



RIVERSIDE SUNDERLAND SPD ADOPTION STATEMENT

In accordance with Regulation 11 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) notice is hereby given that Sunderland City Council adopted the Riverside Sunderland Supplementary Planning Document (SPD) on 18 December 2020.

A number of modifications were made to the Plan pursuant to section 23 of the Planning and Compulsory Purchase Act 2004 (the Act). These are set out Appendix 1.

In accordance with Regulation 35 of the 2012 Regulations the following documents have been made available:

- i. Riverside Sunderland Supplementary Planning Document;
- ii. Riverside Sunderland Planning Document Adoption Statement; and
- iii. Riverside Sunderland Supplementary Planning Document Statement of Consultation.

The documents listed above are available to view on the Council's website or the examination webpage <https://www.sunderland.gov.uk/article/14748/Adopted->. Paper copies are available to view at Sunderland City Council, Civic Centre, Burdon Road, Sunderland, SR2 7DN (Monday to Thursday 8.45am to 5.15pm and Friday 8.45am to 4.45pm).

Any person aggrieved by the decision to adopt the SPD may apply to the High Court for leave to apply for judicial review of the decision to adopt the document. Any such application must be made promptly and in any event, not later than three months after the day on which it was adopted.

Appendix 1 Schedule of modifications –

Ref	Section/Para	Modification	Comments
1.	Front Cover		To reflect adoption date
2.	1.3	<p>Sunderland City Council (hereafter referred to as the Council) has prepared is in the process of preparing a masterplan for Riverside Sunderland. The Riverside Sunderland masterplan will sets out a robust development strategy and demonstrates how the key elements of the development will come together to create a special place. This includes:</p> <ul style="list-style-type: none"> • a central business district, at Vaux and at the Heart of the City <u>creating approximately 1 million square feet of modern offices, commercial premises and other employment space;</u> • approximately 1,000 new homes in residential neighbourhoods at Vaux, Farringdon Row, Ayre’s Quay, Sheepfolds and Bonnersfield; • major public buildings including City Hall <u>and</u> a new city library; • <u>a restored riverside park incorporating Galley’s Gill and spanning both sides of the river;</u> • two new pedestrian footbridges across the River Wear; <u>and</u> • the reinvention of St Mary’s Boulevard to create a single-carriageway city street. 	<p>For clarity</p> <p>To reflect the updated Riverside Sunderland Masterplan</p> <p>For clarity</p> <p>For clarity</p>
3.	1.4	<p>The Council is preparing a Low Carbon Framework <u>with partners across the city</u> to establish how Sunderland will become carbon neutral. This SPD seeks to guide development on Riverside Sunderland to achieve carbon neutrality and climate change resilience by:</p>	For clarity
4.	1.6	<ul style="list-style-type: none"> • Part Two – Allocations and Designations Plan (A&D) The A&D Plan will set out local policies including site-specific policy <u>allocations and</u> designations and allocations for the development, protection and conservation of land in the city. The A&D Plan will allocate Riverside Sunderland for mixed use development. <p>..... Riverside Sunderland has a key role to play in delivering Sunderland’s Local Plan. The CSDP sets out (in Strategic Policy SP2) the Council’s approach to the “Urban Core”, and the aspiration to make it “a more attractive and vibrant place...where people gather to socialise, work, live and play”. The revitalised City Centre will be the catalyst for the city’s wider economic ic growth, and <u>growth and</u> will help to attract skilled workers and visitors.</p>	<p>For clarity</p> <p>For clarity</p>
5.	1.7	<p>This SPD gives detailed advice on how CSDP Policy SP2 will be applied <u>to Riverside Sunderland</u>. The purpose of the SPD is to:</p>	For clarity

		<ul style="list-style-type: none"> • facilitate the implementation of the Riverside Sunderland masterplan in a comprehensive and coordinated way; • provide a basis for informed and transparent planning decisions; and • establish development principles and design guidance. <p>The document is in six sections, including this introduction <u>as Section 1:</u></p>	For clarity
6.	1.8	<p>This SPD has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. It has been subject to a Strategic Environmental Assessment (SEA) Screening, which determined that a SEA was not required. An Equalities Impact Assessment (EIA) has also been prepared. Riverside Sunderland will be subject to a Habitat Regulation Assessment (HRA) (as part of the wider Allocations and Designations Plan) and, as such, <u>the SPD will be updated to reflect any substantive changes and any changes required as a result of the assessment. will be reflected in the final version of this SPD.</u></p>	For clarity
7.	1.9	<p>The SPD has been subject to <u>two separate</u> four week formal public consultation <u>exercises</u> in line with the Council's Statement of Community Involvement and comments received have been analysed and, where appropriate, incorporated into this version of the SPD.</p> <p>A Consultation Statement accompanies this SPD which sets out who was consulted, a summary of the main issues and how the issues have been addressed in the SPD. The SPD will be subject to a further four weeks formal public consultation and any comments received during that time will be analysed and incorporated into the final version where appropriate. <u>The Adoption Statement includes all changes made following the Revised Draft consultation.</u></p>	For clarity
8.	2.1	<p>The plan shows the extent of the Riverside Sunderland masterplan area. It is a large (approximately 38 ha) site, which overlaps with and extends beyond the traditional commercial core of the City Centre. The site, which straddles the River Wear, extends from High Street West in the south, across St Mary's Boulevard to the former Vaux Brewery site which overlooks the Wear. On the south bank of the river, the site also includes the riverside, Galley's Gill, Farringdon Row and Ayre's Quay. On the north bank it includes the riverside and <u>the Sheepfolds area, which lies adjacent to the internationally recognised Stadium of Light, home to Sunderland Association Football Club.</u> - This SPD also provides guidance for Bonnersfield, the development area which adjoins Sheepfolds.</p> <p><u>Riverside Sunderland contains two of the three medieval settlements from which Sunderland has evolved: the monastic community of Monkwearmouth on the north bank of the river and the parish of Bishopwearmouth to the south. The construction of the first Wearmouth Bridge in 1796 hastened the development of the modern city; the present road and rail bridges form a vital gateway to Sunderland, providing a backdrop to the riverside landscape.</u></p>	<p>To reflect comments received from Sir Bob Murray</p> <p>To reflect comments received from Historic England</p>

		<p><u>The historic environment of Riverside Sunderland primarily comes from a combination of its industrial heritage along the river corridor and the fine surviving architecture of the late Victorian and Edwardian buildings along the High Street, and makes a key contribution to the quality and character of the Riverside Sunderland environment. The area has played a pivotal role in Sunderland's industrial history. Until the mid-20th century the area was dominated by traditional industries including shipbuilding, mining, brewing, coal staithes, railway yards and a power station. All of these activities have since ceased and much of the area is vacant and derelict land. Some pockets of light industry survive in Sheepfolds. The 19th-20th century urban grain has been eroded, however, the area has although some historic buildings and structures survive. a diverse and distinctive range of designated and non-designated heritage assets, including several grade II listed buildings, sites of archaeological importance and the northern part of Bishopwearmouth Conservation Area. The Sunnyside Conservation Area is located adjacent to the south east boundary of the Riverside Area, with numerous other listed buildings just outside the area but within its setting. The landscape setting is remarkable. The River Wear flows through a deep gorge at this point and, at the eastern edge of the site, it is spanned by the historic road and rail bridges. There are dramatic views up and down the river and out to the sea.</u></p> <p>During recent years Riverside Sunderland has seen new investment and development with The Beam, a modern office building, opening on the Vaux site in 2019. Sunderland's new City Hall is under construction and is due for completion in 2021. Legal & General has announced a £100m investment in new office space on development sites close to The Beam, and planning permission has been granted for an 80-bed 4-star hotel adjacent to Keel Square. <u>Complementary heritage-led regeneration activity, revitalising and re-using key listed buildings along the High Street, is also currently being delivered within the Riverside Sunderland area.</u></p>	<p>To reflect comments received from Historic England</p> <p>To reflect comments received from Historic England</p>
9.	2.8	<p>Riverside Sunderland presents some challenges which development will need to address. These include:</p> <ul style="list-style-type: none"> • vertical and horizontal separation due to cliffs and steep slopes, the river and St Mary's Boulevard; • steep artificial banks restrict access to the river; • some paths and steps are steep and/or in a poor state of repair; • parts of Riverside Sunderland are subject to a high risk of surface water flooding; • Riverside Park, Farrington Row, Ayre's Quay and Bonnersfield are in Critical Drainage Areas relating to flooding; • some former industrial uses have left a legacy of contaminated land; • the site lies within the zone of influence of the Durham Coast Special Area of Conservation (SAC), Northumbria Coast Special Protection Area (SPA) and the Durham Coast, Fulwell and Quarry and Carley Hill Quarries <u>Quarries</u> SSSIs; 	<p>For clarity</p>

		<ul style="list-style-type: none"> • there are protected Local Wildlife and Local Geological Sites and a principal aquifer with a relatively thin impermeable stratum;and • protecting and enhancing the River Wear Corridor. <p>The opportunities presented by the Riverside Sunderland site include:</p> <ul style="list-style-type: none"> • a spectacular landscape setting, with most development sites on elevated plateaus overlooking the river; • outstanding views from all parts of the site which should be protected and enhanced; • easy access to the Metro and other rail and bus services, <u>which</u> creates an opportunity to increase the use of public transport and reduce car-dependency and the impact of traffic; • restoration of the urban grid; • close proximity to Keel Square, The Bridges and the historic centre; • iconic structures, including the Wearmouth bridges, historic buildings and industrial archaeology; • connections to walking and cycling networks and long-distance routes including the Coast-to-Coast route; • new river crossings to connect communities <u>and University Campuses</u> on both sides of the river and encourage walking and cycling; • rich ecology, including valuable blue/green corridors and wildlife sites and the opportunity to protect and enhance the Wearmouth Riverside Local Wildlife Site (LWS); • potential to bring more life and activity to the river; • potential to recreate the “lost lanes” linking High Street West; • opportunity to repurpose heritage assets including The North Eastern Railway stables and goods shed; and • <u>potential for integrating land uses and pedestrian/vehicular links with the Stadium of Light.</u> 	<p>For clarity</p> <p>To reflect comments received from University of Sunderland</p> <p>To reflect comments received from Sir Bob Murray</p>
10.	3.1	<p>Built Heritage and archaeology The site’s built heritage, including the historic street grid has been almost entirely erased. Bronze Age remains have been found at the site, which are also considered to be of industrial archaeological interest.</p> <p>Natural environment Key features of ecological importance are:</p>	<p>To reflect comments received from Historic England</p>

		<ul style="list-style-type: none"> the River Wear Strategic Wildlife Network<u>Corridor</u>, which includes protected and priority species such as otter, salmon, brown trout, European eel, bats and birds (in particular overwintering waders); the coastal European Sites, (Durham Coast Special Area of Conservation, Northumbria Coast Special Protection Area and Ramsar Site); and Durham Coast Site of Special Scientific Interest (SSSI), which <u>collectively</u> are internationally important due to their biological, geological and physiographic interest and <u>which</u> support nationally important numbers of wintering birds and breeding little <u>teurns</u>. <p>Adjacent to the site is Wearmouth Riverside Local Wildlife Site, that is recognised for significant assemblages of woodland, grassland, wetland and inter-tidal habitats and associated fauna.</p> <p>Views This is a high-profile site, visible to people arriving by rail and road. Its elevated location offers extensive views of the Wearmouth Bridges, the Stadium of Light, Empire Theatre, Galley’s Gill, the Liebherr site, Keel Square and the skyline of the Bishopwearmouth Conservation Area.</p> <p>Infrastructure It is a 5-10 minute walk from the Vaux site to all the amenities and facilities of the civic and commercial core of the city, including shops, cafes, public transport and cultural attractions. At present the area is almost unpopulated. There are no schools in the immediate vicinity but there are 5 primary schools within 2km. Hudson Road Primary School is the nearest primary school, being approximately 1.4km to the south east. The nearest secondary school (Thornhill) is approximately 1.3km away. The Vaux site is an accessible location in close proximity to transport hubs at Park Lane and Sunderland Station with bus stops located on St Mary’s Boulevard<u>Way</u>.</p>	<p>For clarity</p> <p>For clarity</p> <p>Spelling correction</p> <p>For clarity</p>
11.	3.3	<p>Description The Farrington Row/Ayre’s Quay site wraps around the western edge of Galley’s Gill and follows the river upstream as far as the timber yard. It is contained to the west by the street of the same name. Most of this area was occupied by the former coal-fired Sunderland Power Station, which was demolished in 1979. Other historic uses include a coal depot and a scrap yard. It is connected to the Vaux site by Galley’s Gill footbridge. The area is partly cleared and areas have been remediated, but it has become overgrown. The site is bordered to the west by commercial and retail outlets and much of the southernmost part of the site, where it is bounded by the A1231, has also been cleared and levelled, with significant infrastructure improvements recently completed as part of the city-wide Sunderland Strategic Transport Corridor (SSTC) project. Whilst the area is relatively level, there is a considerable drop along its eastern side, down to Galley’s Gill, and to the north down towards the river.</p>	<p>For clarity</p>

Built Heritage and archaeology

Historically, Farringdon Row/Ayre's Quay has been an area dominated by industrial and commercial uses, with a coal depot, railway sidings, a forge, scrap yard and rail workings having all been present. Disused railway tunnels, which were in use whilst the collieries were in operation, run beneath parts of the northern site area. The former industrial use of the site, for loading coal onto barges, is still evident from archaeological remains.

Natural environment

Key features of ecological importance are:

- the River Wear Strategic ~~Wildlife Corridor~~ Wildlife Network, which includes protected and priority species such as otter, salmon, brown trout, European eel, bats and birds (in particular overwintering waders);
- the coastal European Sites, (Durham Coast Special Area of Conservation, Northumbria Coast Special Protection Area and Ramsar Site); and
- Durham Coast Site of Special Scientific Interest (SSSI) which are ~~internationally~~ important due to the biological, geological and physiographic interest and support nationally important numbers of wintering birds and breeding little terns.

Adjacent to the site is Wearmouth Riverside Local Wildlife Site, that is recognised for significant assemblages of woodland, grassland, wetland and inter-tidal habitats and associated fauna.

Views

The south end of the Farringdon Row/Ayre's Quay site, next to the SSTC, is in a prominent gateway location. There are fine views upstream, across Galley's Gill and downstream towards the Wearmouth bridges.

Infrastructure

The southern part of the site is only a short distance from the Millfield area, although it is separated from it by the SSTC. Millfield has a doctor's surgery and other health services are available in the City Centre. There is a range of local shops on Hylton Road and the City Centre is within walking distance. There are two primary schools in Millfield and Thornhill Secondary School is approximately 2km away.

Utilities

There are various existing utilities and services within the vicinity of the site, including electricity, water, fibre and gas.

For clarity

Spelling correction

			For clarity
12.	3.4	<p>Description This traditional industrial area stands on the north bank of the Wear, overlooking a bend in the river. It is an elevated site, bounded to the east by the railway line and to the north by the <u>internationally recognised home of Sunderland Football Club - the Stadium of Light</u>. In the industrial era it was dominated by the nearby Wearmouth Colliery and the site was occupied by railway sidings, a miscellany of industrial uses and housing. The site is still populated by light industry, motor trades and the modern Hay Street Industrial Units. Sheepfolds is a hidden corner of Sunderland, surrounded by roads, railways, the river and major sporting venues such as <u>The Stadium and The Beacon of light and the Sunderland Aquatic Centre</u>. and the river. Despite this, The area is well connected <u>to both the immediate and the wider area by roads and footpaths</u> and is served by St Peter’s Metro station, <u>which adjoins the site to the south east corner.</u></p> <p>Built Heritage and archaeology As its name states, the Sheepfolds area was once in agricultural use, however this changed over the years with the area becoming more industrial supporting uses such as pottery works, a timber yard, an iron founder and metal works and a scrap yard. Two important historic railway buildings survive, although both need attention. The Grade II listed former North Eastern Railways Stables in Easington Street is an extensive complex in a fine location overlooking the river. The former goods shed in Hay Street is a characterful vernacular building. Both have potential for imaginative reuse. Close to the <u>Stadium of Light</u>, an atmospheric cobbled wagonway connects Millennium Way to the riverside. The impressive Grade II* listed former Monkwearmouth Station Museum is sited adjacent to the site’s eastern boundary and prominent at one of the key gateways into Sheepfolds and into the wider Riverside area and City Centre.</p> <p>Natural environment The ecological value of Sheepfolds needs further examination, but the Stables building is likely to provide habitats for hibernating and roosting bats. There is evidence of Japanese Knotweed on the edge of the Sheepfolds <u>area</u> which will require special control measures.</p> <p>Key features of ecological importance are:</p> <ul style="list-style-type: none"> the River Wear Strategic Wildlife Corridor <u>Wildlife Network</u>, which includes protected and priority species such as otter, salmon, brown trout, European eel, bats and birds (in particular overwintering waders); 	<p>To reflect comments received from Sir Bob Murray</p> <p>To reflect comments received from Sir Bob Murray For clarity</p> <p>To reflect comments received from Historic England</p> <p>For clarity</p> <p>For clarity</p> <p>For clarity</p>

		<ul style="list-style-type: none"> the coastal European Sites, (Durham Coast Special Area of Conservation, Northumbria Coast Special Protection Area and Ramsar Site); and Durham Coast Site of Special Scientific Interest (SSSI) which are internationally important due to the biological, geological and physiographic interest and support nationally important numbers of wintering birds and breeding little terns. <p>Adjacent to the site is Wearmouth Riverside Local Wildlife Site, which that is recognised for significant assemblages of woodland, grassland, wetland and inter-tidal habitats and associated fauna.</p> <p>Views Parts of the site enjoy excellent views of the Wearmouth bridges and the river valley and it has a sunny, south-facing aspect.</p> <p>Infrastructure Road access to Sheepfolds is restricted to the north by a narrow bridge, and to the south by a low bridge. Goods vehicles access the site from Keir Hardie Way. In addition to the Metro station, bus stops are available on North Bridge Street and Keir Hardie Way. The City Centre is a short walk across the Wearmouth Bridge. National Cycle Ways link the site to Hylton Riverside and Washington to the west, and St Peter’s Campus and the coast to the east.</p> <p>Local shops and services, including a doctor’s surgery, are found in North Bridge Street and Dundas Street. There is a <u>supermarket</u> at the nearby Roker Retail Park. Dame Dorothy and Grange Park Primary Schools are within easy walking distance, and there is a nursery school at the Beacon of Light. The nearest secondary schools are approximately 2.5km away.</p>	<p>For clarity</p> <p>For clarity</p>
13.	3.5	<p>Heritage and archaeology The site is in an area of archaeological importance. It may have formed part of Monkwearmouth village or a monastic precinct. There are remains of industrial buildings and structures on the site which has previously housed a brewery, a timber yard, a saw mill, an iron works and a dock at different times; this heritage makes Bonnersfield an area of industrial archaeological importance. Adjoining the site to the west is the Grade II listed Wearmouth Bridge, and the Grade II* listed Monkwearmouth Station Museum sits to the north west. Lying to the east is St Peter’s Church, which is Grade I listed, the below ground remains of Monkwearmouth Monastery are also a Scheduled Ancient Monument.</p> <p>Natural Environment The <u>key ecological features of the site</u>, which is within the Magnesian Limestone Gorge <u>are:</u></p>	<p>For clarity</p>

		<ul style="list-style-type: none"> • , forms part of the River Wear strategic wildlife corridor <u>Wildlife Network</u>, which includes protected and priority species such as otter, salmon, brown trout, European eel, bats and birds (in particular overwintering waders); • the coastal European Sites, (Durham Coast Special Area of Conservation, Northumbria Coast Special Protection Area and Ramsar Site); and • Durham Coast Site of Special Scientific Interest (SSSI) which are internationally important due to the biological, geological and physiographic interest and support nationally important numbers of wintering birds and breeding little terns. <p>Adjacent to the site is Wearmouth Riverside Local Wildlife Site, which <u>that</u> is recognised for significant assemblages of woodland, grassland, wetland and inter-tidal habitats and associated fauna. Whilst <u>The</u> site lies within a critical drainage area with a low incidence of flooding. , there is identified potential for groundwater flooding.</p> <p>Views The site is a south-facing location overlooking the river and is highly visible when viewed from the south bank <u>of the river</u>.</p> <p>Infrastructure Vehicular access to the site is restricted by the road layout on Dame Dorothy Street lying to the north and as such can only be accessed from the east, with vehicles leaving the site restricted to westbound travel. St Peter’s Metro station is nearby and bus stops are available on North Bridge Street and Keir Hardie Way. The City Centre is a short walk across Wearmouth Bridge. National Cycle Ways link the site to Hylton Riverside and Washington to the west and St Peter’s Campus and the coast to the east. Local shops and services, including a doctor’s surgery, are found in North Bridge Street and Dundas Street. There is a <u>supermarket</u> at the nearby Roker Retail Park. Dame Dorothy and Grange Park Primary Schools are within easy walking distance, and there is a nursery school at the Beacon of Light. The nearest secondary schools are approximately 2.5km away.</p>	<p>For clarity</p> <p>For clarity</p> <p>For clarity</p> <p>For clarity</p>
14.	3.6	<p>Heart of the City</p> <p>Description This site forms the southern edge of Riverside Sunderland and overlaps with the historic City Centre; it also forms part of the Bishopwearmouth Conservation Area <u>and shares part of its boundary with the Sunnyside Conservation Area that stretches out to the south east</u>. It includes High Street West (between St Michael’s Way and Fawcett Street), Keel Square and St Mary’s Boulevard. Unlike the rest of Riverside Sunderland, this is a functioning economic area <u>This area is</u> devoted to a mix of retail, leisure and culture, although gap sites and vacant properties reflect an area in transition.</p>	<p>To reflect comments received from Historic England</p> <p>For clarity</p>

The section of High Street West between Keel Square and Fawcett Street has long been one of Sunderland’s principal shopping streets, but its fortunes have declined in recent years. Keel Square, completed in 2015, is a pivotal location linking The Bridges shopping centre and the commercial heart of the city to the wider Riverside Sunderland area. The redevelopment of Riverside Sunderland aims to generate footfall by clustering activity around the Keel Square. The area west of Keel Square contains cultural attractions, including the Empire Theatre, the site of the Auditorium (opens 2021) and a group of historic pubs.

Heritage and archaeology

The site is the most significant of the Riverside neighbourhoods in terms of surviving built heritage, containing many architecturally impressive listed buildings of the mid-late 19th and early 20th centuries along the High Street environs, within the site and adjacent to it. Sunderland’s shipbuilding heritage is also reflected in the Keel Line, a strip of granite that runs from Keel Square to the escarpment edge next to The Beam; it records the names of 8,100 ships built in Sunderland since 1786. The start of the Keel Line is marked by a sculpture, the Propellers of the City.

The west side of the site, which is within the Bishopwearmouth Conservation Area, contains a group of fine Edwardian buildings including the Magistrates’ Court, the Empire Theatre and two historic pubs, the Dun Cow and the Peacock, that are of outstanding architectural quality and dominate the street scene and skyline with their striking roofscape features. This area is the focus of major heritage-led regeneration activity through the Bishopwearmouth Townscape Heritage and Cultural Quarter initiatives that are conserving and rejuvenating several key buildings for new cultural uses. The former Fire Station, for example, has been converted into a bar/restaurant, performing arts space and heritage centre. High Street West’s junction with Fawcett Street is characterised by the impressive landmark listed buildings of Mackie’s Corner and the elaborate Elephant Tea Rooms in the Sunnyside Conservation Area just outside the site boundary. Both these buildings are being revitalised through restoration and adaptive re-use projects as part of the Heritage Action Zone regeneration initiative.

High Street West, between Keel Square and Fawcett Street, is a traditional shopping street that stretches between the two Conservation Areas but is dominated by late 20th Century buildings, with some earlier survivals and later insertions. It is of limited architectural interest, but the “lost lanes” that link High Street West to St Mary’s Boulevard are an important survival feature, although they have been neglected for many years. The existing streets and lanes provide the potential for restored connectivity of the High Street with the new proposed commercial development on the Vaux site.

Views

Keel Square, which has been described as the heart of the city, stands in a vital crossroads location close to the core retail area, leisure and cultural attractions. It will offer impressive views of City Hall and the

For clarity

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		<p>central business district as development at Vaux east proceeds. The planned future development of the hotel, the Culture House (<u>referred to elsewhere as new library</u>) and Crowtree Place (not part of Riverside Sunderland) will add vitality and purpose to the space.</p>	For clarity
15.	3.7	<p>Riverside Park will have four distinct zones: Kingsley Gardens and Galley's Gill, which run north east from Silksworth Row down to the river, and the two riverside strips (Lambton Riverside and Wearmouth Riverside) on either side of the Wear.</p> <p>A park was created in Galley's Gill as long ago as 1989, after the coal staites and other industrial structures had been demolished. Unfortunately, it has never been popular and it has been subjected to vandalism and anti-social behaviour. The demolition of Vaux Brewery and the construction of SSTC have left Galley's Gill isolated from the life of the city. The riverside zone, on both banks of the river was previously dominated by the Lambton Coal Drops and other industrial sites.</p> <p>Heritage</p> <p>Historic photographs reveal an extraordinary industrial landscape, which survived until the 1970s and 1980s. Galley's Gill was dominated by railways and, while most of the built legacy has been swept away, significant survivals include the Hetton Colliery Railway tunnels. Boundary walls and other fragments survive, and the remains of Gill Cemetery can also be seen in the upper valley of Kingsley Gardens. Historically Galley's Gill would have provided the route for the now culverted Barnes Burn ordinary watercourse to enter the River Wear.</p> <p>Natural environment</p> <p>Land on both sides of the river has been largely undisturbed. through decades of spontaneous regeneration. The special features of the Wearmouth Riverside Local Wildlife Site which spans the river include:</p> <ul style="list-style-type: none"> • broadleaf woodland; • exposed magnesian limestone with ledges of botanical interest; • lowland meadow grassland; • coastal plant interest; and • intertidal muds. <p>Key features of ecological importance are:</p> <ul style="list-style-type: none"> • the River Wear Strategic Wildlife Corridor <u>Wildlife Network</u>, which includes protected and priority species such as otter, salmon, brown trout, European eel, bats and birds (in particular overwintering waders); • the coastal European Sites, (Durham Coast Special Area of Conservation, Northumbria Coast Special Protection Area and Ramsar Site); and 	<p>For clarity</p> <p>For clarity</p> <p>For clarity</p>

		<ul style="list-style-type: none"> • Durham Coast Site of Special Scientific Interest (SSSI) which are nationally important due to the biological, geological and physiographic interest and support nationally important numbers of wintering birds and breeding little <u>t</u>urns. 	Spelling correction
16.	4.2	<p>Each of the Riverside Sunderland localities will have a distinctive character, reflecting its purpose and the intrinsic qualities of the site. They will also contribute to the identity, functionality and connectedness of the whole site, establish a powerful sense of place and knit Riverside Sunderland into the fabric of the wider city.</p> <p>To achieve this sense of place and <u>help</u> achieve the Council’s ambitions for carbon neutrality, development should:</p> <ul style="list-style-type: none"> • be designed to optimise energy efficiency by: <ul style="list-style-type: none"> ○ siting and orientation <u>assisting with</u> being selected to optimise solar gain; ○ utilising high quality, thermally efficient building materials; ○ residential and non-residential developments aiming to meet high/excellent building standards, in conjunction with the National Design Guide*; and ○ alterations to existing buildings being designed with energy reduction in mind, incorporating renewable energy technologies if appropriate. • source materials locally where possible and/or consider the use of materials from renewable sources; • incorporate the use of green and/or blue roofs where possible; • incorporate recycling storage facilities for waste as integral parts of the buildings; • consider the use of water conserving devices and rainwater recycling; • treat water and sustainably discharge through wetland habitats if possible direct to the River Wear; • where possible, incorporate district heating infrastructure in line with the following hierarchy: <ul style="list-style-type: none"> ○ where there is an existing heat network, new development should connect into it; or ○ where there is no existing heat network, new development will be expected to adopt renewable technologies such as heat pumps and solar. Gas connections will only be considered appropriate as a last resort. • enhance the river corridor and provide positive environmental enhancement to the River Wear where possible; and • <u>capitalise on the sustainable development opportunities provided by the appropriate adaptive re-use of heritage assets.</u> 	<p>For clarity</p> <p>For clarity</p> <p>To reflect comments received from Historic England</p>

17.	4.3	<p>The successful layout of Riverside Sunderland and the built form will create a distinctive environment that will be highly accessible to a variety of users. It will bring together the established City Centre, Keel Square and the existing retail centre. To achieve this, development should:</p> <ul style="list-style-type: none"> • adopt a legible and permeable urban form, utilising and restoring the historic street layout where possible; • <u>enhance local historic character and distinctiveness, including the settings of heritage assets and key views and vistas;</u> • ensure a high level of architectural design that responds to the locality; • ensure that residential development creates high quality urban neighbourhoods; • ensure that developments on the escarpment edge create a distinctive city skyline on both sides of the river; • provide active ground floor uses in commercial buildings where possible; • ensure civic and cultural buildings are accessible and democratic spaces that welcome the whole community; • create safe spaces through passive surveillance and appropriate lighting; • ensure that building heights and form respond to the sloping topography and maximise views along the river edge; • ensure that a satisfactory level of amenity for existing and future residents can be maintained/created when considering layouts and separation distances between residential properties; • enhance the landscape setting and natural history of the site and capitalise on signature views and vistas; • promote accessibility, permeability and legibility, through ensuring that the different elements connect with each other and are easily navigable; • deliver high quality public realm; • utilise formal tree planting to soften landscape and create legible markers along key routes; • incorporate Sustainable Urban Drainage systems (SuDS) as integral features to the green infrastructure and street layout. SuDS should act as positive features to the development and help to reduce flood risk; and • ensure surface water run-off levels are in accordance with council standards; <u>and</u> • <u>integrate with adjacent land uses.</u> 	<p>To reflect comments received from Historic England</p> <p>For clarity</p>
18.	4.4	<p>Safe and efficient movement of pedestrians and cyclists will be a priority throughout Riverside Sunderland. St Mary's Boulevard, the busy dual-carriageway that currently divides the new central business district, will be reduced in capacity to give greater prioritisation to pedestrians. Movement</p>	

		<p>through and around Riverside Sunderland will be promoted by the construction of a high-level bridge between Vaux east and Sheepfolds, complemented by a low-level crossing to connect the north and south banks of Riverside Park. These infrastructure investments will help to reduce the number of people travelling to, and through, Riverside Sunderland by car which will improve air quality and road safety and encourage more people to walk and cycle.</p> <p>Development should respond to these changes, which are crucial to our carbon neutral aspirations, by bringing forward proposals that will reduce car dependency, or at least encourage drivers to switch to electric vehicles. Development should:</p> <ul style="list-style-type: none"> • create safe and attractive environments for walking and cycling and enhance footpaths and cycle routes; • support car-free environments wherever feasible, minimising vehicular movement and supporting safe and clean air environments; • design safe cycle routes into all new and existing roads (wherever practical), that will carry vehicle traffic; • connect Riverside Sunderland via pedestrian and cycle links to the City Centre, Sunderland Station, Metro stations and the Park Lane Interchange and improve connections; • create facilities for cycle parking and storage; • sensitively design areas of parking, servicing and refuse collection into development proposals. Whenever possible these, areas should be designed to limit interaction between pedestrian and vehicular movements. In instances of conflict between these uses, pedestrian movement should be given priority; • limit the amount of residents’ parking and, where appropriate, incorporate opportunities for car share/hire; and • <u>encourage the provision of electric vehicle charging facilities.</u> 	<p>For clarity</p> <p>For clarity</p>
19.	4.5	<p>Large parts of Riverside Sunderland have been inactive for 40-50 years. Especially on the riverside and in Galley’s Gill these forgotten places have naturalised and, in some cases, become rich and varied wildlife habitats. The regeneration of the area will bring many benefits but it will be important to ensure that the ecological value and biodiversity of the area is preserved. Our aim is to achieve biodiversity net gain, <u>where appropriate</u>, by creating and managing a network of green spaces and corridors and ensuring the continuing improvement of river water quality. Development should:</p> <ul style="list-style-type: none"> • contribute to the creation of a network of green spaces which link Riverside Sunderland; • prepare management and enhancement plans for priority habitats; • design SuDS schemes to provide landscape and wildlife benefits; • limit, as much as possible, the impact on woodland and scrub habitats; 	<p>For clarity</p>

		<ul style="list-style-type: none"> • assess recreational and other impacts on European Sites through the provision of a report to inform a Habitats Regulations Assessment; • assess impacts on the Durham Coast SSSI and Fulwell and Carley Hill Quarries SSSI; • assess impact on Local Wildlife and Geological Sites; • secure, deliver and maintain biodiversity net gains <u>where appropriate</u>; • <u>assess and address potential impacts on priority and protected species such as bats, hedgehog and invertebrates; where necessary, undertake bat surveys</u>; • <u>address non-native and invasive species where present</u>; • incorporate measures as far as possible to limit the potential impact of light, noise and other disturbance factors on sensitive species and habitats; • use native trees and shrubs in landscaping schemes; • protect the river corridor and species that utilise it such as otter, birds, marine mammals, and estuarine and migratory fish (this includes disturbance such as light, noise and vibration); and • reduce the number of outfalls that contribute to mudflat (a priority habitat) erosion; • <u>where possible, improve riparian zones; and</u> • <u>be located outside of the flood plain.</u> 	<p>For clarity</p> <p>To reflect comments received form Environment Agency</p>
20.	Page 43	<p><u>The cultural heritage of Riverside Sunderland is extraordinarily rich and contains (and is within the settings of) an extensive and diverse range of heritage assets, including historic buildings, areas, spaces and archaeological sites. It is important that development conserves and enhances these historic assets and their settings.</u></p> <p><u>Although it has a long history, Sunderland rose to prominence as an industrial town and the legacy of that era still shapes the city. Sunderland is proud of its history and it is appropriate that it should be acknowledged and celebrated in Riverside Sunderland. Development should respect the unique heritage of Riverside Sunderland and use it to enrich the experience of a new generation of residents and visitors.</u></p> <p><u>Development should:</u></p> <ul style="list-style-type: none"> • <u>conserve and enhance the historic environment of Riverside Sunderland, its historic buildings, structures, areas, spaces and archaeology</u>; • <u>respect and enhance the settings of heritage assets, including the Bishopwearmouth and Sunnyside Conservation Areas, and views to and from key listed buildings such as the Wearmouth Bridges</u>; • <u>make a positive contribution to local historic character and distinctiveness, incorporating heritage assets and respecting and taking inspiration from high quality historic developments in the layout and design of new streets and buildings</u>; • <u>identify, protect where possible, record and interpret the industrial archaeology of the area</u>; 	<p>To reflect comments received from Historic England</p>

- utilise the regeneration potential of heritage assets, repurposing at risk or vacant historic buildings for restoration and sensitive adaptive re-use;
- capitalise on and support the wider economic, environmental, cultural and social benefits flowing from the regeneration activities of the Bishopwearmouth Townscape Heritage, Heritage Action Zone and other heritage-led regeneration projects; and
- be undertaken in accordance with Riverside Sunderland Heritage Impact Assessment.

21.

5.1

Use Class	Design Element	Principle
<p>Required uses Dwellings (up to 200) (Use Class C3) Offices (Use Class E- Commercial, business and service use)</p>	<p>Layout and Open Space</p>	<p>A pedestrianised central boulevard should be provided from north to south, linking the City Centre, Keel Square, The Vaux and Sheepfolds, via the upper level pedestrian footbridge. The bridge should be designed to have the soffit level above the 1:200 plus climate change.</p>
		<p>Existing escarpment to be retained and enhanced to provide attractive and varied pedestrian footpaths, linking into the site and the wider area.</p>
<p>Acceptable Uses Shops, Restaurants and cafes – (small scale ancillary), Business uses (small scale as part of live work units), Health Centre - (Use Class E- Commercial, business and service uses)</p> <p>Drinking establishments (small scale ancillary) - (Use Class Sui generis)</p>	<p>Built Form</p>	<p>Development blocks with a strong built edge.</p>
		<p>House types which create street frontages.</p>
		<p>Incorporate tall corner dwellings to mark townscape.</p>
		<p>Urban design and site layout to create profile and open up views, <u>including enhancing views of key heritage assets, including the Monkwearmouth Railway Bridge, and Wearmouth Bridge and Bishopwearmouth Conservation Area.</u></p>
		<p>10m buffer from the top of escarpment, <u>where possible</u></p>
		<p>Active ground floor frontages. Building forms abutting St Mary's Boulevard should be designed to</p>

To reflect comments received from Historic England

For clarity

				adequately frame and enclose this important city street.	To reflect the updated Riverside Sunderland Masterplan
				The scale of development (<u>with the exception of the Gatehouse Building</u>) will increase as a frontage to St Mary's Boulevard, here buildings of a higher scale and massing will provide greater enclosure of this city street and Keel Square.	
			Indicative Height Parameters and Densities	Density Minimum of 40 dph, Indicative height parameters 2-8 storeys.	
			Access Movement and Parking	Direct pedestrian links should provide maximum movement through the site, into the City Centre and the riverside.	
				Improved pedestrian priority across to St Mary's Boulevard Way.	For clarity
				The parking arrangements should be <u>appropriate</u> minimal and add to the overall quality and character of the development.	For clarity
22.	5.2	Use Class	Design Element	Principle	
		Required uses Dwellings (approx. 240) (Use Class C3)	Layout and Open Space	Existing cliff top edge to be retained and enhanced to provide attractive and varied pedestrian footpaths, linking into the site and the wider area.	
		Acceptable Uses Business uses- small scale as part of live work units/workspace pods - (Use Class E- Commercial, business and service uses)		Consideration to be given to the need to retain the historic tunnels running across the northern part of the site, both in terms of ground conditions (building layout) and potential heritage value.	
				Entrances to dwelling blocks should be from both sides to activate the street.	
				Retain the buffer of woodland and riparian habitat from the river through woodland retention and management to improve this riparian interface where possible.	

				<p>Consideration to be given to the existing adjoining employment uses.</p> <p>Built Form</p> <p>Incorporate live work frontages where possible.</p> <p>Residential development should create stepping streets to maximise river views.</p> <p>Streets should become shared <u>space/gardens</u> where possible, with community spaces and bike storage.</p> <p>Dwellings to be orientated east-west where possible, to maximise daylight and wide river views</p> <p>Indicative Height Parameters and Densities</p> <p>2-6 storeys for residential 4-8 storeys for commercial</p> <p>Access Movement and Parking</p> <p>Upgrading/improvements to the existing pedestrian bridge from Farringdon Row to the Vaux site.</p> <p>Parking to support Riverside Sunderland and the wider City Centre.</p> <p>Improve connection from south end of Farringdon Row/Ayre's Quay into Millfield, crossing Trimdon Street and following Hetton Colliery Railway.</p>	For clarity								
23.	5.3	<p>Approximately 450 new homes will be built in phases on the south-facing Sheepfolds site. The new high-level bridge will land in Easington Street, close to the listed North Eastern Railway Stables, which presents an opportunity for creative re-use and establishing a high quality pedestrian dominated thoroughfare to the Stadium of Light. The 19th century street layout survives and will be maintained. -The eastern boundary of the site, next to the railway, is suitable for light industry and a higher density residential. A mixed-use buffer zone is needed to insulate homes from the stadium <u>and protect the operations of the Stadium of Light.</u></p>		<p>To reflect comments received from Sir Bob Murray</p> <p>To reflect comments received from Sir Bob Murray</p>									
		<table border="1"> <thead> <tr> <th data-bbox="405 1246 837 1286">Use Class</th> <th data-bbox="837 1246 1088 1286">Design Element</th> <th data-bbox="1088 1246 1680 1286">Principle</th> </tr> </thead> <tbody> <tr> <td data-bbox="405 1286 837 1433"> Required Uses Dwellings (approx. 450) (Use Class C3) </td> <td data-bbox="837 1286 1088 1433"> Layout and Open Space </td> <td data-bbox="1088 1286 1680 1433"> Business uses should be located to the north and east of the site to provide a buffer between residential and <u>the Stadium of Light</u> activities to the north and railway to the east, <u>whilst ensuring development will not affect</u> </td> </tr> <tr> <td data-bbox="405 1433 837 1468"> Acceptable Uses </td> <td data-bbox="837 1433 1088 1468"></td> <td data-bbox="1088 1433 1680 1468"></td> </tr> </tbody> </table>	Use Class	Design Element	Principle	Required Uses Dwellings (approx. 450) (Use Class C3)	Layout and Open Space	Business uses should be located to the north and east of the site to provide a buffer between residential and <u>the Stadium of Light</u> activities to the north and railway to the east, <u>whilst ensuring development will not affect</u>	Acceptable Uses				
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Acceptable Uses													

	<p>Shops (small scale to meet the day-today needs of residents and workers), Restaurants and café (small scale ancillary), Business uses - (Use Class E-Commercial, business and service uses)</p> <p>Drinking establishments (small scale ancillary) - (Use Class Sui generis)</p> <p>Hotels (Use Class C1)</p> <p>Student accommodation (purpose built)</p> <p>School/non-residential education and training centre – (Use Class F1)</p> <p>Community meeting room/hall (small scale) – (Use Class F2)</p>		<p><u>the operations of the Stadium of Light or constrain any future expansion plans.</u></p> <p>Purpose built student accommodation should be located to the east of the site.</p> <p>Improved links to the River Wear and the encouragement of a network of productive green open spaces.</p> <p>The layout of residential development should respect the existing grid pattern of development.</p> <p>A strong gateway is required at the northern landing point of the new river crossing, providing an active entrance into the site.</p> <p>Informal children’s play space to be incorporated into the layout.</p> <p>Leisure and commercial space to front the Stadium of Light.</p> <p>Hotel and events space to the west of the site. Education uses towards the north west.</p> <p>Any retail element to the scheme should be small scale and located to northern/eastern boundary of the site.</p> <p><u>The former NER railway stable block listed group will be conserved and sensitively developed to create a destination of character and sense of place for the area.</u></p> <p>Residential development should respond to the landscape context and take advantage of the river edge location.</p> <p>Higher density developments should be located close to St Peter’s Metro station.</p> <p><u>Ensure the settings of the listed NER stables, Monkwearmouth Station Museum, Monkwearmouth Railway Bridge and Wearmouth Bridge are enhanced.</u></p> <p>Courtyard dwellings to increase number of homes with a view.</p>	<p>To reflect comments received from Historic England</p> <p>To reflect comments received from Historic England</p>
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				<p>Layout of developments will need to take into consideration the high level of footfall created from events within <u>Stadium Park</u>, the area.</p>	To reflect the comments received from Sir Bob Murray
			Indicative Height Parameters and Densities	2 - 6 storeys	
			Access Movement and Parking	<p>Ensure the physical and functional connections between Sheepfolds, <u>Stadium Park</u> and the surrounding areas are delivered and enhanced through the development of improved pedestrian routes in Sheepfolds and improved crossing points across Keir Hardie Way and North Bridge Street.</p>	To reflect the comments received from Sir Bob Murray
				Ensure safe and easy access with priority given to pedestrian movement.	
				The development should enhance and promote access to and along the riverside.	
				Create new pedestrian/cycle connections to the east.	
				The creation of safe and direct routes to St. Peter's Metro station and the bus stops on North Bridge Street.	
				Parking to support the Sheepfolds area.	
				Integrate the historic cobbled gangway into the development through the upgrading of the route and linking it to the development.	
				Establish a major pedestrian boulevard/shared surface street linking the Stadium of Light with St Peter's Metro.	
24.	5.4	Use Class	Design Element	Principle	
		Required uses: Dwellings (up to 200) (Use Class C3)	Built Form	<p>Development should present an active frontage to the riverside.</p> <p>A high standard of contemporary design that is</p>	

		<p>Acceptable Uses: Restaurants and café (small scale ancillary) - (Use Class E- Commercial, business and service uses) Drinking establishments (small scale ancillary) - (Use Class Sui generis)</p>		<p>informed by the best qualities of the topography and built form.</p>	To reflect the updated Riverside Sunderland Masterplan
			<p>Indicative Height Parameters and Densities</p>	<p><u>23</u> - <u>64</u> storeys</p>	
			<p>Access Movement and Parking</p>	<p>Direct pedestrian and cycle access to riverside, St. Peter's Metro station and wider facilities and services.</p>	
				<p>Undercroft parking.</p>	
25.	5.5	<p>Use Class</p> <p>Acceptable Uses</p> <p>Shops, Restaurants and cafés, (offices (first floor and above) - (Use Class E- Commercial, business and service uses)</p> <p>Drinking establishments (small scale ancillary) - (Use Class Sui generis)</p> <p>Dwellings (first floor and above) - (Use Class C3) Hotel – (Use Class C1) Public Library – (Use Class F1) Community meeting room/hall (small scale) – (Use Class F2)</p>	<p>Design Element</p> <p>Layout and Open Space</p> <p>Built Form</p> <p>Indicative Height Parameters and Densities</p>	<p>Principle</p> <p>Join together High Street West and the retail core with Bishopwearmouth to the west and wider Riverside Sunderland.</p> <p>Development should enhance and integrate with Keel Square.</p> <p>Retrofitting existing buildings rather than demolition and rebuild.</p> <p>Ground floor commercial use with offices/residential above.</p> <p>Heights of buildings relative to the scale of surrounding buildings.</p> <p>Enhance settings of <u>Bishopwearmouth and Sunnyside Conservation Areas and key listed buildings in the High Street Environs.</u></p> <p>4 - 8 storeys</p>	<p>For clarity</p> <p>For clarity</p> <p>To reflect the comments of Historic England</p>

			<p>Access Movement and Parking</p>	<p>Enhance existing pedestrian routes.</p> <p>Parking will not be provided within the Heart of the City.</p> <p>Servicing should not visually impact High Street West or St Mary's Boulevard.</p> <p>Ensure direct links with wider City Centre and Riverside Sunderland.</p>	
26.	5.6	<p>Riverside Park will create an attractive, high quality leisure and recreation facility, by:</p> <ul style="list-style-type: none"> • integrating formal and informal children's play space into the layout; • high and lower level bridge connections to provide connectivity to wider walking and cycling networks; • creating biodiversity net gain, <u>where appropriate</u>, offsetting the quantum of surrounding development; • providing a skate park/parkour area; • managing the areas of surface water flood risk; • developing a Park Plaza, which incorporates a community hall, café, public toilets, management and security space; • integrating urban agriculture into the layout; • providing a dedicated events space; • conserving and enhancing areas of biodiversity interest; • creating a distinctive landscape using high quality materials, features and public art; • retaining and developing existing heritage features; • incorporating landscaped SuDS into the layout of the park which maximise useable space and enhance biodiversity <u>where appropriate</u>; • incorporating formal and informal areas of open space; • improving pedestrian and cycle networks throughout the park and opening up the River Wear corridor; • enhancing the riverscape; • enhancing and protecting the attractive views to Wearmouth Bridge; • utilising the river for waterside recreation; • ensuring central, direct pedestrian access to the northern section of the park and wider leisure and recreation networks; and 			<p>For clarity</p> <p>For clarity</p> <p>For clarity</p>

		<ul style="list-style-type: none"> protecting access to fishing along the River Wear. 	
27.	6.1	<p>In addition to the requirements set out within Sunderland’s Validation Checklist, planning applications should also be accompanied by:</p> <ul style="list-style-type: none"> a Design and Access Statement; a Transportation Assessment and Travel Plan; a Sustainability Statement including a Carbon Impact Assessment; a Consultation Statement; a Noise Assessment; a Health Impact Assessment for schemes over 100 dwellings or more, student schemes of 100 bed spaces or more, or any other large-scale development which has the potential to have a significant impact on health; details of mitigation measures to satisfy Habitats Regulations Assessment (HRA) requirements; and details of how development will deliver biodiversity net gains, where appropriate. <u>details of [non-HRA] ecological mitigation measures and how development will ensure a sustainable net gain in biodiversity, where appropriate.</u> <p>Design and Access Statement Design excellence is of fundamental importance to the Council’s aspirations for Riverside Sunderland. In accordance with government guidance, a Design and Access Statement is required to accompany most new planning applications. The purpose of Design and Access Statements is to describe and illustrate the design thinking behind a proposal and to explain how the proposed design solution has been informed by the key principles of good design. Design and Access Statements should set out the way in which a development will contribute towards meeting the requirements of current policy and guidance, including this SPD. Further advice can be provided by the Council on request or through pre-application discussions.</p> <p>3D Testing It is recommended that proposals within the Riverside Sunderland area should use the Virtual Sunderland Model at pre-app stage for testing. It is considered this approach will help to gain a greater understanding of how the scheme sits in the wider context and likely impact on important views.</p> <p>Transport Assessment and Travel Plan Riverside Sunderland will be a carbon-neutral development and the Council expects that proposals will encourage the use of sustainable <u>and active</u> modes of travel and reduce the number of journeys by</p>	<p>For clarity</p> <p>For clarity</p>

private vehicle. A Transport Assessment should accompany planning applications for development proposals at Riverside Sunderland. This assessment should demonstrate:

- the accessibility to the site by all modes;
- measures to improve accessibility by public transport, walking and cycling;
- plans to reduce the need for parking and travel and mitigate transport impacts;
- the number of EV charging facilities which will be incorporated in the development;
- the impact of proposals on the A19; and
- the impact of proposals on Stadium Park (for developments with Sheepfolds).

Travel Plans should also be submitted setting out targets for site specific modal split and measures to be implemented to achieve such targets.

Masterplans

In accordance with CSDP Policy BH1, a masterplan or development framework is required to be submitted alongside residential developments of 250 dwellings or more, or non-residential development on a site of 5 hectares or more. The masterplan/development framework should be in accordance with this SPD and Riverside Sunderland Masterplan and set out how the development will be brought forward based on sound urban design principles and how this will contribute to the comprehensive development of Riverside Sunderland. (Masterplans or development frameworks for the Sheepfolds area should include, at least in illustrative terms, the adjacent areas of Stadium Park).

Sustainability Statement

The statement should demonstrate how sustainability has been addressed and/or how it will be addressed at future design stage. This can include topics such as water use, materials waste, pollution, health and wellbeing, management, ecology, building fabric, resilience to climate change, local renewable and low carbon energy and transport. The statement should include a strategy to reduce CO2 emissions to include building design and materials, energy demand reduction, and renewable energy supply and generation.

Consultation Statement

Applications should be accompanied by a Consultation Statement, which sets out the methods and nature of pre-application consultation with residents and stakeholders. The Consultation Statement should set out how the methods employed comply with the provisions of the Council’s Statement of Community Involvement (SCI).

Noise Assessment

A noise impact assessment will be required for proposals which introduce a noise source (including vibration) which may cause loss of amenity or introduce a noise sensitive development in a noisy

For clarity

To reflect the comments received from Sir Bob Murray

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environment. Noise sensitive developments include residential proposals, medical facilities, schools/colleges.

Health Impact Assessment

It is important to ensure that the health impacts of the wider determinants of health are explicitly considered when making planning decisions. Health Impact Assessment (HIA) is one method for ensuring this is carried out. A HIA should appraise the potential positive and negative impacts of a proposal on new communities and adjacent existing communities, identify any differential distribution of impacts on health among groups within the population, and suggest actions to minimise any potential negative health impacts and maximise potential positive health impacts. Further guidance is set out within the Council’s Health Impact Assessment Developer Guidance Note.

Heritage Statement

A brief analysis of the significance of all heritage assets in the Riverside Area and those outside the area the settings of which could be affected by the development proposals, is provided in the Heritage Impact Assessment (HIA) which forms part of the evidence base for this SPD. The evidence base also includes potential impacts on their significance and, where necessary, measures to mitigate any harm to significance and opportunities to maximise enhancement. As set out within the SPD, development shall be undertaken in accordance with this HIA. In addition to this, proposals affecting heritage assets are required to be accompanied by an analysis of the asset’s significance (including, where relevant, that generated by the relationship with its setting) and the impact of proposals upon that significance, through a Heritage Statement.

~~Applications that relate to, or would impact on, the setting of heritage assets will need to be accompanied by a Heritage Statement.~~ The Heritage Statement should include plans showing historic features that may exist on or adjacent to the site (including listed buildings and structures, and an analysis of the significance of archaeology), a history and character of the building/structure, a justification for the proposed works and their heritage impact. Applicants are advised to discuss proposals with a planning officer and/or a conservation officer before any application is made and to agree the scope of the assessmentStatement.

For applications that may affect buried archaeological remains, an archaeological desk top assessment should be submitted. Subject to the recommendations of this assessment, there may be the requirement for further archaeological evaluation, investigation and excavation where appropriate.

Flood Risk Assessment and Drainage Strategy

A Flood Risk Assessment and Drainage Strategy will be required. This should include proposals for above ground Sustainable Urban Drainage system (SuDS) demonstrating how they will provide landscape, amenity and ecological benefits. Early liaison with the Local Lead Flood Authority (LLFA) and Northumbrian Water is required to identify any benefit to the existing -network particularly within Critical Drainage Areas. A Water Framework Directive Assessment will be needed should any development have the potential to impact the WFD status of the waterbody.

To reflect the comments received from Historic England

For clarity

		<p>Sequential Test/Impact Assessment For main town centre uses a sequential assessment and impact assessment may be required in line with Policies VC1 and VC2 of the CSDP. Outline planning applications should provide a detailed design code for future phases.</p> <p>Developer Contributions Developers will be encouraged to engage with the Council at an early stage to negotiate to agree planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended). Planning obligations that benefit the sustainability of the proposed scheme will be discussed, including any necessary infrastructure requirements. More detail on developer contributions is set out in the Planning Obligations SPD¹.</p> <p>Environmental Impact Assessment/Environmental Statement It is recommended that a request for an Environmental Impact Assessment Screening Opinion(s) be submitted to the <u>Local Planning Authority (LPA)</u> by applicants prior to the submission of development planning applications. Where the LPA determines that the proposal warrants such assessment, an Environmental Statement should be prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.</p>	For clarity
28.	Appendix 1 and Glossary	<p>Saved designations: Wildlife Corridor <u>Wildlife Networks/Areas of Potential Areological Importance</u> Glossary Conservation area Conservation Areas Conservation Areas are “areas of special architectural or historic interest <u>the character or appearance of which it is desirable to preserve or enhance</u>”.</p>	For clarity To reflect the comments of Historic England

