spring, DH4 5HB;
- Pallion Health Centre, Hylton Road, Sunderland, SR4 7XF; and
- Grindon Lane Primary Care Centre, Sunderland SR3 4DE (no urgent care centre at this site).

5.51 South Tyneside NHS Foundation Trust provides a range of community healthcare services across Sunderland, South Tyneside and Gateshead. In Sunderland it provides a hospice:

- St Benedict's Hospice & Centre for Specialist Palliative Care, St Benedict's Way, Sunderland, Sunderland SR2 0NY.

5.52 City Hospitals Sunderland NHS Foundation Trust operate the following facilities:

- Sunderland Royal Hospital on Kayll Road;
- The Eye Infirmary on Queen Alexandra Road;
- The Monkwearmouth Hospital on Newcastle Road; and
- The Galleries Health Centre which is adjacent to the Galleries Shopping Centre.

Planned provision and funding

5.53 Sunderland CCG is struggling to attract sufficient GPs to support the health needs of the existing population. It is suspected that a combination of factors are hindering recruitment and retention within the area:

- GPs are more likely to settle in areas close to where they train to become medical professionals, however the University of Sunderland does not offer a medical degree, and it therefore struggles to attract newly qualified professionals to the area, this balanced with older GPs retiring means that there is a higher outflow than inflow of GPs; and
- The range of houses available in Sunderland is not sufficiently varied to provide larger style dwellings that are attractive to professionals.

- 5.54 An increase and change in the composition of Sunderland's population over the Plan period could place additional pressure on health care facilities in the City, thus requiring improvements to existing facilities or new purpose-built premises. This coupled with the GP shortage and reducing GP practice numbers will place pressure on health services in Sunderland. Whilst the issues of GP retention and GP practice provision is dealt with by the CCG directly, the planning system can assist to address planning issues to attempt to rebalance health provision in Sunderland.
- 5.55 The level and types of housing growth planned with the CSDP will help to combat the perceived issues with retention of Health Care Professionals within the area, and thus help to deliver positive provision of this type of social infrastructure for the people of Sunderland. Additionally, the Draft Planning Obligations Supplementary Planning Document makes provision for health infrastructure requirements where evidence is provided of need.
- 5.56 The Council will continue to work with Sunderland NHS CCG to deliver better health services in Sunderland through the planning system, where appropriate.

Emergency Services

Police

- 5.57 Northumbria Police serves a population of 1.5 million people from the Scottish border down to County Durham, and from the Pennines across to the North East coast. Northumbria Police force is split into three geographical area commands. The Southern Area Command of the Northumbria Police service covers the local authority areas of Sunderland City Council and South Tyneside Council.
- 5.58 During 2016 some police premises have relocated within Sunderland, resulting in a variety of stations providing different types of services at the following locations:
- The Central Police Office Unit is located in the City centre on Waterloo Place, and provides a 24-hour reception where members of the public can call in to report a crime or ask an officer for crime prevention advice.
 - Southwick station is on Church Bank, and is a traditional type of police station with a custody suite and 24-hour reception.
 - Washington station is located at The Galleries and is open 24 hours-a-day to members of the public.
 - Houghton le Spring is located on Dairy Lane, and is open Monday-Friday 9am – 5pm

In addition, there are three bases for Neighbourhood Patrol Officers: Railway Row and Farringdon are co-located with the Fire service, and "The Old Orphanage" on Moor Terrace in Hendon.

- 5.59 There are no identified requirements for additional police stations in the City over the Plan period. The level and types of housing and economic growth planned with the CSDP should not have any impacts on the level of policing required across Sunderland as the correlation between population size and crime rate is unproven. The existing facilities and strategies in place will ensure that policing issues are dealt with appropriately in the City over the Plan period.
- 5.60 The Northumbria Police Authority have a number of Crime Prevention Design Advisors who implement a national scheme called 'Secure by Design', the purpose of which is to enhance security, give greater reassurance and a reductions in crime, creating a safe and sustainable community and reduce demands on police resources. Design and Access Statements required for many planning applications should demonstrate how crime prevention measures have been considered in the design of the proposal.

Fire and Rescue

- 5.61 Sunderland is served by the Tyne and Wear Fire and Rescue Service (TWFRS), as is Newcastle, North Tyneside, South Tyneside and Gateshead. Like most of the public sector, TWFRS is subject to extensive budget cuts across the country, as part of the on-going Government Spending Review. This requires careful planning and innovative solutions, to manage resources effectively without compromising the delivery of our services.
- 5.62 An Integrated Risk Management Plan (IRMP) is required for each Fire and Rescue Service nationally. The previous plan for the Tyne and Wear Fire and Rescue Service (TFRS) covered 2013-2016. They are seeking approval to work on the next plan, and this is likely to commence towards the end of the year and will cover 2017-2020. A new plan is required to continue to make further efficiency and financial savings.
- 5.63 As part of the efficiency savings, six pumping appliances (fire engine trucks) have been decommissioned to save around £2million. These are the type of vehicles that typically attend house fires. They have been decommissioned as they are not needed for some types of fires that the service typically attends, and instead a different type of vehicle staffed by fewer people is being used. Targeted Response Vehicles (TRV) were introduced in May 2015, with a further two added to the fleet in September 2015. These new-style appliances are Mercedes Sprinter vans which are fitted with a Rosenbauer UHPS XL Pump, 600-litre water tank and specialist firefighting equipment. They are used to target smaller, low risk incidents such as rubbish fires, and anti-social behaviour (ASB) fires such as when people set fire to wheelie bins. There is a TRV located in the heart of Sunderland.
- 5.64 The following Fire Stations are located in Sunderland:

- Farrington Community Fire Station, North Moor Road;
- Marley Park Community Fire Station, Old Mill Road;
- Rainton Bridge Community Fire Station, Mercantile Road, Rainton Bridge;
- Sunderland Central Community Fire Station, Railway Row; and
- Washington Community Fire Station, Glover Industrial Estate.

5.65 The Service Delivery Headquarters, which is an office only, is located on Nissan Way in Washington.

5.66 See the linked document for more information on services provided within Sunderland, as set down in the [Sunderland District Plan 2018-2019](#).

5.67 The fire service is now sharing some of its locations with other services. Farrington and Sunderland Central Community Fire Stations share facilities with the neighbourhood police teams. It is also likely that North East Ambulance Service will be co-locating at the Marley Park Station, however this has yet to be agreed at the time of writing.

5.68 At the Sunderland Central Station, the National Community Rehabilitation Service shares the car park with the fire service. As a consequence, three different organisations are using a joined-up approach for the benefit of the community: people on community service will attend clean-up jobs and put rubbish and fly-tipping into bags at an agreed location, and the Local Authority will then collect this rubbish. As a result, it is hoped that this will reduce the incidences of fires lit through anti-social behaviour.

5.69 The level and types of housing and economic growth planned with the CSDP should not have any impacts on the level of fire and rescue services required across Sunderland, primarily because new buildings must meet current building regulations which require sprinklers in commercial buildings and hard-wired smoke alarms in new-build dwellings. These measures have reduced incidents and much of the fire service's work is now preventative. The existing facilities and strategies in place will ensure that incidents are dealt with appropriately in the City over the Plan period.

Ambulance

5.70 Ambulances are run by ambulance trusts throughout England, roughly based on counties. Each ambulance trust typically has 10-15 stations, which vary in size. Across the whole of the North East, the Ambulance Service deals with around 1,050-1,100 Accident and Emergency patients a day.

5.71 The North East Ambulance Service NHS Foundation Trust (NEAS) operates across Northumberland, Tyne and Wear, County Durham, Darlington and Teesside. It provides an Emergency Care Service to respond to 999 calls, and a Patient Transport Service (PTS) which provides pre-planned non-emergency transport for patients in the region. NEAS also delivers specialist response services through the Hazardous Area

Response Team (HART). HART units are made up of specially-trained paramedics who deal with major incidents.

5.72 The majority of the Trust's services are commissioned and paid for by 10 local CCGs, meaning that they are accountable to them for performance and the delivery of safe, effective and responsive care. The Trust forms an integral part of the health service across the North East and works closely with many NHS partners to ensure services for patients are joined-up and as effective as possible. Local partners include eight acute hospital trusts, two mental health trusts, 12 local unitary authorities, police and fire services and voluntary agencies.

5.73 There are four ambulance stations within Sunderland, based at:

- Pallion
- Ryhope
- Rainton Bridge
- Peel Centre, Washington

5.74 NEAS are in discussion with the Fire Service about sharing facilities at Marley Park, but nothing has been agreed at the time of writing.

5.75 To help reduce over-reliance on Ambulances and A&E, people can phone the NHS 111 non-emergency number, for situations where they think they urgently need medical help but it is not a life-threatening situation. The NHS 111 service will ask questions to assess symptoms, then provide healthcare advice or direction to the local service that can help best, such as A&E, an urgent care centre, or a late-opening chemist.

5.76 The level and types of housing and economic growth planned with the CSDP should not have any impacts on the level of Ambulance Services required across Sunderland, primarily because transportation requirements are based on health care needs.

Cemeteries and Crematoria

Current provision

5.77 The Council provides bereavement services via the 10 Cemeteries in the city; three in Sunderland South, three in North Sunderland, three in the Coalfields and one in Washington. There is a single Crematorium in Sunderland, and this is located at the Bishopwearmouth cemetery. The Council also provides grave digging services at three churchyards.

Planned provision and funding

5.78 Although the Council has sufficient space for burials across the city as a whole for the next 42 years, there are specific areas of concern. The cemetery located in Washington

Village has no new graves available for purchase. There are significant numbers of reserved graves where the Exclusive Right of Burial has been purchased by a resident for their future use. Whilst these graves are currently empty, burials can only be carried with the permission of the purchaser.

- 5.79 An extensive search for suitable land on which to site a new cemetery in the Washington area is on-going. A number of potential sites have been investigated, but have been found unsuitable for use as burial ground. In the majority of cases this was due to the area's industrial and mining heritage.
- 5.80 Two areas of land have been reserved for future use as burial grounds. These are adjoining Sunderland (Grangetown) Cemetery (1ha) and Ryhope Cemetery (0.5ha). Based on 1,600 graves per hectare, this would provide space for 2,400 graves which at the current rate of usage would extend the availability of burial for a further 6 years.

Indoor Sports Facilities

Current provision

- 5.81 The city's indoor sports facilities provide venues for a variety of sports including badminton, squash, health and fitness suites, indoor bowls, indoor tennis and studios for fitness Studio activities. There is a mix of provision across the city including public and private facilities.
- 5.82 In 2004 the Council adopted the Leisure Facilities Plan and "Active City – Sunderland's Sport and Physical Activity Strategy" to achieve the following vision:
- "Everyone in Sunderland will have affordable access to quality sport and physical activity opportunities to improve their health and wellbeing at first class, community facilities throughout the city."*
- 5.83 Since 2004 the Council together with funders has invested over £71m of capital resource in new and replacement sport and leisure facilities to contribute to meeting the objectives of improving health outcomes by encouraging and supporting increased participation in sport and physical activity. Of the above investment, £11.3m was invested in 2014 to replace Washington Leisure Centre which completed the renewal of the city's leisure stock. This level of investment, particularly in swimming facilities, is unprecedented within the region and has resulted in a comprehensive range of community based facilities, providing affordable access for residents and an attractive, modern portfolio of leisure stock.
- 5.84 Following completion of the 2004 strategy, a Strategic Needs Assessment (SNA) for indoor sports was completed in 2015 and provides a clear understanding of the current and future supply and demand issues for indoor facilities in terms of quantity, quality and location. This report called 'Built Leisure and Sports Assessment Report 2015'

identifies current surpluses or deficiencies of facilities within Sunderland, opportunities for re-location and makes suggestions on new provision required, for the following types of facilities:

- Sports halls
- Indoor bowls
- Indoor tennis
- Squash courts
- Health and fitness studios

5.85 Indoor multi-purpose sports halls are one of the main facilities for community sport as they provide venues for a range of sport and recreational activities. Sports hall provision across Sunderland is of a reasonable quality and generally fit for purpose. There are 31 halls available for community use and 83% of the population resides within a 20 minute walk-time of a sports hall. The leisure centres, in particular, are generally at capacity in peak periods. Schools and academies, on the other hand are not at capacity, some do not open to the community at all, while others are open for reduced hours, or specifically during term time only.

5.86 There has been some investment in the sports hall stock within education facilities since 2000, however the city's public leisure centres provide vital access to facilities, in particular swimming pools. The Beacon of Light is an education and sport training facility which has been constructed next to the Stadium of Light.

5.87 Health and fitness facilities are normally defined and assessed using a base of a minimum of 20 stations; a station is a piece of static fitness equipment. Most health and fitness suites require a monthly membership fee, which does not allow for public or community access. There are 29 health and fitness suites in Sunderland which offer 20 stations or more, of these, 12 locations are considered to be accessible to the wider community:

- Biddick Academy
- Bunny Hill Fitness Centre
- City of Sunderland College
- Farringdon Community Association
- Hetton Community Pool and Wellness Centre
- Houghton Kepier Sports College
- Houghton Sports Complex
- Raich Carter Sports Centre
- Silksworth Pool, Tennis and Wellness Centre
- Sunderland Aquatic Centre
- Washington Leisure Centre
- Washington Millennium Centre

Seven of these locations are managed by 'Everyone Active', on behalf of Sunderland City Council, and these represent approximately one third of all stations available in Sunderland.

Planned provision and funding

- 5.88 The SNA provides a series of strategic recommendations that are being used to help improve the health of residents of Sunderland and is used for sport facility planning and to support applications for external funding.
- 5.89 The report highlights that although there are many privately provided facilities, 'Everyone Active' manages eight leisure facilities on behalf of the Council and it is important that these facilities remain affordable and accessible to the wider community. It is anticipated that recent investment (2016) to improve facilities at Raich Carter, the Sunderland Aquatic Centre and Silksworth Sports Complex will have a positive impact, by encouraging an increase in participation at these facilities.
- 5.90 Since the publication of the SNA, the Seaburn Centre closed in March 2017. However, moving forward, the Beacon of Light facility (next to the Stadium of Light) will mitigate the loss of the eight badminton court sports hall at Seaburn.
- 5.91 The City Council does not currently have any plans for any capital bids to provide new or additional leisure facilities.

Community Centres

- 5.92 There are 27 Community Centres across the City; 25 of these are owned by the Council and are leased to voluntary management committees who manage the buildings and the delivery of services and activities from there, for the remaining two buildings, the Council is the holding trustee and does not own the premises. In addition, the Council has 41 other buildings which are leased out to the voluntary and community sector (VCS).
- 5.93 Council buildings transferred to the VCS are used in a variety of ways including office space for the organisation, and service delivery from which includes:
- Community Associations (for a wide range of activities);
 - Sports Clubs; and
 - Health Projects.
- 5.94 There are no plans to close any facilities or build new facilities.

Libraries

Current provision

- 5.95 The provision of public libraries in England is a statutory service that must be provided by Councils (see the Public Libraries and Museums Act 1964).
- 5.96 Following a review and two-stage public consultation process in 2017, the current public Libraries Services delivery model consists of a city centre library, located within Sunderland Museum and Winter Gardens, a Local Studies and public access ICT available from Fawcett Street, town centre libraries in Houghton-le-Spring and Washington, a Books at Home service, integrated working with the library services at Sunderland University an expanded digital offer and community delivery through community organisations. Alongside public library provision a traded Schools Library Service offers support and resources to the city's schools. At present 81 schools buy into this service.
- 5.97 A critical part of developing the service has been the incorporation of sustainable modern technological and e-based services. Customers can manage their accounts online through the council's website and a dedicated library app, download from e-book, e-audio book and magazine collections, children's apps and access refreshed and updated ICT provision including free wi-fi, from library buildings. A planned upgrade of the Library Management System will further enhance customer management of accounts and improved access 24/7.
- 5.98 Current locations are:
- City Library @ Sunderland Museum and Winter Gardens, Burdon Road Sunderland SR1 1PP(Local Studies Library), 1st Floor, Fawcett Street, Sunderland SR1 1RE
 - Library free computer and internet access – Ground Floor, Customer Service Network, Fawcett Street, Sunderland, SR1 1RE
 - Houghton Library and Customer Service Centre, 74 Newbottle Street, Houghton-le-Spring, DH4 4AF
 - Washington Town Centre Library & Customer Service Centre, Independence Square, Washington, NE38 7RZ
 - Schools Library Service, Sandhill Centre, Grindon Lane, Sunderland
- 5.99 Community led library provision is available at:
- Bunnyhill Community-led Library, c/o SNCBC, Hylton Lane, SR5 4BW
 - Fullwell Community-led Library, Dene Lane, Fulwell, SR6 8EH
 - Hetton Community-led Library, Welfare Road, Hetton, DH5 9NE
 - Kayll Road Community-led Library, Sunderland, SR4 7TW

- Shiney Row Community-led Library, ShARP, 17 Beatrice Terrace, Shiney Row, Houghton le Spring DH5 4QW
- Thorney Close Action and Enterprise Centre Community-led Library, c/o SNCBC 120 Thorndale Road, Sunderland SR3 4JQ
- Washington Millennium Centre Community-led Library, The Oval, Concord, Washington, NE37 2QD

Planned provision and funding

5.100 Following the review of library services in 2016-2017 funding for library services is now sustainable and is likely to continue at current levels until 2020. The Council is now actively exploring the feasibility of alternative governance models for the service, using the Libraries Alternative Delivery Models Tool Kit provided by Department for Digital, Culture, Media and Sport (DCMS).

5.101 Additional funding streams are being actively explored. A recent development is the inclusion of the Society of Chief Librarians (SCL) on the Government's supplier framework for assisted digital and digital inclusion. The aim is that nationally co-ordinated bids by SCL will provide local authority library services with access to funding for range of digital support activities

5.102 Also at a national level a three year plan for the creation of a co-ordinated standards based national digital platform for libraries was launched in January 2016. This aims to support:

- Operations - modernising digital operations and reporting;
- User experience - enabling libraries to bring their web presence into the 21st century while maintaining local content and branding at each of 151 local authorities;
- Co-production through a social layer - enabling users and partners, alongside staff, to co-produce content;
- Shared best practices - a platform for sharing best practices, applications, content, and programming, and
- Partner ecosystem - collaborating at scale with the many national and local partners, such as The Reading Agency and the BBC

5.103 Alongside this there is a recommendation that England's library authorities and the government agencies that fund them should find a way to balance spending between their physical and digital channels; aiming to increase annual spending over the next five years in support of the online user experience (above and beyond spending on the LMS) to 5% of their total operating expenditures.

Cultural Facilities

Current provision

- 5.104 Culture is generally understood¹³ to include the following areas: art (including visual arts, literature, music, theatre and dance), architecture, crafts, creative industries, design, heritage, historic environment, museums and galleries, libraries, archives, film, broadcasting and media. Cultural facilities therefore provide venues for members of the public and the community to congregate, providing a valuable form of social infrastructure, ensuring that a location is valued and the wider area is seen as a desirable place to live and work.
- 5.105 The Sunderland Cultural Partnership was established in 2013, led by the University of Sunderland and Sunderland City Council, together with support from Arts Council England, working with key cultural organisations and individuals to create a new vision for culture in Sunderland. Following on from this, a Cultural Strategy was launched in October 2014. A review of the Cultural Strategy is underway which is being led by Sunderland Culture Limited, a company established in 2016 to take forward the city's wider cultural agenda.
- 5.106 Good cultural provision can attract residents and business to an area, bring together new and existing communities, and help deprived communities to raise their aspirations and reach their potential. Having worked with partners from across the city to create the Sunderland Cultural Strategy, work is now underway to implement the city's ambition to fulfil its true potential as a thriving vibrant place to live, work and visit. The city is aiming to ensure that it continues to raise the cultural offer; this is demonstrated through the securing of the Tall Ships in 2018.
- 5.107 Sunderland has a range of facilities including theatres, a number of Museums and Galleries and a range of nationally recognised sites including the National Glass Centre, Washington Old Hall, Hylton Castle, Penshaw Monument and St Peters Church.
- 5.108 Sunderland has three theatres: Sunderland Empire which is managed through the Ambassador Theatre Group on behalf of the City Council, the Arts Centre Washington and The Royalty Theatre (a voluntarily-run organisation). Sunderland Empire had £4.5 million spent on its redevelopment in 2012 to enable it to stage West End shows. The Empire is now the only theatre between Manchester and Edinburgh large enough to accommodate West End touring productions and continues to attract large productions to the City and the region.

¹³ Definition of Culture is taken from Department for Digital, Culture, Media and Sport in the UK City of Culture 2017 guidance

5.109 There are six Museums spread throughout the city:

- The Fans Museum,
- Sunderland Museum and Winter Gardens,
- Washington F-Pit,
- Bowes Railway Museum,
- Fulwell Mill, and
- North East Land Sea and Air Museum (NELSAM, a voluntary-led organisation).

5.110 The National Glass Centre's purpose is to support the production, education, presentation and enjoyment of contemporary glass. The site is currently managed through University of Sunderland, and is supported through Sunderland City Council.

5.111 Washington Old Hall is situated in Washington and is the ancestral home of George Washington, it is managed through the National Trust.

5.112 Hylton Castle is a designated Scheduled Ancient Monument, in the guardianship of English Heritage. The castle is one of the oldest buildings in the City, with current work underway to redevelop the site for future use as a Heritage-led community learning facility diverse needs and offering a high quality of life and good services for all. Funding has been secured and a project is underway.

5.113 St Peter's Church is one of the UK's earliest stone churches and parts of the original church are still standing, including the West Wall, porch and stone carvings. St Peter's was also once home to the Venerable Bede, one of our greatest ever scholars.

5.114 Bowes Railway Museum is identified on the English Heritage 'At Risk' Register. The whole railway, including the buildings, machinery and rolling stock is now a Scheduled Ancient Monument and is managed by the Bowes Railway Company Ltd on behalf of the current owners. Sunderland City Council is now working with a community organisation to address the issues of the under-utilised site and move forward to ensure the site becomes viable for the long-term future.

5.115 Fulwell Windmill is currently on the English Heritage 'At Risk' Register due to the current state of the Mill which has suffered severe damage in recent years due to inclement weather conditions. Capital works on the site are nearing completion with an expected reopening of the site in the near future. Work has also allowed for part of the site to be transferred to a local community organisation, who are now working to redevelop the visitor experience and expand services in the area, as part of the Windmill's long-term development.

Planned provision and funding

5.116 Future aspirations/projects for cultural provision in Sunderland include:

- Bowes Railway: working with English Heritage, the current Board of Trustees and Sunderland North Community Business Centre, the site is now being developed through a recent Heritage Lottery Fund Grant, to develop the site as a viable and sustainable visitor attraction.
- Hylton Castle: working with the Friends of Hylton Castle and English Heritage to develop and conserve the Castle for the future. A second round HLF application has now gone forward which if successful will allow for a £4.5 million project development of the site. The aim of the project is to create a flagship heritage attraction for Sunderland with a strong emphasis on young people, offering training and apprenticeship programmes, opportunities in heritage asset management, interpretation, tourism, hospitality and governance. This will sit aside an inclusive and wide ranging programme of events and activities designed to appeal to a wide, multi-generational audience.
- Sunderland Music Arts and Culture (MAC) Trust has redeveloped the Old Fire Station in High Street West and the surrounding area to bring it back to life as a hub for cultural activity (opened in late 2017). It hosts dance and drama studios, a heritage centre and a bar and restaurant.
- Holy Trinity/Canny Space Project being led by the Churches Conservation Trust, aims to bring the church back into community use and transform it into a centre of stories that will bring to life the unique history of the space and the City. A funding application went forward to the HLF in 2017 with a decision expected soon. In the interim a development grant of £226k is being used to carry out the necessary works in preparation for the grant submission.

5.117 With the nature of cultural provision, there is a heavy reliance on working with a wide range of bodies and the private sector to secure funding and to deliver facilities.

Sources of information and additional reading

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Healthcare

Sunderland Clinical Commissioning Group

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Emergency Services

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Indoor Sports Facilities

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Cultural Facilities

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6 Environmental Infrastructure

Green Infrastructure

Current provision

- 6.1 Green infrastructure embraces a network of multi-functional green spaces in urban areas, the countryside in and around towns and the wider countryside. It encompasses the full range of natural and historic landscape, including woodlands, street trees, allotments, parks and gardens, and 'blue infrastructure' in the form of rivers, ponds and wetlands. It brings many social, economic and environmental benefits, attracting investment, jobs and people.
- 6.2 Sunderland City Council prepared a Green Infrastructure Strategy in 2018. This identifies GI corridors throughout the city and beyond and also identifies priority areas for GI delivery. The GI Strategy has informed a Delivery and Action Plan which details projects and priorities for action to promote and take the strategy forwards to delivery.

Greenspace

- 6.3 A Greenspace Audit and report was published in 2012 by the City Council and was further reviewed and updated in December 2018 to inform the CSDP. The 2018 Greenspace Audit identified a total of 1,769 greenspace sites within Sunderland, totalling 3,873.46 hectares, or 27.7% of the city area. Combined with the open countryside in Sunderland, there are over 8,000 hectares (57%) of 'undeveloped' green land in the city. This audit also analysed the quantity, quality, local value and site accessibility of greenspaces.
- Quantity – the amount (by type) of greenspace available.
 - Quality – based on detailed survey results, and existing known data.
 - Value – capturing how important greenspace is to people.
 - Accessibility – how accessible each type of greenspace is available across the city, and also identifying known key physical barriers to access such as rivers, major roads and railways.
- 6.4 Greenspaces often have multiple functions, and it is very difficult to accurately split the land-take by the different types of greenspace identified. As an example, Mowbray Park is primarily classed as formal parkland, but also provides an element of amenity greenspace, natural greenspace, outdoor play, outdoor sport and civic space. As a general guide, the split by greenspace type can be broadly shown by identifying the primary use. This is shown in Figure 6.1 below.

Primary Use	Number of Sites	Hectares	% of overall greenspace
Allotments and community gardens	100	100.66	2.60
Amenity greenspace	1146	756.98	19.50
Cemeteries and church grounds	43	106.21	2.74
Civic spaces	29	14.98	0.40
Natural and semi natural greenspace	228	1452.63	37.50
Outdoor sports facilities	61	571.35	14.70
Parks and formal gardens	45*	607.39	15.80
School playing fields and grounds	117	263.26	6.80
Outdoor play facilities	[64**]	--	--
Total	1769	3873.46	100
* - there are 42 parks identified, some are split across different Wards			
** - outdoor play facilities are not listed as a primary greenspace use.			

Figure 6.1: Greenspace Provision by Primary Use

6.5 The Green Flag award is the benchmark national standard for parks and green spaces in the UK. Applications to receive the award are assessed against eight criteria. The following five Parks currently have the Green Flag award in Sunderland:

- Roker Park,
- Mowbray Park,
- Herrington Country Park,
- Hetton Lyons Country Park, and
- Barnes Park.

6.6 The following key messages are set out within the report:

- Sunderland is a green city. The amount of greenspace appears to be above the national average, and when combined with the amount of open countryside also in the city, it is accurate to report that 57% of the overall city area is green field (undeveloped);
- The establishment of country parks in recent years has significantly boosted the amount of overall parkland in Sunderland, and this appears to be a positive proportion when compared nationally;

- Access to natural greenspaces and woodland in Sunderland is much better than national organisations envisage;
- We have 50% more allotments than the England average recommendation;
- There is no clear distinction regarding the amount of greenspace provision in urban and suburban areas, in contrast to national trends.
- Unlike national indicators, in Sunderland the provision of recreation grounds and sports facility provision does not vary greatly between urban and peripheral areas.
- Again, unlike the national picture, there is no clear-cut trend in Sunderland indicating that poorer areas have lower greenspace provision. Areas of former heavy industry are probably better indicators of higher greenspace provision.
- Closely mirroring national trends, the quality of Sunderland's greenspace is worse in deprived areas

6.7 The Greenspace audit provides a series of policy recommendations but does not identify projects to address spatial deficiencies and inequalities. However, it is anticipated that further evidence base work will be undertaken to assess the quality of sites and identify site-specific opportunities for greenspace, in preparation for the Allocations and Development Plan, which will commence in 2019. Consequently, this work is likely to identify a number of greenspace projects/schemes that will be included within the IDP schedule, which the Council will seek to deliver over the course of the plan period.

Biodiversity

European Network of Designated Sites

6.8 The Natura 2000 sites within Sunderland are as follows:

- Durham Coast Special Area of Conservation (SAC);
- Northumbria Coast Special Protection Area (SPA); and
- Northumbria Coast Ramsar Site.

The SAC overlaps part of the SPA and Ramsar site, while the SPA is also a designated Site of Special Scientific Interest (SSSI). Both areas are fragmented, comprising discrete portions of the coast north and south of the Wear Estuary. The primary interest features are:

- Durham Coast SAC – Vegetated sea cliffs of the Atlantic and Baltic Coasts
- Northumbria Coast SPA – Breeding little tern (*Sterna albifrons*), wintering turnstone (*Arenaria interpres*) and wintering purple sandpiper (*Calidris maritima*)

Nationally and Locally Designated Sites

- 6.9 There are 17 nationally-designated Sites of Special Scientific Interest (SSSI) in Sunderland that are protected from development due to their special wildlife or geological value.
- 6.10 There are five Local Nature Reserves (LNR) in Sunderland that are places with wildlife or geological features that are of special interest locally:
- Barmston Pond Local Nature Reserve
 - Fulwell Quarry Local Nature Reserve
 - Hetton Bogs Local Nature Reserve
 - Hylton Dene Local Nature Reserve
 - Tunstall Hills Local Nature Reserve
- 6.11 In addition the City contains:
- 63 Local Wildlife Sites (LWS);
 - Six Local Geological Sites (LGS);

Local Biodiversity Action Plan

- 6.12 The Local Biodiversity Action Plan (LBAP) identifies targets and actions for priority habitats and species in Sunderland and wider North East sub-region and delivers actions through partnership working. The aims of the LBAP are to conserve and enhance the biological diversity of the area and contribute to conserving and enhancing both national and international biodiversity.
- 6.13 Habitats of nature conservation importance in the Local Biodiversity Action Plan (LBAP) include:
- Magnesian Limestone Grassland;
 - early successional brownfield;
 - Ancient Semi-Natural Woodland;
 - ponds, rivers and streams;
 - lowland fen and meadows
 - hedgerows, veteran trees;
 - coastal habitats;
 - built structures; and
 - waxcap grassland.
- 6.14 Land and built structures that support species and habitats of conservation concern, including designated sites, are under a mix of private and Council ownership and management. Sites include urban fringe pasture and woodland, wetland and riparian habitats, saltmarsh, coastal beaches and cliffs, public parks and greenspace, transport corridors, quarries and brownfield land.

Designated wildlife and geological sites are integral to a wider network of local and strategic Wildlife Corridors that underpins and informs Green Infrastructure and broader infrastructure delivery.

Planned Provision and Funding

- 6.15 Management of designated wildlife sites varies depending on designation, ownership, land use and location. Natural England monitors the management of international sites and SSSIs, to ensure landowners (including the City Council) maintain the favourable conservation status of sites and species. Local Nature Reserves, Local Sites (LWS and LGS) and other important greenspaces are managed by the City Council or private landowners and managers with the support of the Council.
- 6.16 The City Council is developing a suite of management plans for every LWS, which can be adopted by respective land owners and managers to address the deterioration in the status of sites and species.
- 6.17 Developers will be expected to deliver public realm and green infrastructure within new developments, and to make contributions towards the creation of green infrastructure corridors.
- 6.18 The IDS for the SSGA has identified that measures will be required to address the Habitat Regulations and that Suitable Alternative Natural Greenspace (SANG) will need to be implemented by the developer at a level of 18ha per 1,000 dwellings; contributions will be sought towards the on-going maintenance of these SANGs.
- 6.19 The IDS for the SSGA has identified that allotment provision will be requested at 15 plots per 1,000 households, and therefore 42 plots will be required as a consequence of development within the SSGA.
- 6.20 A variety of biodiversity enhancements are identified to help ensure that the SSGA is acceptable in planning terms, these vary on a site-by-site basis across the area and should be funded by the developer; more details are included within the schedule at the end of this document.

Sport and Recreation

Current Provision

- 6.21 The overall number of playing pitches in Sunderland which are available for community use (including rested pitches/ greens) is summarised below by type of ownership and by sport in Figure 6.. For school or college pitches, only those which have community access are included.

	Football					Cricket	Rugby Union	Bowls	Tennis
	Adult	Youth 11v11	Youth 9v9	Mini 7v7	Mini 5v5				
City Council	62	2	8	0	0	4	5	16	24
Other	22	13	15	21	7	7	7	7	71
Total	84	15	23	21	7	11	12	23	95

Figure 6.2: Total Number of Pitches in Sunderland Available for Community Use (Source: Playing Pitch Plan, 2018)

6.22 A Playing Pitch Plan (PPP) has been prepared for Sunderland, and was published in January 2018. The PPP considers the following playing pitches and outdoor pitch sports:

- Football pitches
- Cricket pitches
- Rugby Union pitches
- Artificial Grass Pitches (AGPs), including sand based/filled and 3G surfaces
- Bowling greens
- Tennis courts

6.23 The issues and shortfalls for pitches across Sunderland are summarised for each type of sport, considering their quality and whether they are subject to ‘overplay’ or spare capacity. The PPP also identifies ‘lapsed sites’ and provides more information on each including a position statement. (Lapsed sites are those sites where the last known use was as a playing field more than five years ago.)

Planned Provision and Funding

Playing Pitch Plan

- 6.24 The PPP provides a framework for the maintenance and improvement of existing outdoor sports pitches and ancillary facilities. It provides recommendations for each site, based on current levels of usage, quality and demand, as well as the potential of each site for enhancement. Playing Pitch Plan recommendations have been developed with the aim of ensuring maximum benefit and access to pitches for city residents.
- 6.25 The Council are working in partnership with the Football Association, Football Foundation and Sport England to deliver three football hubs across the city. The Sunderland 'ParkLife Programme' aims to increase the numbers participating in football by increasing the number of 3G artificial turf pitches, associated facilities and improvements to natural grass pitches. At least one of the hub sites will also include a commercial health and fitness facility. It is anticipated that the Sunderland Parklife programme will be launched autumn 2019.

Play and Urban Games Plan

- 6.26 The Play and Urban Games delivery plan identifies where money has been received that can be allocated to new and improved play facility projects. The projects are not included in the infrastructure schedule as they do not constitute critical or essential requirements. Details of the individual projects can be obtained through examination of the annual delivery plan.
- 6.27 The Council will review and monitor the provision of sports facilities within the city in the light of changing demands, leisure trends and preferences. Where deficiencies and oversupply issues are identified, the Council will aim to work with partners to address this. In some cases, sports facilities and playing pitches will be protected from development, unless it can be demonstrated that they are surplus to requirements, through a robust assessment of need. Where there is identified need for particular sports facilities or playing pitches the loss of these facilities will not be permitted unless an equivalent or better quantity and quality replacement provision is provided.

Flood Risk

Current Provision

- 6.28 Flooding can occur from different sources and in many different ways. Different types and forms of flooding present a range of different risks and the flood hazards of speed of inundation, depth and duration of flooding can vary greatly. Sunderland is a coastal city, containing the mouth of the River Wear, therefore the management of flood risk from all sources is an important local issue.
- 6.29 Sunderland City Council is the Lead Local Flood Authority (LLFA) and has overall responsibility for the management of surface water within the administrative boundary

of Sunderland. In its role as LLFA, the City Council has produced a Local Flood Risk Management Strategy (LFRMS) which sets out the roles and responsibilities, duties and powers the council has to manage flood risk from localised sources across Sunderland and its duty to develop, maintain, apply and monitor a strategy for local flood risk management that encompasses all sources of flooding.

- 6.30 An updated Level 1 Strategic Flood Risk Assessment (SFRA) was produced in 2018 to replace the SFRA written in 2010. The SFRA considers city-wide flood risks and general management of flood risk. Flood zones 2 and 3 are constrained largely to the narrow margins along the River Wear and other smaller watercourses e.g. the River Don. The only areas of any extent recognised as potential flood risk are located in low lying areas including Sunderland Docks, South Hylton, Penshaw and Fatfield, Sedgelych and Rainton Bridge.
- 6.31 The courses of Hendon Burn, Lumley Park Burn, Usworth Burn, River Don and Cut Throat Dene at Seaburn are identified as having the potential for flooding. Incursions along the coast are largely limited by the cliffs, except for the seafront at Seaburn and parts of the North Dock area. Areas with concentrations of surface water flooding potential can be seen in Hetton-le-Hole, western and northern Houghton-le-Spring, Lakeside/Silksworth sports complex, Hendon Burn, the Port and parts of Nissan and land to its north.
- 6.32 Critical Drainage Areas have been identified in Sunderland within the drainage areas of Barnes Burn, Hendon Burn, Houghton/Hetton, Herrington, Seaburn/Roker and central Washington.

Planned Provision and Funding

- 6.33 The risk of flooding does however change over time, therefore information on the risks of flooding in different parts of Sunderland needs to be updated. The latest Level 1 Strategic Flood Risk Assessment (SFRA) was published in June 2018 to inform the emerging proposals in the CSDP. The SFRA provides a comprehensive update to the previous SFRA produced in 2010 on flood risk matters for Sunderland. The latest SFRA considered 219 proposed development sites covering residential and employment uses. The assessment concluded that none of the sites were within the functional floodplain (Flood Zone 3b), delineated from this SFRA.
- 6.34 The LFRMS identifies the various measures that are either in place or require further action to ensure flood risk is managed. Table 5.2 in the LFRMS sets out potential partnership funding sources for various flood risk measures over the next five-year period. It is estimated that between £2.4 million and £6.1 million may be available in funding. The LFRMS undertook an exercise to identify the areas in Sunderland where

additional flood measures were required. Potential schemes have been identified and are featured in the infrastructure schedule at the end of this document.

The Coast and Marine Environment

- 6.35 The Marine Management Organisation (MMO) is responsible for the marine environment up to the mean high water spring tides mark, and to the tidal extent of rivers and estuaries. Their area of responsibility extends 200 nautical miles out to sea or to the territorial limit. Sunderland City Council's responsibilities extend to the mean low tide point, resulting in an area of coast where there is cross-over in responsibility between SCC and the MMO.
- 6.36 The MMO's delivery functions are: marine conservation management; marine licensing; marine planning; European protected species licensing; fishing vessel licensing; quota and effort management; fisheries byelaws; European maritime and fisheries fund; national infrastructure consenting; pollution prevention and response; harbour orders; advice on local plans; and comments on relevant planning applications..
- 6.37 Activities taking place below the mean high water mark may require a [marine licence](#) in accordance with the [Marine and Coastal Access Act \(MCAA\) 2009](#). Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. For offshore power-generating stations between 1 and 100 megawatts, applications for consent should be submitted to the MMO (see the Electricity Act 1989 (as amended)). The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours. A wildlife licence is also required for activities that that would affect a UK or European protected marine species.
- 6.38 As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. The MMO is in the process of preparing the first iteration of the North East Marine Plan, which includes the inshore and offshore coastal area around Sunderland. Iteration 1 was published for consultation in February 2017. Stakeholder engagement for iteration 2 began on the 29th January 2018 and closed on the 29th March 2018. Iteration 3 stakeholder engagement began in the Spring of 2019. In accordance with the Marine and Coastal Access Act (2009), in the absence of an adopted marine plan, the [Marine Policy Statement](#) (MPS) must be taken into consideration.
- 6.39 The CSDP does not propose any development that will extend into the marine environment; therefore no infrastructure projects are required. Due to the overlapping

area of responsibility, the MMO and SCC are working together to ensure a collaborative and harmonious approach to policy development within both plans.

Sources of information and additional reading

Sunderland Partnership (November 2010), Green Infrastructure Strategy Framework

Sunderland City Council (2012), Greenspace Audit

<http://www.sunderland.gov.uk/index.aspx?articleid=7140>

Green Flag Award Parks <http://www.greenflagaward.org/>

Local Biodiversity Action Plan

<http://www.durhambiodiversity.org.uk/>

Sunderland City Council (January 2015) Playing Pitch Plan

<http://www.sunderland.gov.uk/index.aspx?articleid=11702>

Sunderland City Council (March 2016) Local Flood Risk Management Strategy

<http://www.sunderland.gov.uk/CHttpHandler.ashx?id=17760&p=0&fsize=16Mb&ftype=Local%20Flood%20Risk%20Management%20Strategy.PDF>

Sunderland City Council (August 2017) Level 1 Strategic Flood Risk Assessment

7 Infrastructure Schedule

- 7.1 The schedule on the following pages outlines the infrastructure schemes required to support the growth proposed in the CSDP. The schedule details the infrastructure projects which the Council has a duty to provide and projects that are linked to the delivery of key sites or are strategic in nature.
- 7.2 The infrastructure schedule includes an assessment that indicates the hierarchy of projects upon which achieving the objectives of the CSDP rests:
- Essential schemes are required to facilitate delivery of strategic elements of the plan or facilitate site specific development that is key to the delivery of the plan;
 - 'Desirable and Aspirational' schemes may require further feasibility work, or be dependent on other triggers being met first, or be long term or aspirational in nature, and so the project is some way from being delivered. Those projects which are 'desirable and aspirational' are not required to deliver the plan.
- 7.3 The schedule will change as on-going projects are completed and new project briefs are developed and funding programmes emerge. Figure 7.1 below summarises the costs and funding required for all infrastructure projects as currently being an estimated £437.9 million to £444.3 million at this point in time (with about £143.3 to £149.7 million considered to be essential for delivery of the plan). The schedule identifies an essential infrastructure funding gap of £19-20.4 million, solely attributed to education infrastructure, with an element of unconfirmed gap funding for upgrades to the Strategic Road Network. The Council will work collaboratively with Highways England, the Government and the LEP to seek funding the identified major improvement schemes through future rounds of the Road Investment Strategy or any other appropriate funding streams brought forward by central government.
- 7.4 An additional £66 million is estimated for the on-site infrastructure requirements associated with the International Advanced Manufacturing Park with off-site costs amounting to £440 million to £540 million (see the separate infrastructure schedule in Appendix 1).
- 7.5 As the IDP is a live document, it is expected that further schemes will be added to the Infrastructure Schedule when evidence becomes available to support their inclusion. Examples of schemes may include those within infrastructure categories identified within the chapter titles of this document. For example, green infrastructure, flooding and coastal management, play space and pitch provision, biodiversity, further education and health.

Infrastructure categories	Estimated total cost of delivery (£m)		
	Essential	Essential Funding Gap	Desirable/ Aspirational
Transport	£68.31-73.31 million Plus schemes to increase capacity to SRN, to be estimated in due course.	£TBC Costings to be confirmed with Highways England re: increased capacity to SRN in due course.	£344.6 -¹⁴ million Plus estimate of £500,000 per year for Local Cycle Network Development
Education	£19.07 - 20.47 million	£19.07 - 20.47 million Outstanding balance of £ 1.56 million to be used for education purposes, secured via S106 contributions which can be used towards delivery of essential education schemes.	£0
TOTAL	£87.38 – 93.78million	£19.07- 20.47 million	£344.6million

Figure 7.1: Summary of infrastructure needs (Excluding IAMP and SSGA costs)

¹⁴ The figures include £170m estimate for transport projects identified for beyond the plan period

Infrastructure categories	Estimated total cost of delivery (£m)			Notes
	Essential	Current funding	Essential Funding Gap	
Education	£8.25 million	S106 contributions £5.71 million	£2.54 million	Anticipated that outstanding planning permissions will contribute to funding gap
Transport - Bus	£891,585	S106 contributions £631,681	£259,904	Anticipated that outstanding planning permissions will contribute to funding gap
Play space and pitch provision	£2.41 million	S106 contributions £1.7 million	£705,847	Anticipated that outstanding planning permissions will contribute to funding gap
Biodiversity	£1.03 million	S106 contributions £708,303	£322,920	Anticipated that outstanding planning permissions will contribute to funding gap
Green Infrastructure	£168,000	S106 contributions £102,600	£65,400	Anticipated that outstanding planning permissions will contribute to funding gap
Transport – strategic highways	£4.0 million	£1.4 million Growth and Housing fund. £0.5 million SCC	£2.1 million	Seeking gap funding through HIF bid.
Transport – Ryhope to	£4.96 million	S016 contributions £2.9 million	£1.98 million	Anticipated that outstanding planning

Doxford Link Road				permissions will contribute to funding gap
Total	£21.72 million	£13.65 million	£7.98 million	

Figure 7.2: Summary of infrastructure needs for SSGA

The current version of the Infrastructure Schedule represents a work in progress. It will be updated annually as new information is received and from further discussions with the infrastructure providers.

Essential schemes

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
1	Transport Highways	SP10	Sunderland Strategic Transport Corridor (SSTC3)	Improvements to A1231 between junction with St. Michael's Way and Northern Spire. To be developed with Integral Corridor Off Road Cycle Provision (ICORCP)	£61,317,000	£0	£40.5m Funding in place (DfT/LEP Local Growth Fund/ Local Transport Fund/ SCC Capital Fund)	SCC	2019-2021	Essential	SSTC3 has planning permission. UDP Alteration 2 policy SA52A
8	Transport Highways	SP10 1iv)	Durham Road (A690) eastbound approach to A19	Interim widening scheme proposed to satisfy capacity requirements until the end of the Plan period	£2,000,000	£0	Gap costs secured. Programmed Scheme. Growth and Housing Fund bid. (No funding in place as yet) S106 contributions	SCC	2019	Essential	
15	Transport Highways	SP1	Penshaw / Philadelphia / Sedgelych Link Road	Open area to residential development and Improve access to the existing industrial and business sites at Sedgelych, Penshaw and Philadelphia. i) Penshaw (A183) to Philadelphia (A182)	£5-10,000,000	£0	No Gap. Developer funded and developer is delivering the scheme.	SCC	Within plan period.	Essential	Outline permission granted for housing development site which requires Penshaw to Philadelphia link road to deliver housing scheme

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
32	Transport Highways	SP10	Changes to lane designations on the northbound off slip to Wessington Way	Additional SRN scheme improvements to mitigate traffic on the SRN	TBC	TBC	Highways England/DFT/ Transport Fund/SCC Capital/Planning Obligations	Highway England/ SCC	By 2028	Essential	Ongoing/ Feasibility
33	Transport Highways	SP10	Improvement to A19 Wessington Way junction, including upgrade to off slip roads, widening of A1231 to east of junction and upgrade to Ferryboat Lane junction	Additional SRN scheme improvements to mitigate traffic on the SRN	TBC	TBC	Highways England/DFT/ Transport Fund/SCC Capital/Planning Obligations	Highway England/ SCC	By 2028	Essential	Ongoing/ Feasibility
34	Transport Highways	SP10	Improvement to Chester Road junction	Additional SRN scheme improvements to mitigate traffic on the SRN	TBC	TBC	Highways England/DFT/ Transport Fund/SCC Capital/Planning Obligations	Highway England/ SCC	By 2028	Essential	Ongoing/ Feasibility
35	Transport Highways	SP10	North and southbound widening of A19 between Chester Road and Doxford Park	Additional SRN scheme improvements to mitigate traffic on the SRN	TBC	TBC	Highways England/DFT/ Transport Fund/SCC Capital/Planning Obligations	Highway England/ SCC	By 2028	Essential	Ongoing/ Feasibility

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
36	Transport Highways	SP10	Major scheme at Doxford Park junction	Additional SRN scheme improvements to mitigate traffic on the SRN	TBC	TBC	Highways England/DFT/Transport Fund/SCC Capital/Planning Obligations	Highway England/SCC	By 2028	Essential	Ongoing/Feasibility
37	Transport Highways	SP10	A690 Durham Road - A690 Improvement Corridor MOVA/UTMC Bus Strategy	LRN highways mitigation schemes to encourage the relocation of local trips onto the LRN to minimise use of the A19 corridor between the A19/A1231 and the A19/A690 junctions.	TBC	TBC	Transforming Cities Fund	SCC	By 2028	Essential	Ongoing
38	Transport Highways	SP10	A690 Durham Road - A690/B1286 Board Inn Junction (TCF) Traffic Signal Scheme with MOVA/UTMC	LRN highways mitigation schemes to encourage the relocation of local trips onto the LRN to minimise use of the A19 corridor between the A19/A1231 and the A19/A690 junctions.	TBC	TBC	Transforming Cities Fund	SCC	By 2028	Essential	Ongoing

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
39	Transport Highways	SP10	A690 Durham Road - A690 North Moor Lane Junction Bus Priority Junction with additional capacity. (Potential signalisation)	LRN highways mitigation schemes to encourage the relocation of local trips onto the LRN to minimise use of the A19 corridor between the A19/A1231 and the A19/A690 junctions.	TBC	TBC	Transforming Cities Fund	SCC	By 2028	Essential	Ongoing
40	Transport Highways	SP10	A690 Durham Road - A690 Grindon Lane Junction and Bus Gate Traffic Signal Upgrade with MOVA/UTMC	LRN highways mitigation schemes to encourage the relocation of local trips onto the LRN to minimise use of the A19 corridor between the A19/A1231 and the A19/A690 junctions.	TBC	TBC	Transforming Cities Fund	SCC	By 2028	Essential	Ongoing
41	Transport Highways	SP10	A690 Durham Road - A690 Prospect Junction Traffic Signal Upgrade with MOVA/UTMC	LRN highways mitigation schemes to encourage the relocation of local trips onto the LRN to minimise use of the A19 corridor between the A19/A1231 and the A19/A690 junctions.	TBC	TBC	Transforming Cities Fund	SCC	By 2028	Essential	Ongoing

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
42	Transport Highways	SP10	B1405 Springwell Road / Holborn Road / European Way - A183 / Springwell Road / Holborn Road Junction Signalisation with MOVA/UTMC and widening scheme	LRN highways mitigation schemes to encourage the relocation of local trips onto the LRN to minimise use of the A19 corridor between the A19/A1231 and the A19/A690 junctions.	TBC	TBC	Transforming Cities Fund	SCC	By 2023	Essential	Ongoing
43	Transport Highways	SP10	A183 Chester Road - A183 Greenwood Road Replace roundabout with Traffic Signals with UTMC/MOVA	LRN highways mitigation schemes to encourage the relocation of local trips onto the LRN to minimise use of the A19 corridor between the A19/A1231 and the A19/A690 junctions.	TBC	TBC	Developer / SCC	SCC	By 2028	Essential	Ongoing
44	Transport Highways	SP10	A183 Chester Road - A183 Grindon Lane	LRN highways mitigation schemes to encourage the relocation of local trips onto the LRN to minimise use of the A19 corridor between the A19/A1231 and the A19/A690 junctions.	TBC	TBC	SCC / LTP	SCC	By 2028	Essential	Ongoing

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
45	Transport Highways	SP10	Washington Road / North Hylton Road - Washington Road / Hylton Lane	LRN highways mitigation schemes to encourage the relocation of local trips onto the LRN to minimise use of the A19 corridor between the A19/A1231 and the A19/A690 junctions.	TBC	TBC	SCC / LTP	SCC	By 2023	Essential	Ongoing
46	Transport Highways	SP10	Washington Road / North Hylton Road - Washington Road / Craigavon Road	LRN highways mitigation schemes to encourage the relocation of local trips onto the LRN to minimise use of the A19 corridor between the A19/A1231 and the A19/A690 junctions.	TBC	TBC	SCC / LTP	SCC	By 2023	Essential	Ongoing
47	Transport Highways	SP10	Sunderland Strategic Transport Corridor (SSTC) Phase 4 - A1231 Ferryboat Lane Junction Improvements	LRN highways mitigation schemes to encourage the relocation of local trips onto the LRN to minimise use of the A19 corridor between the A19/A1231 and the A19/A690 junctions.	TBC	TBC	Major Road Network Funding	SCC/ Highways England	By 2028	Essential	Ongoing

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
22	Education	SS7	North Coalfield Area – Extension to existing primary school to create additional 210 places		£2,400,000	£2,400,000	S106 contributions Basic need funding	SCC	Short term (1-5 years) 2018-2023	Essential	
23	Education	SS7	South Coalfield Area - Extension to existing primary school to create additional 105 places		£800,000-£1.2m	£800,000-£1.2m	S106 contributions	SCC	Short term (1-5 years) 2018-2023	Essential	
24	Education	SS7	Coalfield Area – Extension/refurbish to existing secondary school		£500,000-£700,000	£500,000-£700,000	S106 contributions	SCC	Short term (1-5 years) 2018-2023	Essential	
25	Education	SP3	Washington – expansion of existing primary schools in Washington North		£800,000-£1.2m	£800,000-£1.2m	S106 contributions	SCC	Medium term (5-10 years) 2023-2028	Essential	
26	Education	SP3	Washington – expansion of existing primary schools in Washington South		£1,370,000	£1,370,000	S106 contributions	SCC	Medium term (5-10 years) 2023-2028	Essential	

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
27	Education	SP3	Washington – Extension to existing secondary school		£1,550,000	£1,550,000	S106 contributions. Basic need funding	SCC	Medium term (5-10 years) 2023-2028	Essential	
28	Education	SS4	Sunderland North – expansion of existing primary school in east of area		£800,000-£1.2m	£800,000-£1.2m	S106 contributions	SCC	Short term (1-5 years) 2018-2023	Essential	
29	Education	SS4	Sunderland North – New 1.5 FE primary school.		£4,900,000	£4,900,000	S106 contributions, capital funding, basic need funding.	SCC	Short term (1-5 years) 2018-2023	Essential	
30	Education	SS4	Sunderland North – Extend existing secondary school		£1,550,000	£1,550,000	S106 contributions	SCC	Short term (1-5 years) 2018-2023	Essential	
31	Education	SP5	Sunderland South – estimated new 1/1.5FE primary school required		£4,400,000	£4,400,000	S106 Contributions. Basic need funding	SCC	Medium term (5-10 years) 2023-2028	Essential	
				Totals	£87,387,000 – 93,787,000	£19,070,000 – 20,470,000					

Desirable Schemes

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
2	Transport Highways	SP10	Sunderland Strategic Transport Corridor (SSTC) Phase 4 - Wessington Way (A19 to Northern Spire)	Improvements to A1231 between Northern Spire and junction with A19 with ICORCP. Developing interface improvements with Highway's England network.	£50,000,000	£50,000,000	Submitted funding bid via NECA. S106 contributions/external funding.	SCC	2025	Desirable	Awaiting outcome of Major Route Network (MRN) Quick Wins fund
3	Transport Highways	SP10	Sunderland Strategic Transport Corridor SSTC Phase 5 – North Bridge Street to Commercial Road Roundabout	Improvements to A1018 between Wearmouth Bridge and the roundabout junction of Hendon Road with Commercial Road with ICORCP. Proposed single and dual carriageway road linking SSTC / A1018 Southern Radial Route with the Port of Sunderland. Improvements would provide direct access between the Port and the national road network (i.e. A19 and A1M). This would contribute towards development of the Port, which is currently constrained by poor standard of existing road access.	£25,000,000	£25,000,000	Programmed Scheme (No funding in place as yet). S106 contributions/external funding.	SCC	2030+	Desirable	If funding was available the Council will seek to progress scheme earlier. UDP Alteration 2 policy SA52A.

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
4	Transport Highways	SP5 & SP10	City Way (B1286).	Dualling of B1286 providing removal of congestion pinch point at A690/A19 with ICORCP.	£4,000,000	£4,000,000	Housing Infrastructure Fund (HIF) bid made (No funding in place as yet). S106 contributions/external funding	SCC	2021	Desirable	Expect outcome of HIF bid 2019/20.
6	Transport Highways	SP10 1iii)	Coalfield Regeneration Route	<p>The proposed Coalfield Regeneration Route extends through the Coalfield Area, and is in 3 sections with ICORCP:</p> <p>i) connecting the A182 west of Shiney Row with the B1284 at Rainton Bridge (Central Route).</p> <p>ii) Hetton By Pass and Murton Lane Improvements which would link Rainton Bridge to Hetton Lyons at County Durham boundary.</p> <p>iii) Complete East Durham Link Road at Hetton Lyons between the B1285 and the A19 via the Hawthorn employment site and bypassing Murton Village.</p>	£60,000,000	£60,000,000	No funding in place as yet. £20 million cost per section. S106 contributions/external funding	SCC	Section 1 within Plan Period. Remaining sections outside of the plan period	Desirable	-

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
8	Transport Highways	SP10 1iv)	Durham Road (A690) eastbound approach to A19	Construction of a free flow filter lane between A690 eastbound approach to junction and northbound entry slip to A19 to accommodate high daily demand of northbound traffic with ICORCP.	£100,000,000	£100,000,000	External Funding	SCC	2035+	Desirable	Potential RIS 2 Highways England scheme
9	Transport Cycling	SP10	Local Cycle Network Development	Sunderland has a strong transport policy (LTP, DfT) imperative and political support for the continued development of a local cycle and walking networks across the city .	Requires circa £500,000 pa to make substantial progress to the schemes identified.	£500,000	No funding in place as yet– Potential funding sources from DfT / LTP / developer / SCC/ Highways England	SCC	Short and medium term (1-10 years) 2018-2028	Desirable	The project will be embedded in and strongly support the integrated development of transport for Sunderland, and will be linked to a regional cycle network in accordance with LTP3 policy.
11	Transport Cycling	SP10	Strategic cycle route transport corridors	A183 Chester Road (SP10 2i) A690 corridor cycle route (SP10 2ii): Eden Vale/Burn Park £0.5m; City to A19 £0.5m; A19-Rainton Bridge £0.5m.(SP10 2ii),	£1,500,000	£1,500,000	DfT / LTP / developer / SCC	SCC	Short and medium term (1-10 years) 2018-2028	Desirable	Necessary to strategic visions.

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
				A1018/B1522 corridor cycle route: Ryhope-Toll Bar; Toll Bar-Park Rd; A1018 Wheatsheaf-Windmill (SP10 2iv),	£1,500,000	£1,500,000	DfT / LTP / NECA / SCC / developer	SCC	Short and medium term (1-10 years) 2018-2028	Desirable	Necessary to strategic visions.
				A19 corridor cycle route: South Sunderland Growth Area-Hylton Bridge (SP10 2iii) .	£1,500,000	£1,500,000	DfT / LTP / NECA / SCC / Highways England	SCC	Short and medium term (1-10 years) 2018-2028	Desirable	Necessary to strategic visions.
12	Transport Cycling & Walking	SP10	NECA Transport Plan: Cycling & Walking Strategy & Implementation Plan	Barnes Park corridor	£800,000	£800,000	NECA-DfT / LTP / SCC	SCC	Short and medium term (1-10 years) 2018-2028	Desirable	Strategic employment/ health.
				A183 Chester Rd, Penshaw to A19 corridor cycle route incl. crossing to Offerton	£800,000	£800,000	NECA-DfT / LTP / SCC	SCC	Short and medium term (1-10 years) 2018-2028	Desirable	Strategic employment/ health.
				City Centre Phase 2	£800,000	£800,000	NECA-DfT / LTP / SCC	SCC	Short and medium term (1-10 years) 2018-2028	Desirable	Strategic employment/ health.
				Coalfield Employment Connections : (a) B1285 Hetton - NR1/Murton (b) Blind Lane - A182 Philadelphia (c) Mulberry way – Burnside (d) Station Ave. – Black Boy Rd	£800,000	£800,000	NECA-DfT / LTP / SCC / developer	SCC	Short and medium term (1-10 years) 2018-2028	Desirable	Strategic employment/ health.

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
13	Transport Cycling	SP10	Strategic Development Cycle Routes	Strategic and local development across the city will be required to include suitable new and adapted cycle permeability and connections to existing networks as integral development elements. Suitable status may be ped/cycle or bridleway, depending on context. Requisite network growth/change will depend on development location, scale and type. Identified sites include the SSGA, SSTC, IAMP, Groves, Philadelphia, Redburn/Black Boy Rd.	Depends on developments coming forward	Depends on developments coming forward	Developer / Strategic Site 'enabling investment'.	SCC	2018-2033	Desirable	Strategic equitably accessible city, healthy lifestyle viability, and alleviation of congestion and air quality pressures
				A19 Herrington accommodation bridge parapet lift to equestrian. HE designed 2018; HE appraisal ongoing as at Sept 2018.	TBC	TBC	Highways England (HE)	Highways England	Short and medium term (1-10 years) 2018-2028	Desirable	Strategic accessibility / safety
				A19 Burdon Road bridge parapet lift to equestrian. HE designed 2018; HE appraisal ongoing as at Sept 2018. Includes associated SCC network development.	TBC	TBC	Highways England / SCC	Highways England / SCC	Short and medium term (1-10 years) 2018-2028	Desirable	Strategic accessibility / safety

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
				Cox Green footbridge replacement with cycle/equestrian bridge	£700,000	£700,000	DfT / NECA / SCC	SCC	Short and medium term (1-10 years) 2018-2028	Desirable	Strategic accessibility
14	Transport Cycling	SP10	NECA Cycling & Walking Strategy & Implementation Plan	Hylton A19 Bridge widening/ramps / cycle /bridleway link	£4,200,000	£4,200,000	DfT/ Highways England / NECA/SCC	Highways England / SCC	Medium to long term (6-15 years) 2023 onwards	Desirable	Necessary to strategic employment access, healthy living and rural economy.

Aspirational Schemes

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
7	Transport Highways	SP10 2ii)	A690 Durham Road Improvements	The A690 Durham Road is a major road corridor providing a key access route to the city centre and connecting Sunderland to the A19, and to the A1 (M) in County Durham. Aim is to upgrade the A690 to an "Express Way", providing grade separated junctions and additional safety improvements to improve journey times, reliability and reduce junction delays with ICORCP.	£30,000,000	£30,000,000	No funding in place as yet. S106 contributions/external funding	SCC	2035+	Aspirational	Further feasibility/design work required.
17	Transport Rail	ST1	Sunderland Station	Southern Concourse redevelopment	£13,000,000	£6,000,000	Programmed scheme.	Network Rail	Short and medium term (1-10 years) 2018-2028	Aspirational	Bid submitted to Transforming Cities

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap	Potential funding	Lead organisation	Indicative phasing	Priority	Status
				Comprehensive Station Redevelopment scheme being progressed	£50,000,000	£44,000,000	Programmed scheme.	External	Short and medium term (1-10 years) 2018-2028	Aspirational	Bid submitted to Transforming Cities
18	Transport Rail	SP10 (4)	Re-opening of the Leamside Line	Possibly reopened as part of Northern Powerhouse Rail	TBC	TBC	No funding in place as yet	Network Rail and Nexus	TBC	Aspirational	-
19	Transport Rail	SP10 (4)	Metro - South Hylton to Penshaw	Nexus - Metro extension	TBC	TBC	No funding in place as yet	Nexus	TBC	Aspirational	-
20	Transport Rail	SP10 (4)	Metro reinvigoration Phase 3: Doxford International	Scheme requires further feasibility work to establish costs.	TBC	TBC	No funding in place as yet	Nexus	TBC	Aspirational	-

Appendix 1: International Advanced Manufacturing Park (IAMP) Infrastructure Schedule

Ref	Infrastructure	Indicative Cost	Funding Mechanism ¹⁵	Delivery Body	Delivery Phasing
1	Strategic highway network – improvements to the A19 at the Testos junction and at the Downhill junction.	£140m	Central Government	Highways England	Started on site early 2019. Construction expected to complete 2021.
2	Dualling of the A1290; spine roads (into the northern area, roads in the eastern part of IAMP and connections to the Nissan factory); new road bridge over the A19; and River Don bridge	£33m	Central Government via Local Growth Fund; Sunderland City Council and South Tyneside Council	IAMP LLP	Start on site 2018, implementation over a two year period
3	Site drainage – foul drainage outfalls; storm water attenuation measures (balancing ponds); internal foul and storm water sewers; and	£8m	Central Government via Local Growth Fund; Sunderland City Council and South Tyneside Council	IAMP LLP	Start on site 2018, implementation over a two year period

¹⁵ The Councils have secured £92m of funding for the delivery of IAMP. The table shows costs in the order of £66m for on-site infrastructure and mitigation (rows 2 to 5). The balance of £26m is attributed to other project costs including land acquisition, professional fees, marketing, consultation and consenting costs.

	new culverted land drains.				
4	Landscape works and ecological mitigation – landscape buffer alongside the A19; ecological/environmental zone; Protected species mitigation.	£5.1m	Central Government via Local Growth Fund; Sunderland City Council and South Tyneside Council	IAMP LLP	Start on site 2018, implementation over a two year period
5	Utility provision – upgrade to HV network/new primary substation; gas supply, water provision, telecommunications.	£20.1m	Central Government via Local Growth Fund; Sunderland City Council and South Tyneside Council	IAMP LLP	Start on site 2018, implementation over a two year period
6	Development plot infrastructure – associated with the construction of floorspace and internal site roads within the development plots, such as plot drainage, landscaping, estate roads and the buildings.	£300-400m	IAMP LLP and Developer Partner	Developer Partner	Start on site 2018, implementation over a ten – fifteen year period

The Councils have secured £92m of funding for the delivery of IAMP. The table above shows costs in the order of £66m (rows 2 to 5) for on-site infrastructure and mitigation. The balance of £26m is attributed to other project costs including land acquisition, professional fees, marketing, consultation and consenting costs.

Funding source	Amount	Commentary
Local Growth Fund	£42.2m	Approved by Government in January 2017.
City Deal	£5m	Approved by Government in 2014 – project development, feasibility and land acquisitions
Sunderland City Council and South Tyneside Council	22.4m	Borrowing to support project delivery. Allocated within both Councils Capital Programme for 2017/18 onwards, approved by both Full Councils.
Sunderland City Council and South Tyneside Council	22.4m	Capital contribution via Enterprise Zone funding mechanism, to be underwritten by Sunderland and South Tyneside Councils.
Total	£92m	

Appendix 2: South Sunderland Growth Area

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap (as at December 2018)	Potential funding (as at December 2018)	Lead organisation	Indicative phasing	Priority	Status
	Education - primary	SSGA	Extension of 2 existing schools	See SSGA IDS	£2,000,000	£2,540,000	Developer S106 contributions Current amount of £5,710,000	SCC	Short term (1-5 years)	Essential	
	Education - primary	SSGA	New 1.5 form entry school	See SSGA IDS	£6,250,000			SCC	Medium and long term (6-15 years)	Essential	
	Transport - bus	SSGA	It will be necessary to seek a developer contribution to provide a 'pump priming' bus service on each of the individual developments forming SSGA in advance of the growth area developing sufficient 'critical mass' in terms of population and infrastructure	See SSGA IDS	£891,585	£259,904	Developer S106 contributions Current amount of S106 £631,681	Nexus and Bus operators/scc	Short - long term (12 years indicative)	Essential	
	Play space and Pitch Provision	SSGA	4 play parks, wheeled play space, 3G pitch, grass pitch and changing accommodation.	See SSGA IDS	£2,415,904	£705,847	Developer S106 contributions Current amount of S106 £1,710,057	SCC	Medium -long	Essential	

Ref	Type	Policy Link	Project	Notes	Indicative Cost	Gap (as at December 2018)	Potential funding (as at December 2018)	Lead organisation	Indicative phasing	Priority	Status
	Biodiversity	SSGA	Biodiversity enhancements, variety of projects	See SSGA IDS	£1,031,223	£322,920	Developer S106 contributions Current amount of S106 £708,303		Throughout duration of development.	Essential	
	Green Infrastructure	SSGA	Allotment provision will be requested at 15 plots per 1,000 households. Therefore, 42 plots will be required as a consequence of the proposed developments at SSGA.	See SSGA IDS	£168,000	£65,400	Developer S106 contributions Current amount of S106 £102,600	SCC	Short –long	Essential	
	Transport - strategic highways	SSGA	Pinch point works on the A690/ A19 junction	See SSGA IDS	£4,000,000	£2,100,000	£1.4m funding secured through Growth and Housing Fund. £0.5m SCC	SCC	Short term 1-5 years	Essential	Further design work required.
	Transport - Ryhope to Doxford Link Road	SSGA	Each developer will facilitate the delivery of the link road as part of the respective schemes. This leaves a section of the road link between the developer's land between north of Burdon Lane and Cherry Knowle. Additional funding for this section is requ	See SSGA IDS	£4,965,900	£1,988,969	Developer S106 contributions Current amount of S106 £2,976,931	SCC	Short term 1-5 years	Essential	

Appendix 3: Infrastructure Stakeholders

The following is a list of organisations involved in the plan making process, in relation to the provision of infrastructure.

1. Sunderland Council Infrastructure Delivery Plan Working Group

Name	Department/ Section
Trina Murphy	Museums & Culture
Victoria French	Parks, open spaces, leisure
Ian Richardson	sports grounds
Alan Rowan	Education
Allison Clarke/ Marie Brett	Libraries
Colin Curtis	Waste
Mark Jackson	Infrastructure & Transport
Paul Lewins/ David Marshall	Transportation
Andrew Bewick	Ecology
Tim Ducker	Public Rights of Way/Cycling
Julie Parker-Walton	Health
Stephanie Rose	Further Education
Paul Armin	Drainage
Andrew Perkin	Renewable Energy
Andrew Atkinson	Renewable Energy
David Gustard	Property Services
Linzi Milley	Regeneration

2. Other organisations have also contributed information in the development of the IDP and key contacts are listed below.

Organisation	Name	Role
Nexus	Gordon Harrison	Business Development Manager
Network Rail	Ed Dunn	
Port of Sunderland	Matthew Hunt Captain Kevin Ullah	Port Director Harbour Master
Highways England	Mark Goodwill	
Northern Powergrid	Alison Johnson	Design Engineer
Northern Gas Network	Micah Boutwood	Reinforcement & Network Analysis Validation Officer
BT (broadband)	Dave Calvert	
O2 and Vodafone (CTIL)	Eamon Hansberry	Regional Community and Planning Specialist - North East
EE (now part of BT)	Atul Roy	Senior Manager Strategy
Northumbrian Water Limited	Laura Kennedy	
Marine Management Organisation	Zoe Mackay	Marine Planner (North East)
Environment Agency	James Hudson	Senior Planning Advisor
Sunderland Public Health	Gillian Gibson	Director of Public Health
University of Sunderland	Suzanne Todd	Property Management Surveyor
Tyne and Wear Fire and Rescue Service	Ian Cuskin	District Officer Sunderland District
North East Ambulance Service	Claire Jobling	
Community Centres	Vivienne Metcalfe	Area Community Development Lead (North)